

ATTACHMENT BOOKLET 2

ORDINARY COUNCIL MEETING

TUESDAY 27 JUNE 2017

northernbeaches.nsw.gov.au

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MANLY BEACH, WHARF AND TOWN CENTRE PEDESTRIAN ACCESS & MANAGEMENT PLAN DRAFT

FOR

NORTHERN BEACHES COUNCIL





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P2934.002R Manly Beach Wharf and Town Centre PAMP	C. Holobrodskyj	F. Lau	T. Wheatley	07/06/2017	James Brocklebank, Northern Beaches Council

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Manly Beach, Wharf and Town Centre PAMP

ATTACHMENT 1 Walk Manly Pedestrian Access & Mobility Plan - Draft ITEM NO. 8.2 - 27 JUNE 2017

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Example of a Pedestrian Refuge
Concept Design for Refuge Island on Pittwater Road
Concept Design for a Mid-block Crossing (Pedestrian Traffic Lights) on Pittwater Road
Concept Design for Fully Signalised Intersection Pittwater Road
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Appendix D:	Bus Frequencies
Appendix E:	Community Consultation Results
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Appendix G:	Summary of Costs

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1. INTRODUCTION

1.1 BACKGROUND

Northern Beaches Council is exploring ways to identify an integrated pedestrian network for Manly Beach, Wharf and Town Centre. To assist in this identification, Council is developing a Pedestrian Access and Mobility Plan (PAMP). A PAMP provides a framework for developing or improving future pedestrian routes and key areas in need of reformed accessibility, as identified by the community. It aims to coordinate the mobility needs of all members of the community and requirements of existing pedestrian policies into a safe, convenient and integrated pedestrian network.

A previous PAMP was conducted on the area surrounding Pittwater Road and Balgowlah Road, Manly in 2015. The study was required due to the lack of pedestrian routes relative to the number of pedestrian attractors in Manly. The PAMP resulted in the construction and upgrades of several footpaths and bus stops, improving the overall pedestrian network within the area.

Bitzios Consulting has been commissioned by Northern Beaches Council to develop a PAMP for Manly Beach, Wharf and Town Centre. This report presents the findings of the study and contains:

- An assessment of the existing situation, pedestrian desire lines and activity centres;
- Deficiencies in the existing pedestrian network;
- Presentation of community consultation and stakeholder issues;
- An audit of identified pedestrian routes; and
- A list of recommendations for future projects for Council to consider.

1.2 STUDY OBJECTIVES

The aim of a PAMP is to provide a plan to improve pedestrian safety and to promote walking within the study area. The key objectives of the Manly Beach, Wharf, and Town Centre PAMP are to:

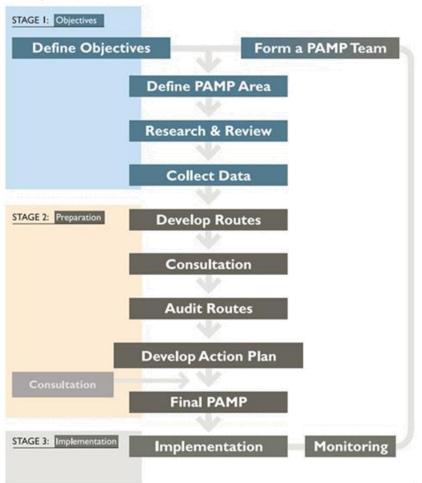
- Facilitate sustainable improvements regarding pedestrian access and priority, particularly in areas of
 pedestrian concentration;
- Reduce access severance, as well as enhance safe and convenient crossing opportunities on major roads;
- Identify and propose solutions to any pedestrian "crash clusters";
- Improve personal mobility and safety of persons with a disability and senior citizens by favouring
 pedestrian infrastructure and facilities which cater to all users;
- Provide links with other transport services to achieve an integrated network of transport facilities that comply with best practice technical standards;
- Develop a guiding policy and strategy for the key areas, coordinating current Council plans including for example, the Northern Beaches Council Development Control Plan (DCP) and the Local Environment Plan (LEP);
- Ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups;
- Enable pro-active infrastructure planning from all available funding sources, and identify required partnerships with other government agencies;
- Further Council's obligations under the Disability Discrimination Act (DDA) (1992) with a focus on the requirements of DDA compliant bus stops; and
- Establish a prioritised works program that includes works schedules, maintenance and upgrade programs to integrate into the Northern Beaches Council plans.

Manly Beach, Wharf and Town	Centre PAMP	
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1.3 PAMP METHODOLOGY

This PAMP was assembled in accordance with the NSW Roads and Maritime Services (RMS) Guide -'How to Prepare a Pedestrian Access and Mobility Plan'. The document identifies three stages in the PAMP process, shown in Figure 1.1, including:

- Stage 1: Objectives definition;
- Stage 2: Preparation and Community consultation; and
- Stage 3: Implementation.



Source: Roads and Maritime Services - 'How to Prepare a Pedestrian Access and Mobility Plan'

Figure 1.1: PAMP Development Methodology

1.4 **REPORT STRUCTURE**

This report has been structured to provide:

- A background on the study area, including demographics and existing public transport facilities;
- A review of relevant documentation, crash data and previous studies in the area;
- The findings of the study investigations, route audits, and stakeholder responses; and
- Recommendations to improve pedestrian facilities and encourage walking and the use of public transport within the study area.

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2. CHARACTERISTICS OF THE STUDY AREA

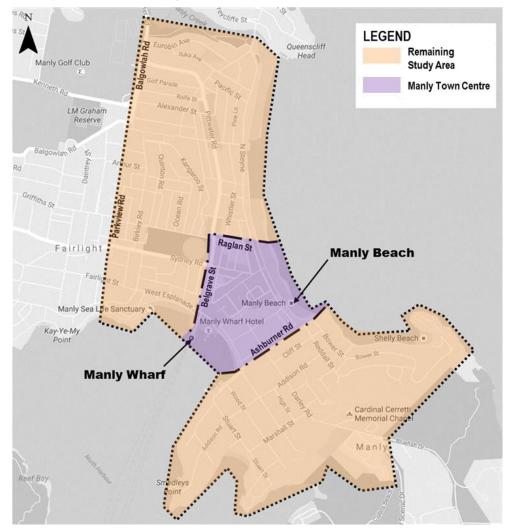
2.1 GEOGRAPHY

The Manly Local Government Area (Manly LGA) has been part of the Northern Beaches LGA since 2016, with an area of 15.14km², encompassing Manly, Balgowlah, Balgowlah Heights, Clontarf, Fairlight, and Seaforth. It is situated 17km northeast of the Sydney CBD, amongst the Northern Beaches.

The study area lies within the suburb of Manly, and includes the Manly Town Centre, Manly Beach, and Manly Wharf. These areas include the foreshore, residential areas, neighbourhood centres within the Town Centre and associated connections with public transport and other facilities. The area is defined by the following boundaries:

- to the north by Manly Creek;
- to the south by Sydney Harbour National Park;
- to the east by the Tasman Sea; and
- to the west by Balgowlah Road and its southern projection to Commonwealth Parade.

The study area is shown below in Figure 2.1.





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Elevations in the Manly region are shown in Figure 2.2. The Manly Town Centre and foreshore areas are flat with inclines to the south towards Sydney Harbour National Park, and to the west of Pittwater Road. There is a steep incline encompassing the southern section of the study area, the main route that traverses this hill is Darley Road. With Manly Hospital and Paul's Catholic College located in this section, adequate accessibility is important. Footpaths have been implemented on both sides of Darley Road from the Manly Town Centre to the hospital.

Another incline is situated to the north-west; accessibility to this area is important for residents in the region. Similar to the southern elevation, most streets have footpaths on both sides of the road.

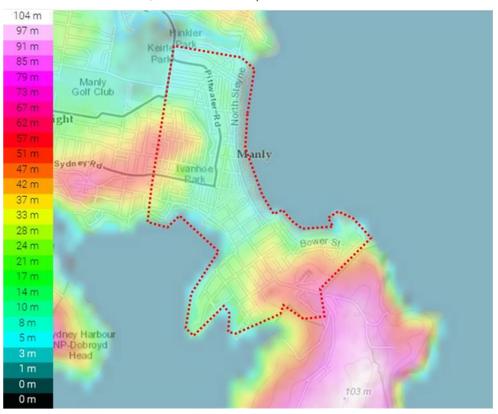


Figure 2.2: Topography map of study area

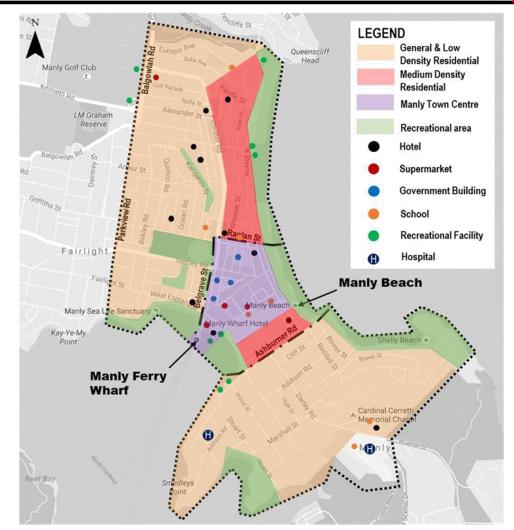
2.2 LAND USES

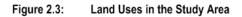
Land uses throughout the study area vary with sections of residential, public and private recreation, infrastructure, tourist areas, neighbourhood and local centres, areas of environmental conservation, national parks, and nature reserves.

Residential development in the study area is predominantly low density residential development with pockets of medium density residential. Low density residential areas are situated west and southeast of the Manly Town Centre, while medium density areas are located along the eastern foreshore north of the Town Centre. Retail and commercial developments are concentrated within the Manly Town Centre with smaller corridors of Neighbourhood Centres to the north of the study area along Pittwater Road. The land uses in the study area are shown in Figure 2.3.









2.3 POPULATION AND DEMOGRAPHICS DATA

Due to the lack of availability of the statistics of the 2016 Census from the Australian Bureaus of Statistics (ABS), results of the 2011 Census were studied instead. The 2011 Census data, published by the ABS, provides a demographical overview of the study area. The data shows the Manly suburb has a total population of 15,072 with a median age of 35. A comparison of age distribution in the Manly suburb and Greater Sydney was made. The Greater Sydney area, as defined by the ABS, extends from Mandalong in the north to Yanderra in the south, across to Mount Victoria in the west and encompassing the coastline from Catherine Hill Bay to the Royal National Park. This comparison is presented below in Figure 2.4 from the Census data (ABS, 2011). The graph shows the suburb of Manly has a higher proportion of persons aged 30-39 and a lower proportion of those aged 10-19 in comparison to the Greater Sydney Average.

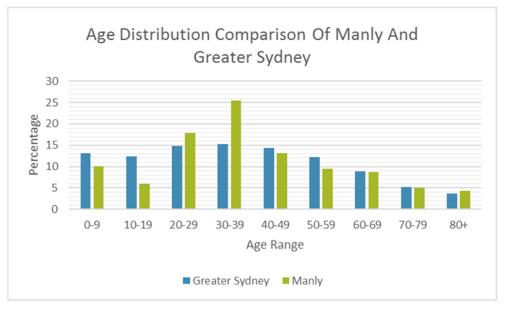
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2.3.1 Pedestrian User Groups

Pedestrian planning considers a number of pedestrian facility user groups based on age and assumed capabilities. The groups are classified in the following age groups based on categories created by the ABS:

- Infants (ages 0-4)
- Pre-school (ages 5-8)
- Primary (ages 9-11)
- Secondary (ages 12-17)
- Young Adults (ages 18-25)
- Adults (aged 26-59)
 - Adults (a) from 26-39 years old
 - Adults (b) from 40-59 years old
- Elderly (aged 60+)
 - Elderly (a) from 60-69 years old
 - Elderly (b) 70+ years of age)

The 2011 Census reported an Average of 2.2 persons per household and 1.2 motor vehicles per household in the study area. The census data shows that persons aged 0-9 years and the elderly (aged 60+) make up approximately 11% and 18% respectively of the total population in the suburb of Manly.



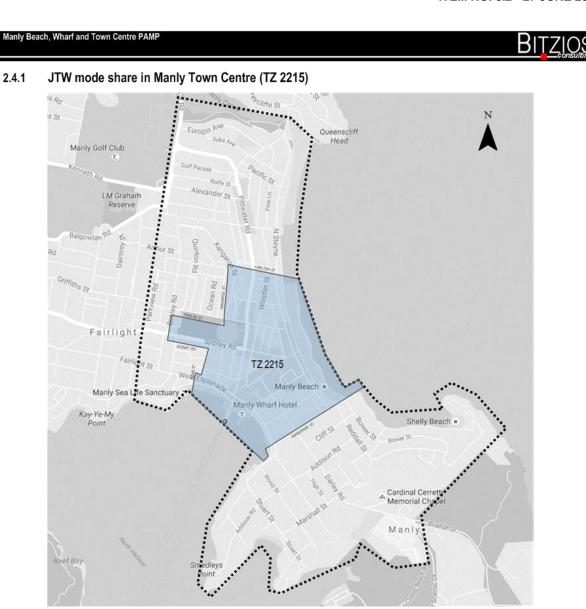
Source: Census data (ABS, 2011)

Figure 2.4: Age distribution comparison of Manly and Greater Sydney

2.4 JOURNEY TO WORK

The NSW Bureau of Transport Statistics (BTS) 2011 Census Journey to Work (JTW) data provides an indication of popular origins, destinations, as well as the typical mode share for commuters moving from and into the study area.

Due to the existing travel zones used by the BTS, the study area was divided into two sections; the Manly Town Centre and the Wider Manly Area. Manly Beach, Manly Wharf, and Manly Town Centre are within the Travel Zone 2215 as shown in Figure 2.5, while the remainder of the study area in depicted in Figure 2.8. JTW data from the entire Manly suburb was analysed to obtain a more accurate understanding of the movements within the study area.



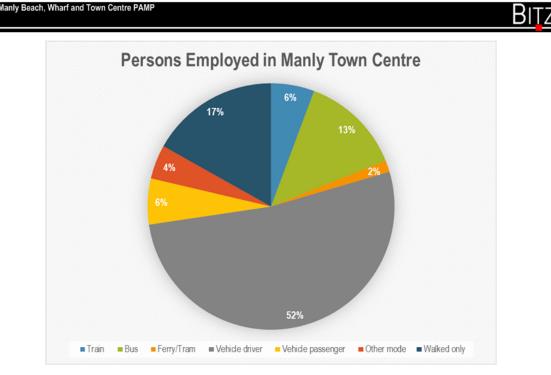
Source: Bureau of Transport Statistics - TZ 2215

Figure 2.5: Manly Town Centre JTW region

JTW mode to Manly Town Centre

The Manly Town Centre is situated in the centre of the study area, which includes Manly Wharf. The area extends from Ashburner Street in the south, to Carlton Street in the north and includes up to Ivanhoe Park and Rowe Street in the West. This area is accessible by bus, ferry, and private car. Although there is no train access within Manly, the train can be accessed via private vehicle and bus with the closest train station located at North Sydney Station, which is 12km or 22-minute drive from the Manly Ferry Terminal.

Commuting by private vehicle, as either the vehicle driver or vehicle passenger, was 58% of mode share. Walking to work was prominent with 17% of commuters walking as their only mode of transport. Public transport combined to make up approximately 21% of daily travel to work trips including bus, train, or ferry. The mode share for workers travelling to Manly is shown in Figure 2.6.

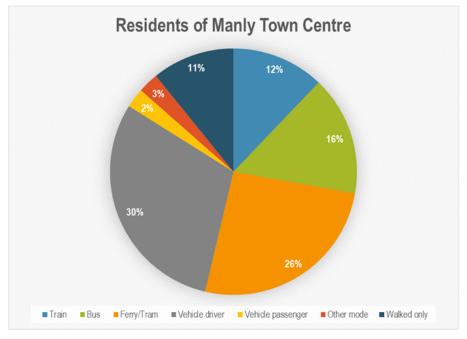


Source: Bureau of Transport Statistics - TZ 2215



JTW mode share from Manly Town Centre

Commuting by public transport from the Manly Town Centre was the mode of transport to work with the highest share at more than half of mode share (54%). 11% of journeys from Manly Town Centre were walking to work and 32% of workers travelled by private car. The mode share for workers travelling to work from Manly Town Centre is shown in Figure 2.7.



Source: Bureau of Transport Statistics - TZ 2215

Figure 2.7: 2011 Journey to Work Mode Share – Residents of Manly Town Centre

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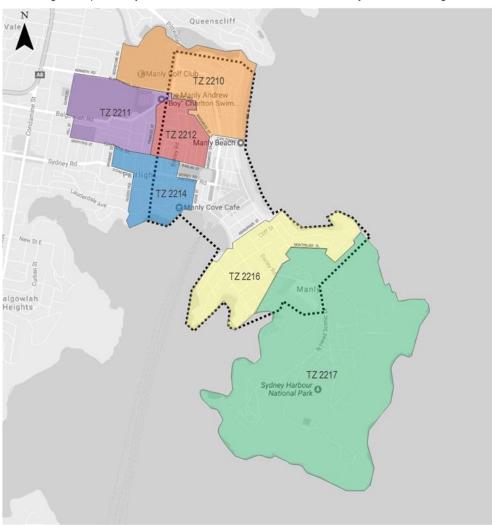
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2.4.2 JTW mode share in the Wider Manly Area (TZ 2214, 2211, 2212, 2210, 2216 and 2217)

JTW mode share to the Wider Manly Area

The Wider Manly Area in this study is bordered by Manly Creek in the North, along Pittwater Road in the West and to the hospital in the South. However, for the JTW analysis, data from the surrounding areas was considered due to the large number of residents travelling through Manly Town Centre from the surrounding areas, particularly from the south. The area used for the JTW analysis is shown in Figure 2.8.



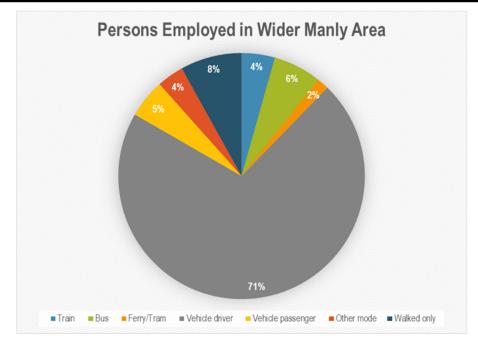
Source: Bureau of Transport Statistics - TZ 2214, 2211, 2212, 2210, 2216, 2217

Figure 2.8: Wider Manly Area JTW region

The mode of transport with the highest mode share for commuters travelling to the wider Manly Area was by private vehicle, as either a driver or passenger, accounting for 76% of trips. Public transport mode share was 12% of trips. The JTW mode share for persons employed within the wider Manly area is shown in Figure 2.9.





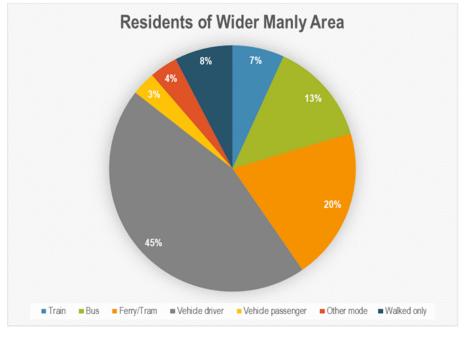


Source: Bureau of Transport Statistics - TZ 2214, 2211, 2212, 2210, 2216, 2217



JTW mode share from the Wider Manly Area

For residents travelling to work from the Wider Manly Area, the most prominent mode of travel to work was by private vehicles with 48% of trips made by either the driver or passenger of a private vehicle. Public transport was 40% in total. The JTW mode share for residents of the Wider Manly Area is shown in Figure 2.10.



Source: Bureau of Transport Statistics - TZ 2214, 2211, 2212, 2210, 2216, 2217

Figure 2.10: 2011 Journey to Work Mode Share – Residents of the Wider Manly Area

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2.5 PLANNING FOR MOBILITY IMPAIRED PEDESTRIANS

Careful consideration is required when assessing the condition and future implementation of pedestrian facilities to ensure that the needs and requirements of all users are considered. The ability, for those less mobile, to access services and facilities such as public transport, medical facilities and, shopping centres is a vital component of assessing the level of service provided and designed for in pedestrian facilities. The benefits of considered design are not limited to mobility impaired pedestrians, as all lines of pedestrian transport including walking, running, and cycling are aided by thoughtfully planned pedestrian facilities. A lack of consideration in phases of the design process can result in a pedestrian network that excludes or reduces the ability of key user groups to use the facilities effectively.

Design codes and standards, such as the Building Codes of Australia (BCA) and Australian Standards, are stringently considering the needs of the less mobile and implementing requirements for new developments at an increased rate. The impending final implementation of the National Disability Insurance Scheme will allow for people with mobility impairment to increase their activities and movement in the community and, therefore, it is increasingly important that public and pedestrian facilities are designed and constructed accordingly. For this reason, it may be important in some instances for designs of new facilities to extend from the minimum required standards to better meet the surrounding conditions and built environment to cater for mobility impaired pedestrians and reduce the potential work and cost associated with retrofitting or removal and replacement of aspects of the pedestrian facilities.

Whilst it is not possible to provide pedestrian facilities that allow for all possible user groups to be catered for in all instances, it is necessary to ensure that the priority routes considered are suitable for the maximum number of people from all likely user groups. The Disability Discrimination Act 1992 (DDA) states that it is unlawful to disregard disability standards. Additionally, all new infrastructure is to meet updated Australian Standards, such as AS1428, and BCA that set out specific guidelines and requirements for physical access.

2.6 TRANSPORT FACILITIES

2.6.1 Existing Pedestrian Facilities

Pedestrian accessibility and safety for the maximum amount of user groups are the main targets of a successful PAMP. Consideration should be provided to users with restricted mobility, children, sensory and intellectual impairments and the elderly to ensure that facilities cater for safe and easy use and movement for all. Important factors that play a role in affecting pedestrian movement include:

- Vehicle movement and speeds;
- Notification and signposting of desired pedestrian paths;
- Condition and access of footpaths;
- Adequate crossing provisions (at midblock, roundabouts, intersections, signals etc.); and
- Lighting and other safety infrastructure.

Pedestrian access within the Manly Beach, Wharf and Town Centre is highly encouraged, where most attractors are accessible by walking. Generally, streets are lined with well-maintained footpaths and include signalised intersections, signalised mid-block crossings, and marked zebra crossings. Higher pedestrian priority streets including North Steyne, South Steyne, East Esplanade, and West Esplanade encourage pedestrian activity with quality footpaths and benches along the foreshore, and bike racks to promote cycling. Furthermore, major walking routes including The Corso and Market Place connect Manly Wharf to Manly Beach and direct pedestrians towards major attractors including shop fronts and restaurants within the Manly Town Centre.

Similarly, residential streets in the study area are mostly lined with footpaths on both sides of the road and have access to bus stops. Alternatively, North Steyne contains similar pedestrian facilities as that found in the Manly Town Centre. A shared path for pedestrians and cyclists follows North Steyne throughout the study area, bordering Manly Beach with benches installed throughout the walk. The residential side of

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North Steyne includes portions of polished footpaths and sections of abutment paths. Bus stops on North Steyne consistently line both sides of the road.

2.6.2 Public Transport

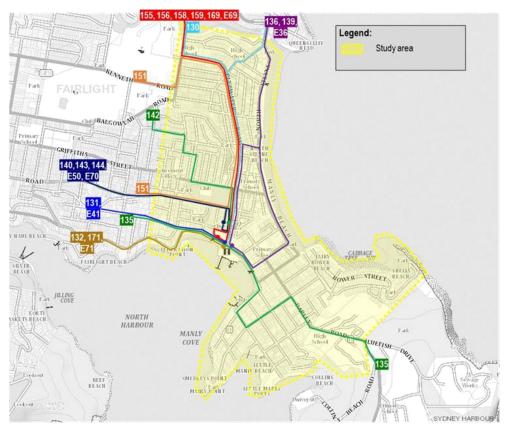
Train

There is no train line through Manly LGA, so trains have no direct impact on the pedestrian activity of the study area. North Sydney Station is the closest at 12 kilometres (or 12 minutes' drive) from the Manly Ferry Terminal. Therefore, trains are not considered in the PAMP.

Bus Services

The bus services connecting Manly to other areas of Sydney are provided by Sydney Buses. The bus services are shown below in Figure 2.11.

A summary of bus frequencies is provided in Appendix D.



Source: Transportnsw.info and Google Maps

Figure 2.11: Bus Routes within the study area



Ferry

The ferry services connect Manly to Circular Quay. Transport for NSW ferries run a regular service where each trip is approximately half an hour. Other ferry companies and water taxis have faster services too. The ferry route is shown below in Figure 2.12.



Source: Google Maps

Figure 2.12: Ferry route from Manly to Circular Quay (inbound and outbound)

2.6.3 Road Hierarchy

The road network in the Manly area primarily consists of an interconnected series of local roads, in line with the majority of the land use being classed as low and medium density residential development. There are two major metropolitan arterial routes, Sydney Road and Pittwater Road, which are responsible for providing a vital connection between the Manly suburb and surrounding areas.

Sydney Road is a state-owned road, where the Roads and Maritime Services (RMS) finance and manage the road. Sydney Road connects Manly to Northern Sydney, providing the most direct route via the A8 Manly Road, also a state-owned road, situated west of the study area. The route runs in an east-west orientation and is a two-way road with sections of four and six lanes along its length to Manly Road from the study area. From Manly Road, Sydney Road has a speed limit of 60 km/h both ways.

Similar to Sydney Road, Pittwater Road is also a state-owned road and forms the A8 in the North. The route is the primary north-south road and bisects the northern zone of the study area. It extends for approximately 3.8 kilometres from the A8 to Belgrave Street, of which 1.5 kilometres is within the study area. The maximum speed limit throughout the route is 60 km/h, with one 40 km/h school zone located at the Pittwater Road / Balgowlah Road intersection.

Darley Road, within the study area, connects the southern zone, particularly Manly Hospital, to the Manly Town Centre and ultimately, to Greater Sydney via Sydney Road and Manly Road. Darley Road is a twoway, two-lane, local road. It has a combination of 40 and 50 km/h zones, and incorporates two 40 km/h school zones located at Marshall Street and Victoria Parade.

A summary of road classifications within the study area is shown below, in Table 2.1.

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Local Road

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Table 2.1: Road Classifi	cations
Classification	Identified Roads
State Road	Belgrave Street Sydney Road Pittwater Road
Regional Road	North Steyne Raglan Street

Source: Roads and Maritime Services (RMS), Schedule of Classified Roads and Unclassified Roads

All other roads

Commonwealth Parade West Esplanade The Crescent

The traffic volumes along the A8 that are relevant to the study area are captured from 210 metres south of Manly Road at Spit Road. Spit Road is considered the main arterial road used by vehicles travelling to and from the south of the study area. Traffic flows along Spit Road are shown below in Table 2.2.

Table 2.2: Average Daily Traffic Volumes along State Road A8

			AADT		
Location	Station ID	Direction	All Days	Weekdays	Weekends
Spit Road	34001	Northbound	32828	34422	29118
	54001	Southbound	30521	32077	26583

Source: RMS Annual Average Daily Traffic (AADT) Data 2016

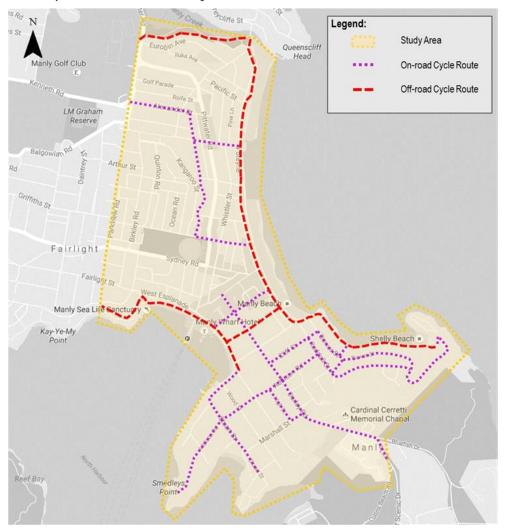
1Most recent AADT data obtained in 2013

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2.6.4 Cycling Routes

Cycling routes within the study area are designed for recreational activities as well as to promote cycling as a method of transportation. Using information supplied on the Northern Beaches Council website, a map of the main cycle routes is shown below in Figure 2.13.



Source: Manly Council - Manly Bike Network, Google Maps

Figure 2.13: Cycling routes within the study area

It should be noted that routes considered off-road in the above figure mainly consist of shared paths or a separated bicycle lane.

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3. RESEARCH, REVIEW AND DATA COLLECTION

3.1 LITERATURE REVIEW

3.1.1 Australian Government Department of Infrastructure and Regional Development 2015, *Pedestrians and Road Safety*

Pedestrians and Road Safety provides a statistical overview of the crashes involving pedestrians over time in Australia to establish and monitor trends to assist in future planning to reduce incidents. The key statistics and trends identified are as follows:

- From 1995 to 2014 there has been a 62% reduction in pedestrian fatalities across Australia;
- NSW has the highest number of pedestrian fatalities and the second highest per capita pedestrian fatality rate (per 100,000 people) between 2005-2014;
- Pedestrians over 75 are heavily over represented in statistics for pedestrian injuries and fatalities;
- Male pedestrians are twice as likely to be fatally injured in road crashes for all ages except 65+;
- Cities have higher numbers of crashes involving pedestrians but lower crash rates per capita;
- 60% of fatalities occur at 50 or 60 km/h posted speed limit zones, with the lowest rate of fatality
 incurring where posted speed limits are between 0 and 40 km/h;
- The peak times for crashes involving pedestrians are 6pm to 9pm on weekdays and 12am to 3am on weekends;
- From 2009 to 2013, pedestrians have been 2.5 times more likely to be involved in a fatal crash at nonintersection locations when compared to intersection crashes; and
- Alcohol, drug, and mobile device use of pedestrians has not been included in the data collection.

PAMP Implications: The key statistics outlined above provide clear areas that must be addressed by any PAMP to ensure that people, locations, and times of day that experience heightened levels of crashes are addressed, in order to reduce the likelihood of further incidents.

3.1.2 Premier's Council for Active Living NSW 2010, Development and Active Living – Designing Places for Active Living

Development and Active Living – Designing Places for Active Living outlines the role that new developments play in supporting and encouraging modes of transport that involve physical activity. By integrating the principles of active living into a proposed development, pedestrian movement is encouraged, which benefits the development and surrounding area. The five principles of active living as set out by the New South Wales Government are:

- Walkability and Connectivity: providing easy, attractive and accessible routes for pedestrians to take between pedestrian generators;
- Active Travel Alternatives: viable transport options to and from the development aside from vehicle use should be promoted and integrated into any design;
- Legibility: the ability of the surrounding environment to inform pedestrians of their location and possible destinations utilising existing facilities;
- Quality Public Domain: providing an environment that is attractive and has a high level of service and priority for pedestrians; and
- Social Interaction and Inclusion: promote and provide facilities that supply opportunities for a diverse range of people, including all ages, ethnicities, and activity levels, to engage in the environment physically.

PAMP Implications: The PAMP outcomes will remain consistent with the principles set out by the New South Wales Government in attempting to reduce the reliance on vehicles in town centres by increasing the attractiveness of travelling by means of physical activity. Connectivity, inclusion, alternatives, quality, and legibility are all key components of the desired outcomes.

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3.1.3 Transport for NSW 2012, Disability Action Plan 2012-2017

Disability Action Plan 2012-2017 prioritises the accessibility of transport facilities to ensure the services can be utilised by as many people as possible. As a result, there is a focus on the facilities provided to pedestrians on their journey to and from public transport to enable access by all user groups. Transport for NSW has dedicated programs that provide funding for the installation of pedestrian facilities that have the potential to be heavily utilised by pedestrians and cyclists, and will improve overall accessibility and safety of journeys to transport facilities.

PAMP Implications: The PAMP is able to evaluate certain recommendations and assess whether there is reason to apply to Transport for NSW to fund some of the work identified in this PAMP.

3.1.4 Manly Development Control Plan 2013

The *Manly Development Control Plan 2013* (or, DCP) aims to ensure that developments contribute to the quality of the natural and built environment, while considering economic, social, and environmental sustainable principles. It promotes the inclusion of all members of the community in future developments and positively impacts the Manly heritage and character of the area.

Of relevance to the study are the sections dealing with:

- Heritage Considerations Alterations or additions to heritage items or conservation areas (3.2.2)
- Accessibility (3.6)
- Development in Business Centres Manly Town Centre and surrounds (4.2.5),
- Neighbourhood Centres (4.2.8)
- Manly Town Centre Heritage Conservation Area and The Corso Heritage Item (5.1)
- Pittwater Road Conservation Area (5.2)

PAMP Implications: The DCP should be considered by the PAMP when composing recommendations to ensure outcomes correlate feasibly with the objectives outlined in the plan. Particularly, is the aim to improve and identify the direct, safe, and accessible routes for pedestrians to, from, and around Manly. Other considerations of note include Heritage items and conservation areas.

3.1.5 Manly Local Environmental Plan 2013

The *Manly Local Environmental Plan 2013* (or, LEP) by the former Manly Council provides a framework for the development of land within Manly. The LEP aims to support ecologically sustainable development, that is, development that improves quality of life while maintaining vital ecological processes. The objectives of the plan are to ensure the social needs of residents are met and to promote safe and sustainable access opportunities. It promotes a high standard of urban design, specifying the types of land use developments acceptable, as well as its densities and heights.

The study area is a combination of low and medium density residential zones, as well as retail and commercial sections, and public and private recreation areas. The Manly LEP aims to increase accessibility, reduce private car dependency, and increase use of public transport, particularly by concentrating trip-generating activities in locations where public transport is accessible.

PAMP Implications: To provide adequate and acceptable solutions, the Manly LEP should be used as a guideline for the betterment of pedestrians in a social, physical, and sustainable context. The existing environment and land use of Manly form an important component when assessing and delivering recommendations.

3.1.6 Manly Council Community Strategic Plan Beyond 2025

The *Community Strategic Plan Beyond 2025* is the latest community strategic plan, and was prepared prior to the amalgamation of NSW local councils, which occurred in late 2016 to early 2017. As the newly formed Northern Beaches Council is yet to hold elections, no such document for the newly formed council exists. As such, for the purpose for conducting the PAMP, the *Manly Community Strategic Plan Beyond 2025* will be utilised.

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The plan provides future directions for the Manly community that represent the aspirations of the people who live, visit, and work in the Manly area. The plan identifies the need to improve and maintain amenities and infrastructure services in Manly.

PAMP Implications: The PAMP will provide guidance and direction for the development of the future Manly Community Strategic Plan Beyond 2027.

