

# AGENDA

## **NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING**

Notice is hereby given that a meeting of the Northern Beaches Council Local Traffic Committee will be held in the Flannel Flower Room, Civic Centre, Dee Why on

**TUESDAY 3 OCTOBER 2017**

Beginning at 9:30am for the purpose of considering and determining matters included in this agenda.



**Ben Taylor**  
**Deputy General Manager**  
**Environment and Infrastructure**

## **Voting Members**

Chair – General Manager Environment & Infrastructure – Northern Beaches Council	Mr Ben Taylor
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Alex Coates
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

## **Non Voting Members**

State Transit Authority, Brookvale Depot	Mr James Forsyth
Forest Coach Lines	Mr Jay Zmijewski
Manly Warringah Cabs Co-operative Society Ltd	TBC
Cycling Representative	Mr Owen Dunne

## **Officers**

Executive Manager Transport and Civil Infrastructure	Mr Andy Davies
Transport Network Manager	Mr Phillip Devon
Senior Traffic Engineer	Mr James Brocklebank
Civil Design & Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Sunny Jo
Traffic Engineer	Mrs Rezvan Saket
Traffic Engineer	Mr John Gill
Traffic Officer	Mr Shankar Pandey
Traffic Officer	Mr Velsamy Sankaran
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Administration Officer	Ms Lisa Monk

## **Visitors**

Nil

## **Agenda for a meeting of the Northern Beaches Council Local Traffic Committee**

**to be held on Tuesday 3 October 2017**

**in the Flannel Flower Room, Civic Centre, Dee Why**

**Commencing at 9:30am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AN DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 5 September 2017	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....</b>	<b>2</b>
4.1	Little Manly Beach, Craig Avenue, Manly - Parking Modifications including disabled parking and relocation of a driveway .....	2
4.2	Arthur Street near McIntosh Road, Dee Why – Request for Parking Restrictions.....	8
4.3	Waine Street Freshwater - Cul-de-sac Parking Restrictions.....	10
4.4	Bungan Head Road, Newport - Cul-de-sac Parking Restrictions.....	12
4.5	Campbell Avenue, Dee Why - 'No Stopping' around Pedestrian Refuge .....	14
4.6	Pittwater Road and Sterland Avenue, North Manly - 'No Stopping' Yellow Edge Line.....	16
4.7	Various Streets - Temporary Closures for "Meet Your Street" Events .....	18
4.8	Harkeith Street, Mona Vale - Temporay Road Closure .....	25
4.9	Newport Beach Festival - Sunday 26 November 2017 .....	39
4.10	Request for Works Zone .....	45
<b>5.0</b>	<b>MATTERS FOR NOTATION</b>	
	<b>NEXT MEETING Tuesday 7 November 2017</b>	



## **2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST**

### **2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 5 SEPTEMBER 2017**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 5 September 2017, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

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### **2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST**

## **3.0 REPORTS TO PROCEED TO COUNCIL FOR APPROVAL**

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>LITTLE MANLY BEACH, CRAIG AVENUE, MANLY - PARKING MODIFICATIONS INCLUDING DISABLED PARKING AND RELOCATION OF A DRIVEWAY</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/230618</b>
<b>ATTACHMENTS</b>	<b>1 Work Location: Little Manly Beach, Craig Avenue, Manly 2 Existing and Proposed Parking Layout 3 Letter from Resident</b>

**UBD Ref:** 198 C13

### REPORT

#### BACKGROUND

Council has received a request from a resident to provide disabled parking at Little Manly Beach, Craig Avenue, Manly. The resident has also raised this issue with the Disability Discrimination Commissioner. An investigation was conducted on the feasibility of providing disability parking and associated parking layout modifications.

#### LOCATION

Little Manly Beach off-street carpark, Craig Avenue, Manly.

#### ISSUES

- Currently there are eight (8) spaces of 60° angle parking with varying dimensions that are available for vehicles under 6m. Parking bays have been marked. Additional parking for trailers is also available.
- The parking proposal maintains that the total number of parking spots for vehicles under 6m includes:
  - One (1) disabled parking space which complies with Australian Standards AS 2890.6.
  - Seven (7) 90° angle parking spots.
- The existing driveway cannot be used effectively due to its proximity to an informal boat storage area beyond it. It is therefore proposed to relocate it 4.8m in a south-west direction.
- A vehicular crossing shall be constructed without a lip to facilitate disabled access from the driveway to the footpath while maintaining use of the ramp as a vehicle crossing. The area in front of the driveway will be hatched as per AS 2890.6 to denote its use as a disabled unloading area.
- Existing bay markings will be removed and new bay markings at a 90° angle will be added to facilitate ease of access to the parking bays. Associated signs and pavement markings will also be updated.
- An existing redundant 'No Parking' (Right) sign will be removed.