3.2 KEY PEDESTRIAN GENERATORS AND ATTRACTORS

The greatest generators of pedestrian movement within the study area are Manly Wharf and Manly Beach, located on the western and eastern side of the Manly Town Centre, respectively. The Town Centre is also a significant attractor of tourists and residents, where land use is predominately commercial and retail throughout the area. There is a small amount of public infrastructure within the Manly Town Centre, such as the Manly Library, churches, the Manly Village Public School and the Royal Far West School, all of which generate significant pedestrian activity. Furthermore, a shared path and pedestrian path is located along the eastern side of North Steyne and South Steyne, where the pedestrian path is closest to the beach and the shared path is along the road. Another shared path is located along the East Esplanade and West Esplanade, near the Manly Wharf. These shared and pedestrian paths along the waterfronts of the Manly Beach and the Manly Wharf are major trip generators for pedestrians and cyclists. Figure 3.1 outlines the key pedestrian generators and attractors considered in the study.

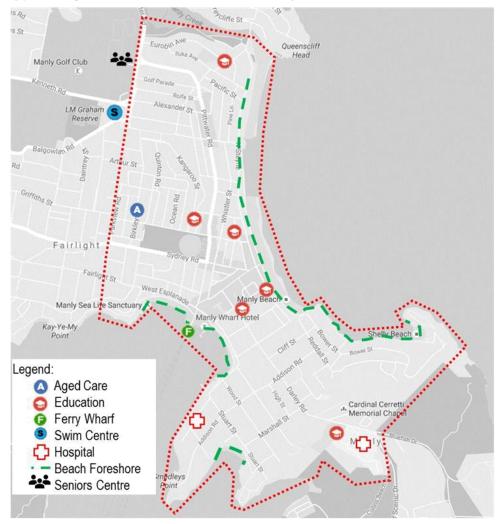




Figure 3.1: Map of Key Pedestrian Generators and Attractors

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Attractions in the Wider Manly Area include the Manly Hospital, located in the Southern Zone of the study area surrounded by environmental conservation sites and the Sydney Harbour National Park. Additionally, other public recreation zones including Shelley Beach, Little Manly Cove, and the Sydney Harbour National Park attract both tourists and residents. The majority of the remaining area in the Southern section of the study area is low density residential, while the Northern section of the study area is predominately medium density residential uses.

3.3 PEDESTRIAN RELATED CRASH DATA

Crash data was sourced from the Transport for New South Wales Centre for Road Safety. It shows 45 incidents involving pedestrians were reported between 2010 and 2015.

The crash data shows 45 casualties, over a period of 5 years, were reported; this includes two fatalities. Table 3.1 below illustrates the number of casualties reported at the locations of pedestrian crashes within the study area. A full list of pedestrian related crashed can be found in Appendix C.

Road name	Casualties						
Road name	2010	2011	2012	2013	2014	2015	Total
Addison Road						2	2
Augusta Lane						1	1
Belgrave Street	1	4	1	2	2	2	12
Central Avenue				1			1
Collingwood Street				1			1
East Esplanade	1		1				2
Eurobin Avenue	1						1
Fairlight Street						1	1
Francis Lane				1			1
North Steyne		1		1	1	1	4
Osborne Road				1			1
Pittwater Road	2	5	1		2		10
Raglan Street			1				1
South Steyne	1	1					2
Sydney Road	1						1
Wentworth Street			1				1
West Esplanade			1		1		2
Whistler Street					1		1
Total	7	11	6	7	7	7	45

Table 3.1: Crash Casualties between 2010-2015

Key outcomes from the crash data analysis involving pedestrians as shown above include:

- Of the 45 crashes that were reported during a 5-year period, 43 resulted in injury (96%) and two
 fatalities were observed.
- From 2010 to 2015, pedestrian crashes averaged 8 crashes per year;
- The data recorded 32 crashes (70%), involving casualties, occurred during the day;
- Of the 45 reported crashes, 37% were at intersections. The intersections involved were as follows:
 - Bridge Road and Cameron Ave;
 - Pittwater Road and Pine Street;
 - Pittwater Road and Raglan Street;
 - · Belgrave Street and Sydney Road;
 - Belgrave Street and Gilbert Ave;
 - · West Esplanade and Belgrave Street;
 - West Esplanade and Rowe Street;
 - East Esplanade and Wentworth Street;
 - Darley Road and Addison Road;
 - Commonwealth Parade and Fairlight Street;
 - · Raglan Street and Augusta Lane; and
 - North Steyne and Denison Street;
- The sections of Belgrave Street and Pittwater Road included in the study area incurred the highest number of pedestrian crashes, with 12 (27%) and 10 (22%) crashes respectively.
- The majority of pedestrian crashes were near side and far side road incidents, equating to 42% and 30% of crashes, respectively.

To supplement the crash data a map, detailing the available pedestrian and cycling facilities can be seen in Figure 3.2. Areas marked as "no cycling" indicate a section of footpath where cycling is specifically prohibited at all times, whereas "no cycling (specific times)" indicates a shared path with restrictions on cycling between hours specified on signage.

Further to this, maps detailing locations of crashes involving pedestrians can be seen in Figure 3.3 and Figure 3.4.

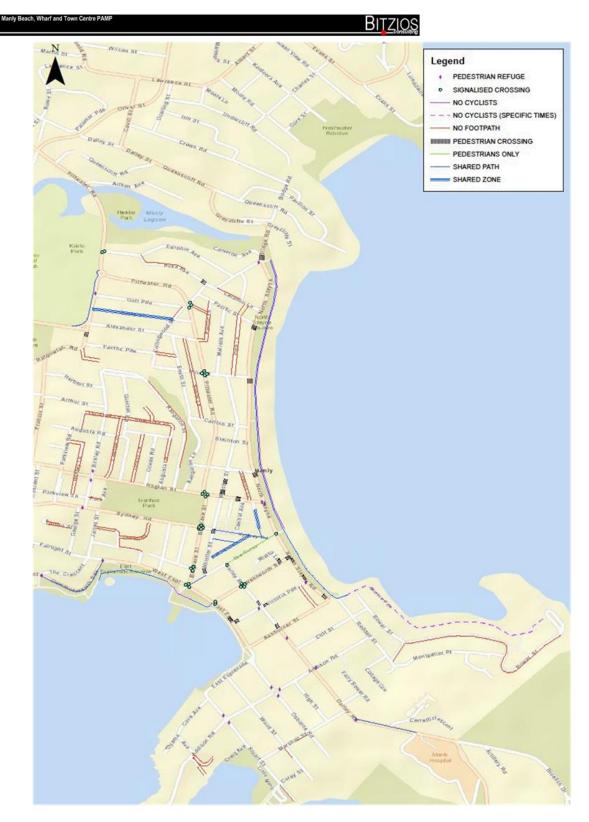


Figure 3.2: Pedestrian Facilities in Study Area

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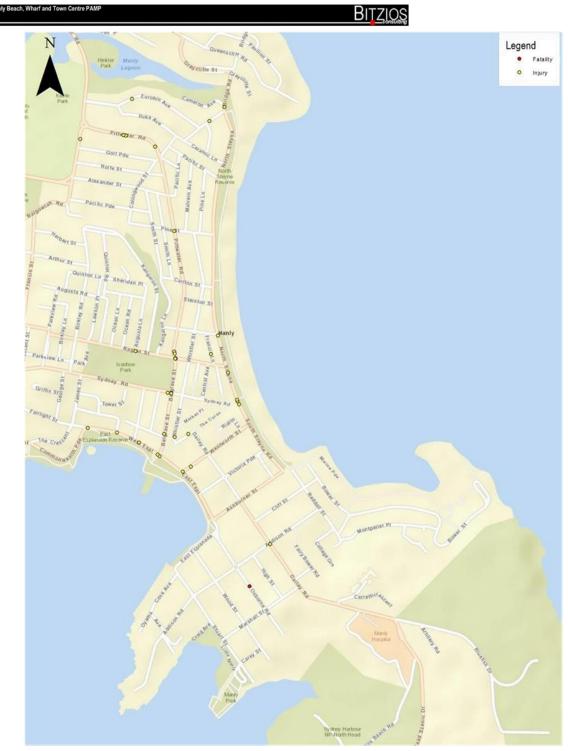


Figure 3.3: Pedestrian Crashes by Severity

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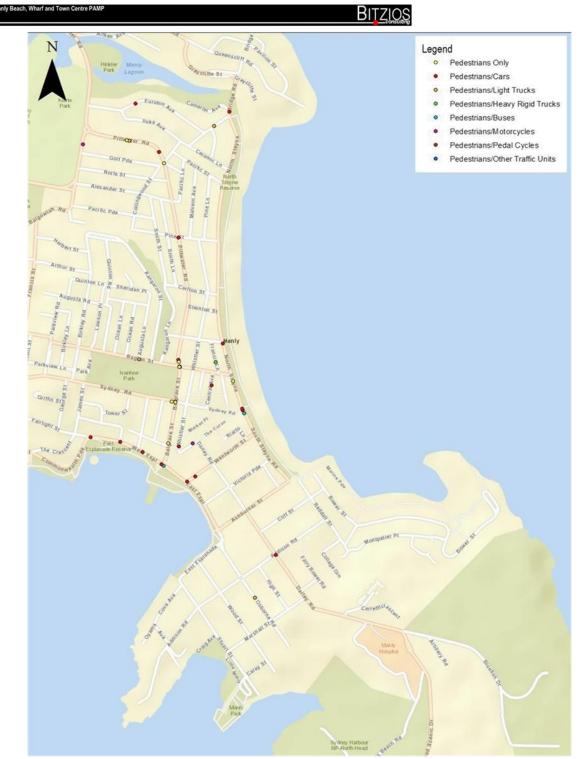


Figure 3.4: Pedestrian Crashes by Vehicle Type

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3.4 TRAFFIC COUNT DATA

Traffic data was supplied by Northern Beaches Council for the use in the PAMP. This data was supplemented by data from a previous PAMP conducted by Bitzios Consulting on Pittwater Road. The list of count data locations is as follows:

- Data supplied by Northern Beaches Council (from March 2015)
 - Pacific Parade (between Balgowlah Road and Smith Street)
 - Alexander Street (between Balgowlah Road and Pittwater Road)
 - Rolfe Street (between Balgowlah Road and Pittwater Road)
 - Golf Parade (between Balgowlah Road and Smith Street
 - Collingwood Street (between Pine Street and Golf Parade)
 - Addison Road (between Manly Point and Reddall Street)
 - West Esplanade (between Fairlight Street and Belgrave Street)
 - Commonwealth Parade (between The Crescent and West Esplanade)
- Data from Bitzios Consulting Pittwater PAMP (data from 2011 to 2014)
 - Cohen Street- Adjacent. Number 6
 - New Street West- Adjacent. Number 20
 - Waratah Street Adjacent. Number 16
 - Balgowlah Parade- 17m north of Golf Parade
 - Scales Parade Adjacent. Number. 10
 - Balgowlah Road West (Daintrey Street)
 - Balgowlah Road (outside 29-31)
 - Balgowlah Road East (Francis Street)
 - Eurobin Avenue (exact location unknown)
 - Kenneth Road West (just past Pool driveway)
 - Kenneth Road (Pedestrian Refuge)
 - Kenneth Road East (west of Balgowlah Road)
 - Eurobin Avenue (outside 25)

Of the locations listed above, Scales Parade, Waratah Street, Cohen Street, and the pedestrian counts on Balgowlah and Kenneth Road were outside the Study Area.

In addition to the data provided above Bitzios Consulting undertook a traffic count during a site visit. The traffic counts conducted by Bitzios Consulting can be found in Appendix B. The site visit was conducted on the 17 February 2017, between 1:00pm and 2:00pm. Pedestrian spot counts were undertaken for the following locations:

- Intersection of Carlton Street and Pittwater Road;
- Intersection of Denison Street and Pittwater Road; and
- Harris Farm, Pittwater Road;

These counts were used to identify the existing traffic flow behaviour and pedestrian volumes, which were used to assess pedestrian crossing infrastructure warrants.

More information on the count data is provided in Appendix B.



4. PEDESTRIAN ACCESS AND MANAGEMENT PLAN ROUTES

4.1 PRIORITY ROUTE SELECTION

For the purposes of the PAMP, a pedestrian route was considered to be a path travelled by a pedestrian from a pedestrian generator to a pedestrian attractor. An example being a footpath on a street, travelling from a residential area to the Manly Beach.

The PAMP routes were initially selected based on the following criteria:

- proximity to pedestrian trip attractors and generators (such as a major bus interchange and shopping centre);
- location of pedestrian crashes;
- concerns from community feedback; and
- relationship to road hierarchy: routes that were closer to major roads, such as Pittwater Road, Sydney Road or Darley Road and the foreshore.

4.2 ROUTE PRIORITY

A priority route is a route that has been ranked as being of a higher priority than the other routes identified in the study.

The PAMP routes were ranked as either high, medium, or low based on similar criteria used for selecting the routes. Higher priority was given to routes within the town centre and key pedestrian links to public transport, schools, and aged care facilities. The route prioritisation system is shown in Table 4.1.

Table 4.1: PAMP Route Priority System

Criteria	Local Town Centre	Local Residential Area	
Primary link to pedestrian attractors/ generators	High	High	
Secondary link to pedestrian attractors/ generators	Medium	Low	
Location of pedestrian crashes	High	Medium	
Concerns from community feedback	High	Medium	
Relation to road hierarchy	High	Medium	
Links with existing vulnerable road user plans	High	Medium	

By implementing the route prioritisation system, a number of routes were identified in the Study Area. The priority routes are presented in Figure 4.1 and Figure 4.2.





Figure 4.1: Priority Routes Selected for the Study Area (upper section)

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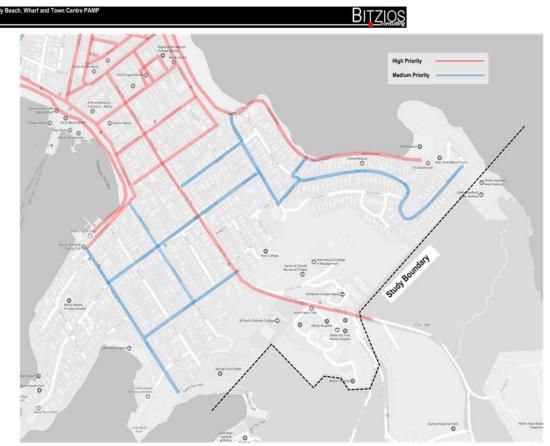


 Figure 4.2:
 Priority Routes Selected for the Study Area (lower section)

 All roads not highlighted in the above figure were considered to be low priority and were not assessed.

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4.3 INITIAL SITE VISIT AND OBSERVATIONS

The identified priority routes were audited in accordance with the *Roads and Maritime Services' methodology*, considering the Five C's as follows:

- Connected;
- Comfortable;
- Convenient;
- Convivial; and
- Conspicuous.

4.3.1 Route Audit Process

A site visit was conducted on Friday 13 January 2017 and the days that followed and an audit of the pedestrian network was undertaken. An audit checklist was developed to assess any deficiencies in the previously identified priority routes. Deficiencies were based on the '5C' criteria, which includes:

- Connectivity is the route connected to the rest of the network?
- Comfort is the route well maintained, smooth, and unobstructed? Is the route attractive and free from excessive traffic noise?
- Convenience are there adequate crossing opportunities? Are key destinations walking distance from one another?
- Conviviality how pleasant is the walking environment?
- Conspicuousness are the walking routes clearly lit and easy to follow?

A checklist was developed for each issue as follows:

Criteria	Check (Yes or No)
Footpaths	
Is the surface treatment consistent?	
Is the pavement width according to standards?	
Is the pavement uneven or cracked?	
Are there any obstructions?	
Is it a shared path?	
Is there clear signage?	
Slippery surface?	
Drainage?	
Is the cross fall compliant with standards?	
Kerb ramps and crossings:	
What type of crossing exists?	
Is there sufficient pedestrian green time?	
Is there sufficient visibility of the intersection?	
Are kerb ramps designed according to standard?	
What are the approaching vehicle speeds?	
Are there any other environmental factors?	

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4.3.2 General Audit Findings

The general findings of the PAMP audit were as follows:

- The audit of the PAMP routes showed that pedestrian facilities are, in general, functional with a large
 quantity of minor deficiencies that may hinder movement or create difficulty for less mobile pedestrians
 or parents with prams.
- More than 2,100 locations were found to have some level of impairment to pedestrian movement.
- Approximately 3.3 percent of the issues identified having a high-level priority to repair or alter.
- The condition of pedestrian facilities close to the pedestrian malls, such as The Corso, were of the highest standard whilst facilities along connecting routes, routes that connect high pedestrian use areas to generators and attractors, were of reduced quality.
- Shared path linemarking was very poor across all areas audited.

The roads that were observed to have the greatest rates of deficiencies were the footpaths along the eastern end of East Esplanade, Sydney Road, and Darley Road.

4.3.3 Trip Hazard Audit Findings

Deficiencies in footpaths that may lead to pedestrians tripping over were the most common issue found during the audit of along all routes, accounting for 68 percent of all issues. Of the issues found cracked and/or uneven footpaths were the most prevalent. Examples of identified issues include:

- Raised Edges of footpath sections;
- Cracked, uneven or broken footpaths, arising from issues such as:
 - Service covers; and
 - Old or deteriorated footpath segments.
- Patch work from previous repairs or works; and
- Missing pavers.

Figure 4.3 shows an example of a trip hazard, which is a foot-sized hole in the pavement. This hazard and other similar may lead to injury.



Reference: N108 North of Carlton Street

Figure 4.3: North Steyne - Hole in Pavement

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Shown in Figure 4.4 is an example of uneven and missing pavers. A hazard such as this may lead to a pedestrian tripping, in this case potentially falling into the roadway.



Reference: NS108 North of Wentworth Street

Figure 4.4: Darley Road - Missing and Damaged Pavers near Kerb Ramp

4.3.4 Kerb Ramp Audit Findings

Kerb ramps are to key to enable pedestrians' movement between footpaths and in and out of conflict across and on roadways. In many instances, issues relating to alignment, angle or lack of kerb ramp would reduce the effectiveness and hinder use of pedestrian facilities. Kerb ramp issues accounted for 8 percent of all issues identified. A large amount of the footpaths observed in the Manly study area contained kerb ramps that, although functional for able pedestrian users, may be considered hazardous to or potentially restrict the movement of mobility impaired pedestrians. Examples of kerb ramp issues identified during the audit included:

- Poor kerb ramp alignment;
- Steep kerb ramps;
- Cracked kerb ramps; and
- Raised lip on kerb ramps.

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The example shown in Figure 4.5 is of a kerb ramp with ponding, ponding being the build-up of water, which may lead to pedestrians slipping and falling. The picture also shows an unconnected kerb ramp, which is when the kerb ramp has no kerb ramp on the other side of the road.



Reference WHS 74 South of Sydney Road

Figure 4.5: Whistler Street - Unconnected Kerb Ramp and Ponding



Shown below in Figure 4.6 is an example of an unaligned kerb ramp. An unaligned kerb ramp is a kerb ramp that does not line up with a kerb ramp on the opposite side of the intersection. As indicated by the arrows in the figure this kerb ramp in particular points a user towards the adjacent road.



Reference: NS84 South of Collingwood Street

Figure 4.6: North Steyne - Unaligned Kerb Ramp

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4.3.5 Parking Audit Findings

Deficiencies identified in the layout and configuration of parking spaces in most instances, related to mobility impaired parking and compliance issues or access to mobility impaired parking space. Parking issues accounted for less than 1 percent of all issues identified. Other issues identified related to:

- The layout of parking spaces; and
- Poor access.

Shown in Figure 4.7 is an example of a non-compliant parking space. The space shown in the example has no shared area as defined in *AS2890.6*.



Reference FW25 West of Rowe Street
Figure 4.7: Fairlight Walk - Non-Compliant Mobility Impaired Parking

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4.3.6 Slip Hazard Audit Findings

Slip hazards accounted for 3 percent of all hazards identified. The issues relating to slip hazards included:

- a large number due to either leaf litter or sand;
- wet surfaces from water features and amenities such as bubblers; and
- deficiencies in the path or kerb, creating ponding.

Figure 4.8 is an example of leaf litter on a footpath. Leaf litter is classed as a slip hazard as it has the potential to cause a less able person to slip and fall.



Reference OBR 9 South of Addison Road

Figure 4.8: Osbourne Road - Leaf Litter on Path

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Shown below in Figure 4.9 is an example of sand on a footpath. Similar to the previous example sand on a path may cause pedestrians to slip and fall.



Reference ML 16

Figure 4.9: Manly Lagoon - Sand on Path

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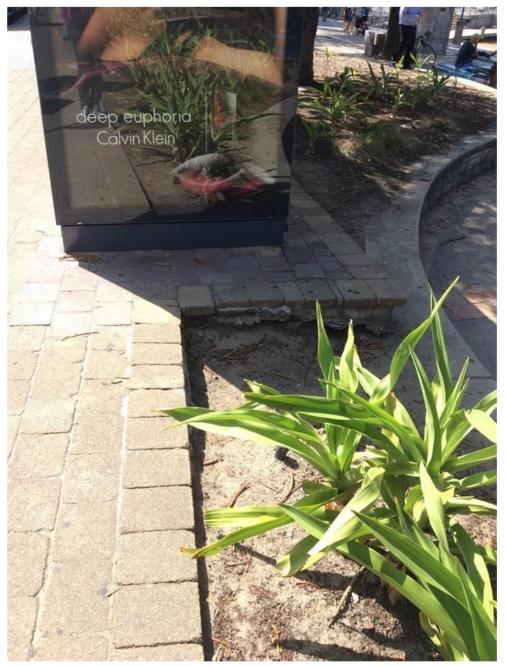


4.3.7 Fall Hazard Audit Findings

The fall hazards identified accounted for a relatively small percentage of the issues found in the study area, less than 1 percent. Of the issues found majority were due to:

- lack of guard rail leading to a risk of fall;
- missing fencing, bordering residential properties; and
- open cellars.

Shown below in Figure 4.10 is an example of an unprotected drop. A drop off the side of a footpath as shown in this example may lead to injury.



Reference WE 6 West of Eustace Street
Figure 4.10: West Esplanade - Unprotected Drop

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Figure 4.11 shows an open cellar that was unattended at the time of the audit. If a distracted or vision impaired person were to walk and fall into the cellar it may cause significant injury.

Reference PMSR 18 West of Central Avenue

Figure 4.11: Pedestrian Mall (Sydney Road) - Unattended Open Cellar

4.3.8 Signage/Linemarking Audit Findings

A small number of signage and linemarking issues were identified during the audit, accounting for 4 percent of issues identified. Of those found, the majority of signage and linemarking issues related to:

- worn or faded signage and linemarking;
- lack of signage indicating the end and start of shared paths; and
- obstruction due to vegetation.

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Shown below in Figure 4.12, the direction "LOOK" linemarking and arrow is faded. This linemarking is in place to remind pedestrians of the need and direction to look for approaching vehicles.

Reference SS1 North of Ashburner Street

Figure 4.12: South Steyne - "LOOK" and Directional Arrow are Faded

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Figure 4.13 is an example of a sign facing the wrong direction. In this example, the 40km/h school zone sign is facing the wrong direction and not towards the road.



Reference DR182 North of Ashburner Street

Figure 4.13: Darley Road School Zone Sign Not Facing Road

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Figure 4.14 shows a damaged warning sign. The damaged sign may not be visible to drivers and may increase the risk of a crash occurring involving pedestrians, in this case young children.



Reference RS108 West of Augusta Lane

Figure 4.14: Raglan Street - Damaged Preschool Pedestrian Signage

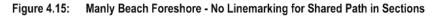
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In Figure 4.15, the linemarking for the shared path ends too early. In this case, the marking should continue the entire length of the foreshore. This missing linemarking may lead to a crash between cyclists and pedestrians using the shared path.



Reference MBF 6



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4.3.9 Obstruction Audit Findings

Obstructions accounted for 2 percent of issues identified in the audit. The issues relating to obstructions identified were:

- services and pieces of equipment belonging to local cafes and shops blocking paths;
- construction vehicle;
- railings;
- bollards; and
- vehicles in driveways.

As Manly is a popular tourist destination, there is a wide variety of cafes and small stores along the foreshores and pedestrian malls. These businesses generally utilise the footpaths outside their shop fronts to attract business or sell their services and wares, which may cause an obstruction. Although, most regularly abled pedestrians would easily be able to navigate around these obstructions, those who have a visual impairment or are less able are unlikely to see the obstruction or would have difficulty manoeuvring around the obstruction. This can lead to difficulty in path finding or even potential injury.

Shown below in Figure 4.16 is a set of bollards blocking the footpath. These bollards could lead to a visually impaired person or person who is less mobile sustaining an injury from a fall or tripping.



Reference ML 7

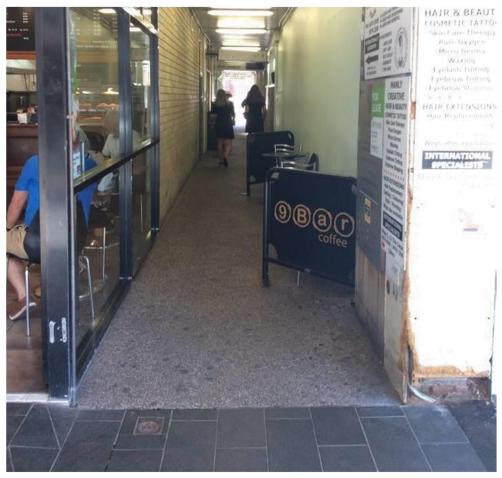
Figure 4.16: Manly Library – Bollards

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Figure 4.17 shows café tables blocking a narrow path. These tables may prevent a person who is less able from being able to pass and use the footpath.



Reference TC42 West of Central Avenue Figure 4.17: Cafe Tables Blocking Narrow Path

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4.3.10 Connectivity Audit Findings

Connectivity issues accounted for 1 percent of all issues identified. The deficiencies identified relating to connectivity were mostly:

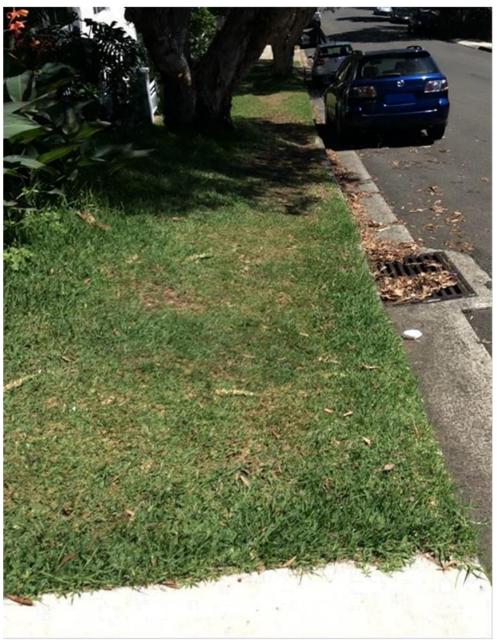
- a lack of crossing opportunity;
- missing footpath; and
- a shared path or footpath not connecting to the next section of path.

Other issues of note included:

- multiple crossing points used to access beach; and
- one-way bike paths connecting with footpath/shared path.



Shown below in Figure 4.18 is an example of a footpath ending and not continuing down the length of the street. This may prevent pedestrians who are less mobile from being able to access sections of the street or the facilities to which the streets lead.



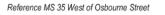


Figure 4.18: Marshall Street - No Path

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Figure 4.19 is an example of a missing crossing opportunity. In this case, a pedestrian is may not be able to cross the road safely because the road is wide, on a curve and there are no kerb ramps along a pedestrian's path of travel.



Reference BS44 North of Bower Lane

Figure 4.19: Bower Street - No Crossing Opportunity

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4.3.11 Vegetation Audit Findings

Issues relating to vegetation accounted for 9 percent of all issues identified. Issues identified during the audit included:

- overgrown bushes;
- hedges, and trees alongside the footpath or shared path;
- vegetation blocking signage; and
- poorly maintained grass encroaching onto footpaths.

Shown below in Figure 4.20 is an example of a bush or tree blocking a section of the footpath. This may prevent pedestrians from using this section of footpath.



Reference RDS10 South of Cliff Street

Figure 4.20: Reddall Street - Overgrown Vegetation

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Figure 4.21 shows a tree blocking an "end school zone" sign, which may prevent drivers from seeing the sign.



Reference WS22 West of South Steyne

Figure 4.21: Wentworth Street - End of School Zone Sign Blocked by Vegetation

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4.3.12 Other Audit Findings

Other issues identified accounted for 1 percent of all issues identified during the audit. Deficiencies that did not fall under a specific area were classed as other. These generally were issues such as:

- damaged fencing;
- broken convex mirrors;
- damaged railings; and
- issues relating to sightlines.

An issue of note identified was a combination high pedestrian area and loading zone, located in Rialto Lane.

Shown below in Figure 4.22 is a broken railing, which may pose a danger to passing pedestrians if they were to fall through the railing.



Reference ML 13 West of Bridge Road
Figure 4.22: Manly Lagoon - Broken Railing

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Shown below Figure 4.23 demonstrates blocked sightlines along a shared path. If a pedestrian using the bus shelter were to step out, a bicycle user would not be able to see them properly and it may lead to a crash and potentially an injury.



Reference PW 303 North of Eurobin Avenue

Figure 4.23: Pittwater Road - Advertisement Block Sightlines for Shared Path

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Figure 4.24 is an example of a high conflict area within a combination loading and high pedestrian area. This area contains trucks loading and offloading goods in loading docks and loading bays throughout the high pedestrian area. Trucks and large delivery vehicles tend to have reduced sightlines. If a pedestrian were to be in a truck's "blind spot" when it manoeuvred, it could lead to a serious injury.



Figure 4.24: High Conflict Area Within Combination of Loading Zone and High Pedestrian Area

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5. COMMUNITY CONSULTATION

5.1 OVERVIEW

Community consultation is a vital component of establishing a well-informed Pedestrian Access and Mobility Plan for Manly Beach, Manly Wharf, and Manly Town Centre. Encouraging community members to raise issues that they encounter and listening to the local residents, students, community groups and working population of the study area ensures that the best outcomes are achieved from a technical, operational and community standpoint. A range of consultation techniques were used to ensure that the community consultation was effective. The consultation techniques included:

- identifying and contacting key stakeholders by email to obtain their feedback;
- conducting an initial online survey to collect local residential/businesses concerns and feedback on existing pedestrian infrastructure;
- Council promoting and marketing the online survey via the council website;
- three community information sessions at Queenscliff Surf Life Saving Club and the Manly Seniors Centre, to inform the community of the process and answer questions;
- public exhibition of the Draft PAMP encouraging comments from the community.

5.2 IDENTIFICATION OF KEY STAKEHOLDERS

5.2.1 Identification and Contact

In the initial stages of the Pedestrian Access and Mobility Plan development, an effort was made to identify and invite comment from a range of community groups, organisations, and businesses in the study area on the experiences of their staff and customers in relation to the level of accessibility and facilities for pedestrians. A wide variety of key stakeholders was contacted via email to incorporate a diverse and comprehensive cross section of groups and organisations that make up a significant portion of pedestrians. The list of key stakeholders that were contacted is shown in Table 5.1.

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Stakeholder	Date	Method
Manly Library	16/03/2017	Email
Manly Bowling Club	16/03/2017	via Website
North Manly Bowling & Recreation Club	16/03/2017	via Website
Manly Vale - Calabria Bowling Club	16/03/2017	Email
St. Matthews Anglican Church	16/03/2017	Email
St. Andrews Presbyterian Church	16/03/2017	Email
Manly Village Uniting Church	16/03/2017	Email
Manly Freshwater Parish	16/03/2017	Email
Manly Life Church	16/03/2017	Email
Hotel Steyne	16/03/2017	Email
Ivanhoe Hotel	16/03/2017	Email
New Brighton Hotel	16/03/2017	Email
Manly Chamber of Commerce	16/03/2017	Email
Manly Visitor Information Centre	16/03/2017	Email
Hello Manly	16/03/2017	Email
Bikes And Pedestrian User Group	16/03/2017	Email
Manly Seniors Centre	16/03/2017	Email
Schools		
Manly Village Public School	16/03/2017	Email
Manly West Public School	16/03/2017	Email
St. Mary's Manly	16/03/2017	Email
Northern Beaches Secondary College - Mackellar Girls Campus	16/03/2017	Email
St. Pauls Catholic College	16/03/2017	Email
Stella Maris College	16/03/2017	Email
Northern Beaches Secondary College - Balgowlah Boys Campus	16/03/2017	Email
Surf Clubs		
North Steyne Surf Club	16/03/2017	Email
Manly Life Saving Club	16/03/2017	via Website
Queenscliff Surf Life Saving Club	16/03/2017	Email
Hospitals		
Manly Waters Private Hospital	16/03/2017	Email

Table 5.1: Key Stakeholders Contacted for Comment on Pedestrian Facilities

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5.2.2 Responses from Stakeholders

Questions were developed to enquire about on the experiences of their staff and customers in relation to the level of accessibility and facilities for pedestrians.

Three (3) responses were received from the stakeholders contacted. They are summarised as follows:

One stakeholder identified the use of the zebra crossing immediately adjacent to the Manly Surf Lifesaving Club at the corner of Collingwood Street, Bridge Road, and North Steyne as an issue. The respondent identified the increased volumes of pedestrians using the crossing due to activities relating to the surf club as well as risks posed to pedestrians due to normal use.

Another stakeholder identified that access to crossing opportunities was limited at the intersection of Balgowlah Road and Pittwater Road.

Finally, a stakeholder raised an issue regarding the two (2) pedestrian crossings adjacent to the local school/parish. The crossings were located on Raglan Street, between Central Avenue and Short Street, and on the corner of Raglan Street and Whistler Street. Concerns were raised regarding vehicles not stopping at the crossing located on Raglan Street and the location and configuration of the crossing on Whistler Street.

As a part of communication with key stakeholders, feedback has been sought from the Northern Beaches Council. The Council is in regular contact with members of the community, particularly community members with poor mobility or impairment. Council sent a detailed list of issues to Bitzios Consulting, which has been noted and included in the list of issues for consideration to be assessed. A copy of the issues raised by Council is provided in Appendix E.

5.3 ONLINE COMMUNITY SURVEY

5.3.1 Methodology

An online survey using *SurveyMonkey* was set up by Bitzios Consulting seeking responses from local businesses and residents of the study area about their experiences as a pedestrian. At this time, there was also an opportunity for business owners and staff to raise any concerns or to ask questions. An advertisement was placed on the Northern Beaches Council website. The survey was made available from mid-March to mid-April 2017. A total of 102 responses were received.

The online survey addressed the following topics:

- pedestrian trip journey origin (where a respondent was from);
- purpose of trips made walking within the study area;
- issues with existing crossings, footpaths and kerb ramps; and
- desired upgrades to pedestrian facilities with regards to crossings, kerb ramps, streetscape, directional signage, accessibility, and safety and security.

The online survey responses are provided in Appendix E.

The key survey responses are summarised below.

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5.3.2 Pedestrian Origin

Respondents were asked to identify their precinct origin, aided by use of a map outlining the specific zones. The zones specified were the Manly Town Centre, Northern Zone, Southern Zone, and Sydney Road Zone. These zones are shown in Figure 5.1.

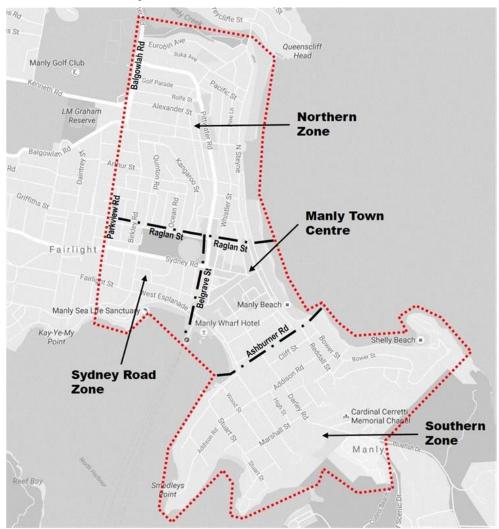


Figure 5.1: Precinct Boundaries

The vast majority of respondents identified with the Northern zone, closely followed by a combination of the Manly Town Centre and Southern Zone as their precinct of origin. As a result, the SurveyMonkey data is more applicable to these three zones rather than the Sydney Road zone, which received relatively few responses. Approximately 60% of respondents answered this question.

Respondents were also asked to identify they were either a resident of Manly, Business owner, worker or tourist. Of the 95% who answered this question approximately 85% of respondents identified as residents, followed by workers.

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5.3.3 Areas of Interest

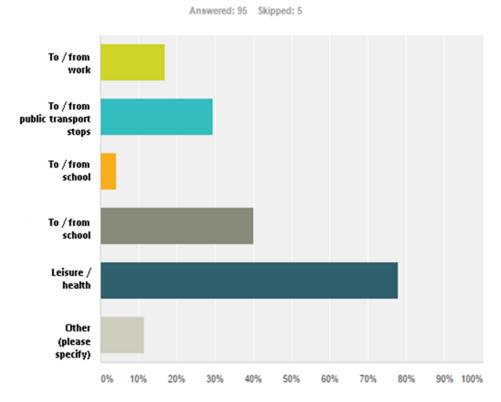
Respondents were asked to identify their favourite/most visited destinations in Manly. The areas identified, in no particular order, were as follows:

- Shelly Beach;
- Manly Beach;
- The Corso/Town Centre;
- Manly Lagoon
- Manly Library; and
- Manly Ferry Terminal/Wharf.

As a follow up question, respondents were then asked their main mode of transport when visiting these locations. The respondents identified their main mode of transport as being walking (80%), car and walking (30%), cycling (30%) and by car (25%). The remainder or respondents identified use of the bus, ferry, and taxi/ride share services as their mode of transport. Note: respondents were given the option of identifying multiple modes of transport.

5.3.4 Purpose of Pedestrian Trips

Respondents were asked to identify the purpose of common trips taken walking within the study area. As shown in Figure 5.2, the most frequently cited purposes for walking were for leisure/health, followed by access to shops and transport facilities. Respondents who answered "other" mostly were more specific in their answers to leisure and health with answers relating to beaches and restaurants.



If you walk, what is your main purpose?

Figure 5.2: Reasons for Walking

Please note that respondents could select multiple options for this question, and five respondents chose not to answer this question.

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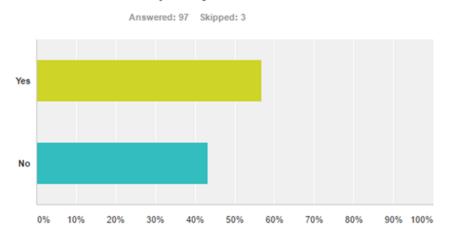


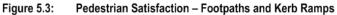
5.3.5 Pedestrian Satisfaction

In question 7, respondents were asked to identify whether they were satisfied with the existing footpaths, kerb ramps, and pedestrian facilities. The results were:

- 56% were satisfied with the footpaths and kerb ramps in their area;
- 44% were not satisfied with the footpaths and kerb ramps in their area.

Are you satisfied with the footpaths and kerb ramps in your area?





More than half of respondents were satisfied with the footpaths and kerb ramps in their area, with 56% of respondents expressing satisfaction with existing infrastructure in place. Of the respondents who were not satisfied, three main issues were raised; these included:

- 1. the lack of footpaths on both sides of the road;
- 2. the uneven nature of footpaths made it difficult to manoeuvre for the less mobile; and
- 3. kerb ramps lacking connectivity or being poorly aligned.

In Question 8, respondents were asked if they were satisfied with the pedestrian facilities in their area. The majority of respondents were satisfied with the overall existing condition and infrastructure provided by pedestrian facilities in the study area with a satisfaction rating of 68%. Of the respondents who were not satisfied with the pedestrian facilities, issues were raised such as correct use of shared paths, lack of crossing opportunities, crossing at the Manly Ferry Terminal and general misgivings regarding the safety of zebra crossings. The results of this question are shown in Figure 5.4.

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In general, are you satisfied with the pedestrian facilities in your area?

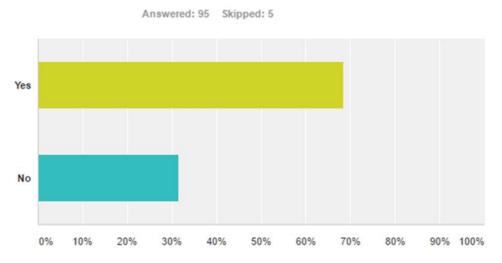


Figure 5.4: Pedestrian Satisfaction – Pedestrian Facilities

Of the respondents, three chose not to answer Question 7 and seven chose not to answer Question 8.

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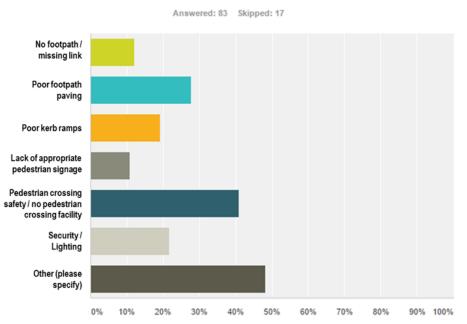
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5.3.6 Barriers to Walking

Respondents were asked to consider what the main barriers to walking were in their local Precinct. The results are shown in Figure 5.5.



What are your main barriers to walking?

Figure 5.5: Main Barriers to Walking

The response to this question ranked by percentage were:

- 1. Pedestrian crossing safety (41%);
- 2. Poor footpath paving (28%);
- 3. Security and lighting (22%);
- 4. Poor kerb ramps (19%);
- 5. No footpath/missing link (12%); and
- 6. Lack of appropriate pedestrian signage (11%).

Of the 102 respondents, 17 opted not to answer this question. Although "other" was the most popular result, accounting for 50% of responses, there was no discernible pattern or category of issues present, but rather a multitude of specific barriers relating to general traffic conditions.

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5.3.7 Desired Improvements

Respondents were asked about which improvements to pedestrian facilities they would most like to see in their area on a ranking scale system, with 1 being the highest priority and 6 being the lowest priority. The results are shown in Figure 5.6.

What improvements would you most like to see to pedestrian facilities in your area? Please rank in order 1 to 6 (1 being the highest, 6 being the lowest)

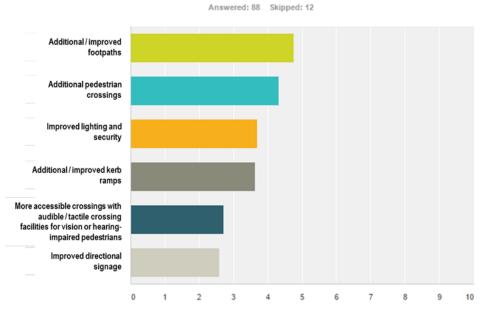


Figure 5.6: Desired Improvements to Pedestrian Facilities

This question was answered by 72% of respondents in full and 84% completed five out of the six sections. This information provides an indication of the types of improvements suggested by respondents. In order of most wanted to least, the results are as follows:

- Additional / improved footpaths;
- Additional pedestrian crossings (e.g. traffic signals, zebra crossing, refuge islands);
- Improved lighting and security;
- Additional / improved kerb ramps;
- More accessible crossings with audible / tactile crossing facilities for vision or hearing-impaired pedestrians; and
- Improved directional signage.



5.3.8 Location Specific Feedback

Question 11 of the SurveyMonkey survey allowed respondents to raise any other issues that they may have encountered in the study areas outlined. 81 responses were received with 79 specific to the precinct areas. The responses are provided in Appendix E. A summary of the location specific responses can be seen in Table 5.2.

Table 5.2: Community Survey Location Specific Issues

Location	Category
Pittwater Road at Harris Farm	Crossing Opportunity
East Esplanade and Ashburner Street	Crossing Opportunity
Pittwater Road and Carlton Street	Crossing Opportunity
North Steyne and Carlton Street	Crossing Opportunity
East Esplanade and Osbourne	Footpath
Darley Road	Footpath
Ocean Road	Kerb Ramp
Manly Lagoon	Lighting
West Esplanade and Commonwealth Parade	Pedestrian Refuge
Manly Wharf	Pedestrian Signals
The Corso and Darley Road	Pedestrian Signals
Marine Walk	Shared Path
Queenscliff Surf Life Saving Club	Zebra Crossing
Balgowlah and Kenneth Road	Zebra Crossing
North Steyne and Pacific Street	Zebra Crossing
Ashburner Street and Darley Road	Zebra Crossing
East Esplanade and Victoria Parade	Zebra Crossing

Each of the categories shown in the table above can be defined as follows:

- Crossing opportunity responses identifying a lack of pedestrian infrastructure to assist in crossing a road, this accounted for 11% of responses;
- Footpath responses identifying issues with the condition of a footpath, this accounted for 19% of responses;
- Kerb Ramp responses identifying issues with the condition of kerb ramps or a missing kerb ramp, this accounted for 7% of responses;
- Lighting responses identifying areas lacking lighting or existing lighting in poor condition, this
 accounted for 6% of responses;
- Pedestrian Refuge responses identifying the need for a pedestrian refuge or a safety concern with an existing pedestrian refuge, this accounted for 3% of responses;
- Pedestrian Signals responses identifying the need for a signalised crossing or issues with existing signalised crossing, this accounted for 14% of responses;
- Shared Path responses identifying the need for a shared path in a particular location or a safety
 issues with an existing shared path, this accounted for 12% of responses; and
- Zebra Crossing responses identifying the need for a zebra crossing or an issue with an existing zebra crossing, this accounted for 10% of responses.

The remaining 18% of responses received identified general traffic concerns or gave responses that were out of scope for this study.

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5.4 COMMUNITY INFORMATION SESSIONS

During the consultation process, three (3) community workshops were held. Advertising for these information sessions was coordinated by Northern Beaches Council through their website and via an email subscriber list. Various community groups were also contacted via email. Bitzios Consulting prepared a detailed presentation to deliver during the sessions and had two senior staff members to answer questions and document any other pedestrian issues that may have been missed in the initial investigations.

The workshops were held as follows:

- Tuesday 11 April 2017, 2pm to 4pm Queenscliff Surf Life Saving Club, Ground floor North Steyne and Collingwood Street, Manly;
- Tuesday 11 April 2017, 5:30pm to 7:30pm Manly Seniors Centre, 275 Pittwater Road, Manly; and
- Wednesday 12 April 2017, 2pm to 4pm Queenscliff Surf Life Saving Club, Ground floor North Steyne and Collingwood Street, Manly.

The attendance for each workshop was as follows:

- Tuesday 11 April, 2pm to 4pm Five (5) attendees, three (3) of whom registered by email and two (2) of whom were walk-ins. Workshop ended 3:15pm;
- Tuesday 11 April, 5:30pm to 7:30pm no attendees. Despite having seven (7) registered to attend, it
 was decided at 6:10pm, 40 minutes after the workshop was due to start, in agreement with the Council
 representative present, to end the workshop early; and
- Wednesday 12 April, 2pm to 4pm Three (3) attendees present.

The issues raised by the community during the community workshops are summarised as follows:

- Crossing opportunities at or near the intersection of Balgowlah Road and Pittwater Road, particularly
 regarding access to the Seniors Centre and Harris Farm Markets;
- Safe crossing at the pedestrian refuge on Commonwealth Parade, south of West Esplanade;
- Crossing at Manly Ferry Terminal, across West/East Esplanade to Belgrave Street and The Corso. A suggestion was given, by attendees, for the installation of a countdown timer at the traffic lights; and
- Correct usage of shared paths, regarding enforcement and raising awareness of rules and correct usage. Particularly of note was the paths along the beachfront along North Steyne.

6. SPECIFIC ISSUES AND RECOMMENDATIONS

Throughout the consultation process, a number of specific issues were raised by Council, workers, tourists, and residents. These issues were highlighted during the community workshops and the online survey. As these issues were raised as being of considerable concern, further investigations were conducted and recommendations are discussed in detail in the following sections.

6.1 PITTWATER ROAD BETWEEN BALGOWLAH ROAD AND COLLINGWOOD STREET

It was identified that there were concerns regarding the lack of a crossing opportunity at Pittwater Road between Balgowlah Road and Collingwood Street, which is in close proximity to the Harris Farm Markets and the Manly Seniors Centre. Pittwater Road is a major road that carries a substantial amount of traffic each day. Hence, a safe crossing point for residents on the northern side of Pittwater Road to access Harris Farm and/or other amenities on the southern side of Pittwater Road is desirable. The section of road in question has high pedestrian attractors, these being Harris Farm, the Manly Seniors Centre, and the Manly Andrew Boy Charlton Swim School.

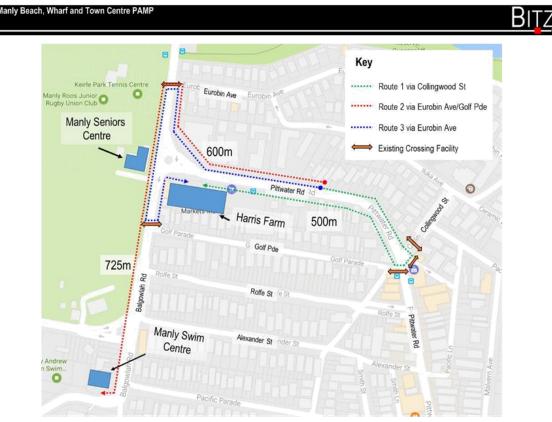
The strongest pedestrian desire lines are were identified as:

- The bus stops and medium density residential premises north of Pittwater Road and Harris Farm;
- The bus stops and medium density residential premises north of Pittwater Road and the Manly Seniors Centre; and
- The bus stops and medium density residential premises north of Pittwater Road and the Manly Andrew Boy Charlton Swim School.

To cross from the north of Pittwater Road to the previously outlined destinations would involve the following detours:

- Route 1 via Collingwood Street 500m;
- Route 2 via Eurobin Avenue and Golf Parade 600m; and
- Route 3 via Eurobin Avenue 725m.

These routes are outlined further in Figure 6.1.



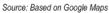


Figure 6.1: Path to Cross Pittwater Road Using Existing Facilities

Due to the complexity of the area, there is a need to balance the flow of traffic with pedestrian safety; three options are discussed below.

6.1.1 Option 1 Pedestrian Refuge and Kerb Extension

A pedestrian refuge is an island in the middle of the road. The island allows pedestrians to cross the road in two stages. An example of a pedestrian is shown in Figure 6.2.



Source: Blacktown City Council

Figure 6.2: Example of a Pedestrian Refuge

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Option 1 evaluates the construction of a pedestrian refuge and kerb extension on Pittwater Road. At the proposed location, a kerb extension would minimise the crossing distance. Although Pittwater Road is a four-lane road, it is operating as a two-lane road with kerb side parking allowed. Hence, the installation of kerb extensions and a refuge island are not likely to disrupt the existing traffic conditions. While refuges do not give pedestrians right of way, they allow crossing to be staged one traffic stream at a time. The relocation of bus stops would need to be considered in conjunction with Transport for New South Wales and Roads and Maritime Services.

It should be noted that this option, however, is only a short-term solution. With continued growth in the Manly LGA the need to install clearways along Pittwater Road to enable four lanes of free-flowing traffic would become apparent, this would then dictate the removal of the pedestrian refuge and if the pedestrian volumes warranted, a signalised mid-block crossing (traffic lights) could be installed in place of the refuge island.



Source: Based on Google Maps

Figure 6.3: Concept Design for Refuge Island on Pittwater Road

6.1.2 Option 2 Signalised Mid-Block Crossing (Pedestrian Traffic Lights)

A signalised mid-block crossing (or pedestrian traffic lights) is a location in between intersections where a set of traffic lights is used to cross the road.

Option 2 proposes the installation of a signalised mid-block crossing (pedestrian traffic lights) in a similar location as proposed in Option 1. The installation of a signalised mid-block crossing may greatly reduce the risk for pedestrians wanting to cross Pittwater Road, specifically less mobile pedestrians who may not be able to cross at a refuge island in a timely or safe manner. Further consideration would need to be given to the coordination of the signal timing with the signalised intersection upstream and downstream. This would ensure that the installation of the signalised mid-block crossing (pedestrian traffic lights) does not worsen the existing traffic conditions. Figure 6.4 outlines the proposed location for the midblock crossing.

Although the existing pedestrian counts would not warrant for a signalised mid-block crossing, given the number of elderly residents located in the area, the installation of mid-block crossing is desirable. Additional consultation with Roads and Maritime Services to approve the installation of a signalised mid-block crossing would be required.

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Source: Based on Google Maps

Figure 6.4: Concept Design for a Mid-block Crossing (Pedestrian Traffic Lights) on Pittwater Road

6.1.3 Option 3 Signalised Pittwater Road and Balgowlah Road Intersection (Traffic Lights)

Option 3 would be to convert the existing roundabout at Pittwater Road and Balgowlah Road into a signalised intersection (traffic lights). This option would provide protected pedestrian crossings on all approaches. Further analysis would be required in designing the intersection. Signal coordination with the signalised intersection upstream and downstream would be required. This option would involve significant civil construction works and may cause some disruption to traffic and considerable cost in the design and construction stages.

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Source: Based on Google Maps

Figure 6.5: Concept Design for Fully Signalised Intersection Pittwater Road

6.2 BOWER LANE

Bower Lane provides local access to Marine Parade and Shelly Beach, particularly during the weekends, school holidays, and public holidays. Currently Bower Lane is a high conflict area with a combination of continuous pedestrian traffic and a loading zone. This may pose significant risk to the pedestrians, especially those less mobile who are unable to navigate past the vehicles easily.

Due to the narrow width of Bower Lane, delivery vehicles are unable to turn around at the end of the lane, so either reverse into the lane from Bower Street or drive in forward and reverse out into Bower Street.

Bower Lane has a footpath on either side along its length, but due to the steep grade and the cracked and uneven footpath, some pedestrians choose to walk on the street. This presents a challenge for those with limited mobility and caretakers for children who wish to visit the area by walking.

It is recommended that Bower Lane be converted to a shared zone, similar to the example shown in Figure 6.6, in accordance with the *Roads and Maritimes Services Design Implementation of Shared Zones Including Provision for Parking (TTD 2016/001)*. A link to which can be found in Appendix A.



Source: Roads and Maritimes Services TTD 2016/001: Design and implementation of shared zones including provision for parking.

Figure 6.6: Example of a Shared Zone

Reconfiguring Bower Lane into a shared zone would entail the removal of the kerb and thus widen the existing laneway. This would allow commercial vehicles to complete a three-point turn wholly within the lane and remove the need to reverse in and out of the lane. The change to a shared zone would also involve the installation of smooth paving to create a more comfortable and safer walking environment for all user groups, as shown in the example of a shared zone in Figure 6.6 above.

In conjunction with the implementation of a shared zone, it is recommended to restrict the loading time and size of commercial vehicles. This would provide a safer environment for pedestrians accessing Bower Lane by reducing the time that the lane is shared by both pedestrians and commercial vehicles.

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6.3 ASHBURNER STREET AND EAST ESPLANADE

The issue of pedestrians wanting to cross East Esplanade at Ashburner Street was raised as an area of concern. Several concerns were raised at this location; they include:

- The area proposed for a zebra crossing is located less than 30 metres from a corner; and
- The proposed location is at the base of a step gradient.

The following points demonstrate why a zebra crossing would not be suitable:

- This location would not allow adequate sight distance for pedestrians to see approaching cars and similarly for a driver to see pedestrians who may be crossing; and
- Drivers travelling down the hill are likely to take longer to come to a stop.

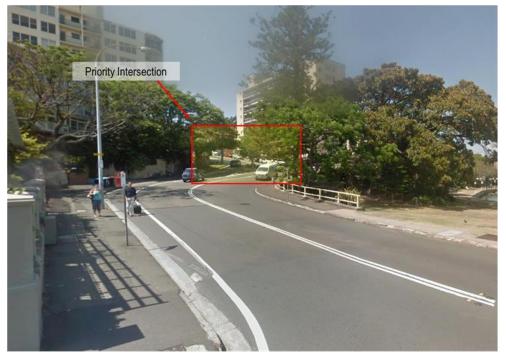




Figure 6.7: View from Ashburner Street towards the Priority Intersection

To improve pedestrian safety further, the extension of the crash barrier on the northern side of East Esplanade, pedestrian fencing, and a pedestrian refuge just north of Ashburner Street are recommended, as shown in Figure 6.8. The intention is to direct pedestrians away from the corner and create a safe location to cross.

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Source: Based on Google Maps

Figure 6.8: Proposed Changes to East Esplanade and Ashburner Street

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6.4 BRIDGE ROAD NEAR NORTH STEYNE PEDESTRIAN CROSSING

The location and use of the wombat crossing near Queenscliff Surf Life Saving Club located at the intersection of North Steyne, Collingwood Street, Cameron Avenue and Bridge Road was raised as a concern. It was identified that the use of this crossing was causing congestion for vehicles at the intersection. It was observed that pedestrians parked their cars in Cameron Avenue, which is time restricted to a period of less than 2 hours (2P parking), and then use the crossing to access the foreshore and Queenscliff Surf Life Saving Club (QSLSC). Given the regular use of the crossing for access to the QSLSC and other attractors, concerns were raised about the safety of children and other pedestrians, who would regularly use the crossing for the Nippers junior activities program and access to the beach.

An evaluation of the appropriateness of the crossing was undertaken and found that under section 7.2.4 in *Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management,* a wombat crossing at this location would be inappropriate. The section states, due to insufficient sight distance a wombat crossing would be inappropriate. The crossing is shown in Figure 6.9.



Source: Based on Google Maps

Figure 6.9: Location of Pedestrian Crossing North Steyne and Bridge Road

As outlined previously, this crossing is at a strong pedestrian desire line. Therefore, the removal of the wombat crossing would not prevent pedestrians from continuing to cross at the existing location. Therefore, in conjunction with the removal of the existing wombat crossing three options have been discussed.

6.4.1 Option 1 Relocation of Pedestrian Crossing

Option 1 involves the relocation of the existing wombat crossing south, approximately 50 to 60 metres along North Steyne, as shown in Figure 6.10. The location for the proposed wombat crossing is on a straight section of road with clear sightlines in both directions and no adjoining side streets.

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Source: Based on Google Maps

Figure 6.10: Concept Design Relocation of North Steyne Pedestrian Crossing

The proposed location would resolve the issues raised regarding the crossing's current location as specified in section 7.2.4 in the *Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management.* Installation of a crossing at the proposed location would require the removal of one or more parking spaces along the foreshore. This may put pressure on the parking infrastructure in the area especially given the proximity to pedestrian generators and attractors, with consideration to be given to the bus stop, pedestrian and residential driveways nearby.

6.4.2 Option 2 Installation of Signalised Intersection

Option 2 proposes the installation of a signalised intersection (traffic lights) at the intersection of North Steyne, Collingwood Street, Cameron Avenue, and Bridge Road as shown in Figure 6.11.

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Source: Based on Google Maps

Figure 6.11: Concept Design for North Steyne and Bridge Road Signalised Intersection

This option allows for protected pedestrian crossing opportunities at all four streets reducing the risk to pedestrians. The signalised intersection may assist in reducing congestion, as all vehicle movements would be controlled. However, this option would involve significant civil works and may cause disruption to traffic during the construction stage. Also of note is the location of a bus stop on Bridge Road, 5 meters north of Cameron Avenue as shown in Figure 6.11. Consideration should be given to the bus stop during design.

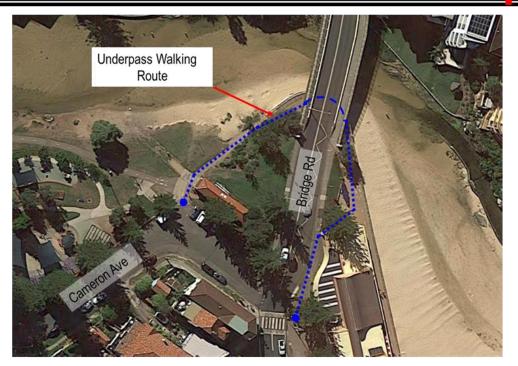
6.4.3 Option 3 Re-direction through Pedestrian Underpass

The existing wombat crossing is a high pedestrian desire line; therefore, pedestrians may continue to walk across the road following the removal of the wombat crossing. Option 3 utilises the already existing pedestrian underpass located just north of the Queenscliff Surf Life Saving Club (QSLSC) and the Lagoon adjacent to Cameron Avenue. As seen below in Figure 6.12, the underpass is accessible from Cameron Avenue and the Manly Beach foreshore.

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Source: Based Google Maps

Figure 6.12: Lagoon to Queenscliff Surf Life Saving Club via Underpass

Use of the Underpass would allow for uninterrupted flow of traffic from Bridge Street through North Steyne as well as reducing the risk to pedestrians. In order to encourage more people to use the underpass, the following improvements are recommended:

- Installation of wayfinding signs, directing users via the underpass to the beach and surrounds;
- · Widening of the path to allow for shared use by bicycles and pedestrians; and
- Installation of lighting.

Following works to the underpass, education of residents and tourists would be required to ensure they were aware of the alternative route. This could be done through use of the following:

- Advertising on the Council website;
- Advertising material, such as leaflets, distributed to local businesses located in high pedestrian areas;
- Bus and Television campaigns; and
- Announcements at local community sporting events, for example The Queenscliff Surf Life Saving Club Nippers Program.

6.5 TOWN HALL PEDESTRIAN CROSSING – THE CORSO AND WHISTLER STREET

Concerns were raised over the safety of the zebra crossing, located adjacent to the Town Hall and the Council Chambers, providing a crossing across The Corso and Whistler Street.

An audit was conducted pursuant to the guidelines set out in section 7.2.4 in the *Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management.* The guidelines specify that the distance from the edge of the marked crossing to the outer edge of the ramp be no more than 1.5m. The limit is exceeded in this crossing, as shown in Figure 6.13.

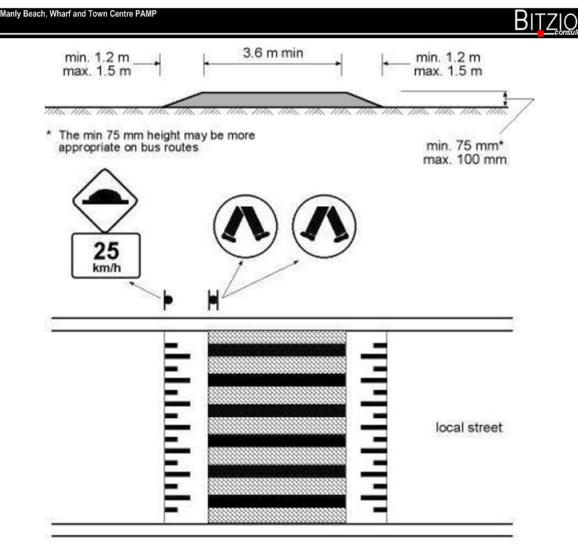
Some pedestrians were observed to use the unmarked section of the crossing rather than cross at the marked section, which may pose a risk to pedestrians. This is due to drivers not expecting a pedestrian to step onto the road prior to the formal crossing.



Source: Based on Google Maps

Figure 6.13: Pedestrian Crossing Located at The Town Hall

In order to resolve the compliance issue, it is recommended that the crossing be redesigned in line with section 7.2.4 in the *Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management*, as shown in Figure 6.14. It is also recommended that pedestrian fencing or a planter box be placed where pedestrians were observed crossing prior to the zebra crossing. This would need to ensure the maintenance of sight lines for approaching vehicles.



Source: Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management

Figure 6.14: Extract from Austroads Specifying Raised Crossing Dimensions

6.6 CROSSING OPPORTUNITY PITTWATER ROAD TO NORTH STEYNE VIA CARLTON STREET

The issue of crossing Pittwater Road and subsequently North Steyne, at or within proximity to Carlton Street, was raised. The main concern was that there was no existing pedestrian crossing at these locations.

Residents were concerned that it was too dangerous to cross Pittwater Road, especially with children, and that the nearest safe place to cross was Pine Street or Raglan Street, 220m North and 320m South of Carlton Street respectively. Two proposed locations for crossings are shown in Figure 6.15 below.



Source: Based on Google Maps

Figure 6.15: Proposed Location for Pedestrian Crossing - Carlton Street

To allow safe crossing at Pittwater Road the intersection would need to be converted to a fully signalised intersection (traffic lights). This would allow for safe crossing for both those less mobile pedestrians and parents crossing with prams or children. In conjunction with the signalised intersection, a pedestrian refuge would need to be installed at North Steyne just north of Carlton Street. A concept design for the proposed crossings are shown in Figure 6.16.

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Source: Based on Google Maps

Figure 6.16: Concept Design Pedestrian Infrastructure Carlton Street

The combination of the signalised intersection and pedestrian refuge creates a safe path along Carlton Street from Pittwater Road to North Steyne. The installation of this infrastructure may impact parking availability in the area and the relocation of a bus stop on North Steyne. This solution would be costly and potentially have pedestrians crossing in conflict with bicycles on the shared path, so the design would need to consider pedestrian and cyclist interaction.

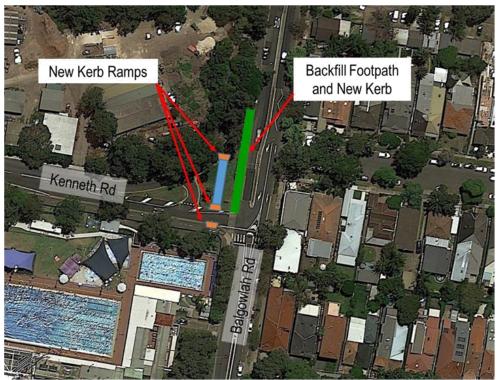
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6.7 BALGOWLAH ROAD AND KENNETH ROAD INTERSECTION

Specific issues were raised regarding the intersection of Kenneth Road and Balgowlah Road. Specific issues included:

- vehicles failing to stop at the crossing;
- vehicle speeds; and
- vegetation and cracked pavement on the north-western corner.

It is recommended that the footpath along the slip lane island should be filled in and replaced with a new path on the island that would line up with the kerb ramp on the northern side of the intersection. This is shown in Figure 6.17.



Source: Based on Google Maps

Figure 6.17: Concept Design for Balgowlah Road and Kenneth Road Footpath

Further to these changes, two options are discussed below.

6.7.1 Option 1 Reconfigure Current Crossing

There are two stop lines on the northbound approach that may lead to confusion for pedestrians and motorists. To improve compliance at the crossing, it is recommended to remove the northern stop line and replace it with a continuity line (broken line). In conjunction with changes to linemarking, it is recommended that speed cushions be installed immediately south and north of the crossing on the western and eastern sides of the road respectively. This will reduce confusion for drivers and lessen the likelihood that they will stop over the crossing or roll through the stop sign. The road cushions are to cause drivers to slow down and therefore increase the safety for pedestrians using the crossing in question. Figure 6.18 shows the changes for Option 1 below.

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Source: Based on Google Maps



6.7.2 Option 2 Relocation of Crossing

Option 2 recommends the zebra crossing be relocated 20 metres south along Balgowlah Road. This option would give drivers room to stop between the crossing and the stop line, reducing the likelihood for a driver to stop across the zebra crossing. It also increases visibility for pedestrians crossing, as vehicles turning into Kenneth Road from Balgowlah Road are less likely to obstruct the view of pedestrians. Although the new location has a decreased risk to pedestrians, some users may be less likely to use the crossing, as they would have to change path from the desired path of travel. The installation of the new crossing may also require removal of some parking near the Noahs Ark Child Care Centre and Manly Andrew Boy Charlton Swim School.

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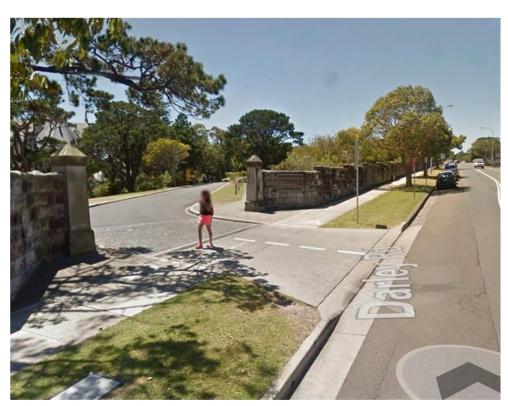


Source: Based on Google Maps

Figure 6.19: Option 2 Concept Design Relocation of Balgowlah Road Pedestrian Crossing

6.8 DARLEY ROAD SHARED PATH

From the audit, it was observed that the shared path along the eastern side of Darley Road between Marshall Street and Bluefish Drive lacked proper linemarking and signage. Figure 6.20 shows an example of where the path crosses a driveway. There is a lack of pavement markings to warn the driver of the potential cyclists along the path. The lack of signage and markings poses a risk to cyclists as stated above and for pedestrians who may not be aware of cyclists on the path.



Source: Google Street View

Figure 6.20: Example of Shared Path Crossing Driveway Darley Road

It is recommended that signage be installed at the beginning of the shared path. This will alert pedestrians to the shared nature and make them more alert to cyclist who may pass them on the path. Similarly, signage needs to be put in place at the end of the path to direct cyclist that the shared path ends at Bluefish Drive. It is also recommended that linemarking be put in place along the length of the path to indicate to cyclists and pedestrians the shared use of the path. Examples of these markings are shown in Figure 6.21.

Similarly, markings should be installed across driveways to indicate to drivers that the shared path crosses their path, an example based on the *City of Sydney Pathways Pavement Markings Standards* as shown-in Figure 6.22.

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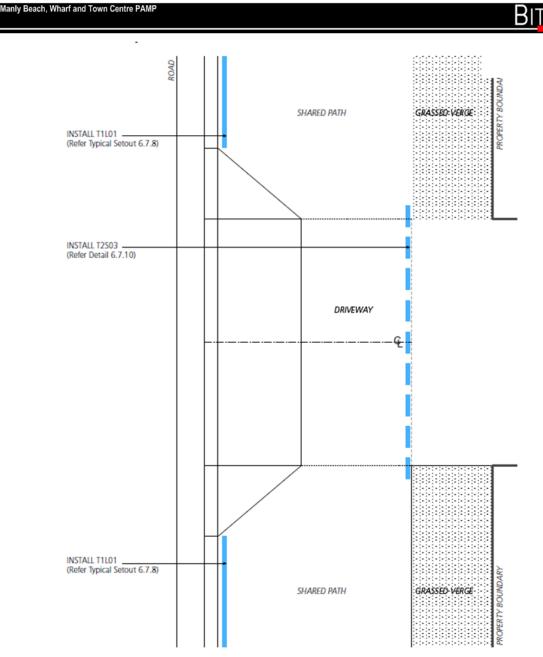
Figure 6.21: Examples of Linemarking for Shared Paths

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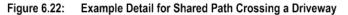
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Source: City of Sydney Pathways Pavement Markings Standards



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6.9 MANLY BEACH FORESHORE SHARED PATH

The shared path that runs the length of the Manly Foreshore was identified as having issues with missing linemarking. An example can be seen below in Figure 6.23.



Figure 6.23: Manly Foreshore Shared Path Missing Linemarking

As shown in Figure 6.23, shared path users currently interact with people exiting cars or crossing the road, which is located next to the shared path. Pedestrians were observed stopping in the middle of the shared path unaware of shared path users, cyclists and pedestrians using the shared path.

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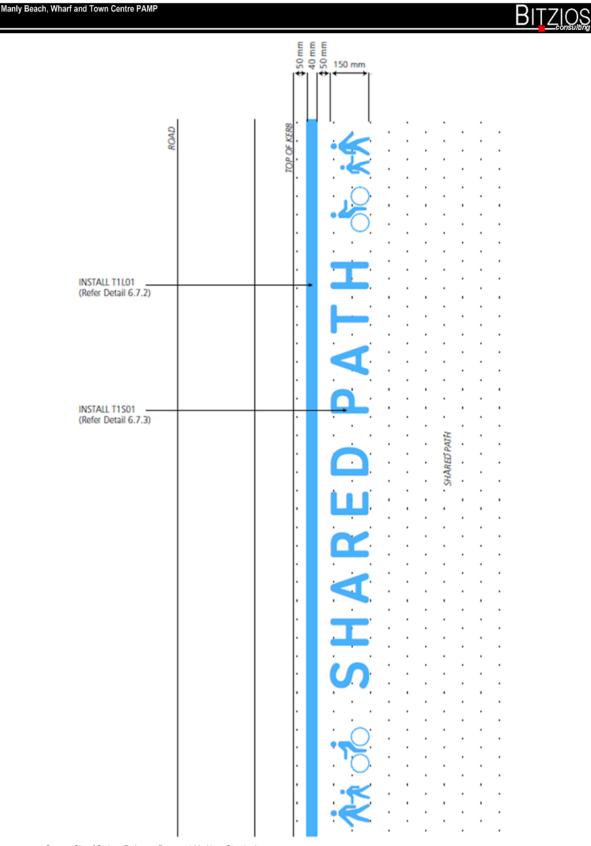
To resolve this issue, it is proposed that the City of Sydney Pathways Pavement Markings Standards be implemented by Northern Beaches Council along the length of the shared path. As recommended in section 6.8, the shared path should have linemarking consistent with Figure 6.21 and Figure 6.22. In conjunction, Figure 6.24 gives an example of the linemarking to be used in areas where there is a high likelihood of pedestrians conflicting with users of the shared path, an example of this being the area directly opposite the marked zebra crossing at Denison Street.

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Source: City of Sydney Pathways Pavement Markings Standards



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6.10 RIALTO LANE

Rialto Lane was identified as having a higher risk to pedestrian safety due to the combined loading zone and pedestrian use. Changes have already been made to the area to pedestrianise the laneway; however, due to the high volume of cars and delivery vehicles, significant risk still exists for pedestrians.

According to the current Urban Design Guidelines from Northern Beach Council, there is a plan to enhance street/lane frontage to Rialto Lane, as such future developments will be required to incorporate active frontage. Thus, any development submitted after April 2002 will be subject to these guidelines.



Source: Google Street View

Figure 6.25: View of Rialto Lane from Path to The Corso

It is recommended that wayfinding signage be installed in Rialto Lane to direct pedestrians from Rialto Lane through to The Corso, to the supermarket and the Manly Beach Foreshore. Currently, there is little shopfront area within the lane itself. Wayfinding will reduce the risk to pedestrians by directing them away from areas of little interest; as development continues the wayfinding can be updated to include the new businesses. To improve pedestrian safety further, two strategies are discussed below.

6.10.1 Strategy 1 Linemarking

Strategy 1 includes the addition of linemarking to the pavement, outlining the location of loading zones adjacent to the building's loading docks in Rialto Lane. This would only be required for developments with the requirement for a loading dock under the DCP. Sections of Rialto Lane not requiring a loading zone should be marked as no stopping to allow for better pedestrian and vehicle movement.

6.10.2 Strategy 2 Restricted Loading Times

Similar to a report compiled by GTA Consultants, Strategy 2 recommends the restriction of loading times in Rialto Lane to late in the evening and early morning hours, e.g. 12:00am -6:00am. Restricting the loading times to the period specified will reduce the risk to pedestrians given that there is likely to be little or no pedestrian activity during the specified period. Restricting loading times may affect smaller business, and consideration should be given to negotiate reasonable changes to the time period given with conditions dictating loading activities be during a period of low pedestrian activity.

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6.10.3 Future Works – Strategic Future Growth Plan

It is recommended that future developments have an on-site loading dock included, as provided for in the DCP. Inclusion of a loading dock will reduce the number of vehicles stopping in the laneway to offload goods.

6.11 MARKED PEDESTRIAN CROSSINGS (ZEBRA CROSSING)

The ability to cross safely at marked pedestrian crossings was raised, both during consultation and during the site audits, with particular concern for safe use of the marked crossings at night. As there is a high risk to pedestrian safety when crossing, individual audits of the marked crossings in question were undertaken. An audit was undertaken at the following locations:

- Intersection of East Esplanade and Victoria Parade;
- Intersection of North Steyne and Denison Street;
- Intersection of North Steyne, Collingwood and Bridge Road;
- Intersection of North Steyne and Pacific Street;
- Raglan Street between Short Street and Central Avenue;
- Slip Lane, Sydney Road and Belgrave Street;
- The Corso and Whistler Street (adjacent to the Town Hall);
- Intersection of South Steyne and Victoria Parade;
- Intersection of South Steyne and Wentworth Street; and
- Intersection of North Steyne and Pine Street.

Each audit was undertaken during daylight and night-time conditions in order to assess visibility, lighting, linemarking, and signage.

The issues identified at each location are discussed below. Crossings not discussed below were found to have no issue of concern at the time of the audit.

6.11.1 East Esplanade and Victoria Parade

The marked crossing on East Esplanade was not well lit, so the crossing and pedestrians using the crossing were difficult to see. Pedestrians approaching from the Foreshore were also observed to be obscured by vegetation located at the edge of the road.

To resolve the issues observed, it is recommended that further advice be sought from an appropriate lighting consultant regarding installation of adequate lighting fixtures. It is recommended that vegetation be managed to ensure pedestrian visibility.

6.11.2 North Steyne and Denison Street

The marked crossing at this location was not well lit, so the crossing and pedestrians using the crossing were difficult to see. It is recommended that further advice be sought from an appropriate lighting consultant regarding installation of adequate lighting fixtures.

6.11.3 North Steyne, Collingwood and Bridge Road

The marked crossing at this location was not well lit, so the crossing and pedestrians using the crossing were difficult to see. In particular, the linemarking was difficult to see in low light levels. Therefore, drivers might not see the crossing until they are very close to the crossing. It is recommended that further advice be sought from an appropriate lighting consultant regarding installation of adequate lighting fixtures.

Please refer to Section 6.4 regarding other recommendations for improvements at this location.

6.11.4 North Steyne and Pacific Street

The sign located on the eastern side of North Steyne was partially concealed by vegetation. It is recommended that vegetation be pruned to ensure the visibility of signage.

6.11.5 Raglan Street

Following the audit, the crossing was found to be non-compliant with AS1742 Part 10: Pedestrian control and protection and Roads and Maritime Supplement to Australian Standard 1742 Manual of Uniform Control Devices parts 1-15 Version 2.4. AS1742 and the supplement require double white centrelines on

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each approach to the crossing, with a minimum length of 20 metres and Bi-directional Raised Reflective Pavement Markers at 5 metre spacing. As shown in Figure 6.26 below, the Raglan Street crossing does not currently meet this requirement.

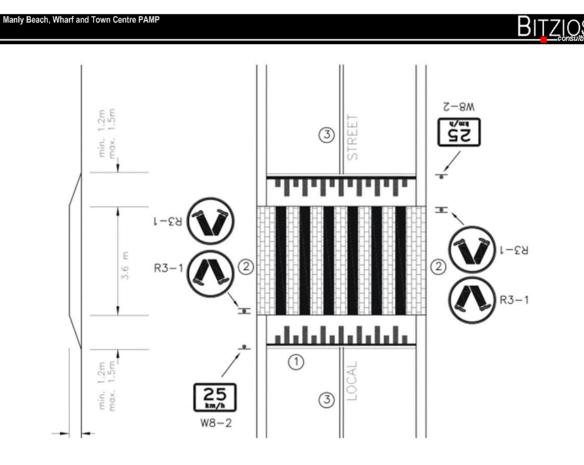


Figure 6.26: Photo of Raglan Street Pedestrian Crossing

It is recommended that the linemarking for the crossing in question be installed in accordance with AS1742 Part 10: Pedestrian control and protection and Roads and Maritime Supplement to Australian Standard 1742 Manual of Uniform Control Devices parts 1-15 Version 2.4.

Further to this, signage located on the southern side of the crossing was partially concealed by vegetation. It is recommended that vegetation be pruned to ensure the visibility of signage.

In addition to the issues raised during the audit, significant concern has been raised regarding vehicles failing to stop resulting in near misses, particularly vehicles on the western approach. A review was conducted of the signage and sightlines on approach to the marked crossing and no significant issues were identified. However, given the proximity of the crossing to a school and the concerns raised, the installation of a wombat crossing has been discussed as an option to increase pedestrian safety, an example of which can be seen in Figure 6.27.



Source: Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management

Figure 6.27: Example of a Wombat Crossing

Section 7.2.4 in *the Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management* recommends the installation of wombat crossings at mid-block locations, especially near schools, as a means to reduce vehicle speeds and reduce pedestrian-vehicle conflicts. Given the previous stated concerns, the installation of a wombat crossing is seen as an appropriate measure for reducing risk to pedestrians crossing at this location. There may be potential issues with the installation of a raised crossing concerning the bicycle lane that runs along Raglan Street. It is recommended, as outlined in the Austroads guidelines, that the wombat crossing have a ramp gradient of 1:15 to 1:20. To reduce potential conflict between pedestrians and bicycles when crossing, a 'bicycles give way to pedestrians' sign should be installed on both approaches in conjunction with a hard stop line to indicate to cyclists that pedestrians have right of way.

6.12 SIGNALISED MID-BLOCK CROSSING DARLEY ROAD AND THE CORSO

Issues surrounding the signal timing of the mid-block crossing at The Corso and Darley Road was raised, indicating that a longer cycle time may be required.

An audit was conducted of the crossing on a typical weekday during peak and off-peak times. It was observed that the cycle time was adequate, allowing all pedestrians to cross and minimising disruption to the flow of traffic through the intersection.

On occasion, improper use of the crossing was observed. This behaviour has the potential to increase the risk of a crash occurring. It is recommended that Council undertake an awareness and education campaign on the use of signalised crossings.

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6.13 INTERSECTION OF BELGRAVE STREET AND THE CORSO

During the consultation process, the signalised crossing across East Esplanade at the intersection of Belgrave Street and The Corso was raised as an issue. On many occasions, pedestrians were observed to cross the intersection against a red don't walk signal, putting themselves at risk and creating congestion for motorists. This behaviour was observed during peak periods during a site visit.

A potential solution to the issues surrounding the crossing at the intersection is installation of a countdown timer. A countdown timer would allow pedestrians to cross the intersection safely and give pedestrians an indication of the remaining time available to cross. This is likely to reduce the number of pedestrians crossing the road after the red crossing signal has appeared.



Figure 6.28: Example of a Countdown Timer

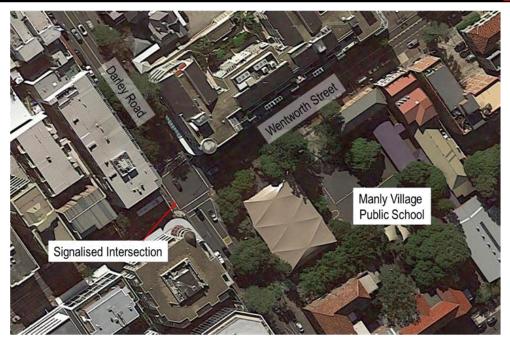
In order to install a countdown timer changes would need to be made to current phasing. The pedestrians crossing phase would have to be confined to a separate phase, with all sides of the intersection crossing simultaneously. This is likely to increase the wait time for pedestrians, as the phase(s) associated with crossing will occur less frequently. It is also likely to increase wait time for motorists, as the pedestrian crossing phase will have a longer duration.

6.14 SIGNALISED INTERSECTION OF DARLEY ROAD AND WENTWORTH STREET

This particular intersection was raised as an area of concern and potential high risk to pedestrians crossing at all sides of the intersection. The first issue raised was motorists trying to turn the corner whilst a pedestrian was crossing on a green walk signal. This type of behaviour puts pedestrians at a high risk of collision if a driver were to be careless and hit a pedestrian. The second issue raised regarded pedestrians running out into the intersection after other pedestrians had crossed and motorists had begun to drive through the intersection. Of particular note was the proximity of a school where children are potentially more likely to run or walk into the intersection without looking.

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Source: Based on Google Maps

Figure 6.29: Location of Signalised Intersection – Wentworth Street

It is recommended to reconfigure the existing signal phasing to include pedestrian protection (delaying the green light or vehicles) as a means of reducing risk to pedestrians when crossing at the intersection. As outlined in the Roads and Maritime Services design guideline *Traffic Signal Design: Section 7 Phasing and Signal Group Display Sequence*, specifically Part 7.10.2, "Timed protection should be considered when there is a high proportion of children, elderly, or people with disabilities". Given the proximity to the school and a supermarket, installation of pedestrian protection should be considered.

6.15 MANLY LAGOON

6.15.1 Lighting

The issues of lack of or insufficient lighting throughout the Manly Lagoon were significant and the lagoon was identified as an area of concern. A site audit was conducted to assess the degree to which the issue effected pedestrian mobility.

The site was inspected in daylight and at night. It was initially assessed in daylight to document the already existing lighting, if any was present, taking note of location and the type of lighting that existed. Following this, the site was inspected at night, when the level of lighting was noted and how the lighting levels affected a pedestrian's ability to access and use the lagoon. It was found that there was already existing lighting infrastructure, as shown in Figure 6.30, although the level of visibility produced and spacing of the lighting was inadequate.

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Figure 6.30: Example of Existing Lighting in Manly Lagoon

It is recommended that further advice be sought from an appropriate lighting consultant is regarding installation of adequate lighting along the length of the shared path, extending from Pittwater Road to Cameron Avenue and Bridge Road. As a part of this process, consideration should be given to residents abutting the Manly Lagoon, ensuring the lighting solution selected does not cause excessive light pollution.

6.15.2 Shared Path

An audit of the shared path was conducted because of conflict between cyclists and pedestrians using the shared path along Manly Lagoon was raised as an issue of concern. At the time of the audit, a relatively high number of cyclists and pedestrians were noted using the shared path, although there was no apparent conflict from its shared use.

There is a second path worn in by pedestrian and cyclist activity along the foreshore of the lagoon, see Figure 6.31. This indicates that many pedestrians and cyclists may be using an alternative path along the foreshore instead of the shared path.

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Source: Based on Google Maps

Figure 6.31: Evidence of Worn Footpath along Manly Lagoon

It is recommended a pedestrian survey be undertaken to assess the requirements for changes to be made to the existing infrastructure, in particular the shared path. Furthermore, community feedback should be sought, potentially on location, to assess whether conversion of the worn path to a pedestrian path, separated cycle path or shared path is required.

Dependant on the results of the survey and community feedback two options are available. Each option could be considered as either a separate or a multistage solution.

Option 1 Widening the Shared Path

Option 1 is widening the existing shared path be widened to facilitate the large amount of foot traffic using the Lagoon. This would enable cyclist to safely pass pedestrians and give ample room for increases in pedestrian traffic.

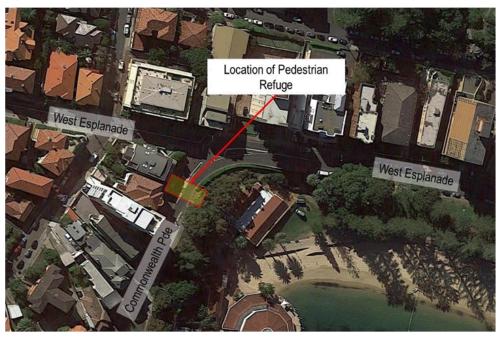
Option 2 Installation of Pedestrian Path

Option 2 is converting the wom path along the foreshore of the lagoon, as shown in Figure 6.31, to a pedestrian path, separated cycle path or shared path. This would enable all pedestrians to utilise the section of path and increase the capacity of the lagoon for pedestrians. It should be noted that existing the shared path should remain for shared use in conjunction with the creation of the alternative path.

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6.16 PEDESTRIAN REFUGE COMMONWEALTH PARADE AND WEST ESPLANADE

Concerns were raised about the safety of pedestrians when crossing Commonwealth Parade 20 meters south of West Esplanade. The pedestrian refuge follows a sweeping curve after turning off West Esplanade.



Source: Based on Google Maps

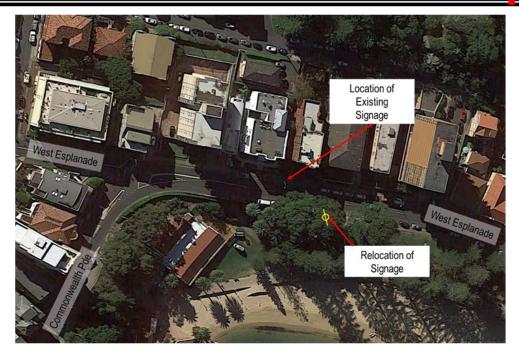
Figure 6.32: Location of Pedestrian Refuge Commonwealth Parade

An audit of the refuge was undertaken by Bitzios Consulting and found the pedestrian refuge warning sign to be in a location that was not ideal. As seen in Figure 6.34, the Pedestrian refuge warning sign is located on the right-hand side of the road for traffic on approach to the refuge. *AS1742 Part 10: Pedestrian control and protection* and *Roads* shows the position of the warning sign on the left-hand side of approaching traffic. During the audit, it was also found that the sightlines on approach to the refuge increased the risk to pedestrians as there was little time for a driver to react to pedestrians crossing at the refuge.

It is recommended that the existing pedestrian refuge waring sign on the Eastern approach be relocated to the left-hand side of the road; a concept design can be seen in Figure 6.33 and Figure 6.34. The recommendation would not eliminate the risk to pedestrians but would greatly reduce the risk by making drivers more aware of the potential hazard ahead.

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Source: Based on Google Maps

Figure 6.33: Concept Design for Commonwealth Parade Refuge



Source: Based on Google Street View

Figure 6.34: Street View of Concept Plan for Commonwealth Parade

6.17 REDDALL STREET AND CLIFF STREET

The intersection of Reddall Street and Cliff Street was identified as being dangerous for pedestrians to navigate. The intersection is located at the crest of a steep gradient and having relatively wide cross-section, south along Reddall Street and in both directions along Cliff Street. These factors make it difficult for pedestrians to see the approaching vehicles when crossing. This is especially apparent for those who are less mobile and parents walking with children as these pedestrians in particular may require more time to cross an intersection.

It is recommended that pedestrian refuges be installed on the western approach along Cliff Street and the southern approach along Reddall Street. Installation of pedestrian refuges at this intersection will allow pedestrians to cross and safely stop halfway across the street if a vehicle comes into view and thus give less mobile pedestrians more time to cross safely. Sight distances will also be increased after installation as the refuge will require no stopping signs to be installed, giving pedestrians a view that is unobstructed by parked vehicles. A concept plan detailing the proposed refuge islands can be seen below in Figure 6.35.



Source: Based on Google Maps



7. DETAILED RECOMMENDED WORKS PROGRAM

7.1 WORKS PRIORITY

A priority level has been assigned to each recommended action, taking into consideration its contribution to pedestrian safety, ease of accessibility and the amenity of the surrounding environment. Priority levels were assigned as follows:

- High Priority (H) = Essential for pedestrian safety:
 - for issues that require short term action (0-5 years);
 - for issues that would likely result in pedestrians having to use heavily trafficked streets due to a lack of footpath, deficient pedestrian facilities, or misleading pavement markings or street signage;
 - for locations where there are high pedestrian volumes as well as high traffic volumes that should maintain/improve the level of pedestrian access and mobility in accordance with design standards;
 - for locations where kerb ramps are missing at pedestrian signal crossings at heavily trafficked roads;
 - for areas such as shopping centre car parks, where traffic directional signage is unclear and likely to impede pedestrian safety; and
 - for some locations where there is very limited footpath provision near a major pedestrian attractor or generator;
- Medium Priority (M) = Desirable for pedestrian safety, convenience or amenity:
 - for issues that require medium term works (5-10 years)
 - for issues that would likely result in pedestrians having to use local low-trafficked streets due to a lack of footpath, deficient pedestrian facilities, or misleading pavement marking or street signage;
 - for faded pedestrian crossings or narrow kerb ramps across roads through town centres; and
 - for trip hazards near schools, child care centres, or aged care facilities;
- Low Priority (L) = Little impact on pedestrian safety, desirable for pedestrian convenience or amenity:
 - for issues that require longer term works (10-25 years);
 - for minor footpath deficiencies, such as bad lip heights or narrow kerb ramps, in local streets;
 - for outdated symbol signs or faded traffic signs;
 - for minor bus stop deficiencies, such as missing shelters, seating, or bin provision; and
 - for lack of footpath provision in low pedestrian volume streets, where a footpath exists on the other side of the road.

7.1.1 Priority Criteria

The observed issues were sorted against the analysis criteria, in accordance with the Roads and Maritime Services' *How to Prepare a Pedestrian Access and Mobility Plan*, which was used to categorise the issues by levels of severity and importance. By evaluating each issue against set criteria across a range of categories, a consistent and balanced approach to identifying the issues that require more immediate attention was developed. The criteria and score ranking system are shown in Table 7.1 and Table 7.2.

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ID	Scoring Criteria		Score
C1	Connectivity to pedestrian generator/attractor	High Priority	10
01	Connectivity to pedestnan generator/attractor	Medium Priority	5
		< 250m	10
C2	Proximity to Generators/Attractors	> 350 - 500 m	8
62	Proximity to Generators/Attractors	> 500 - 1000m	5
		> 1000m	0
		> 3 reported per year	20
		3 reported per year	15
C3	Pedestrian crash history	2 reported per year	10
		1 reported per year	5
		0 reported per year	0
		5 or more responses	5
C4	Concerns from community feedback	less than 5 responses	2
		no responses	0
		State road	10
05	Deletion to read biogenetry	Arterial/sub-arterial	8
C5	Relation to road hierarchy	Collector road	5
		Local street/Pedestrian Mall	3
		School / aged care	10
C6	Land Use	Commercial / retail	8
		Residential	5
		Essential	10
C7	Pedestrian Safety	Desirable	5
		Little impact	3
		Strong desire line	5
C8	Pedestrian Desire Lines	Medium usage	3
		Very little use	1

Table 7.1: Criteria for Creating Priority Scores for Site Audit Photographs

Table 7.2: Works Priority Scores Based on Criteria for Site Audit Photographs

Score	Works Priority	
>50	High	
30-50	Medium	
<30	Low	

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7.2 COST ESTIMATES

The estimated costs of treatments are based on unit rates supplied by Northern Beaches Council, rates used in previous PAMP studies conducted by Bitzios Consulting for other local councils in NSW and the Independent Pricing and Regulatory Tribunal Local Infrastructure Benchmark Costs. The list of unit costs are shown in Table 7.3. The costs presented are indicative and non-inclusive of associated overhead costs and as such should be used as a guide only.

Item	Unit Cost
Install kerb ramp	\$2,000.00 per unit
Installation of footpath	\$190.00 per m ²
Install shared use path	\$210.00 per m ²
Pedestrian refuge island (site specific)	\$25,000.00 per unit
Clear vegetation	\$1.10 per m ²
Linemarking	\$5.00per m
Install lighting	\$1,000.00 per unit
Install handrails	\$200.00 per unit
Traffic sign	\$200.00 per unit
Pavement grinding	\$25.00 per unit
Removal of debris or refuge	\$77.00 per m ²
Installation of grated drains	\$200.00 per unit
Resurfacing and levelling of pavement	\$ - per m ²
Installation of new service cover	\$ - per unit
Installation of bike rack	\$1,121.00 per unit
Installation of compliant parking	\$6,300.00 per unit
Removal of obstacle	\$0.00 per unit
Installation of reflective strip	\$ - per m
Installation of garden edging	\$45.00 per m
Restricting time allotted for use of loading area (new signage)	\$200.00 per unit
Installation of new drain cover	- per unit
Installation of sprayed bitumen surface	\$2.00 per m ²
Removal of advertising	\$ - per unit
Installation of convex mirror	\$ - per unit
Installation of rubber speed cushion	\$2,000.00 per unit

Note: there some items for which no costing data was available and, as such, have been given a value of "\$ - ". These items have therefore not been included in the total cost estimates.

Presented below, in Table 7.4, are the recommended treatments that are considered High priority works for the study area included in the PAMP. The full list of inspected priority routes with recommended works for Northern Beaches Council are provided in Appendix F. The summary of estimated costs can be found in Appendix G.

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7.3 EXAMPLES OF KEY UPGRADES

Table 7.4: Manly PAMP High Priority Issues. Recommended Treatments. and Estimated Costs

Table 7.4:	Manly PAMP High Priority	Mainy FAMF nigh Flionly issues, recommended meanients, and Esumated Cosis	•		
Street	Location	lssue	Priority	Treatment	Cost
Balgowlah Road	North of Golf Pde	Ponding at northern kerb ramp (golf parade)	High	Build compliant kerb ramp	\$2,000.00
Balgowlah Road	South of Golf Pde	Ponding at southern kerb ramp (golf parade)	High	Build compliant kerb ramp	\$2,000.00
Balgowlah Road	North of Rolfe St	Kerb ramps near speed hump (pacific parade)	High	Build compliant kerb ramp	\$2,000.00
Balgowlah Road	North of Golf Pde	Potential ponding location at kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Belgrave Street	South of Sydney Rd	Crossing facing south	High	Build compliant kerb ramp	\$2,000.00
Belgrave Street	South of Sydney Rd	Lip on kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Commonwealth Parade	West of W Esplanade	Kerb ramp not aligned, no kerb ramp at southern end of crossing	High	Build compliant kerb ramp	\$2,000.00
Commonwealth Parade	West of W Esplanade	Lack of kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Commonwealth Parade	West of W Esplanade	No kerb ramp for access to tourist bus zone 2	High	Build compliant kerb ramp	\$2,000.00
North Steyne	South of Pine St	Kerb ramps do not align pine street	High	Build compliant kerb ramp	\$2,000.00
North Steyne	North of Carlton St	Hole in pavement	High	Resurface and level footpath/pavement	\$0.00
North Steyne	South of Carlton	Poor accessibility	High	Build compliant disabled parking	\$2,000.00
North Steyne	South of Collingwood St	Kerb ramps and refuge crossing	High	Build compliant kerb ramp	\$2,000.00
North Steyne	South of Raglan St	Non-compliant pedestrian refuge	High	Build compliant refuge	\$25,000.00
North Steyne	North of Victoria Pde	Kerb ramps do not align Denison street	High	Build compliant kerb ramp	\$2,000.00
North Steyne	South of Steinton St	Kerb ramps do not align Steinton Street	High	Build compliant kerb ramp	\$2,000.00
North Steyne	North of Steinton St	Kerb ramps do not align Steinton Street	High	Build compliant kerb ramp	\$2,000.00
North Steyne	North of Carlton St	Kerb ramps do not align Carlton Street	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Eurobin Ave	School zone sign obscured by trees	High	Clear Vegetation	\$22.00

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Street	Location	Issue	Priority	Treatment	Cost
Pittwater Road	South of Eurobin Ave	Evidence of ponding near kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Denison St	Kerb ramps not aligned	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Carlton	Kerb ramps not aligned	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Carlton	Kerb ramps not aligned	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Carlton St	Uneven footpath near kerb	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Carlton St	Uneven footpath near kerb	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Alexander St	Kerb ramp to driveway	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Alexander St	Kerb ramp facing intersection	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Alexander St	Uneven road surface at crossing	High	Resurface and level footpath/pavement	φ.
Pittwater Road	South of Pine St	Cross way has half kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Carlton St	Ponding at kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	North of Denison St	Uneven pavement near kerb ramp and base of post	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Rolfe St	Possible ponding location at kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	East of Balgowlah Rd	Questionable parking layout	High	Build compliant disabled parking	\$6,300.00
Pittwater Road	East of Balgowlah Rd	Questionable parking layout	High	Build compliant disabled parking	\$6,300.00
Pittwater Road	South of Raglan St	Kerb ramps do not line up across Pittwater Road	High	Build compliant kerb ramp	\$2,000.00
Pittwater Road	South of Raglan St	Kerb ramps do not line up across Raglan Street	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Ocean Rd	No kerb ramps	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Ocean Rd	Raised service cover on road at crossing location	High	Level service cover flush with surrounds	\$
Raglan Street	West of Ocean Rd	Uneven road surface at crossing location	High	Resurface and level footpath/pavement	\$
Raglan Street	East of Ocean Rd	Crossing with kerb extension	High	Build compliant kerb ramp	\$2,000.00

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Street	Location	Issue	Priority	Treatment	Cost
Raglan Street	West of Augusta Ln	No kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Kangaroo St	Kerb ramps not aligned	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Kangaroo St	Damaged and uneven footpath and kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Kangaroo St	Raised lip near kerb	High	Resurface footpath/pavement	\$2,000.00
Raglan Street	West of Augusta Ln	Kerb extension crossing	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	East of Lawson PI	Damaged and uneven road surface at crossing location	High	Resurface and level footpath/pavement	\$
Raglan Street	West of Birkley Rd	Uneven road surface at crossing location	High	Re-lay and level pavers	\$5,000.00
Raglan Street	East of Birkley Ln	Uneven road surface at crossing location and change in level	High	Resurface and level footpath/pavement	\$
Raglan Street	West of Birkley Ln	Uneven road surface at crossing location	High	Resurface and level footpath/pavement	\$
Raglan Street	West of Birkley Rd	Raised edge at kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	East of Birkley Rd	Steep section on kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	East of Lawson PI	No kerb ramps	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	East of Lawson PI	Drainage issue at kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	East of Lawson PI	Difference in level at stairs	High	Resurface and level footpath/pavement	\$
Raglan Street	West of Whistler St	Two pedestrian crossings in close proximity, one without kerb ramps	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Quinton Rd	No kerb ramps	High	Build compliant kerb ramp	\$2,000.00
Raglan Street	West of Ocean Ln	No kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Short Street	South of Raglan St	No kerb ramps to access parking spaces and driveway 2	High	Build compliant kerb ramp	\$2,000.00
Short Street	South of Raglan St	No kerb ramps to access parking spaces and driveway	High	Build compliant kerb ramp	\$2,000.00
South Steyne	North of Victoria Pde	Kerb ramp not aligned	High	Build compliant kerb ramp	\$2,000.00

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Street	Location	enss	Priority	Treatment	Cost
Sydney Road	West of Eustace St	Uneven footpath and raised edge at kerb near kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Sydney Road	West of Birkley Rd	Kerb ramps not facing each other	High	Build compliant kerb ramp	\$2,000.00
Sydney Road	East of Belgrave St	Sign clutter signs are obscured	High	Remove excess signage, redesign signage from whole systems approach	\$1,000.00
Sydney Road	West of Eustace St	Missing footpath, overgrown vegetation and water runoff	High	Resurface and level footpath/pavement	\$1,250.00
Sydney Road	East of W Promenade	Kerb ramps not aligned	High	Build compliant kerb ramp	\$2,000.00
Sydney Road	East of James St	Signpost on kerb ramp	High	Build compliant kerb ramp	\$2,000.00
Sydney Road	West of George St	Kerb ramps unaligned, kerb blister	High	Build compliant kerb ramp	\$2,000.00
Sydney Road	West of George St	Kerb ramp, kerb blister and gradient	High	Build compliant kerb ramp	\$2,000.00
West Esplanade	East of Rowe St	Missing and loose pavement	High	Re-lay and level pavers	\$2,500.00
Pittwater Road	West of Balgowlah Rd	Missing crossing opportunity	High	Refer to report section 6.1	\$25,000.00*
Bower Lane	East of Bower St	High conflict area with continuous pedestrian traffic	High	Refer to report section 6.2	\$108,000.00
E Esplanade	North of Ashburner St	No crossing opportunity	High	Refer to report section 6.3	\$29,500.00
North Steyne	South of Cameron Ave	Concerns raised about wombat crossing	High	Refer to report section 6.4	\$25,000.00*
Whistler Street	North of The Corso	Concerns raised about wombat crossing	High	Refer to report section 6.5	\$10,000.00
North Steyne	North of Carlton St	No crossing opportunity	High	Refer to report section 6.6	\$800,000.00
Pittwater Road	North of Carlton St	No crossing opportunity	High	Refer to report section 6.6	\$25,000.00
Balgowlah Road	North of Kenneth Rd	Concerns raised about zebra crossing	High	Refer to report section 6.7	\$4,000.00*
Darley Road	South of Marshall St	Shared path lacking proper linemarking and signage	High	Refer to report section 6.8	\$3,500.00
Manly Beach Foreshore	N/A	Entire shared path along foreshore lacking clear linemarking and signage	High	Refer to report section 6.9	\$10,000.00

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\$5,000.00

Refer to report section 6.10

High

High conflict area with continuous pedestrian traffic

West of South Steyne

Rialto Lane



Street	Location	Issue	Priority	Treatment	Cost
E Esplanade	North of Victoria Pde	Concerns raised about zebra crossing	High	Refer to report section 6.11	\$2,500.00
North Steyne	North of Denison St	Concerns raised about zebra crossing	High	Refer to report section 6.11	\$2,500.00
North Steyne	South of Collingwood St	Concerns raised about zebra crossing	High	Refer to report section 6.11	\$0.00⁺
North Steyne	South of Pacific St	Concerns raised about zebra crossing	High	Refer to report section 6.11	\$20.00
Raglan Street	East of Francis Ln	Concerns raised about zebra crossing	High	Refer to report section 6.11	\$50,000.00
Darley Road	South of The Corso	Signal phasing may be too short	High	Refer to report section 6.12	\$0.00
E Esplanade	East of Belgrave St	Improper use of pedestrian signals observed	High	Refer to report section 6.13	\$4,000.00
Darley Road	North of Wentworth St	Concerns raised regarding pedestrian safety	High	Refer to report section 6.14	\$4,000.00
Manly Lagoon	N/A	Lack of lighting observed	High	Refer to report section 6.15	\$50,000.00
Commonwealth Parade	South of West Esplanade	Concerns raised about pedestrian and vehicle sightlines	High	Refer to report section 6.16	\$400.00
Cliff Street	West of Reddall St	Lack of or potentially unsafe crossing opportunity	Medium	Refer to report section 6.17	\$25,000.00
Reddall Street	South of Cliff St	Lack of or potentially unsafe crossing opportunity	Medium	Refer to report section 6.17	\$25,000.00
*where multiple options exist, the lov	where multiple options exist, the lowest cost has been used for estimation.		-		-

+indicates no costs associated, see costing for North Steyne, south of Cameron Ave.

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BITZIOS

Based on the preliminary cost estimates, the total cost for all recommended treatments (across priority works and priority routes) is shown in Table 7.5.

Table 7.5: Cost Estimate Summary by Priority of Issues

		Priority (subtotal)	
Total	High	Medium	Low
\$2,125,624	\$1,311,831	\$748,085	\$65,708

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8. FUNDING SOURCES

8.1 ROADS AND MARITIME SERVICES

Generally, Roads and Maritime Services will fund works on State Roads including crossings and kerb ramps. State Roads are 100% funded by Roads and Maritime Services, while works on Regional and Local Roads are funded 50/50 by Roads and Maritime Services and Northern Beaches Council. In the last two cases, Roads and Maritime Services contributes funding for road crossing facilities and kerb ramps only.

Within the study area, the following classifications apply for funding purposes:

- State Roads Belgrave Street, Sydney Road and Pittwater Road; and
- Regional Roads North Steyne, Raglan Street, Commonwealth Parade, West Esplanade and The Crescent (as detailed in Table 2.1).

All other roads are considered local roads and are under the jurisdiction of Northern Beaches Council.

Further details of Roads and Maritime Services funding can be found in the "Council Projects Funded by the RTA, Memorandum of Understanding" June 2009. The works that are generally eligible for equal contribution between Council and Roads and Maritime Services include:

- Preparation of Pedestrian Access and Mobility Plan
- Upgrade of Existing Pedestrian Infrastructure
 - Kerb Ramps
 - Pedestrian Priority System
- New Pedestrian Crossing Treatment and Facilities
 - New signalised pedestrian access points
 - Shared zone areas
 - Kerb extensions and blisters
 - Raised pedestrian crossings

8.2 SECTION 94 CONTRIBUTIONS

The Environmental Planning and Assessment Act 1979 makes allowance for a consent authority to extract money for the provision of public amenity or public services. Should a development increase pedestrian activity or demand then it would be reasonable for Council to seek contribution toward improvements to pedestrian facilities in the area, provided a link between the development and facility can be reasonable shown. Section 94 states:

"Where a consent authority is satisfied that a development, the subject of a development application, will or is likely to require the provision of or increase the demand for public amenities and public services within the area, the consent authority may grant consent to that application subject to a condition requiring: (a) The dedication of land free of cost; or

(b) The payment of a monetary contribution, or both."

In relation to the PAMP, Council may consider including some of the works as part of their Section 94 contribution plan.

8.3 VOLUNTARY PLANNING AGREEMENTS (VPAs)

VPAs are an agreement between Council and developers that may involve the funding or assistance of pedestrian facility upgrades, expansion, construction, or reconstruction. Any VPA is considered on a caseby-case basis, and it can become an additional funding source for PAMP works. Manly Beach, Wharf and Town Centre PAMP



9. IMPLEMENTATION AND MONITORING PROGRAM

The next stages in the PAMP are to:

- organise funding sources to establish a budget and over what timeframe;
- establish an implementation program; and
- monitor implementation of the PAMP and its outcomes.

It is typical to have a monitoring program for the PAMP. This would involve:

- recording of all proposed pedestrian works in a database;
- analysis of crash statistics;
- collection of pedestrian count information; and
- periodic updating of the PAMP every five years.

The monitoring program for the PAMP can include the establishment of an auditing process that assesses and documents the condition of the priority routes established and progress of work recommended in this PAMP regularly. By ensuring a visual audit program is implemented, the quality of the routes can be maintained and any issues can be identified and addressed quickly. Assessments of the routes should be conducted by a person or team of professionals with experience in pedestrian facility design and standards to best identify arising issues and develop a suitable course of action. Priority routes should also be reviewed and updated as new Council works are proposed and land uses change.



Manly Beach, Wharf and Town Centre PAMP



10. PUBLIC RESPONSE

To be advised

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11. CONCLUSIONS AND RECOMMENDATIONS

This PAMP presents a plan to improve pedestrian safety and encourage more walking within the Manly Beach, Manly Wharf and Manly Town Centre Study Area in the Manly Local Government Area.

Issues affecting pedestrians were discussed with local businesses and community groups, although the responsiveness of many of these groups was relatively limited. The key pedestrian issues identified were the kerb ramp connectivity and alignment, and the number of trip hazards on footpaths in some locations. Other issues included poor surfaces, overgrown vegetation, and poor sign posting.

High Priority PAMP routes were defined, and a comprehensive field audit was conducted to catalogue issues with local footpaths, kerb ramps, bus stops, and the walking environment. A number of recommended works were then proposed with indicative costs given for each all recommended treatments.

The total cost of the improvements identified is approximately \$2,125,000 excluding GST, at an average of about \$425,000 per year over a 5-year program.

If implemented, the proposed works will help to improve pedestrian safety and amenity across the Manly LGA and encourage residents and employees to undertake walking trips for shopping, work, and leisure. It is recommended that these works be implemented as funding becomes available from Northern Beaches Council, and Roads and Maritime Services. Consideration could also be given to including some items, as appropriate, in Council's Section 94 contribution plan when it is updated.



GLOSSARY OF TERMS AND ACRONYMS

PAMP: Pedestrian Access and Mobility Plan

- DDA: Disability Discrimination Act
- GIS: Geographic Information System
- DCP: Development Control Plan

LEP: Local Environmental Plan

Historical Crash Data: The data are confined to crashes that conform to the national guidelines for reporting and classifying road vehicles crashes. The guidelines include crashes that meet all of these criteria:

- Were reported to the police
- Occurred on a road open to the public
- Involved at least one moving road vehicle
- Involved at least one person being killed or injured or at least one motor vehicle being towed away.

PAMP Route: Key pedestrian routes identified in the study, and prioritised and audited based on their proximity to pedestrian attractors and generators, pedestrian crash clusters, community feedback, and relation to road hierarchy.

Pedestrian: Any person walking including: a person driving a motorised wheelchair that cannot travel at over 10 kilometres per hour (on level ground), a person in a non-motorised wheelchair, a person pushing a motorised or non-motorised wheelchair, a person in or on a wheeled recreational device or wheeled toy. (Source: *Roads and Maritime Services How to Prepare a Pedestrian Access and Mobility Plan*)

TGSI: Tactile Ground Surface Indicators





APPENDIX A

DESIGN STANDARDS





DESIGN STANDARDS

Below is a list of links (where applicable) to all design standards and codes referenced in the PAMP. The design standards adopted include a combination of Australian Standards, Austroads Guides and local Roads and Maritime Services technical directions and model drawings.

- Australian Standard AS 1158.4:2009: Lighting for Roads and Public Spaces
- Australian Standard AS 1428.4.1 2009: Design for Access and Mobility
- Australian Standard AS 1742.10: Pedestrian Control and Protection
- Austroads Guide to Road Design Part 4. Intersections and Crossings
- Austroads Guide to Road Design Part 6A, Pedestrian and Cycle Paths
- Disability Standards for Accessible Public Transport 2002

https://www.comlaw.gov.au/Details/F2005B01059

NSW Bicycle Guidelines (RTA 2005).

http://www.rms.nsw.gov.au/business-industry/partners-suppliers/documents/technical manuals/nswbicyclev12aa_i.pdf

Roads and Maritime Services model drawings MD R173.B01.A1.

http://www.rms.nsw.gov.au/business-industry/partners-suppliers/design-documents/modelroaddrawings/mrd-general-concrete-paving.html

 Roads and Maritime Services Technical Direction TDT 2002/12b (Stopping and Parking Restrictions at Intersections and Crossings)

http://www.rms.nsw.gov.au/trafficinformation/downloads/td02_12b.pdf

RUM Codes (from Definitions and notes to support road crash data, TfNSW June 2014).

http://roadsafety.transport.nsw.gov.au/downloads/definitions-notes.pdf





APPENDIX B

TRAFFIC COUNT DATA







APPENDIX C

CRASH DATA SUMMARY







APPENDIX D

BUS FREQUENCIES







APPENDIX E

COMMUNITY CONSULTATION RESULTS







APPENDIX F

SCHEDULE OF WORKS







APPENDIX G

SUMMARY OF COSTS



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Aurburner Street	7. Sile	Cast of C. Explanado	Aphbumer Street N	Trp Huard	Unexer Fundualt and Subles (Dange is Unexity Diversity	Modeur	Assuminous and loved fourparth/prevenues:
Addresses Direct	10. SBM	East of Darkey PM	Aphthomae Street N	Trip Placerd	Plained Service Cover and Prov Unemarking	Workum	Lovel service cover flush with servounds
Authornel Street	ABS-4	East of Durgowan Ln.	ŝ	Trip HAUAY	Cabled Perendet	Western	Resurbary and lovel footpath/paveneet
Auhtumen Sineet	485.5	East of Durgowar Ln	Aahbumer Sheet/S	Trip Facerd	Cashed and Uneven Foogeth	Working	Resultance and lovel footpath/pervenant
Authorney Street	A80-5	East of Duriginam Uni-	ŝ	Trip Habby	Uneven Protpath at Service Cover	Weight	Relay and level powers
Authornel Street	ABS 1	West of Durgowan Ln.	Autourer Street S	Trip Farava	Unever Product of Expe	Wolford	Mo-Lay and level parent.
Auhtburner Direct	492.9	Cost of Darkey Pd	Aphthommer Ohmed S	Trip Pacent	Uneven Footparts at Service Cover	Notion	Ac-lay and level powers
Autourted Street	40.14	fixed of 6 Equipando	81	Water	Overgreen tree and Owners	-	Trims hash and/or remove sugglishing
Aurburner Street	C2 5384	Cast of C. Explanade	Authoumer Street N	Optimetra	Miles Laroued to Pract	Wodewa	reversignees the installation of bits racia
Auhlinumer Street	1001	Well of Dorgonate La	Aphlitement Street 3	Vegetation	Overgreen Frogen and childs	Acres of	Trim hade and/or remove sugaration
Bargowah Road	2 Hos	Num of Lot Pas	21	And Hamp	Printing of Approxim Anti-Amplitude (Control Printing)	10.	Build compliant lerbitramp
Carponent Force	11.000	0000 01.000 P38	Despower Tract C	Part Party	Printing at assertion treat years (cash Printing)	10.0	
Magazine Post	a log	Number of State State	Responden Posses in	Pert Damp	Press rear particular spens runny in monutements Distantial Distribut Location of Rock Distant	5	much complete large range
Subvalide Dust	100	Party of Parcel and	References franks to	to the second	Pressure and address Tables Pression		The second
Subsection Development	100	Count of One-state Of	Between roll in	Too as and	Particular in the American A American American Ame		Period for the period for the period for the period of the period for the period of th
Reinwick Down	10-1020	North of Coll Pats	Relevants front C	Trio Farmer	Unever Paramet		face of any province to the second se
Relevanted First	NOH 15	Number of Name of	Relevanted Please P	True Manhol	Unever Presenct and Ested Lb		Resultant functional disconcerning
Balgowish Post	1001	South of Presenter Pot	Balgowish Paret C	TYD HALAT	Unever Parenter	Widow	Resultace and lovel fourturely/paveneet.
Belgowish Floet	12100	South of Thefte St		Tro Named	Low Skip from Property on Facilitatin	Module	Resultance and lovel footpath/beverant.
Responsible Float	SCH 25	Num of Neurolov St		TYP: HAMAN	Uneven Plevement and Riskod Lip	Western	Resultant fundpath/parenters
Beigowish Post	P014	South of Protection Pol	Beigowish Planet C	Tro Parent	Reinert Lips in Foodpath	Working	Gend to an promot
Balgowish Powel	11 I I I I I I I I I I I I I I I I I I	South of Presenter Pd		Tro-Maderd	Uneven Pavement and Service Cover	Wolfore	Reportance and level footgasth/pavement.
Baipowish Past	H-H08	South of GorPhis		Viegetation	Branches-Encologing on Portpelh	Westing	This had and/or remove vegetation
Balgowish Float	97 K	South of Golf Pate		Optimetra	Vieyfording to Paul and Dike Lucked to Pale	Workum	investigate the initialities of bike racks
Bulgowith Food	12 HOH	Num of Num 2	Bullgowith Ploval P.	Vigatation	Overgreen Builters	Weighter	Trim-hash and/ter remove vigetation
Balgowith Foat	to the	South of Ruths St		Vigatation	Description processing frampen Description states and frampen	Moder	This back and/or remove vegetation
Chelpowish Fourt	100	Point of Assamply D		Websteeler	Part LORT ACTES LOUIR TURNE MYSIS JULY	MORA	Dear-registration
Reported Post	1 PORT	Scott of Provider PG	Response Pass to Records David U	Too Parent	Units and David Taracter		Then have and you remove vegetation have above and local framework becaused
Relevantsh Fload	NCH 41	Kinned M	Redevedab Placed UI	This Manual	Unever Parement	1	Researcher and lovel fortracis bacement
Balgowith Foat	009.47	South of Neurander 2		TYD HULKT	Une-an Parenet 2	Widow	Resultance and loved footpurth (parenteet)
Balgowish Plost	80148	South of Assumption 28	Belgowleh Planet VI	Trip Pacerd	Unever Payment	Working	Resurback and lovel fostpath/pevenent.
Balgordah Pisat	HOH HOH	South of Atsuander 21	Regorden Posed VI	Trip Hadded	Uneven Preventi and regetation	Unition	Reportance and level footpath/powement.
Baigowish Roat	S HE O	Num of Coll Pas	Baigowish Plast C	Vegetein	Low Harging Stardies	Modium	Vierback and/or remove vegetation
Balgowish Post	11100	South of Platfie St	Bulgowish Plased VI	Trip Maders	Unever Pavement	Working	Repuellant and lovel foreigneth/prevenent;
Bargowah Paul	IS HOM	Num of Kole 2	Bargowth Hust V	TYD HULKT	Unique Paramete	Notice of	Resultance and level footputh, provenent
Desponent Foat	1100	South of Protection PE	Begowath Plant VI	Prop Manual	University Protection Toront	Moder	Resultion and lovel fourpart/pevernent
Solution Date	200	Contraction of the last	Billion the Duried C	Contraction of the	Control Transmission of Francisco		envelopment and envelopment of these parts
Balanalah Road	1100	South of Parche Pole		Line literation	UnOfficie Readmenting on Fundame No Elevel		restantiation of received line/read making
Balgowith Foot	CT HOM	South of Pairship Pairs	Anigowith Plant 6	Line University	Protect Merking on Posterth	- mark	buildhim of much will levely and marking
Baigowish Post	15120	Numb of Golf Pate	Baigowish Plant Vi	Vegeteinen	Bushes Excutably Share Pair 2	Working	Vinctuol and/or remove vegetation
Beigowich Fouri	SON SE	Num of Coll Pan	Bulgowish Plant VI	Vegetation	Darbes Excreacing Shared Path	Western	Trim-hash and/or remove vegetation
Baigowish Ptest	11 10 10	South of Neurander 2	Baigowish Plast C	Clashuotion	Planters on Shared Public	Weight	Evenues parts is legit clear and dijects renormed
Beigtwo Street	8.543	South of Systems Pit	8	Narb Flemp	Crossing Facing South	40 H	Build compliant lant-namp
Reiphon Brief	818	Studie of Systems, Pull	81	Parts Party	Upon family family and the second	14	Rudd compliant larth camp
DelpTive Street	0.510	South of Systems Pd	81	TYDE FALLET	Lighter Starting Contract Received Reserves 114	WORK	Level annote cover thath with uarrounds
Deptwo Shreet	10.01	Count of Cytomes Pill	81	TO DATE	Proteins deriver un	annow i	Loved someon cover fluen with harrownith
a lot of the second sec	100	and the second s	amplitue actest a	Carried and a			same parts and
Party Street	10.00	and the second sec					

ATTACHMENT 2 Draft Prioritised Schedule of Recommended Works ITEM NO. 8.2 - 27 JUNE 2017

Despites Street	L month						
Belgravi Shreet	8.515	South of Systems PM	Brightwo Street E	Try Pacing		Weighter	Loved service cover flugh with servicends
Despite Dreet	B.51	South of Systems Rd	Beigmen Street E	Trip Huuwi	University performant and the	And the	Mu-Lay and level privers.
Chepters Street	0.52	North of E Capitanate	Begrave Street IV		Receipt Review Room period	WORK	
Melpho Men	8	New or hydrony Mill	Religious Street P	Dip Maker	Paralet Centra LOVER		Arrest semance covers flucth and historyments
Designed and the	17070	The product of the second seco	Lange of the served to	The second	Patient Critic at Sandra Cruer		Land somethic cover fluid? with tax hourses
Address Street	1122	South of Nantan St	Balance Street L	The same	Natural Education Covers		acres access cores more many rear core and the service de-
Interne Street	8.534	South of Napler 2	Belgrave Street E	TO Passed	Unever Parement year Mark and Base of Rod	and the	Mo-law and loved powers
Reprises Street	8.8.35	South of Magles 20	Bolgrino: Serect E.	Trip Packed	Planiet Edge a Service Covera	Webler	Lond'service cover flugh with service do
Melpano Street	0.527	South d'Ragian St	Beignes Street E	Trip Huand	Let-at Expend Postpeth	Wollow	Mo-Lay and level powers.
Seignee Street	8.5.29	South of Thepleer Di	Belgrave Street E	Trip Facerd	University Parents	Working	No-lay and level powm
Magnet Breet		South d'Napar 21	Multiplier Street IV	Trp water	Unever Presented of Base of Post	-	Rectary and level powers
Beigtwo Street	127	South of Raper 2	Begrave Street IV	Trip mused	University Prantition (UNIVERSITY PORT)	WORK	Mo-tay and level powers
Despension Street	800	Could difference	Beigrand Street IV	Too lawson	Lances Persons -	and the second	8 I I
Manual David	172.00	Annual of Party of the Annual of the	Relevant Street IV	Too Record	Locate and Discount Statistic Context		for they are strong powers.
Congrave Server	10.024	Number of Strends and Strends	BODY DETERMINED	This wanted	TCC Controller data and Lineare function		
Martin Smart	0.547	South of Soches Rd	Balorus Street IV	Tio Pared	Linearity (shorts)		Market and ferred cheers
Marine Treet	N.5.48	South of Sothers Pd	Belerico Seast N	Tro-Faced	Unexer Service Carer	in the second	Biolay and lovel pavers
Mejore Bred	8.55	Number of Stituent St.		This water I	Plained Lip of Service Cover	United	Level service cover fluch with survivarials
Mejorve Street	0.5%	Number of Calcord St	Beigmen Street IV	Tro-Manard	Useas Savia Case	Wodow	Mo-lay and level powers.
Magness Street	8.3 (0	Munits unit El Elaphenader	Belgines threef IV	Trip-Matchell	Unever Plevement	Weighter	Reclery and level powers
Melptive Street	0.54	Numb of Gilbert St	Melptine Street E	Trp Haart	Unexain Product and Service Cover	Wedness	Ro-Lay and lived parent.
Seiptro Street	8.5 00	Number of E. Explorate	Beigmen Street IV	Trp-Manerol	Unever Service Caver	Working	No-lay and level powers
Reption littles	8.361	Num of Espterate	Melipine Street IV	Try-water	Unever Premerical Base of Post	Weiters	Merkey and lived pasers.
Beigtwo Street	0.5.8	South of Ragain St	Begrive Street IV	Vegetation	Overgram Bushes	Widow	This buck and/or remove vegetation
Belptive Street	87230 87230	South of Maples 20	Bolgrivo Street N	Vegetation		Working	Thim back and/or remove veptation
Beighte Miles	110	Paint of Sydney HE	Brown Street IV	Vegetation	Overgreen Express and Detrois Little Franker Associate Detrois an Busicarian Traffic	And the	Then back and/to remove vegetation
Access to a	4	the second second second		the second	Fruge success representation representation representation and and and and and and and and and an	5	methor to report tetcholl 6.4
These Large	-	Cost of Economy Co	Down to be	Too most	Lances Section 17		responses and local fouriers because
Town Lare		Cost of Bount St.	Boser Lans M	Tro Passed	Unever Sector ()	and i	
Rosset Larte	81.10	First of Rower St.	Bower Lave M	This wanted	Uneven Section 14	a la	
flower Larve	-	Cast of Bower 2:	Bower Lane N	Trp Passed	Unexer StarStar ()	tow.	Meauflace and lovel foutpath/pavement.
Bower Larke	8 .14	Carel of Bower St.	Boner Larie M	This Maderal	Uneven Serden (6)	low	Repuellace and level foreigath/pearment
Bower Lave	51 A	Crist of Bower St.	Bower Larve N	Trip Huuwa	Universite Stratifiere (I)	licites.	Resurbace and level footpath/powerent.
Bower Larve	N R	Cost of Bower St.	Bower Lans N	Trip Pacerd	Unexer Sector	iow.	Mexuation and lovel footpath/powement
Stimul Lare	ž	Point of Brown (0)	(Schware Lutrice 3)	Trip Makers	Uneven cercion of Pavement (c)		Reportance and level fourigatio, processes
BOWER LIPPE		Lines of bower 20	BOWELLEVE 2	LADA OLIV	American de la presente a	NO.	Resultance and lovel fourparts/poweneet.
Doner Lare	ž	Carlo of Down" 2: Court of Eccuration	Dover Larve D	Vegetation	Long Jan	NO1	I TEN DAOL AND/OF TERONE VAIPABLICE
from Laro		Cost of Fourse Co	Brazilan 5	Tro Paranti	Development Section (2)		Personal and street from party parents in the second street in the secon
Noner Lavo	L.K	Cost of Bower St.	Bower Larie 5	This Madera	Unever Sector (3)	low	Reportance and level footpath/basement
Bower Lave	0 .1	Cast of Bower St.	Blower Larve S	Trip HALAND	Universite Strendbird	ione -	Besurface and lovel fourpurth/provenent.
Bower Larie	6.3	Cast of Bower St.	Bower Leve N	Trip Facard	Uneven Sector (1)	iow.	Repuellace and lovel footgraft/pevenent;
Roman Lutro	11%	East of Bower St	Bonest Larve M	Connectivity	No Comedian from path welking to Dower Lane	United	Investigate the installation of Euclideat
Bower Street	+ 50	West of College St	Bown Street W	Others	Plu Nume of Public Concessing Revent Street to Revolute Intered	liow.	Noplacy/ tottal new rigrage
Bower Office	11 22	East of College Bi	Brear Shoot E	Wyshiken	Overgram	and i	Trim hads and/or remove veptration
None these		Num of Company	Access clines N	Constant of	No Lotsery approximity No factor data at dia of task case if the		
DOMET LOTOR	14 00	COLUMN OF BOARD	T UMUC BHOOD	Press Press	Processing account province province account of the second se	and a	Displaying with property owner requires to onum terco is built to compry with to
Annual Conce	1	Name of Revenues D	Road Court	Too same	Proceedings on equipmentation and		these advects and fourturely formericant
former Chreek	1 22	lifest of Montoorder Pi	Broar Sheet 2	Tro Passed	Unear Paramet	-	Menuface and lovel (conjust) (pavement
Nows Street	10.12	lities of Montooeler Pt	Bown Street 6	This wanted	Unever Utilities Cover	Vintere	
Bower Street	92 SN	lives of Montapeler PI	Bowr Street L	Trip Faused	Reised Lip or Oliverusy	Wedness	Ment ip an promot
Bower Otreel	88.21	West of Montageter PI	Brear Shoot E	Trip Makers	Unexer Cover on Pavement	Weiters	Reportance and Invest Exergatio, prevenents
Bower Scheet	11	lifet of Montopeler PI	Bown Street E	Trip Hauard	Bruken and Uneven Cover an Producth	Wedness	Resultance and loved fourparts/parenteets
Bower Chreek	12 22	lifest of Montapeler Pi	Bower Chronic E	Trip Faces	Unexer Cover and Parad Lip	Working	Assurbus forotpeth (powernent
Rower Street	70.54	West of Montgodor PT	Brue Short F	Trip Haused	Uneven Cover and Passed Lip		Resultant Facilyath/parentari
Bower Scheel	10 10	lives of Montapeler Pt	BOWE STREET	TYDE FRAME	Person Lup	Widow	tend to an present
Domer Crew.	8 3	Case of Management The	2 January 1999	Depresentation of the second	unore Model In	and on the	Dear petro-and-montar months on an annual
the first	15.32	A state of the sta	Acres front a	Too Record	Terrar Damat		managed up the mouth
and an other distances of the local distances				the second se			

NORTHERN	BEACHES
COUNCIL	

Brown Onest	10.00				Income Disconcert	Wedness	
	12 02		Brown Sheptil E	They maked	COMPANY LANGUAGE	1	Repuertance and lowed footgrach/powerments
Acres Street	× (3		Bower Street: L	Trp HLAND	Dispose Pleasancet	Weight	Resultance and loved fourparts, pavennest
Bower Direct	12 H		Bower Street E	Trip Fazard	Lip on Driveway (2)	Working	Resultance and lovel footpath/powement.
Rower Street	# 52		Bower Street F	Trip HAMPI	Lip on Driversy	Weight	Resumbary and level footpath/pavement
Bower Street.	12.20		Bowr Shreet L	Trp Hanny	Manual Lip	Wodewa	tiend to an premost
Bower Sheet	07 F2		Dower Direct E	Parting	Parting (2)	Wolfore	Build compliant disebled parking
Rower Street	17 12		Bower Stheet E	Partici	Printy Scient In-	and the	Build compliant distribution particip
Bower Street.	1 20	West of College 20	Down Shreet E	Trip Materia	Planat Lip	Moder	Cent lip on premient
Contract Contract	7 20		Towns connect	Too lassed	contrast content upon		Incounted and hows homepertyperetaries.
from their	10.56		Reast Theory	Norskeine	recent up or up recently Demogram		Principant percentent. Trieschart and for remount constraints
Binest Steel	100		Minus State F	Transaction	Meisel Lie and Deine		Resultare functional discoverent
Bower Street	128	L	Bown Shreet E	Vegetelen	Congrant	Widow	First tack and/or remove vegetation
Brown Ohne)	88.3		Brower Sheeri E	Tro-Maphel	Plained Lip	Working	Grind lip on persmont
Bower Street	黄语		Bower Street L	Others	Damaged Rading	Weight	Repair (highlace the band much rail
Bower Chreek	62 IX		Bower Sheet E	Vegeteinen	Overgran	Working	Trim back and/or remove vegetation
Brown Street	88.4		Brown Sheer E	Trip RADAYS	Placent Lip	Uniform	Ceined lips on persymptet
Bower Street	928		Bower Street L	Tripituted	Planed Lip or Edge	Working	tained top an payment
Bower Sheet	6 22		Brear Ohnol E	Try Manual	Large Drapp on edge of otnewery	Working	Repuriess and lovel footpath/pevenent.
Bridge Block	94 10		Brocke Read IV	TYP HALANT	Present Lip on Prosperit	United	Dated his on payment
Bridge Road	10		Brook Hoad L	Curves and	Present property Patti Laterationy	MODUL	Prototheran of Acquired Inn/VIED Franking
Sector Sector	* 10	l	Through Mond T	The most	Lances Pressent A		table to the second power of the second power
They bear	1	Ruth of Cameron due	factor front P	Ten Hannel	Unsue Passman 4		the fact and final reserve
Million Million	1 100		Brook Road F	The want	Unever Persenari 5		the fact and level more to
Bridge Board	94.6	L	Brook Foad E	The Heater	University Pre-served 14	ALC: N	Re-tay and level powers
Bridge-Road	618		Brook Road E	The Passed	Unexer Persment	Western	Burlay and level poetry
Carton Street	CH2 IN		Carlton Street N	March Family	No Karb Rano	Weiters	Build compliant lants range
Carton Street	062		Carton Street N	Nort Famp	No Kath Ramp	Working	
Cartion Breed	048.27		Carton Steel N	Fort Famp	Kath Rampa Not Algred	United	Build compliant larte name
Carton Street	890	l	Carton Street N	March Farms	Kurl Rang Brang	Modelan I	Build compliant lants-range
Cartion Street	C4638		Cariton Street N	Kerb Flemp	Kinds compare Not Aligned	Working	Build compliant leafs may
Carton Street	(34) el		Carton Street S	Much Famp	Uneven: Postpath at Rarb Flamp	Weighter	Build compliant large camp
Carton Street	CIS41		Cariton Street S	Mart Famp	Nucl. Massing	Working	Build compliant incluments
Carton Sreet	04845		Carton Bread S	Fort Floring	Kanto Rampa Nut Akgned	Wolfore	Build compliant inch-namp
Carton Street	060		Cariton Street S	Weth Family	Evolution of Weder Phinting of Karlo Namp	Weight	Build compliant larte range
Carton Street	C45.6		Carton Street 5	Kerb Flomp	Vider Punding at Reich Komp	Working	Build compliant lant-namp
Carlon Breet	11 800	West of South La	Cartlin Street S	Trip HAMANY	Uneven Protect	Active in	Resultance and level fourigatity/provement)
CIRCLA DYNE	100		Lancon Served S	LATTN OU	Company of the company	Notes of	Resultance and loved footparthypowenest
Carton Street	0012		Carton Dreet 5	TTD MADE T	University Products	MORA	Resummers and loved footpart/yeevenant
Carlos Dese	100	l	Carlier Street N	The manual	University of the provided and the second of		Resurtance and loved four party provement
Called Road	1000		Control and the Control of Contro	This Maked	I framam forthath		Researchers and head finationals for assesses
Carbon Street	1000		Control Street N	Tio same	Lineae: Funball:		Researchings and loved fourturals basesses
Carton Street	CM5.2	West of Presence Rd	Carton Sreet 5	Trip Facer	Unever Fouguet at Base of Pole	Working	Resurbace and lovel footpath/pevenent:
Cartion Street	126 (30)		Cartlin Street N	Trip Hadded	Uneven Postpath and Rased Edges at Service Cover	Unition	Repurfaces and level fourigath/provement;
Carton Street	7.90 282		Carton Street N	Trip Facand	University Products 2	Wolford	Assumbace and loved fourparth/prevenues:
Carton Sreet	10 SR		Cartlon Street N	Trys Maders	Uneven Footpath	Working	Repurison and lovel fortpath/pevenent;
Carlon Breet	200	Web of Pitterior KD	Carton Street N	The Market	Present Express at Dennise Lower Excellent Manifest (3)	Weight	Level service cover fluch with sarrings
PLANT BULL	1000		Control Street In	The second	Provpersion and the second framework from (2)		Protection and hover hourparty preventions
Carlon Street	1000	l	Carbon Stract M	Too Read	Lateral Bayward Chair.		April and and a court for the set of the set
Carlten Street	Call III		Carlton Street N	True Paneral	Passad Lip in Footpath		Called lits on parement
Carton Street	00.16		Carton Street N	TYD HALAY	Released Up on Service Cover	Under of	Level service cover fluch with carcourds.
Carton Street	890		Carton Street N	Trp Facerd	Unever Funduation Research Foot	Wedness	Annuface and lovel fourparts/parement.
Carlon Breel	048.07		Carton Breef N	Trip MAANS	Plained Lip in Pootpath	Unition	Called Tip on payment
Carton Street	064	Kast of Smith La	Carton Street S	Trip Haawd	Unexain and Damaged Products	Weight	Resultance and loved footparth/paveneet.
Carlton Street	C654	West of Whieldor St.	Carbon Street 5	Trip Heavy	Unevent Footpath at Driveway	Working	Resultace and lovel footpath/pevenent.
Carton News	190	Seat of South La	Carlton Streed S	Trip waters	Unexer Forbath	United	Resultance and level fundpath/pavement
Carton Street	190	West of Smith La	Carton Street S	Trip Falavia	Unevent Service Career	Working	Assumings and lovel fourpurit/prevenent.
Carton Street	040.0	Week of Driefty Lin	Carton Sreet 5	THE PARTY	K, İT	and the second	Repurface and lovel footpach/preventant
Culture Prove	100	UNIC A DUDI LI	Carton 20165 2	Distance of the second s	University developed incorperation		Resultance and invest load parts, pareneers
Infrom press	105	Dia Josephia di Usiano	Carton Seren o	Vegenerati	monate full access	ANDIA	THE DAY AND/OF THE ONE VERTICAL

Carton Smet CH5 18	Control Smith St	Cariton Street N	Vegetation	Banches Narging see Footpath	Modern	Trim back and/or remove vegetation	Г
	ľ	Carlton Dreed N	Vegetation	Ovegram Plant Encoacting on Foolpath	Weighter	Trim hads and/or remove suggistion	
	Γ	Cariton Street N	Vegetation	Chegosen Plant Encodering on Protooft	Weight	Trimback and/or remove vojetation	
	Γ	Cariton Street 5	Vegetelen	Overhenging Branches	Working	Trimback and/or remove vapitation	Г
Γ	Г	Carlier Street N	Violenteen	Bushen Everatching Pootpath 2	Under	Trim-hash and/or remount vigetation	Г
Γ	Γ	Carlon Street N	Vecetaries	Bucker Excitation Fieldelli	Modelan I	himback and/or remove vaestation	r
Carlon Street Call 38	Γ	Carton Street 5	Unellighted	Slightly Falded 50 Speed Roadmarking	Modern	Installation of sourced line/read making	Г
	Г	Carton Street Si	Vegetation	Overhanging Branches	Modern	This has hard, by remove vegetation	Г
Central Avenue CA 21	Γ	Central Ave E	Others	High packet in any can mecawing her leading com-	Modern	install line marking warning pedocations	Ē
	Number of Systemy PM	Central Avenue IV	Not Famp	Plained Lip of Kerb	Weighter	Repurtance franciparth (parameter)	
Central Avenue CA 10		Control Avenue E.	Inp warent	Uneven Edge of Service Covers	Western	Re-Lay and level powers.	
		Control Avenue E	Trip Passed	Sharp Rue in Pavenent	Working	Roday and level powers	
		Control Reports 6	Trip waterd	Uneven Base of Prote	United	Relaty and lived parents	
		Central Avenue E	Trp Paravi	Universit Planetteric, Wark Sile	Wollow	Ab-Exy and level powers	
		Control Avenue E	Trip Haderd	Overgrave Base of Pole	Workum	prenover wappt ation re-lay and level hootpath/pavement	
Central Ruenue DA 17		Central Avenue E.	Trip Haland	University Presented	Weillow	Markey and lived powers.	
		Central Avenue IV	Trp Haned	Uncovered Englower Hole (2)	Working	Remove pole and re-lay and level bootpathybevement	Π
Certral Invenue OX 8		Control Restrict IV	Trip MADAY	Uncovered Signotes mote	United	Remove pole and reliav and level hostpath/becement	Τ
	Ι	Central Avenue IV	Inp Hunted	Service (cores Separated) and Uneven	Weight	Level worker cover thath with surrounds	Т
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Carley Risk?	11.00	South of Call St	Derity Russifi	Trip HAMMY	University Presence (V)	Unidow	Reputation and loved fourgath/powerses
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Daries Read		L	Device Read N	ine markino	This Live Barking is Divert Boydes is Fooglaff.	and the	for the state of acceleration of matrices
	2	onth of Aphton war 81	Der by Roed N	Sqrage	Schmid Zone Sign Nat Pacing Road	Webber	Asplexy install new signage
Darley Road	Γ		Daving Road N	Connectivity	Share(Path	Without	notal correct oppage and recitae current line-statings.
	Γ		Dariey Road S	Line literation	Die Lers Churk to Green Acres. His Driveury	Modern	
	Г		Darley Road N	Line Olivero	Packet Draved Path Unsenaking and Unsven Pathpath at Service Covers	Median .	bruitalian of sequenci line/ward marking
	Г	l	Dariev Road N	Vecetation	Designent Ungelden	ALC: N	thin tack and/or remove voestation
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	ſ		Darley Road E	Vecetarian	Overgreen liggeletion	No. of Lot	Think hash and for remove vegetation
	Γ	L	Deriv Roed N	Line literation	Street Part Live Marking Factor	Working	installation of notained line/vaed making
Derly Roed DR	DRIG Planet	649-0-DESI	Darky Road B.	Supage	End of Shared Path Signage's Blacked and Alan Shared Path Ends	Webber	Replace/ install new signage
	Γ		Darky Road E	Cycleverys	State-on Prote	Wolking .	preedigate the installation of bits racia.
	DR.9 North		Derky Roed N	Eqneps	Signage Outler Unrecessary Signa	Working	Aupleou/ install new signage
	3		Devision: Street 5	Trip waterd	Loose Prevent	Unidore	At the bary and lived parents
	Γ	Peet of NYIMAN St.	Devisor Sheet N	Nort Formp	Kent Rang-Nut Adjund, No Adjusted Re's Rang	Wolfore	Build compliant instrume
	Γ		Derson Sheet N	Not Planty	No Kieh Plamps Across Denison Street	Workum	build compliant inclinants
	Γ		Devision Street S	This HALAND	Loose Persinent	Wedness.	Resurbace and lovel footpath/pavenent
	06.2 Www		Devisor-Sheet S	Nort Floring	Kind: Rumpa Da Nu Align-Access Francis Lane	Working	build compliant instrume
			Develor-Sheet 8	Trip-Maderi	Genetics Cover Wom Away	United	Lond' semico cover fluch with servourds
	Π		Devision Street M	This Haland	Universit Funduals	Modern	Resurbace and lovel fourparts/pavenent
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			Devisor: Street M	Trip waterd	Priled Poolpeth	Under	Resortance and loved frontpath/pasements
	Π		Devision Street N	Otherhodism	Fourput Costructed by Bire	Wollow	finaure parth is legat clear and objects removed
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			Devisor Street S	The Heater	Record Lip	Wolling	Au-lay and level powers.
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			Devisor: Street S	Vegetation	Production Obstructed by Vegetation	Wedness	These bands and/or remover sugestation
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			E Explimate 5	Kert Pamp	His Harts Plants or Constring Oppunturity to Shared Path or Plath Acress the Smeet	Working	build compliant instrume
is Faporode	7		6 Explorate S	Purd Home	Mart Plany Opposite Diverses		Build compiliant lards camp
E Diplemente			IE Explorate N	Karb Ramp	Nort Rang-Oppose Driveus	Working	Indiat completent instruments
2 Cholemete	100		5.1	Trys Packers	Uneven Footparth at Base of post and Passed Lip Service Cover	Weble	Answhere forotpeth/peepment
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Ndie 000 822	Number of Authourser St	E Explorate E	Commediate	Pier Cinsealing Opportunity	101	Refer to report section 6.3
IDDR Maintee EA 25	West of Collegeood St.	Eurobin Avenue S	Vegetation	Bandret-Over Freigheth (2)	10mm	This had and/or remove vegetation
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00h Buenue 8A 81	West of Collegenost II	Eurobin Russing N	Vigelation	Low Drandres	ine.	Trimshash and/or remove suggistion
X0h Austrulo IEA 70	West of Collegeood St.	Eurobin Avenue N	Cycleverys	Black Luckerd to Tree	tions.	Investigate the installation of take racks.
Xen Avenue EA 71	West of Collecpercol St.	Eurobin Austrus N	Vegetation	Low Branches	iow.	Trim back and/or remove vegetation
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Ī		and of Prelation Rel	Eurobin Busticus S	Vectorial	Branches Over Path	-	Trim had not be remove watching
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No. No. <td>14 14</td> <td>Unwell of However at</td> <td>Fairtight was</td> <td>Distribution of the local distribution of th</td> <td>were new logger house</td> <td></td> <td>Manufam or install orange-at base of water hebure</td>	14 14	Unwell of However at	Fairtight was	Distribution of the local distribution of th	were new logger house		Manufam or install orange-at base of water hebure
(1) (1) <td>21</td> <td>West of Flows 2</td> <td>Facility Units</td> <td>Pal Hacard</td> <td>Pio Hamiltoni Alang Kalpe at Shareo Path</td> <td>Wothorn</td> <td>veral compliant handrail</td>	21	West of Flows 2	Facility Units	Pal Hacard	Pio Hamiltoni Alang Kalpe at Shareo Path	Wothorn	veral compliant handrail
(1) (1) <td>12 84</td> <td>West of Rows III</td> <td>Fundade Umpk</td> <td>Fell Hackel</td> <td>Ne Humbrid on Stein to Beach</td> <td>Weighter</td> <td>british compliant hardrad</td>	12 84	West of Rows III	Fundade Umpk	Fell Hackel	Ne Humbrid on Stein to Beach	Weighter	british compliant hardrad
(1) (1) <td>50.02</td> <td>Unlead of Fickers 22</td> <td></td> <td>Silp Hutsed</td> <td>Value Tem Tap on Prospeth Prosp.</td> <td>Wolfson</td> <td>Maintation or install drainage at base of water historie</td>	50.02	Unlead of Fickers 22		Silp Hutsed	Value Tem Tap on Prospeth Prosp.	Wolfson	Maintation or install drainage at base of water historie
NUL NUL <td>104</td> <td>West of The Dresourt</td> <td>mmonulation of the second seco</td> <td>Trip Nacero</td> <td>Haved Fooglath</td> <td>Wolfore</td> <td>Resumant and lovel footpath/pavement.</td>	104	West of The Dresourt	mmonulation of the second seco	Trip Nacero	Haved Fooglath	Wolfore	Resumant and lovel footpath/pavement.
No.2 Control C	2.04	WHAT of The Creacent	Idan's to Hanget mean	timet	University if they used United Cateries Cateries Ophimateries, Enrol-of Guardinate and Deropercute		replace and level star
(1) (1) <td>202</td> <td>West of Fores 2</td> <td>Fundprinks</td> <td>Cycleverys</td> <td>Cutraged Inter Pack</td> <td>Wolfers</td> <td>Repair/Install now blie tack</td>	202	West of Fores 2	Fundprinks	Cycleverys	Cutraged Inter Pack	Wolfers	Repair/Install now blie tack
with the state with th	K D	West of Power B.	Pandph Upp	Try Made 1	Control Control Strategy Party (Control Strategy Party)		Indules thread with summaring powers (and gradient for dealership
(1) (1) <td>100</td> <td>UNIT OF FORM OF</td> <td>Factors that</td> <td>CALLER OF CALLER</td> <td>Vesservang un premi men</td> <td></td> <td>Make-seet with surrounding powers (not gradient for obtaining)</td>	100	UNIT OF FORM OF	Factors that	CALLER OF CALLER	Vesservang un premi men		Make-seet with surrounding powers (not gradient for obtaining)
(1) (1) <td>1.0</td> <td>THE PARTY IN CONTRACTOR</td> <td>Family team</td> <td>dada</td> <td>Н</td> <td></td> <td>respectory instant new appropri-</td>	1.0	THE PARTY IN CONTRACTOR	Family team	dada	Н		respectory instant new appropri-
(1) (1) <td></td> <td>fourth of Danishing</td> <td>Particular and</td> <td>and the</td> <td>81</td> <td></td> <td>a ten teata ante, un transport vegetation de las consoliume las h-mone.</td>		fourth of Danishing	Particular and	and the	81		a ten teata ante, un transport vegetation de las consoliume las h-mone.
(1) (1) <td>11</td> <td>Nucle of Plantan</td> <td>Percenta Lavo</td> <td>Two Planet</td> <td>Unear Paement</td> <td></td> <td>the law and loved means.</td>	11	Nucle of Plantan	Percenta Lavo	Two Planet	Unear Paement		the law and loved means.
(1) (1) <td>1</td> <td>South of Standard</td> <td>Hervietta Lano</td> <td>The same</td> <td>Unear Passier</td> <td></td> <td>Reday and feed shows</td>	1	South of Standard	Hervietta Lano	The same	Unear Passier		Reday and feed shows
Q1 Mark TWO, Werkback Syntable	2	South of Planter	fervicts Lare	Tro Parent	Unear Parenet	a de la	Machary and Towns
(1) March Thuloni Weighting The physical state of thysical state of thysical state of the physical sta	1.14	Nett-of The Carlo	Pervietta Lare	This Hadded	Uncovered Drainage Pit and Ottour	Weiters	Mar. Jan Strate Davers
(1) Mark (Table)	17	Numb of The Cares	Nervietta Lare	Tro Huard	Costact and Durating Payment	Widow	Marlay and level parers.
NUT NUT <td>M-10</td> <td>West of Collection O.S.</td> <td>Build Avenue 5</td> <td>Trp Faced</td> <td>Unever Pavement</td> <td>ion</td> <td>Reputience and loved footpath/pevenent.</td>	M-10	West of Collection O.S.	Build Avenue 5	Trp Faced	Unever Pavement	ion	Reputience and loved footpath/pevenent.
N1 Intel Chebyondi	11 W 11	thest of Collegenoci It	Build Restrict S	Obstruction	Vehicle Parked on Oriverage	line .	Ersame path is legit dirar and objects removed
(1) (1) <td>M 12</td> <td>West of Collegence 2</td> <td>NAL HIRTOR S</td> <td>Vegetation</td> <td>Duardes Over Faith</td> <td>iow.</td> <td>Vien back and/or remove vegetation</td>	M 12	West of Collegence 2	NAL HIRTOR S	Vegetation	Duardes Over Faith	iow.	Vien back and/or remove vegetation
N10 Exert Endencia Exert Endencia <td>M 13</td> <td>West of Collegenos(3)</td> <td>Rido Roserve S</td> <td>Trip Makerd</td> <td>Exponent Edigen at Service Cover</td> <td>ion.</td> <td>Lond' semice cover fluch with servourds</td>	M 13	West of Collegenos(3)	Rido Roserve S	Trip Makerd	Exponent Edigen at Service Cover	ion.	Lond' semice cover fluch with servourds
(1) (1) <td>BA.14</td> <td>Kaet of Kurubin St</td> <td>TURD REPORTS</td> <td>Trp HLAND</td> <td>Universit Planetteri</td> <td>litter .</td> <td>Resurbace and loved footpath/paveneet</td>	BA.14	Kaet of Kurubin St	TURD REPORTS	Trp HLAND	Universit Planetteri	litter .	Resurbace and loved footpath/paveneet
N11 Start Electric 32 Antone 33 Updates Electric Cole Start Electric 34 V11 Ent Electric 32 Antone 33 Antone 34 Electric 74	M.15	East of Europhic Di-	Ruka Avenue 5	Trip Hazard	Raised Lip in Footpath	low.	Grint lip on peromont
N11 East of Ea	84 W	Kast of Europhia St	Takin Reserve S	Trip waterd	Plained Geneter Cover	ine .	Level'sembles over fluch add sarroweds
N1 Description Description Optimie Description Description <thdescription< th=""> <thdescripion< th=""> <thdescripion< td=""><td>M17</td><td>East of Europie St</td><td>Buka kuenue S</td><td>Wepetation</td><td>Blanches cher Path</td><td>10m</td><td>Trim hack and/or remove vegetation</td></thdescripion<></thdescripion<></thdescription<>	M17	East of Europie St	Buka kuenue S	Wepetation	Blanches cher Path	10m	Trim hack and/or remove vegetation
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NUM Control Co	M2	UNAL ALCOROGICS	Buch Reinte 2		. 6	1	hvering site the reduction of late cash.
MAG Tentor (Marcollic) Control	24	Carl of Curden 20	TUGI MURTUR N			80	traue parts is legit over ano objects removed
NG Tents function Control Control Control Contro Contro Control	27	West of Lothygenol II	Rinks Restrict N		Present Lip of Pooplant Research Schemical Device Present		Control light on previmined
No. Description Descripion <thdescription< th=""> <thdesc< td=""><td>57</td><td>TOTAL OF THE PROPERTY OF THE P</td><td>These methods in</td><td>511</td><td>Compared conjust on contrast variety</td><td></td><td>Automatic control to control to the state frame frame frame of the second s</td></thdesc<></thdescription<>	57	TOTAL OF THE PROPERTY OF THE P	These methods in	511	Compared conjust on contrast variety		Automatic control to control to the state frame frame frame of the second s
1/2 Description Description <thdescription< th=""> <thdes< td=""><td>9 2</td><td>WHEN IT LOTTOPHOND 22.</td><td>DOUT HATTOP X</td><td>512</td><td>Contraction Laters</td><td>100</td><td>Linux petiti ti tegit cesir ano objects rainoved</td></thdes<></thdescription<>	9 2	WHEN IT LOTTOPHOND 22.	DOUT HATTOP X	512	Contraction Laters	100	Linux petiti ti tegit cesir ano objects rainoved
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NS Inter of cheryonic is Inter of cheryonicis Inter of cheryo	10.10	libro of Colineared St	hán lianna V	Tro Name	Researt Lip of Footpath	3	11
NU NU<	N.S.	West of Collection (1)	Table Reserve V	Trowned	Research Lips in Procinetty	-	18
N3 N4 N4<	0.40	West of Colinovcol 2	tion kinerie M	To Rund	Receil Lie in Foodpath		
NA Model Camponol 2 Model Manues 3 To model Mo	N N	West of Collimorence 5.	Tota Assrue N	Tro-Manard	Reiset Lips in Ecotomic	iow	
N3 Note of Chilopone (2) Note where (2) Opticular	W4	West of Collection of St.	Build Restrict 2	The want	Unear Paerer	iin a	Resultance and level finitipath/paveneet
(M) (M) <td>845</td> <td>West of Collegence 2</td> <td>Nus Averue S</td> <td>Ommunition</td> <td>Vehicles Raved in Diseases</td> <td>iow.</td> <td>Draue path is least clear and objects removed</td>	845	West of Collegence 2	Nus Averue S	Ommunition	Vehicles Raved in Diseases	iow.	Draue path is least clear and objects removed
N1 Head Carbonic 20 Maximum	8W8	West of Collection (1)	Bukis Reprinte B.	Tro Facerd	Exposed Edge at Cover	ion i	Beportlance and level footpath/bevenest:
N3 Name of Control Name of Section Name of Section Name of Section Name N	47	West of Collegence 22	Buks Averue S	Trp Huard	Exposed Edge at Cover 2	tion.	Resurback and lovel footpath/paveneet.
M1 Intel Carbonyce Manual Science Sci	M-5	West of Collecpence 2:	Ruka Avenue 5	Trip Facerd	Exposed Edge at Cover	iow	Resurface and loved fourparts/pavement.
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N. 5 Note of Carton St Growner Lower M Dispetitioner M Dispetit	3	Num of Carton St	Rangonus Lane M	Typ HLMT	Docted Dram and Universit Road: Serfore	2	face and level findpath/pares
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No.1 Index of Carbox Dis degrammer Law M Number Registry Number Registry </td <td>6</td> <td>Numb of Carton St</td> <td>Nanogue Lane Nangarus Street Ped Access</td> <td>Vegetation</td> <td>Overlanging Stander</td> <td>10m</td> <td>This back and/or remove vegetation</td>	6	Numb of Carton St	Nanogue Lane Nangarus Street Ped Access	Vegetation	Overlanging Stander	10m	This back and/or remove vegetation
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ſ	100	Number of Natiourner St	Mark Beach Foreirow	agage.	Contest Cherrond on Foreshoes will Pix Warring Signage	Wolfore	Maplace/ Vettal new signage
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Norty Perry Terrinal	MT 22	South of Vientworth St	Shared Path MPT to MPC	Cyclonetra	Dise Partiel in Support	Modern	rventigate the installation of bits racia
Rijeriy Perry Tenned	MPT 23	South of Meetingers 3	Bread Pain MPT to MYC	Cyclometry	Disa Parkad an Tree	Under	investigate the indefinition of bike racks
Marry Furry Terminal	MET 13	South of Ventworth 22	Shaved Plant of MPT to MVC	Trp HLAND	Fachalt Bleang	Working	Menurius and lovel fourpurh/pavenent.
Marriy Furry Terminal	MPT 14	South of Ventworth St.	Shared Path of MPT to MPC	Trp: Name	Plained Footpath	Workum	Grind lip on peromont
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Rdavir Lagoner	MAN 18	West of Bridger St	Meric Laurer	This Hakked	Onco off side of path		Ratification of path and install orders; above resulted
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Marry Lapoor	MUN	Keet of Provensy Kit	Mark Lapor	Trip Haaard	Rebell and uneven preameric	Wedness	Resultance and lineed findipath/pasement
Marry Lapon	MU15	Cast of Principal Rd	Meriy Lagoon	Tro Faard	Exponent service cours	Wolfore	Assumbure and lovel fourgards/pareneers
Riterly Lapoon	MUN7	Cost of Presence Pol	Mardy Lagoon	Trip Facerd	Pariant perh at terms of botiesd	Wollow	Resultion and level footpath/perement.
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Matery Linkey	A.2	NUK.	Matery Literary	(Internet)	Vision public on pelh	Medium	Arrestment to provide advocation water namedia
Nhriy Lönny	K 10	MM.	Lans new Whister Street	Trp Futavi	Unsuffy Service Covers of	Wolfore	러
Riberly Libeary	= 1	NU.	Lana noor Wester Shoot	Trip Hadded	Change in Fadpath Larets	Webse	Re-lay and level pavers
Marry Low		104	Marry Library	Cyclendys Text Income	Lactor Dive Prents Statu St Doctoren		investigate the industriation of latter racks.
Autor Laws		TTP:	Later recent cores	China Contract	Damaged Gund Ral		Marching and invest parents
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	MC 10	South d'Victoria Pile	Disard Part Mariy VC to GMCB	Stip Hatterd	Load Hite m Products	-	Cheve Defarit-and monthing
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	01C 0	South of Authouner St	Shared Path Mariy VC to GMOB	Trip HALANT	Universe Producth	Weight	Re-lay and lived parers.
	i su	Number of Coverview	Shared Path Manip YC to CMOB	Trip Facand	Prompt Caped in Provinent	Wodking	Heruzhiko and lovel fostgarth/pavenent.
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Marry Taoli Code N	824		Bhared Path Marky VC to EMCB	Une Marking	Shared Path Une Marking Directs to the Stainase	Weiters	brickleton of required line/trad matrixe
		South of Ottourne Pit	Shared Path Mariji VC to GMCB	agrapa -	Evel Sign Earwoped	Modium	Replace/ Install new optopo
		Number of Records 2:	Marine Panado	Trip Fixend	Very Steep Grade	Workum	hrutali lajpraga wanning of Meep grade
		Fast of Brunck St	Marine Phradie	Trip Holderd	University pottimety	United	Resumbace and level footpath/pavenent
	MD 2	Numb of Reccised 2	Marrine Parado	Others	Boulader /* tencer mecanicy participa	Modium	Muttalf new Netcing
	2.4	North of Nuclear St	Manine Preseto	Others	Camportum error heritor	Wolfore	Install new temory
Adverse Plotade	1	In set of increase 20.	Marrie Parade	The local	Large room in organ pass or time too		and all news strains somer
	1.12	West of Bissey La	Marine Parado	Tro Nand	Dig in service cover		restant man men terre tomparen proven men. Besk all neves service transfe
	WD I	thetal four Li	Marine Parade	Tro summ	Unexer Probability	Wednese .	Resultance and loved footputh/barvement
	MP-3		Marine Parado	Trip Nazard	Cracked and answer footpath	Working	Resurback and lovel footpath/pevenent.
	NP S		Mprime Parado	Line Ultration	Product shared path line marking	United	brid all defines of "separated freedy made in solution
	ŝ		Membral Street S	Connectivity	Nu Conditions	tion .	weetgate the institution of fourgests
	MS 10	Elsel of Stuert St	Mandwell Direct N	Trip Haded	Unexer Footpath	low	Resultion and lovel footpath/powment
	11 50		Aborbul Street N	TYP HALAY	(Januar Frohad) (J)	n in	Resultance and level footpath/paveneet
	121		Monthal Divest N	Trip Parawo	Uneven Products	No.	Resumance and lovel footpath, powement
	11.50	Rand of Tabled 20	Manufactor Screet N	Unperforment of the second sec	Constant Constant		Them have a weat you remove weapon along
	Τ		Mandad River N	Tro- Manad	Pariset Lo		r mi sana ang ur remain vognaman Daind ito an pavement
	M6.22		Manufuel Strend N	Trp-water1	Planet Lip	line .	Dend Ip or parement
	Γ	West of High St.	Monthal Street N	Trp Rund	Raised Lip	No.	failed to an present
	NS 22		Industrial Street N	Try-MAMPI	Prang in Footpath	ion.	Bestwarture and lowed foreigneth/pervenent
			Monthal Street S	Vegetation	Outpran	iie	This hash and/or resource vogstation
	100		Advertised Stread 5	Vegetation	Path consignant	NOM .	Then back and/or remover veptration
		In sets of Shaped 20	Manufacture 20 med 20		Company of		To the hard, we compare suggestion
	0.00	10 TO	Manual areas a	and a second	Defined for anothermore	-	THE DARK AND/OF FERCINE VIOLATION
	100	Care of Share St.	Released Original Second S	TOO MAND	Towards Products		responses norques pomeranes te se añor and tanad fontants fa samear
	120	Cast of Neord St	Mandral Drund M	Nort Dama	Charles to Marth	a state	Build compliant instruments
	48.18	Statut Those St	Manufuel Street N	True washed	Steins on Path	Weiters	Resultare and level footpath/parenent
	No.24	Cast of Oxfoame	Minutual Street S	Marth Famp	Ne Mark Planty or Cristolity	Wedness .	multi compliant larb-tarup
	M5.30	Week of Neood Di	Mendwall Direat 5	Kerb Flemp	Na Crossing ar Kerb Ramp	Wolform	Investigate instellation of podertrian coosing or rehupe
	NS 24	Sout High St	Manufuel Street N	Plant Famp	Steep Kerk Ramp	Models	Rudd completed herbitating
	613	Cost of Stuert St	Membral Street N	Trp Fazerd	Reveal and Coupled Fundpath	Modium	Assumises and lovel footparth/powement.
	MS 14	East of Nacod St	Mandwall Divest N	Korb Famp	Pile Marth Flammy or Crossing	Weight	Investigate instalation of podicitrian crossing or rehupp
	1012	CARD of 1900d Sc	Manuful Screet N	Part Famp	Per Rants Dr. Consolny Constants Constants		hvertigate restriction of podedstan socialing ar refuge
	10	1000 C 1000 C	APPENDIX CONT. C	CADA OT	Address of Proceeding		Insurance and tower hourgary/powerselerc
	2.20	titing of Darks Rd	Montanti Ormat S	Tito Harand	Parallel Lie		erversingene unterentro te prominimen tonneng ar tranger Rescurdings and found fourtures basediments
	M8.77	East of High St.	Membral Dinast 5	Tro-Manuel	Painet Lip (2)	Working	Chine its on personal
	用金		Manufuel Street S	Trip Haland	Pariset Lip	Underst	Dated to an pavement
	6230		Membral Street S	Trp Hazard	Universit Planettiert	Modern	Meauflace and lovel footpath/powement.
	MS:30		Merchael Street S	Trip Haberd	Plained Service Cover	Wolform	Lovel' service cover flugh with servements
	NS 24		Mondual Street S	Silp-Hazard	Vitater on Path	Widow	Interaction or install drainage at base of water feature
	M5.00		Merchall Divest 5	Trip Panerd	Planut Park and Load Later	Notion	Besuerlace and lovel footparth/pewement:
	0.20	Cost of Normary 3	Manual Connel O	Contraction of	Protocol Lia		environgent the measurement of functions:
Administration of the Administratio of the Administration of the Administration of the A	教会		Membel Street S	Trip Packerd	Oriolat Path and Relative	Under	Benuface and lovel forigath/prevenent
	NS4	Kast of Stuart St	Admittable Street S	Trp-water1	Parised Lip	Weighter	Dated To an prevented
	19		Monthal Street 5	Trp Manual	Paraset Lip	Working	Good lip on preconst
	21 B	South of Carthon	10 Official II	based	Pur Acresolty Ver Baco o Sertem Box Box	1	Build compilant distribution parking
	0 1/2	2000 0 P018 20	a state of	Part Homp	Auto regiments out when they prove proves		Build completent tenth risking
	1.15	found of formation from	to compress an	Port From	Kuch Rawwa do Net Jiles Tabién Thurd 2	5 1	Invest completent work-remp
Noth Street	88	Number of Station 2	5 Chevra M	Nucl Form	Kunk Rampa do fur Miga Steintan Street	1	Build complexe technical
		Numb of Carlier St	S Shryne W	Forh Floring	Kurb Rampa do Mot Align Carbon Street	t at	
		Num of Carton Sc	5 Shepter W	Trp Hunt	Hule in Parenteed	4.4	Resurbace and lovel fourparts/paveneet:
		Notified Dansan St.	Cm 5 Glepne & Denison St.	Trip Hazard	Incomplete and Uneven Footpath.	Workum	Resurface and lovel fortpath/pavement.
		Num of Report II	1 Object II	Munda Polymore	Damp Narb Runn at Novial	United	Rudd compliant last owny
North Steyre	10 IO	Numb of Pres G	5 Sheyne W	Trip Huand	Planet Service Civer at Micige	Modium	Level service cover flucth with carrowrds
	0.1	Could of Pres (0)	5 Object 10	Trip Pacers	University Pressnant, C.	Notice	Reputition and loved footparts/powement
	5 10	Acuta of New To	a contra to	Too Record	University of the second s		Resumment and invest handpath, parenteren
	2	South of Print of	a conjine m	LIP TRAFT.		and a	International and several company's preventions.

North Bayro	10.0			II IN TRAFFIC				
	111 01	Neet-of Cartlen St	S Stephene 107	Trp-Maperd	Uneven Pavement	Welling	Reportions and level footpath/powement	
North Steyne	MG 110	South of Carlton	5 Shipter IV	Trip HALAY	Maturel Stantise Covers	Wedness	Americ connect fourth with currounds	
Noth Dayre	ME 115	South of Carition	5 Objects 10	Trip Named	Reised Service Covers	Working	Level somics cover fluth with surrounds	
Num Beye	M8 114	South of Carthon	8 Stephen M	Trip Haland	Flained Gersion Freemant 3	Verlage	Resultant and level footpath/powerent	
North Steyne	AG 115	South of Carlion	5 Chepres W	Trip Hazard	University Sections Processed 2	Working	Markay and level powers.	
Roth Dayre	ME 115	Nentrol Danson St.	5 Olepmen 1/	Trip Nacieral	Uneven: Section Pavement	Wollow	Accordiance and level footparth/powement;	
North Steyre	96 91	Num of Automet St	5 Stepse W	Tripinateral	Placent Lip at Novatial	Weighter	Markey and lived powers.	
North Steyne	NG 107	South of Pine St	5 Chepres VI	Sqrape	Sign has Foolid and Newtor to be Replaced	Wodewa	Asplace/ Install new signage	Π
North Bryne	111 BM	South of Carthon	B Objects M	Sqrape	Plepisor Mgh Protestier Activity Sign	Western	Replace/ Irokal new signage	
North Steyre	N6 81	Num of Nctwis Pak	5 Stepter 6	spage	Correspond Rights with Arritish Factory Vitiging Villing	Wollow	Replace/ total new signage	Τ
Noth Days	12.54	South of Cellingwood St	North Stephe IV	Not Perty	Puerto retarripti anto Herruge Lonsang	101	fould compliant text-namp	Т
North May to	8	South of Nupleal 31	MyTh Stephen E	tent	Net compart theorem network	-	Build compliant rehign	Т
Non July a	17.00	PARTICULAR OF A DESCRIPTION	NOT Japan Y	CADING IN CAL	Variation of the variation of Base of Deale	and and a	Annumers and hover hourgard/paverness	Т
North Days	8 9	Name of First Of	NOT DEPTH F	Too as a second	Concernent and and an annual of the second s	-	Interface and Street Control	Т
North Street	199	Martin of Free D	firsh filment IV	Tro-Manual	Unexet Parenter at Service Cover		the fact and least reserve	T
Terth Boyle	M8.41	Num of Pase 20	North Stavie N	Trio Madei	Unear Peameri	United and	Machary and lived papers	Т
North Steyne	12 20	Number of Press St.	North Stephen IV	Tro Rund	Universit Prevention C	Woman a	Resultant and lovel fourgard/pavement.	T
North Beyre	16.43	Number of Prins 21	North Stephe IV	Trip Material	Uneven Surface and Weeds at Base of Post	Workura	Remove segritation and reliev and level flootpath/panoment	
North Bayre	10.01	Num of Park (2	North Steyne IV	Trip Haand	Uneversit Surface	United	Resolution and level findipath/powerent	
Noth Steyre	NG 45	Number of Press Gt	Noth Steyne IV	Tromand	Temporary Road Plate	Woders	Assumbace and lovel fourgarth/pavement	
North Bayre	10.45	Number of Prince 20	MUTH Stephen IV	Trip Makers	Uneven Surface	Western	Reputitions and level footpath/powement	
North Steyne	NG 47	Num of First St	North Stephen IV	Trowners	Unever Surface	Wedness	Resultance and lived footpath/parenteet.	
North Dayne	8.8	South of Pacific St	North Dispres IV	Trp Faces	Uneversity Statistics (2)	Woders	Assumises and lovel footpath/powement.	Π
North Bary te	8	South of Practice M	North Stephen IV	TO NAME	University Surface (3)	and a	Resultance and level function(h) parements	Т
Noth Stoppe	10.01	2000 0 Packs 2	North Stephe IV	INTER OU	Linear Protects	works	Resultance and loved fourgards, powerness	Т
North Dayre	200	Cold of Pacific St.	Murth Desyne IV	TTD PADRY	University and the particular of the particular	angoy .	Reput/Accelerate footgathy powersets	Т
Num Any In	17.24	found of Dandle D	North Classes IV	Too, Name	Unsume Surface D		Interactions and invest transparaty provements	Т
Ruth Show	10.04	Number of Paradian Street	the state of the s	The stated	Linuar Software	and	Researchers and head fundaming between series	Т
Not Some	15.94	South of Parche 2	forth Steves IV	TO HALAY	Unever Crossing Surface	ALC: N	Assurbury and loved fourtauth traveneet.	T
North Dayre	8.99	South of Peofle St.	Noth Dayne IV	Trip Facerd	Uneven Road Surface at Drawing	Woders	Reserves and lovel fortpath/beverant.	Г
Num Seyve	39	South of Pacific St.	forth Steyne IV	Top waters	Unever Sofice	Weiters	Resultance and level finitipath/pavenenti	
Noth Steyne	10.00	South of Pacific St.	North Stephe IV	Trp Fairs'	Unevent Sturflook and Secrete Life.	Wolfore	Assurbace and lovel footpath/pavement.	
Roth Beyre	18.61	Number of Pacific	Morth Disprie IV	This Maderal	Uneven Serfice	Wollow	Messenherer and levert fostigaeth/powement;	
Noth Steyne	19 90	Num of Pacific	North Stayne IV	Trip HALANT	Unever Surface and Temporery Real Plates	Weight	Resultance and loved fourparts/parenteets	
Noth Dayre	12.04	South of Centrals Lin	Noth Dayne N	Trp-Manerol	Uneven Surface	Working	Resultance and lovel footpath/powement:	
Term Beyre	10.00	Stuff of Carabra (A	Morth Stephes IV	Trip-Matchiel	Uneven Soffice is fairing	Weight	Resultance and level frontpath/pavement	Т
North Stephen	89	Num of Central Li	North Stephen IV	Inp Huter	Expensed Engine in Proceeding	WOOM .	Resultance and loved fourpurthypavement.	Т
North Deyre	10.04	Point of Lands La	No m Depre N	THE PARTY	University address of Section Provide Address of the Address	andow	Incountact and lovel footpactypevernent	Т
North Bary to		Num of Contract La	North Report N	Top MARY	Copposed Corporate Connecte Vorter and on a magnetic		Level semantic cover facts and harmonics	Т
Ruch River	AR TO	Multi-of-Contents of	Tarely Reveal IV	This based	Linearer Software di Service Lité	and	Remains and hour build have been able to a second	Т
North Starter	102	Num of Carmic La	North Statute IV	The same	Literate Surface	-	International and food fortuntly basement	Т
Noth Barro	12.24	North of Consmit: La	North Sterve IV	Tro Faced	Rained Edge at Service Cover	Working	Lovel service cover fluidh setth servounds	Г
Term Service	11.04	Num of Cosmic La	Morth Stephe IV	Trip Hadded	Uneven Suffice	United	Reporting and loved footpath/parement	
North Stoyne	16.74	South of Calingeood St	North Stephe IV	Trp Facard	Peakly Universi Surface	Wodewa	Assurbuce and lovel fourparth/pavement	Π
North Beyre	19 X	South of Collegerood St	North Steyne IV	Trys Placers	Exponent Extrem of Service Litts	Wedness	Level'service cover fluids with servounds	
NoTI Beyre	1	South of Californian of St	Morth Steyne IV	Trip Hadded	Expressed Extigers of Dermitian Contern 1164-440 Discussion	Wednese of	Level service-cover fluch with sarrisards.	Т
NOT 2010	2 2	South of Camprood 20	NOT DRIVE IN	The second	Annual frames frame frames frames	and and a	An-lay and interest powers	Т
and the second	1	Count of California of C	NUM COLOR IN	Too month	Concernent Processors and Roads of Paul		And the second second	Т
New Rock	100	Nucle of Collocarios III	North Render IV	Tro- Named	Exponent Citize at Service Cover		terrary annuments parents. It sund sometics crosser Bush sametureds.	Т
North Steyre	NS 61	South of California St	North Stephen IV	TO HALAND	Plained Denvice Litts	Vertice	Level service cover fluch with sarrisarish	Г
Noth Steyne	19 54	North of Collingwant St	North Stephen N	Trp Facerd	Service Lift in Netly Ramp	Wedness	lå	
North Boyre	10.00	North of Collingnessed 51	Murth Bleyne IV	Trip Hadard	Uneven Surfice	Weight	Reportance and loved footpath/pearment	
North Steyne	10 00	Numb of Collingwant St	North Stayne IV	Trip Hadard	Expressed Exigns at Services Cover-	Wedness	Level annion cover thath with carrowrisk	
Noth Steyre	A5 65	North of Collingwant D	North Dispre IV	Trip Facerd	Exponent Extrem at Service Cover	Woderm	ŝ	
North Bayre	10	South of Californian (St	No'th Steyre Stored Puth	bond	Flight Angle Destried Parking Spece	Underst	삵	Τ
North Steyne	12.04	South of Pacific 2	North Steyne Shared Path	Parking	Popel Angle Disations Farking Ignore	Wolling	Build completent disabled parties	Т
North Dayne	200	Number of Press Co.	N Okyme VI konk On on A	Constant Constant	Unitragio regi: recontino reno agric. Diseasod 84.6 Moli-Alian Barn Barn	angow -	Replayor/ motel mere signage	Т
Nut Joyn	17 24	Num of Para 20	Nut 1 April 1 April 1	- syrange	Distribution failer Distribution along Sales		Applicably include they apply and	Т
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NORTHERN	BEACHES
COUNCIL	

North Starte	2	outh of Darde D	forth Steve IV	Constitu	Access New Sciences	-	investigate the installation of furnants	Γ
Turti Biorie	12	of Collegeout Si	North Discus Duried Puth	Line literation	Faded Fundmaring	1	breitalheiten af norskred line/h nach madding	Т
North Steyre	12	of Colingwood Sc	North Served Path	Signate	Packet High Protection Activity Sign	ALC: N	Verplace/ Vector reve optique	Г
Noth Steve No.1	ľ		North Dayne Shared Path	50nece	Focket High Redestrian Activity Sign	Working	Veplacy Tretall new vignage	Γ
	ľ		North Stevre Stored Puth	Line Marking	Padet and Descional Line Marking	Under	brutathetian of nopalenti line/east mashing	Γ
	ľ	L	North Steves Shared Path	Crowns	Black Lucked to Packs	Widow o	Investigate the installation of bits racks	Γ
	Ē		North Diserse Shered Path	Cecimiens	Disan Luciad to Pants	Modern	Investigate the installation of bits racks	Γ
	ľ		North Steyre Stared Puth	Connecting	Objects to Object from Boardwalk.	Wedness	Investigate the installation of Furgush-	Γ
	ĥ		North Stephen Strand Puth	Cyclimation	Dilless Lawled to Plants	Working	weekgate the installation of bills note:	Γ
	Ĩ	10	North Stephe Shared Public	Cyclimatry	Divers Locked to Preds	Webber	investigate the installation of bits racts	
	Ē		In Stepson II	Others	Carcent-read dox. Zele-Coseq	494	Refer to report outloo 6.23	Γ
North Stylene No. 1	NS 121 8	outh of Collegerod St	N Dayne W	Others	Cancernariated about 264th-Crossing	Not the	Refer to report section 6.23	
			N Sheyne 10	Others	Cancerna related about 2htter/2hteatry	1.5	Methor to report serior 6.23	
			N Shirts U	Others	Caroline used alout Youtus Downy	4 ft	Welve to report section 6.4	Π
	٦		N Shipme W	Comedicity	Ne Crossing Oppurturity	101	Refer to report section 6.6	
	٦	turth of Addison Rid	Ottome Rust VI	Trip Hazard	Unever Frohath	11mm	Resultance and loved fixed path (parenteed)	Π
	٦	time of leddsor Re	1	Vegatation	Owyten	low.	Trimback and/or remove vegetation	Π
	2 R 14	And of Address Pd	DROTH Road E	Trip Made 1	base d	and in	Reportience and loved foreigneith/peacement;	Τ
UCDOTH FORCE UCD	Ϊ	CUL 0/ 403107 HD	DEDOTE PEAK 1	DATES OU	Automatica management of the second se	8	Resultance and loved footparts, poweneed.	Τ
	T	COLLEGE AND	CODOTHE Planet C	vegeteren	company -	MOI .	Then back and/or remove vepetation	Τ
Ī		ALC: 1 1 1 1 1 1 1 1 1	COROTHE POINT IN	TOP PARATU	Purchase Company		transfills an prevented	T
	Τ	COLLEGE AND	Desconse Planet to	The same	Conclusion in the Concess Discrete and Line		monumers and torest homeganing preventions.	Т
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	T	utto of Mandral St.	Octoors Passi V	(hostefue	Designed	-	This back and by remove vote tables	Г
1	ſ	such of Addison Pd	Déorse Rust VI	Vicenteire	Overgran	-	Trim had and/or remove vestation	Γ
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	Γ		Detorne Floard C	Tro Facerd	Casin Control of Contr	Modern	Meanhair and lovel fostgarth/pavement	Г
	Γ		Colorne Post E	Trip Makeri	Unever Psymmetrics Dains	Under	Besoeface and level footpath/pavement	Γ
	ſ	l	Otions Past VI	Trip Haland	Playael Lip	Widow	tand its an prement	Γ
Oxforms Plant 0601	11.14		Oktome Plant VI	Trip Facerd	Calciest and Uneven Foopeth	Working	Resurface and lovel footpath/powement.	
Ottome Read	Γ		Sotione Road VI	Top waters	Uneven Postpath	Weiters	Resultane and level funipath/pavenent	
Orborne Point 0691	0.10	L	Otioms Plast V	Trp Passed	Reised Lip	Working	Good to an promot	Γ
Otiome Read	ſ		Otions Real VI	This Massed	Disinged and Uneven Footpath	Webler	Reputience and loved fourigeth/pearment;	
	Γ		Otiome Plant VI	Trip Huand	Meiseel Lip	Weight	tained top any payment	Π
0	Ť		Ottoms Plant VI	Trip Facerd	Severity Unever Path	Workum	Mesuminum and lowel footparth/pawement	
Oktome Parel 0891	8H 17 18		Solorne Road VI	Trip Hadard	Universe /Footpath	Weighter	Resultance and level fourgarity processes	
	1		Ottoms Past V	Trip Huter1	Planet Lip	Modera	torout tip on payoenet	Τ
	84		Detorme Planet VI	Trip Pacerd	Unever Footpath	Wolfore	Resurface and lovel footpath/pevernent.	Τ
	Ĩ		Ottome Haat VI	Trip HAUNT	Januar Probab	Notice of	Resultance and level fundpath/pavement	T
Ontoms Past 0051	1	outh of Elipsimole	Ottoms Paret VI	TYD PALANT	Planet Lip	Moder	Genet tip on percencent	Т
	Ĩ		CODOTHE POINT VI	THE PACET	University transf in University (or p)	Autors of	Resummers and lovel footgath/powerment	Т
			CORDOTH POINT V	LADA AURA	Ampenity many in connection		Resultance and loved hourgards, pavenness.	Т
	T		Dottoore Frank to	The same	Theorem Personnel		reversignees encourses on prominiment contering or remained	Т
Ī		outh of 5 Extension	Detorm Panet C	Tio Parad	Talever Public Reds Concerns Official Result of will set be Straught		responses on a series compared presentation.	Т
Colorne Float 08H	ľ		Discreme Planet E	This Hadded	Plaimat Puth	Wedness	Reportience and loved footpatch/perversent:	Π
	ľ	outh of Address Pd	Sottome Rust VI	Tro-ward	Plaised Lip	Weighter	Dated his an pavement	
Ontorne Plant OBH	8	outh of E Explanacia	Ottome Reset E	Trip Heard	Reised Lip	Working	Gint ip on promot	Π
	Î	cuth of 8 Equivation	COLOUR Fload E	The water!	Unever Path	Weight	Repuellance and level footpath/provement	
	м л на	terth of Addison Rd	Į	Trip Faller	(Jinese Path (J)	Without	Resultance and loved fourtparth/pavement.	Τ
	Τ	terth of leddson Md	Otioms Plast C	Try Passed	Jineae Path	Modern	Resummers and lovel footpath/pevernent.	Τ
Ĩ	N IN IN	DUE OF MODION PER	COEO/THE PEARE IN	DALLAR OF	Under Paemert	1	Resultare and level funitarity parement	Т
	Τ	CITE OF MODILOF PER	COEDTHE PERSEE	LID MITH.	Arrest Parts	Motors -	Resultance and loved fourparts/powernest	Т
California Franci	1 1 1	the of the second field	Distorte Deat C	Too second	Towns Lip		name up en promone. Name adore and for al fourier for constant	Т
	Т	toric of klowing 50	Detorm Read VI	The Party of	Linear Footart		formations and loved foreignets becaused	Т
		outh of Address Pd	Distorte Plast F	Tro-Mandel	Dever Patr		Messarian and level findually basement	Г
	Γ	outh of Addeane Rd	Otome Paret C	Tro-Human	Cashed and Resed Lip	Audion I	lovel footparts,	Г
	Γ	South of Addison Pd	Detorne Plant C	Trip Manuard	Plained Lip	Working		
Othorse Read	Π		Deborne Ruad G	Trip Huard	Unexer Path	Weight	Resumbace and level finityath/parenters	Π
Oritome Fteel			[Detorme Flast C	Trip Hazard	Plased Lip	Woders	Grind to an promost	٦

bome Pteet							
Aone Poet	19190	North of Mandwell St	Otions Past 6	Trys Maderal	Parant Lip	-	Called lip on payment
tioms Road	089.55	Num of Membel St.	Ottoms Rust C	Trip Hauard	Purset Lip	Women a	tand its an payment
Norms Plant	9160	South of Address Pd	Ottoms Plant VI	Trip Manard	Pombing and Uneven Footpath	Woteva	Assumises and lovel footparth/pavement.
form Plant	089.7	Studie of Addresse Pdd	CROMM Read VI	Try-washi	Unsuer Products	Medium	Repuellance and level footpath/pavement
ofic Parada	1.04	West of Califiqueod St.	Pac/tic Formate S	Trip Huand	Universit Planetrect	\$CM	Meaufuce and lovel footpath/paveneet.
offe Parada	ri Be	West of Collecpercol St.	Pacific Flavado S	Vepelation	Burhes Encreacting Footpath	low	Trim hack and/or remove veptation
oftic Parishin	17	West of Collegence St	Placific Planade N	TOP HALANT	Placent Up in Omenage	1) an	Dated top an payment
ofic Parada	17 64	West of California 22	Pracific Prevade N	Trip Huawd	Reset Lip is Directory	\$0M	Grind tip on premont
offe Parada	77.84	West of Collecperiod B.	Pracific Planade N	Try-Moard	Placent Lip in Pootpath 2	low	Called ligs are previount
ofic Parists	17 A	Vitest of California 22	Pacific Parada N	Trip Huuwd	Placed Lip in Products	10m	tional tip an payoment
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ofte Parisete	10-14	West of Collecpeciel B.	Pracellic Prevade N	Kinh Planty	Lack of Rarb Rampe at Interaction	Wollow	Build compliant larte-namp
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ythey Road	C belles	West of Cantol Ave	Protestrian Mail Stydtray Road	Trip Huand	Unsafe for Boyches Drainage Grate	Weight	41
ychey Road	11211	Cost of Markot Pi	Protestrian Mell (Systrey Road)	Trip Hazard	Distrigations	Working	Resurface and lovel footpath/powenest.
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lychey Road	1 1/2/14	Cost of Market PI	Pretestrian Mail Systrey Road	Sqraps	Auto of Blannel Path Detroyy Styrogo and Step Roots	Working	Maplace/ Install new signage
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ľ	16.52	inter of Courty St	First Charles	TO BLACK	Recent Lie in Fractionits	1	field to an appeared
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	12.02	Cast of Smith St.	12	Tro Parent	Exposed Edges at Service Cover	-	Land service cover furth with surrounds.
	10.00	East of Smith St.	Prine Street N	Trip Hadard	Planiet Edge at Service Cover	ion	Level service cover flush with servounds
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	181	West of N Steyro	Plane Statest N	Line Hile King	Cycle Lane Does Net Have Considerly	Westerne	bridializin of sepaired line/wast mating
	52 400	West of Malwarr. Ave.	First Sheet N	Vegetation	Contracting Branches	Modeum	frim back and/or remove vegetation
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		and White 2	Fine Sheer S	Vegeteinn	Low Brenches over Postpath	Weight	Trimback and/or remove vegetation
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		test of Multimer-Anne	Plane Street 3	Cycliferatrys	Office Landerd to Phote	Weight	processinguity they including out to the entries.
		wet of Prtmeeture Rol	Pline Scheet: S	Trip Hazard	Unexers Fridgeth	Modium	Resurbuce and lovel fourparts/pavement.
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	12.51	West of Collecpenoid B.	124	Try: Hadard	Uneven Pavers on Stains	Wellow	Loved strate broad and stylescens
		test of Califrogenood St.	Fine Street:Pedestrian. Accessery	Trip Huterd	Universit Planets on Blatts	Modium.	Level: stair tread and st-lay parents
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		web and Sound's Str.	First Street:1	Port Famp	Crititera d'Predeg et Kerb-Nanp	Unidate	Rudd compliant horb camp
	28	Cast of Collegeood St.	Pline Schoot: S	Mart Famp	Kindi Rangi ti Diloputy	Wodewa	Build compliant lant-ramp
		rel of Collegeood B.	Free Sheet/S	Nort Planty	Hedan Karb at Camer	Workum	build compliant loot-namp
	28	what California and Br	Fire Steer's	Mark Famp	The Kineh Planey	Weight	Build compliant horb varup
	ľ	Read Smith St.	Fine Cheer's	Puri Famp	Enderse of Pandley at Net-Net-to-	Working	Build compliant last-ramp
	18.0	test of South La	Print Officer/N	Port Party	No Karb Planpa	Weight	Build compliant hort-namp
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		NAME OF COMPOSITION OF A DESCRIPTION OF	First Street/Pededition Accessing	Trip Haland	Uneven Protpath and Ristord Edge at Danics Cover	Verlage	Re-lay and level powers
ſ	89	tet of Enconter-No.	Pine Sheet Pedestrian Accesses	Tro Pacer	Unexet Fundant	Audion I	Ac-lay and level covers
		tel el Balgowier.No	Plan Sheet/Pededican Accessedy	Trip Hadard	Hitseing Proving	Verlage	Reder and level powers
		vet at Responses Act	Film Street Protection Accesses	Trip Hauter	Unever-Pacing new Rolling	Modelan .	Re-tay and level power.
	10	ret of Belgowish No	2	Trp Paced	Uneven Footpath 2	Wodewa	Rodey and level powers
		No of Balgowian-No	First Street/Pedestrian Accessing	Trip HAMAY	Uneven Protpath	Under	Reday and level parers
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	10 10 10 10	ret of Belgowier-Mc	Pine Sheet/Pedeshian Accesses	Tro Facerd	Damaged Footpath team Railing	Workura	Re-lay and level powers
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	341	ret of Enigoreter-No	Pine Cheel:Pedeshim Accessey	Tro Facerd	Unexer Footpath	Working	
		nd of Balgowids. No	First Sheet/Pededrian Accessing	Trip Hadard	Nerse Sain	Verlage	investigate, widen and relay parens
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		ret of Delpowken/No	Pime Chredil/Pederleim. Accessing	Connectinity	No Footpath Pine Street liver 2	Workum	Investigate the installation of testpath
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		web of Smith La	Pina Scheet S	Trip Passed	Unevers Foodpath	Wodeve	Monumbers and loved footparth/pavement.
		not of European Annaly, Mail	Pine Sheet/Pedrekter. Accessery	Trys Maderal	Uneven Footpath and Service Dover	Wolform	Reportance and level footgath/parement,
		vet of Emigravian Ref	Fine Street:Pedestrian. Accessency	Trip Hauard	University State	Modium.	Level: stair tread and re-tay parents
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	Π	ant of Elepowen-No.	Pine Street/Publishim Accessing	This Haused	Uneversit States	Working	Re-tay and loved powers.
Prilwoher Plant		Neth-of Eurobin Ave	Pittweinr Roed'N	Weptitien	Sofumi Zone sign statutated by them	Nigh	Dear Wapstellon
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	٦	with of Europen Aue	Primater Plaadi E	Try Noord	Oncould inde ut path	Webler	Beckhill side of path and install object alware required
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	PMR 71 16	out of Boogradian Aug	Pittwahe Pload V	Poten	Guestionable Perking Layout	4.84	Public compliance disadoleri parting
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when Phoned	Wei 202	with of Pres Di	Pittwater Ptool: E	Not Perty	Cross Villy has Half Kerb Range	1.01	Build compliant lot to samp
	1	outh d'function Are	Pitterater Nunci 6	Nut Rang	Cristense of Prending room family Remain	4.64	Build compliant lack cares
	8	such of Derison St	Pithwaher Pload W	Karb Pamp	Kunti Rampa Nat Algred	a light	Build compliant last-namp
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		outh d'Catton	Pittwater Road/M	Mart Ramp	Karl: Range Net Adjred	4.64	Build compliant tests-ramp
when Plosed PV	MIL201 04	with of Cariton St	Pittwaher Pload 'A	Karb Pamp	Uneven: Footpath near Karb	Nuch .	Build compliant lorb-namp
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	ň	oth of Carton St	Pittwaher Road E	Nuch Floring	Punding at Nerb Ramp	494	Build compliant text-range
	ž	with of Devision 31	Pittrader (feac) E	Marb Flamp	Uneven Pavementineer Karb Ramp and Base of Post	4 light	fould compliant hort-camp
	2	ruth d'Rugar St	Pittwater Read 6	Mark Ramp	Kiefs Ramps do Not Line Lo Across Plantite Road	484	Build compliant land camp
weiter Plosed	-	outh of Napler D	Pittwaler fload/E	Ket Party	Kurb Rampa do Nor Line LD Acroas Ragan Street	404	Build compliant larb-namp
	1	cuth of Alexander 20	Pitteepher Pload 'N	Mark Famp	Karb Namp to Enversely	4.00	Build compliant herb camp
	Ť	off- of Alexander St.	Pittwaher Road L	Mart Famp	Karb Rango Facing Menologi	4 days	Build compliant text-ramp
when Plosed Prv	PMBI 25	South of Platte St	Pritrader Plast W	Karb Flamp	Prasible Fonding Latation at Mart-Ramp	Night	Build compliant instrume
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PMR PMR PMR PMR	North of Balgowish Pd	Principle Road E	Trychaders	Exposed Edges in Poolpath	Welford	Repurface and level fourpath/powement
PMR PMR PMR PMR	South of Devision St	Pittwater Road/M	Trip Huand	Unexer Perens and Resolution of Service Cover	Wollow	Resurbace fluctuatify/parenteers
PARK PARK PARK PARK PARK	Cred of Delpowteh-Ro	Prinate Road E	Try Manuard	Edges at Service Caret	Wolfore	Level service cover fluith with surrounds
PVIR PVIR PVIR PVIR PVIR	Num of Devices 21	Pittwater Nuel/M	TOP HALANT	Uneven Products at Beau of Post	and the	Reporting and level fortputh programmer
RM RM RM RM RM RM RM RM RM RM RM RM RM R	South of Devision St	Pittwater Road/M	Trip Facand	Traposed Lay 40 Service Cener	Wolfore	Level somics cover fluith with carrounds
PVR: PVR:	Cost of Enloyments	Prinater Model E	Try Maders	Plasmat Lip in Pootparth 2	Wolfore	Cond to on personnet
PMR.	Kind of Respondentials	Pittwather Picado E	Trp-sum	Mexel by it Propati	Notice of	thend to an payment
BMBC	East of Easpower-No	Prinkether Pload E	Trp:Maawo	Uneven stages at territor taren	Woteve	Mexuritace and lovel footpath/pavement:
	East of Bagawan-No	Pillingher Model E	Trip MADAY	Plased Catyon in Footpern (J)	Notice of	Reportance and level fortigatity processes
PUBLIC PU	NAME OF RESCONDERING	PERSON NUMBER	IND MUNU	Present Rights in Principles		Resultance and hover host party provement.
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	Participation of Dermon Man	Printed Touch N	The manual is	University in the process		Arguerta er and level haufpark/paversent
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	Number of Devices of	Reader Stack	The same	Ensuing Education Cover		mentioned and rever compared prevention.
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-	Note of Devices St.	Princetor Proof V	True Manuard	Survive Service Cover	Under	and service cover flush aith survaines
PMR	Gast of Encoder/AC	Pittwater Roads &	Trovenue	Reised Educe at Service Cover	Weddense	Level annual cover fluids with carecterids.
PMR	North of Devision St.	Pitteeter (Itaec'M	Tro Numb	Unexet Footpath near Twe and Service Carer	Modern	Assumings and lovel footgarth/powement
	East of Balgowish-Ad	Pittmater Pload E	True Maked	Plained Lip in Pootpath	Weiters	Coinel Its an pavement
Pitteeter Plant PVR 162	Number of Devision 22	Pitteather Read/M	Trp Huard	Uneven: Frohught	Wedness	Assumings and loved fourparts/passeneet.
6	Cred of Delpowker/No	Prinate Thord E	Tro-Manuard	Unever Pavement	Working	Assurbace and lovel fourtpath/pewerent:
Principle Pued Print	Num of Device: 12	Pittwater Naac'N	Trip waters	Mained Service Life	Weiters	Level sendor cover fluids with sareturals
Prinarder Plant PMR 157	Numb of Colimpetited St.	Pittwahr Road E	Trp Faired	Reised Lip is Footpath	Working	Gend its on premont
Pritwater Plast	Netti of Devisor-3.	Prinater Rea(W	Ole Macent	Cafe Visiking Operations on Footpath	Weber	Oreach for permits to use feedpeth and encore path to least dear of wreter. Errect sig
Pittwater Raad PMR 171	South of Steinton	Pittwater Road/M	Ctertuction	Cafe Nems and Play on Protpeth	Modern	Evenue path is hopt clear and departs removed
£	North of Collingward D	Pritvater Road E	Trip Hazard	Reisert Lip in Footpath 2	Working	Grint lip on peromont
Pitterder Pisad	North of Collingment SI	Principle Road E	Trip Hasterd	Placent Lip in Pootpath	Wellow	Caroli lip on paviment
6	South d'Shenton	Pittiwather Fibracy M	Trip Huter	Unterest Propertion Report of Pros.	WORK	Assumblicity and hoved footpurch/paveneet:
IM.	North of Collingward 51	Prinseder Ploads E	Trip Passed	Unear Parenet	Wolfore	Maxwhats and loved footpath/pervenent
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Ditantia Plant	South of Steintern	Pittender Road M	TO PLANT	Unever Facility		Assuming and loved fournants becaused
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HIL: MA	North of Collegement 31	Pittester Rusci E	Trip Haddel	Uneven Personent and Pased Lip at Cover	United	Repuelace Encipeeth/percenters
PMR18	South of Sheetion	Pitteenher Pitcher M	Trip Huller	University Products		Resultance and loved footpath, provement
PMR 101	South of Stendor	Prinketer Place M	TYP PARAT	University is compared	Notice	Meturilacia and lovel footpach, powernest
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THE VALUE OF THE V	Num of Branch II	Promotion Product Page	Planta allow	Cherry Marchanel In Linus		Automatic processors in caller and in car properties
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PART 100	South of Cartion	Prinade Read V	Tro Faced	Surviver Service Cover in Russian Crossing Location	the date	and service cover fluids safet surrounds
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ME	Number of Carton Sc	the Road	Tro Fearer	Surdian Stervines Cover	Widow .	13
Pithesiter Pland	North of Carlton St	Prinader Plaac'N	Otherhootion	Shup Hiertendaw ar Foolpelh	Workum	Draues path is legit clear and objects removed
Pitteater Rust PMR 204	Num of Centor Sc	ader Road	Trip Hauwa	Bankan Banka Dover	Wedness	Level annual cover fluch with carvairuly
Pittweiter Pload	North of Carton St.	Prinkether Planet M	Trip Hazard	Unevent Proxyath and Exposed Base of Trees.	Wodeva	Meauface and kovel footpath/pavement

Protection From C						-	
Provider Provid	PMR 238	Non-of Carllon St		Trys Placers	Coponet Copy at Dame of Thee		Repurison and lovel footpath/pertment.
Pittenter Road	PMR.202	Num of Factor	Protection Plance 6	Trip Hunt	University Presentation	Widow	Resultance and loved fourparts/paweneers
Principle Plant	PMR 20	Number of Press Co.	Prinkupler (Road) E	Trip Manuf	Unever Parement	Wodeum	Resurface and lovel footpath/peverwart.
Pitterphe Plant	WK 20	Number of Press (1	Planuther Pland F	Trp-MAAPT	Unever Perement of Service Covers	Weighter	Resumble is and level finished hyperment
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Preside Road	PAR SH	Num of Carling St	Presenter Present &	Too was not	Linear Passer		
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Principle Plant	1/2 IRV4	Nette of Carton St.	Prinate Read E	Tro-Manuard	Unever Pavement and Roge in Footpath	Working	Reportance and level footpath/bawement
Pittenter Rust	PMR.2N	Num of Carton St	Pittwather Planci E	Trovenuer	Uneven Planment and Edges at Sevice Covers	Weight	Resultance and level footpath/parement.
Principle Plant	PVR.21	Number of Carton St.	Pittwater Pload E	Tro Manual	Useal Paener	Working	Rearback and lovel footpath/beverant
Pitheother Ploted	PAR 277	Num of Carllon St	Pittwater Pload E	True MADAVE	Edge at Service Lid	Under	Lond service cover fligh with serviceds
Pittwaher Road	PMR 200	South of Cartion	Pittwarker Pitanci E	Trip Hunter	Edge at Service Career	Modeus	Level service cover thath with carrounds.
Prilwater Post	PMR.281	South of Carition	Pritwather Photel E	Trp-Maners	Exponent Edge at Meets	Workson	Menuerlacia and loved footigath/pavement;
Pittenthe Plant	PMR 201	Num of Beings B	Provider Pload 6	Trip waters	Exponent Exign at Service Life	United	Level's service occurs fluch with surviversh-
Pittwater Plant	PMR 20	South of Steinton	Pittwater Planci E	Trip mused	Insported in Special Diservice Cover	Wodew	Lawsi service cover fluith with surrounds
Pittenter Pool	PVR 281	South of Steintee	Pittwater Pland E	The manual	Exponent Exponent Service Cover	Weight	Level's service cover fluch with servounds
Pitteater Road	PMR.200	South d'Steinton	Provuper Planci E	Trip Huard	Exponent Exigens at These Booke	Weighter	Resultance and level footparth/parenteet.
Prinseler Post	同家	South of Steinton	Prinwater Pland E	Trip Manual	Unevent Planement and Exgent at Service Cover	Woders	Assumises and lovel footparth/pawement.
Pittershe Fluid	PMR.20	Kuth d'Sheitur	Pittingler Ruski F	True and	Unever Present of Dop-of Diversity	United	Resultance and level fundpath/pacement
Pittwahr Road	PWR.201	Num of Denisor 2	Provuoter Planci E	Trip Farms	Manual Filipe at Divisionly	Working	Resultance and loved footparth/parenteett
Principe Post	EVI ID	Num of Derson St.	Primular (hoad) E	Trp Passed	Unever Plevement and Pterment Masing	Wedness	Repuellace and lovel footpath/pevernant.
Pitteather Plant	PAR 200	Num of Denixon 2	Pittwather Planci &	TYLE RALEY	Universifier Presented	Vindous	Resultance and loved footpath/paveneet
Protection Planet	PMR.291	Number Devision St.	Pittwater (flow) E	Obstruction	Fumure and Shop Mercances	Working	Ensure parth is legit clear and objects removed
Pitteste Nuel	WK 21	Wolf of Deriver 31	Principle Plant P	Onderstein	Christ Warthendes and Famburs on Fodoeth	A HAVE	Drauer path is legit clear and objects removed
Proteomer Prose	DO NAME	Doum of Lineman of	FIGHT FIGHT F	CARDING IN	Ventration of templates and Conjustic and Constant Advances of Harvanian Condensity, and Colours of Canadrian Process 1	and the second	Resultance and lover four party yarees end.
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Pittenter Post	PAR4	Num of First St	Pittwather Road/M	TYD HALAY	Placed Up at Cover	Wedness	thend to an apromet
Principe Party	PMRIS	Nontri of Pine 33	Prinate ReaCM	Trip Pacerd	Reised Lip of Driveway	Workum	Crind lip on peremont
Principle Point	PMR4	Number of Press (1	Pittrader Noac'N	Trip Halabrid	Edge at These Pla	Weiters	Pomur rubersionol Inframeric
Pittenter Road	PMR7	Number Press 22	Pittwaher Road/W	Trip Huand	Universit Planing at Blana of Pinol	Modium	Assumbace and lovel fourparts/pasement
Principe Post	TARK 77	Cret of Beigowieh/Rei	Prinkeher Road'N	Trip Named	Unever Prevenent and Exposed Edge-of Mill or/Corner	Workum	Resurtiscs and level footparth/pevenent;
Pitterster Plant	PARTE	Num of August St	Pittwater Neuerle	Typ Hadded	Product Resing	Weighter	Resurbare and level fortpath/provenent
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Principal Principal	TARK I	Number of Review 10	Planter Transit	Too Passed	University Prevention of the Arrive sector sector		Research and local fouriers have been and
Principle Road	PAR III	Num of Recently	Pittershe News 1	This wanted	Service Cover is Surk		Lower services finds and the service of
Pittenter Plant	WR.F	North of Region St	Persolar Read E	TO PALAN	Unevel Parenter	Modern	Resurtice and lovel fourgard/pavement.
Priloche Post	PMR.89	South of Replete 21	Pittwater Pload/E	Trip Paderd	Unever Pavement	Wedness	Re-ley and level pavers
Pitteraber Ficand	PMRIE	Numb of First St	Pittwater Road M	TYD HALAY	Platient Edges at Service Covers	Weighter	Level service cover fluch with survivation
Pritwater Plant	PARK	South of Naplan St.	Pittwater Road E	Trip Hased	Relat Service Cover	Working	Level service cover flush with sarrounds
Pittender Plant	PARIOR	Numb of Europein Aue	Planuter Plane VA	The wave of	Unever Presmert/vest Ciret	Weight	Repuellance and level fourigatio, provements
Pittershir Road	PMR 101	Num of Eurobin Ave	Pittwater Raad/M	Trip Paravi	Parent Lip in Program	Working	facial tip an payoned
Principle Post	PMR 103	Next of Eurobin Ave	Prinate Road W	Trip Pacent	Uneven Preventert	Working	Reputition and lovel footpath/pevenant,
Protection Hund	MK 101	Null of hurden free	Principle Number M	THE PARTY OF	Present up on rooppen District fuils of source Sale.		faced to an prevent
Principle Plant	THE ISA	Plant of Europe And	Primate Price L	Department.	Tensor op in construction		International and Incoments.
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Prinside Road	PAR I I R	South of Euclidealess	Prinate Read	Line literation	Facint Shared Path Werking	the damage	installation of sociariol insulting
Principle Point	PAR 12	Number of Prine 20	Pitterative Number	THE WARNED	Having Pootseth and Uneven Premiers	Number of	Returning and loved fundamity balancement
Pittenter Plant	PMR10	Number of Press Ga	Pitteether Stand W	Trip Paused	Bleading Frondpath, Userani Paramiteri and Rassel Rappe. of Barrook Covers	Widow.	Assurbury and loved footpath/paveneet.
Princeler Post	PMBI 103	South of Denisorr St	Pritosher Pload/W	Optimetra	Dike Lucked to Punt	Workum	Investigate the installation of bits racis
Pitterater Ruad	PARILIE	South of Derivate St	other Road	Vigetation	Darkes and Low Manging Beardies Encourting Poopelh	Wedness	To terr bank and for remover vogeliation
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PARIS		Fundamin Frank II		Unigram reports it man to that		two and love
PVR: 100 NVR: 100 NVR	0000	Pittwaher Road/W	Trip Hazard	Reset Edges at Service Cover	Working	Land service cover fluith with sarrounds
PARKE N	with of Develop. B	Pittwater Nuel/N	Cycliftenitys	Dive Lucient to Plaiting	Weillow	Investigate the totalistion of take racks
PARITY N	th of Colingwant St	Pittwater Raad L	Vegetation	Bandlet-Derfunging Folgelf	Modeus	Trim back and/or remove vogetation
	de Lo	Pritwater Pload'N	Trip Naciera	Loose Speed Hung hom/Car Visish on Fastpath	Wolfore	Reportient and lovel fortpath/pevenent;
	th of Collegenet St	Pittwater Naaci k	Weptition	Deerdres Overheinging Poolpelh	Westigner	Trim-back and/or remove vogetation
	detu	Pittwater Read/M	The Pacerd	Unexer Parement at Divinuity	Wolfore	Resurbary and lovel fourparts/pavenest.
PMR1301	di of Collegened 21	Pittwater Read E	Vicentation	Desches Overhenging Footpath	Webborn	Trim hads and/or remove vigstation
PMR 18	olkin	Pittwake Raad M	The HALAY	Expinent Namb Edge most Diversity	And on	Rearback and lovel fosturativeseest
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PMR.210 N	# of Carbon St	Pritwater Plaac W	Vegeteinen	Tiess Diestarging Hoopeth	Wodeum	Trim back and/or remove vegetation
Ť	III OCARIA RI	Prilmader Plote("A	The Hadded	Uneven Protpeth	Medium	Reportance and loved footputh/becomment;
PMR 201 M	# of Carton Sc	Petwater Read'N	The Hunted	Unever Propert of Service Creek	Modern	Recurizes and lovel fostgards/paveneet.
March 100	# of Carlies ID	Prinader Read V	Tro Panel	Unever Fostarth CauseOv Rock	the date	Resultan and lovel forinait/havement
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PMR 218	# d Pres 2	Pittwater Read/M	TYP HALAY	Unexer/Troball of Benkin Covers	No. of Lot, No.	Resurbary and level footparth/pavenent.
PM8.221	de Pres Di	Prinader Place/M	Trip Facerd	Unever Footpath at Base of Post	Workum	Mexurhan and lovel footpath/pevenent.
PMR 201	di d'Pice St	Pitteathe Plaac'N	TYD HALAND	Up-et Service Uid	Verlage	Level service cover fluids with surveyords
DVR 221	d Pres St	Petrophy Read / A	Obtitudion	Ship Awards and Stor Devices of Furbult	And one	Knause auch is knot dear and delects removed
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PMR 20	11 OF 1001 2	FIGHERMENT PLOAD L	CALLER OF		and the	Resulting and lovel footparty prevenent.
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PMR 208	# of kote 2	Provable Read &	Trip HUM	Unever Present of Borroy Cover	Modelan I	Resurbace and level fourparth/paveneet.
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0 HIZ 380-0	municipal de la compañía de la comp	Pittwater Noad E	Trip Matchell	Uneven Plevement of Service Cover	Medium	Reputition and level footputh/powersent
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PMR 248	at d'Peole Ln	Pittwater Road E	Trip-Manard	Rasied Edge at Service Cover	Working	Level service cover flush with sarrounds
PMR: 208	di d'Packeto	Primate Nuel F	Trip HAMMED	Uneven Plevement of Beak of Poet	Medium.	Reportance and level fouripath/powement
PMR 251	the of Packs Lin	Pittwaker Read E	Tro Ruard	Une-all Parenter's	Wolfore	Resurback and lovel fourparts/pavement
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PMR: DH	de d'Pres Di	Pritvaler Pload E	Cyclowerys		Workson	Investigate the installation of bike racks
PAR 27	d) of Neurador St	Pittwater Russ/M	Trip Haland	Exponent Edges at Service Cover and Inneural Preservicit	Weillow	Lond' service cover flush with sarrowick
PMR.271	de Pres St	Pittwater Please E	Cyclevers	Dises Locked In Trees	Widow	prvenigate the installation of bits racks
Г	# of Carlier IX	Pittwater Plead E	Vicentation	Low Branches	Verlage	Trim hads and/or remove vegetation
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PMRC III	IT I HOW 21	PITERBAR PIDAC N	LATEL OLI	Concernant of Personantian on Proceedings	WORKS.	Resultance and lover footparth/pavement
PMBI 32	uth of Thefte Di	Princeter Rose/ M	Trip Placers	Uneven Prevenent and Exposed Eoge at The PT	Wolform	Resumbox and lovel footpath/pevernent,
	att of Platfe St	Pittwater Naac/W	Trip HALANT	Coproved Edges at Service Conver	Weighter	Level sension cover fluids with sarrowisk
Г	de d'Rohe Di	Pittwater Road W	Tro Paced	Unever-Rised Surface at Crussing	Modern	Resurbury and lovel fostgarth/bavenest

Proventier Fload	PYRK 2/	and the second se		an announce and an			
Planter Post	Drist.	Number of Name of	Prinate Road A	Trys Maderal	Uneven Periets next Sett	Webler	81
Protection Plant	PVIK KI	Num of HOM-22	Provening Name (LADA OIL	United in the set operate control cover and copped coge is certain cover Covered Celos at Celos	And a state	Retay and level parent.
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Pillander Pound		Rush of Cold Pole	Primarile Planet N	Trip Ranged	Unsuer Present and Excess Edge at Value Court	And and	Re-fay and lover porers.
Chevador Point		fouth of GarPite	Pitterature Strate/M	The Haland	Unever Present and Exceed Dite at Benice Cost	Ministra .	Reday and linear shares.
Trisevier Fload		South of Golf Prise	Pitteader Road W	Obstruction	Shup Sign at Footpath	Modern	Ensure parts is least clear and objects removed
Planite Plast		South of Out Princ	Pflinuble Model N	This Hade's	Uneven Planement and Roled Doge at Service Cover	Medium	
Pittershire Road		South of Got Pate	Pittwater Road M	Trip Huand	Universit Plenstry 2	Modium.	Mi-tay and level powers.
Pitiester Plast		South of Golf Prise	Pittwarker Pitcad/W	Trip Named	Unever Pavers	Workum	No-lay and level powers
Principle Plant	PARIO	South of Compared St	Pittwater Road VA	Trip Haland	Unever Perens and Exproved Edge of family	Weighter	Re-lary and lived powers.
Pittenter Pland		South of Calingwood St	Pithwahar Road W	Trip Faund	Unexet Parentet & Bennot Coart	Modeum	Mo-tay and loved powers
Pitteriter Plast	- 1	Numb of Collingnessed (3)	Pithwaker Pitcacl M	Trys Mandry	Uneven Parement and Exposed Eoge at Service Lover	Workum	Re-lay and level powers
Pitterater Parad		Num of Companies St	Pittwater Haad M	IND WITH D	Unitedate inflational constanty and base of Pilot	Notice of	Markey and lived pawers.
Pittentier Pland		North of Collingwand (3	Pithwahar Road W	Trip Hanny	insported Lup at University	Wodkum	Annumber and lovel fourparts/powement
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Plauter Post		East of Balgowish All	Pittwater Picael N	Trip Hadard	Plained Edge at Othereau	Medium	Resurbace and lovel fourigath/pavement
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Manuter Plant		Num of Europhi Ave	Pittwater Plant/M	Trip waterd	Unever Presmert	Weiters	Resultane and level fissipath/pavenent
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Prthember Road		Numb of Eurobin Ave	Prtwater Road M	Comediaty	Path to Nontree Path to 10 and 1	Modern	reventigates the initialization of fourparts
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Pittentier Plant		Numb of Eurobin Ave	Pittwater Road E	Cycleverys	Dist-Lucked to Poul	Module 1	recentgrate the installation of bits racia
Planuter Pland		Number of Europey Aug	Pritvater Pload E	Vegetation	Hedge Encroacting Featpath	Wolform	Thims back and/or remove suppliation
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Pitester Post		North of Carton St	Pritewher Road/W	Vegetelen	Prents Lincouncing Fooquatin	Woders	Trimback and/or remove vapitation
Plaught Plast		Number of Cardina St	Pillmather Pillmathy N	Vigetaine	Premis Exconorcing Poorgam		To time has the aready type a spectrum wrighted address
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Principal Print	No.No	North of Party Lin	Principle Dual A	Vergeneration	compose over anging roogen		Then have any unit remover ways down
Maniter Proof		South of Cold Prints	Pittwater Moad/W	Celifornies	Dise Lexied to Print	Modern	investigate the installation of bits racts
Pittenter Plant		South of Calingwood St	Pittwater Road/W	Trip Haund	Dibusing Planet	Modern	Re-lay and level powers.
Titlevider Planet	PV8156	Nontr of Collingnessed 31	Pithwaher Pload/W	Optimized	Dise Lucked to Pout	Workum	re-uniques the installation of bits racks
Pittershe Plant	PMR-80	Number of Collingnessed SI	Pitteepher Please M	Vegetation	Low Hanging Dranches and Bushes Encrosofting Poopeth	Western	Trimchack and/or remove vigetation
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Charles Plant	PAR IS	Note of Eurobin Ave	Filterate Read A	Constitut	Unpared Path to Keele Park and Tennis Centre	and a	investigate the installation of furnish-
Indian Shreet	10 104	Cost of Ocean Pd	Ruder Street N	Not Fam	Crossing with Karb Extension	Nuch I	Build compliant land-namp
tagen lines	N3 107	West of Augusts Lo.	Regard Street M	Net Famp	No Kath Plants	-	Build compliant lands samp
Tagim Street	12	West of Augusta Le	Rodian Street S	Karb Famp	Kinth Endensitien Choosing	49.4	Build compliant text-ramp
August Shreet	10.05	East of Berliny PM	Report Street N	Fort Famp	Damp Garden or Mark Rump	100	Build compliant larb namp
Auguri Street	212	East of Lawson PI		Nucl Famp	Overage boxe at Fant Pamp	4.64	Build completent lands ramp
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August three	11 10	Well of Fungeroot 20	Regar Street h	Red Hamp	Demograd and Uneven Foodpart and Name Name	-	Build compliant herb cares
Tagan 2010	7/0		ROM STREET	the local	The Public Disease	110	5
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	10 20	Cael of Prencisium	Regar Street 5	una	Support and aport county of the second	N ₀ N	Number to report section 6.11
	* 54	West of Barcony PAC	Rapport Street S	Trip Hadded	Uneven Road Surface at Drassing Lacation	1.00	The lary and level powers
	11.21	Cast of Lawson PI	Regim Street N	Tripitiaand	Difference in Level of Stars	49.4	Meauface and lovel fourparts/pavement.
plan Shivel 9	201 24	West of Ocean PM	Rugturn Street N	Trip/Manuel	Universe Road Surface at Drawing Lacation	Nuch	Masumers and lovel fortpath/pevenent
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	8.5	Cost of Dirtiny Lin	Rogen Street S	Tro Pacerd	Unexer Road Surface at Drawing Lacation and Drange in Level	4 of	Meanface and lovel fourtant/pavenent
	14 84	West of Berliny Lin	Ragan Street N	Truckatory	Uneven Road Surface at Drassing Lookien	to a	Reputience and loved footpath/prevenent
	201	West of Cantols Ave	Rocian Street N	Line Hillwring	Anton in Digling	Modelan I	Installation of notained line/yand marking
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	11 10	West of Kinesence III	Reday fitned 5	Mark Pares	Placent Lts root Karb	444	Resultare functionshippoperiesti
	2.2	the distants in	Bucken Series S	TO PARAT	Unexer Fundualt: Deviced Fundualt at Rose of Forme Pulse	1	Non-afree and local features (executed
	12 10	First of First-sec-Od	Ruday Rend R	Kind Plant	No Kuch Flame	11-11-11	finally consolicate look name.
	10 10	Cast of Developments	Tangen General	and parts	Not Kinds Planets		And a construction has been as
		And a second sec	August and the second s		Aufor I must be Amazel &		the state of the s
	10	UNDER 14 DROVD	Mapping Street M	Crosses and	Contract of the second se	MODIL	Protoffiction of hogernolime/vited manure
	811.84	East of Fungance 3	Rugar Revet M	Dig Model	University Cooperation	and and	Menumbers and level footgash/basement
	A2 110	Kinet of Punganoo 22	Rigan Street M	Trip Paters	(research and response)	Wolling	Neurilace and lovel fourparts, pavement
	111 St	Carl of Kangaroo'Ln	Righter Street N	Trip Packed	Exponent Lip in Pootputh	Works	Menumisco and lovel footpath/powement
	93 118	Kines of Plangamocius	Regar Street M	Trip HUMPI	Demaged and Unsuer Protpath	Weighter	Resumbary and level finishelt/parement
	61 H D	East of Kangarooka	Roger Street N	Tro Facard	University Products and Lip at Section Cover	Wodew	Meaufuce and lovel fourparts/pavement
	102 100	East of Rangemonta	Rugary Street M	Trip Hadard	Uneven Fortpath	Medium	Repurbance and level fouripath/pearment
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dian Shoet	12 12	West of Presentar Rd	Bucian Street M	Tro Passed	Lipse Service Cover	the dama	Level service cover fluth aith serviceds
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	1 2	Cash of Managemon Lin	Backen Senart S	To Hund	Exponent Roads of Pulse	and the	Reaction and lovel fourants (seveneer
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	11 10	Name of Management of the	Burden Brund B	The second	Denoved factors from:		and south and the set of the set
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	100	Internet Lancer PI	Kagan zineit N	CATTRI-GU	Constraints of the Annual State of the Annual	Modera	Resultance and lovel tootputty pavernest
	12.54	Whet of Lancom PI	Rugen Street N	Trip Maderal	Possibility of the period in Longer	Woters	Land service over fluth with sampling
	17.9	Kind of Lawoon PI	Rogan Street N	Cyclewarys	Date Nets Oversignerly	United	tractulations of sufficient black storage
	# 52	West of Central Ave	Roden Street N	Cyclowerys	time hold: Checkbooky 2	Wodewa	installation of aufficient blue monage
	10.10	Elect of Lancom PT	Righter Street 8	Unio Ultertary	Cjecking Roadmanking	Wellow	Insighterian of nogained line/mad marking
	200	Cost of Leven P	Rogian Street N	Trip-HALANT	Planet Edges at Service Covers	Wedness	Level annual cover thath with carrownia
	15 52	Card of Lancom PI	Righter Street M	Trip Manard	Unserve Footputh	Workum	Manuelson and lovel footpath/perement
	10 00	West of Quintee PM	Ragan threet N	Trip Hadard	Unever Producth	Unidate	Repuellane and loved footputh/provement
	5.67	East of Quinton Pit	Rogan Street N	Obstruction	Garage, Diferency and Vindan-new Foogust	Modium	finause parts is leage clear and objects removed
	10.85	East of Quintee PM	Ragan Shoet N	Trip Placerd	Uneven Footpath	Wedness	Reportions and loved footpacity/powement.
	NG R1	West of Ocean Lin	Rugan Street M	Trp-suert	Uneven Protpeth of Bankos Cover	Weillow	Resurbare and level footputh/provenent
	25 55	West of Central Ave	Rodan Street S	Cyclowers	Dia Rada Overspacity	Modern	installation of sufficient blue monage
	01.00	West of Provision No.	Region Street S.	Trip Halahri	Uneven Products	Under	Repuellant and lovel footpath/provenent
	25 101	West of Ocean Pd	Rogan Street N	Tro Huand	Raised Sterius Liks	Modern	Level service cover fluids with carrowrids
	801.80	Cost of Ocean PM	Racian Street N	Tro-Manuard	Unware Footpath	Modern	Menufics and lovel footpath/pavement
	L	Kind of Cower Pd	Region Street M	Tro-Manuel	Platent Centre Cover	Under	Level service sizer fluit all transmith
		Cost of Augusts Le	Bagim Street N	Tro Facerd	Furdual Hearing Stees of Old Post	Modern	Meanhare and lovel fourgards/tenement
		West of Presence No.	Ragan Sheet S	Trip Makerd	Familiet Edge in Footpath	Medica	Reportient and level footpath/powment
		West of Kangaroo St.	Rogan Street N	Trip HALAY	University Products	Wedness	Resurbace and loved footparts/parenteet
		West of Kangaroo 2	Ragim Street N	Trip Facard	Unevent Footpath	Module	Assurbus and lovel footpath/pavement
Again Street N		West of Provision No.	Rugary Street S.	Trip waterd	Uneven Protpeth	Under	Resultant and level footpath/pavenent
	L	Cast of Fungeroo St.	Rogim Street S	Vegetation	Comprises Rugless	Modern	Trim tack and/or remove vegetation
	98.21	Unit of Kangaroo St.	Rugan Street S	Trip Facard	Reiset Citys at Crack	Modure	Repurface and lovel footparts/pavement.
		Kinet of Ocean Pit	Region Street S	This HUML	Plained Lip on Printpath and Exposed Extense Educe at Service Cover	And and	Level service cores fluids with carviacids

Property and the					A		
Repar Short	183	West of N Slows	Rapper Street 5.	Une starting	Green Line Marking Should be Used Across Imanections	ACCESSION N	installation of sequence lime/mail matrixed
Regim Street	12.10	Cost of Ocean Lo	Rogim Street S	This HALAND	Plasmel Lip	Moderne	tand its an prevenent
Regim Street	1231	West of Ocean Lin	Rugturn Street 5	Transf of	statge of Fauntyseth	Working	Resumance and loved footparth/pavement.
Nuplar these	2	TOPOLO IN DEVICE AND	Raybor Revet 2.	Trip Makers	LIP-IE 201401-LONE	-	81
100001 201001	2	The Part of The Cold Party of The Party of T	NQM 201402	Land Land	April commission of Sector Crane	and the	811
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Redev Shoel	00.004	West of Birtisy Lin	Regari Street N	Trip Makerd	Damaged Road Surface Britisy Lana	Weiters	Repuellant and level fortigueth/havement
Ragian Street	12	Unest of Thhister St.	Rogim Street S	Line Nerving	Depote Lane is not colmulate comovided serves intervention	Wedness .	Portalitation of inquired line/vaid mahing
Reption Street	12 14	West of Central Ave	Rugten Street 5	Trip Passed	Uncovered Egypore: Note	Working	Reportions and lovel footpath/powercent.
Paulan Shoel	18 19	Second Oceans Lot	Regard Breed S.	Trip Haland	Edge of Fundpath Paning Trip Hassed	United	Reportance and lowed frontparity/pasements
Flagar Street	82	Cost of Ocean Lin	Regim Street N	Tip Passed	University Fundants	Working	Meauflace and lovel fourgarth/paveneet.
Repler Shreet	101	West of Central Ave	Righten Street N	Trip Madera	Uneven Fostpath and Designment/registration at Base of Post	Wollow	Repurface and level fourgath/perement.
Rugar Shreet	8 10	West of Augusta La	Rugan Street N	Sprage	Damaged Pro School Signage	Weight	Replace/ tread new opcore
Reptin Sheet	01.5	East of Augusta Lin	Rugtur Street N	Vegeteinen	INTERCENT AND ADDRESS FUNCTION	Wolform	Trim back and/or remove vegetation
Report Street	71 20	West of Quintee PM	Righty Threed 8.	Trip MAAPS	Uneven / toopseth and Paseod Dopes	A show	Repuellance and level frontpath/parements
Pagar 20100	82	UNIT LINES	Ragan Street S	Inp Paulet	Edge U Français	N down	Resulting and lovel footgard, pavement
Maper Sevel	14 50	WHEN IT DATAGE INC.	Reger Street 5	vegeteen	manual instruments program	A COM	Then bed and/or remove veperation
August 2014		Contraction of the second seco	August Street 3	Vigetant	Other Documents Posters		Then had hard, un terminant wright allow
Tapar 20%	1 10	CLERK OF DEVOY LT	Income to the second se	VIQUERSON	Forma to the restoring Procession	and the	Transition and/or transmissional
Sector Group	14 10	Cost of Developments	Tester Sector Courte C	Too more	Linear Fuckation		Approximate and several to compare presentation.
Review Christ	112	Freid Proteine Re	Roter Greet C.	Ten Manad	Reined Lie or Fastbach		former and rest reservest
Nacion (Innet	10 10	Kind Patrice At	Region Street M	The stand	Unever Protect		Resultant and loved fundamity bacement
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Reden Shoel	H8.67	East of Party-ten (M	Ractary Street M	Trip Passed	Uneven Fostpath and Roled Eopea	Under	Resurface and level (subject, basement
Region Street	100	United of Personality Roll	Regim Street S	Vegetation	Low Brenches, Overgreen Bryshs	Underst	To terr bank and/ter remount vigetation
Regim Street	828	East of Ocean Lin	Rogim Street N	Vegeteller	Low Hanging Blanches	Working	Trimitack and/or remove vegetation
Nuclear Street	17 84	East of Quintee PM	Ragary Street S	Vegetation	Overhanging Branches and Bush	United	Trim hack and/or remove vegetation
Regim Street	11.22	West of Quinter Rd	Ragan Street S	Vegetation	Outpitten Kupi	Modern	Trim back and/or remove vojetation
Pagian Shreet	16.35	West of Lancom	Righter Street 5	Vegeteiten	Twe Tranks Learning Into Path	Wolform	Trim back and/or remove vapitation
Nuplan Imme	14 12	Kast of Parknew Rd	Regar Street S	Vepetation	Durben Evenweiting Pootpath	Western	Transhark and/tr remount vigelation
Replin: Street	88	Cast of Parkiview Rd	Radian Street 5	Karb Ramp	Plu Perh Panty or Creating	Woters	investigate the installation of footpath.
Repar Short	10.00	Cost of Partness Re	Radam Street N	Vegetation	Dualmen Eliconacting Footparts	Webles	Trim back and/or remove veptation
Pager Steet	15 2	Gast of Provense Rd	Seath Sanctury	TYDE FALLING	8	Modium.	Mu-Lay, and level powers.
Percent Shreet	10.00	South of Call St	Proceed 52	Comediaty	them of the protecturely areas to rescard oppositionally	WORK	Methor to report section 6.17
Period Office	11 1004	Could of Addison Pd	Maccold Street N	Part Party	Comp rest range		Public completent look camp
100001 20100		Doum of Assessing	PROOF 201401	part hamp	Amount to here here a	and the second	multi-completent tentinitaria
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Total Date	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1000 COLUMN	Tarona American	Too Manual	Terrent Lap	5	parent up an payment
Texts Sheet	11.9234	North of Call St	Marcial Short P	Tree Manuard	PleisetLb	a a a	Dated to m parement
People Street	5.92	Num of Cirtis	Pacciel Sheer E	Trowned	Cash Path	a la	Beauface and lovel fourparts/saveneet.
Nected Street	8.924	Number of Call 51	Rectife Sheet E	Trip Manier	Paised Lip	iow	Grint lip on permont
Nexted Street	R (9)	Net of Off SI	Mexical Sheer E	Others	Dickers Vining in Handrads to Marry Beach	i ce	Repair / highlace (broken hand nad
Rectif Snec	HZ 925	Num of DIFSI	Pacciel Smart N	Trip Hunsed	Parent Lip	liow.	faind to an premote
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The case of the ca		Count of Call 20	PRODUCT STREET		Company of	1	Then have a reference vegetation
New Color Control of Color	10.00	fourth of Call Street	THEOREM CONTRACTOR	Too water	term grant	5 3	It must be a start of the second transmission
Secol Search	100	Count of Calify	Bacted Smarth	Tio same	Tate and	1	Researchers and loved forthards becomenter
Noticel Street	12.504	South of CAR St.	Proceed Street N	Vicatellen	Overgram	-	This had and/or remove vanitation
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Nextail Street	H 933	South of Addean Pd	Record Street N	Connectivity	Kud di Funduati	i Care	Investigate the installation of footpath.
Percent Onest	14 545	Numb of College St	Mexical Sheer E	Water	Overgrawn	low	Trim hads and/or remove vegetation
People Sheet	100.40	Numb of College St	Record Street E	Vegetation	Overgram and Uneven (2)	lites.	Trim back and/ur remove vojetation
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liouth Beyne 2012	Γ	et of Notevia Pate	12 Stayter IV	Nets Famp	Keeb Ramp Red Aligned	444	Build compliant lands ramp	-
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Shart Sreet St	15.55	Munth of Carso St.	Stuart Street IV	Tro Facard	These Fudual	and a	Meauflice and lovel fostgarth/pavement
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	512.57		Shunri Street IV	Trp Huard	Depender Frohjuels	ile.	Resurbace and lovel fourparts/paveneet.
	575.1		Sturri Street IV	Kert Flore	Nath Ramp, Mignest	Working	Build compliant last-namp
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Shart Street	11 212	l	Sturri Street IV	Tro Nutera	Disease Findpath	Widow	Resurback and lovel fourtanty/sevenent.
Shuert Sreet ST	575 M		Stuer Street IV	Bip Maper d	Sent or Ramps at Little Basch 21	Working	Dear Debris and monitor
Silvart Street SI	\$15		Winter Street IV	Sig-Hattard	Sand on Marros at Little Boson (2)	Weighter	Clear Delark. and monthar
Stuart Street St	575 HS		Stuart Street IV	Sip Hazard	Sand or Ranpa at Life Boach	Working	Over behris and monitor
Olluari Brited	18.17		Shuert Dreed IV	Sig-Macard		Westure	Oran Defarit-and monitor
Stuart Street	TS 10		Douw1 Street IV	Sip-Hased	2	Wolling	Dowr belark, and excellant
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Stuart Street	212.22	South of Viential S	Shart Street IV	Comediaty	Puir Chronolly Opportunity	Wothow	investigate instalation of podestrian council or refuge
Other Street	8.82	South of Addison Pd	76 I I	Karb Flomp	Matte Harry-Negatinett	Without	fould compliant lant-manp
Total Street	8.0		Vi Deret Dreet IV	Part Homp	Part range august and unrear research		Build compilant limit range
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Shuert Sever	121	Numb of Christians	Sturt Street IV	Connectivity	NU Presentar Access to the Road Ramp	Widow	finause parth is least dear and objects removed
Shuart Street 21	18.0	South of Chaig Are	Block 1 Breed IV	Trip Hadard	Unever Footpath (2)	Weight	Reportance and level frontpath/procement.
Shuart Street	TS 20	Number of Memberships	Shuart Street E	Virgebolist	Outpriser Prints Bed	Weighter	This hash and/or remove vegetation
Shueri Street St.	15-41		Shueri Severi IV	Trip Facerd	Raised Eccipath	Working	Resurtisce and lovel footpath/pervenent
Shuart Breed	15.42		Winter Brown IV	Trip Haland	Planet Pootpath	Western	Resurbare and level funipath/parement
Shund Street	1240		Duart Street IV	Trip Faund	Unevent Products	Wollow	Resurbace and lovel fourparth/prevenent.
Shueri Sevel	1144		Shueri Breed IV	Trip Packed	Droken and Lineven Footpeth	Weble	Reportance and lowed footgrach/pawements
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Ĩ	1004	Cast of N Promotels	Submer Street S	Rat Dans	Nucl. Rance Not Alcoud		the above and the second se
110	VD# 50	Field of James 23	Sudney Please S	Kirb Flores	Digraphic on Keely Namp	100	Build compliant horb range
Systems Faund	106.12	thet of George R	Sydney Road S	Nort Famp	Narle Narrys Unsligenci, Narlo Biolar	444	12.
10	VDR.TS	West of George B.	Systemy Planet S	Kerb Flemp	Karb Rang, Karb Bister and Gradient	N _a th	Build compliant last-ramp
Systemy Preset	2000.000	Kinst of Belgrave St	Bydney Pland N	Suprage	Opri Outlier signs are obscared	4.84	Remove excess signange, wolesign signage fram adole sedems approach.
Sothey Plant St	106.10	West of Euclineas St.	Sythey Ruad 5	Trp Huand	Meany Poopath, Overgreen Impedator and Valer Murch	A.C.	Resurbace and lovel fourparthypavenent.
Systemy Planet 21	106.108	West of Detainy Mo	Systemy Plase N	Trip Pacerd	Damaged Hold Surface of Crossing Location	Wolford	Repurtiest and lovel footpath/pevenant,
Strating Planet	VUK 108	to be at the way set	Bydony NumCN	Trip Hauky	University Property Towards (Processity Line)		Resultare and level had path parenteet
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Burliney Planet	106 120	West of Euclidea St	Budney Plane N	The wave	Unever Protpeth	United and	Resultance and loved fourigatio, (parenerate)
Systemy Parent SP	PDR-13	West of Euclinea St.	Sythery Rund N	Trp Paused	Unexect Pacipal and Service Cover	Widow	Resurfaces and loved fourgarity/presencest.
System Planet 27	108.127	West of Euroleeu St	Sydney Pland N	Trip Placerd	Unware Footpath	Working	Repuellance and level footpath/prevenant:
Today Past	NDR 129	West of Euclidea St.	Sydney Russ N	Trip Hauter	Research Edge and Services Cover District Services (Sovies	-	Level service cover fluch add tarrenuch.
And Annual Control of	TURE 10		a parate data a	The stated	Related Drive and Dreams Trateals		Arrest protect correct faults that your call
Service Date	01900	l	Subset Dracks	Too same	Reined Films of York.		Reported and house thread the second se
Sothers Plant	SYDR 134		Subney Planet N	Tro Pacerd	Unexer Footpath Section	Wedness	Resurback and lower footparts/perversest
System Faund	VDK 15	Kost of Euclase St	Eutoney Planet N	Trip HALAND	Uneven Product Section	Weiters	Resurbary and level fundpath/parenent
Systems Firmed	rDR:136	Cast of Custons St.	Systemy Planet N	Trip Haused	Uneven Footpath near Edge	Working	Assumbure and lovel fourparty/paveneet.
System Planet Dr.	NDR 137	West of 12 Promotes	Sydney Pland N	Trp Hader	Unever Parens	Weight	Repuellance and leverd frontparity/preventionic
94.0	r06 tol	West of IV Promentate	Systemy Planet N	Trip Hauard	lifeoing Parts	ALL DO	Resurbace and lovel fourparth/parenteett
	VDR-130	West of IV Promente	Systemy Planci N	Trip Facerd	University Varients	Wothow	Repurties and lovel fourpart/perement.
Rydney Planet	010010	Note of the Properticity	Bydney Nune(N	Trip Haland	Planet Coper at Dentise Cover and Math.	-	Level service over fluch all hart service di-
	PLIK MI	UNIT OF DEGREE 2	Systems Fease In	IND FALLING	University Products at New University	and the second	Resultance and lover hostparthypevervest.
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they Planet		CONTRACTOR AND ADDRESS OF ADDRESS	an example a financial	In party of the local division of the local			
	SYD# 19	Peet of European Bill	Bydney Plase 3	Try-Mader	Uncovered Drain and Plaised Edges	Weight	Repuellance and level fourgarity/powement:
ney Ruad		thet of Belgraw St	System Rand 2	Trip Huand	Unever-State of Prod	Without	Ro-Lay and lived parent.
	- 1	Viet of Eurison St.	Sydney Plast 5	Trip Hazard	Uneven Foodpart, Demoge by Tree Root	Working	Assuriace and lovel footpath/powement.
		thest of Eventoon St.	Bydney Pland 3	Trip Haland	Unever Postparth, Demography Tree Root	Weight	Repuellance and levert floatigueth/processment
		Peet of Euclinea St.	Sythey Plast 5	Trip Huterd	Unever Staffoor at Service Cover and Unever Fooglaffi	Wollow	Meauflace and lovel fourpartic/pavenent.
	- 1		Systemy Planet S	Trip Madera	Footpath Lip at Surream Service Cover	Wolfore	Lovel service cover fluid's with serrounds
			System Runkt 3	Trip Hauard	Unever Protpeth of Bess of Post	Weighter	Resultane and loved footpath/pavenent
			Sydney Pland 5	Trip Facand	Uncovered Driver and Deding	Wotevas	Mountains and lovel fourpartitypowenest.
Inter Planet			Sydney Plast 3	Trip Hadard	Unever Postpart Surface	Weight	Repuellance and lowed frontpath/bearment:
			Sydney RawCS	Trip Haused	Unever Road Surface at Dreamp Leather	Wollow	Resurface and lovel fourpartic/provenent.
			Sydney Road S	Trip Naced	Uneven Footpath and taiwat Lip at Service Cover	Working	Resummers for operative preservent
trig Planet 201			System Plant 3	Trip Halant	Parsent Service Cover	Netwo	A read spendor others flught with same survively
			Sythroy Planci S	Trip Faund	Unever Product and Roord FOG, Reveal Service Life	Wotevas	Mountum and lovel fourpartitypowenest.
			System Plast S	Try: Facility	Uneven Plevement/near Service Cover and Marb	Workum	Resummers and level forigath/pevennent
			System Pland 3	Trip HALAND	Looke Down and Uneven Parens	Wellow	Bar-lay and lived parent.
			System Planet N	Trip Facerd	Unever Footpath and Rolend Edges	Working	Benumbers and lovel footparth/pevenent
			Budiety Plasel N	Trip Hadded	Uneven Producth and Raised Edges	Weight	Reputition and loved footpath/peasement;
			System Planck	Wepetation	Contracying Blanck	Wedness	Trim back and/or remove vogetation
The			Sudney Plast N	Tro Paciero	Uneven Footpath and Roked Edges	Working	Repurface and level footpath/pevenent
			Buttery Plant N	Trip Hadard	Planet Lp in Poolpath	Vision	Dated lip on pavement
nei Pand			Sydney Plast N	Tro Facer	Unever Fundum and Resol Eager	Wolfore	Resurbus and lovel footpath/pavement
			Budney Pload N	True waters	Plained Exten in Postpath	Under	Resumbary and loved footpath/pavement
Fund		Γ	Subley Plant N	Violation	Certinen Ruthes	ALC: N	To leav hand, and for removes voised allow
			Suthery Read N	Vecetation	Overhanging Branches	and the	Trim tack and/or remove vantation
Final			Budney Plant N	Vicension	Overhening Brenches	Under	Princhash and/or remove vegetation
			Suthey Reach	Vecetation	Overlanging Bunches	ALC: N	
			Burban Brain C	University	Hedose Coarterroine Ecobach		Their had and he remove consisting
			Control 1 months	Line and	Contraction Unsubline		Print that and he remove remove and
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			Control 1 March 2	The second	Insum Rana of Basis		Instantiation and to the comparison potentiations
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			Control Provide A	The stated	terrative regions and approve angle in our a		Restored and street transporting provide state
			Control Total C	Too second	Design Products of Garls		mean when and have formula to an annual
			The second strength of	The Reserved	List of Down and Listoner Down of Dust		for a state and to all form the formation of
			0.00014 Guttaliz	The second	top on some star over one water of the		Anterior and the standard program with the standard
And Local Contract of Contract			S Jacob Margaret S	Trip Maders	University or comparer at their 2 mean university		Reputrients and lovel fourtparty/proversies
			System Plancia	Districted	Value must car must value have	WORK	Internation or install organized to see of water history
	- 1		System Planet 5	Trip Maneral	Paraset Lip at Cover and Uneven Surface at Onvexage	Wolfore	Resurface and lovel footpath/pevernent:
		first of James St	System Planet 3	Trip Hauard	Uneven Dates of Proxi and Chebled Service Cover	No.	Resumbary and level final pully provenent
		Cast of James St	Sythey Read 5	Trip Facand	Unever Floriguet Surface	Working	Besumhars and lovel footparth/powement.
Ny Paul Dr.		Stool of James St	System Plast S	Trip Habird	Uneven Postpath Surtice	Weblers	Resummers and loved footgasth/prevenent
		Cast of James St	System Pland 5	Trip HALAND	University Fundpath, Tree Plout Chernispe	Wedness	Besurface and lovel fourparts/paveneet.
		Card of James Di	System Planet S	Trip Facers	Subter-Dange in Level and Uneven Same of Port	Workum	Resummers and lovel fostpath/pavement
		South of James St	Bydney Pluad 3	Trip HAMAN	Uneven Base of Pinel and Up of Driveway Cripe	United	Reputition and loved fouripath/postment
trey Planet 271		Cast of James St	Systemy Planet 5	Trip Faulty of	The Real rear Fungation	Wollow	Resurbus and lovel fourparts/pavenest
		Direct of Jammers 20	System Plase S	Trp-Facer1	Plained Edge at Genege	Wedness	Reputition and loved footgasth/peasement.
		Visit of James St	System Planch	Trip HALAND	Plack Ledge on Box of Postpath	Weighter	Resurbare and level footputh/processes
		Card of James St	Sothery Plant 5	Tro Facerd	Unever Footpart Surface New Territe Cover	Wodow	Resurbus and lovel footpath/pevenent.
		thest of James St	Buttery Plant'S	TYD: MAANT	Uneven Protpath at Base of Post, and Service Covers	Under	Resumbare and lovel footpath/provement
		thet of James St	Subrey Plant's	TYD PALANT	Planed Lid	Wedness	Resultance and loved footparts/pavement.
Inter Planet SP1		Tool of British Rd	Sydney Plast 5	Tro-Manieri	Uneven Footpath near Unit and Moss Dowth	Wedness	Reportions and lovel footpath/pevenent.
		Cost of Boyany Rd	Buttoey Plant 3	Tro-water	Universit Production Service Covers	Wedness	Resultane and level funipath/pavenent
Inc. Find	SrD#-65	Cast of Devisy Re	Sythey Plant 5	Trp-Manuel	Unever Foodurt new Edge and Service Covers	Widow	Assurbuce and lovel fourparts/pavement.
		Total of Benary Put	Budney Plead N	Trip MAAPI	Plained Edges at Service Covers	Webler	Level service cover flush with servounds
		Local Breaky Rd	Systemy Road 3	121	Uneven Frightlin neur Bose of Prise	Western	Resultance and trivel fourparts/paveneet
		Peet of Devisy No.	Sythey Read S	Trip Hazard	Raised Lips at Service Careta	Workum	Lovel service cover fluth with surrounds
		thest of Cherry-R	Buttony Picael 3	Trip Haland	Uneven Protpeth near Edge	United	Resultant and level footpath/pavenent
File		thet of George St.	System Planet S	Trip Hazard	Unexet Finished new Date and AdI, Lip or Oster Increases	Widow	Meaurians and lovel fourpurb/pavenent.
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Find		then of George St	System Plant 3	Trip Haland	Lip-et Edge-of Providiene	Weighter	Resultant and lovel funipath/parenterit
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