**CONSULTATION**

All properties in Craig Avenue and on both sides of Stuart Street, within approximately 75m of the carpark, have been advised of the change and invited to submit comments. Only two submissions have been received. One of those raised a concern about the proposal on the basis that there was already disabled parking available on Stuart Street. As outlined in the disabled resident's submission (attached) this space does not provide for suitable access to the water whereas the proposed disabled space in the Craig Avenue carpark would. The Manly Community Forum has also been invited to provide feedback and raised no objection to the proposal.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee support the proposed parking modifications at the Little Manly Beach carpark including:

- A. Modification of parking from a 60<sup>0</sup> to 90<sup>0</sup> angle.
  - B. Creation of a disabled parking bay and associated signs and pavement markings.
  - C. Relocation of the vehicular crossing.
  - D. Creation of a combined disabled ramp and vehicular crossing.
  - E. Removal of existing 'No Parking' (Right) sign.
-

**Work Location: Little Manly Beach, Craig Avenue, Manly**

Figure 1: Locality

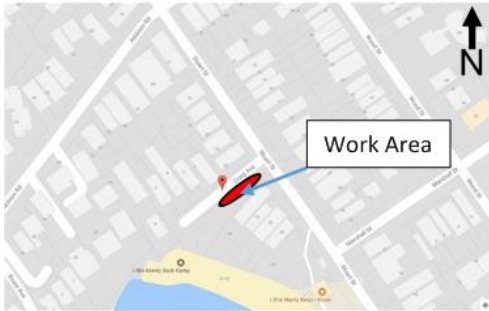


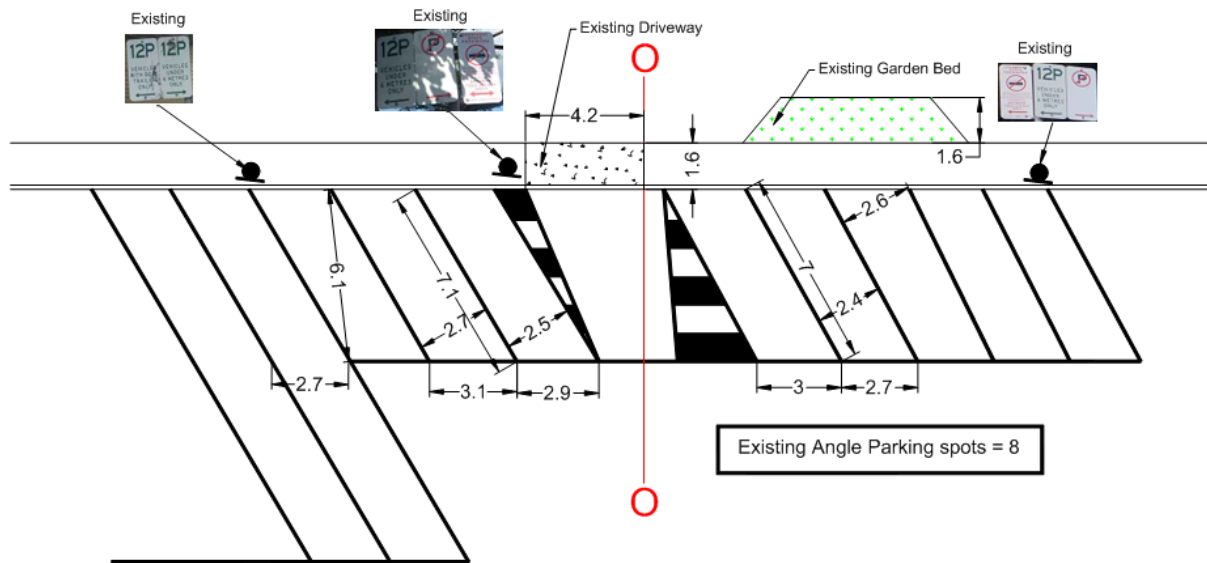
Figure 2: Arial View



Figure 3: Work Area ...(Street View)





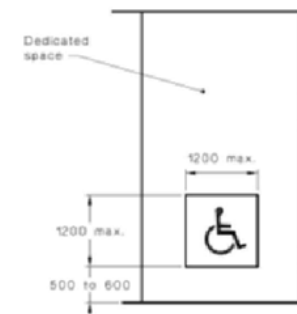
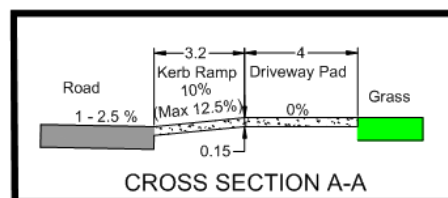
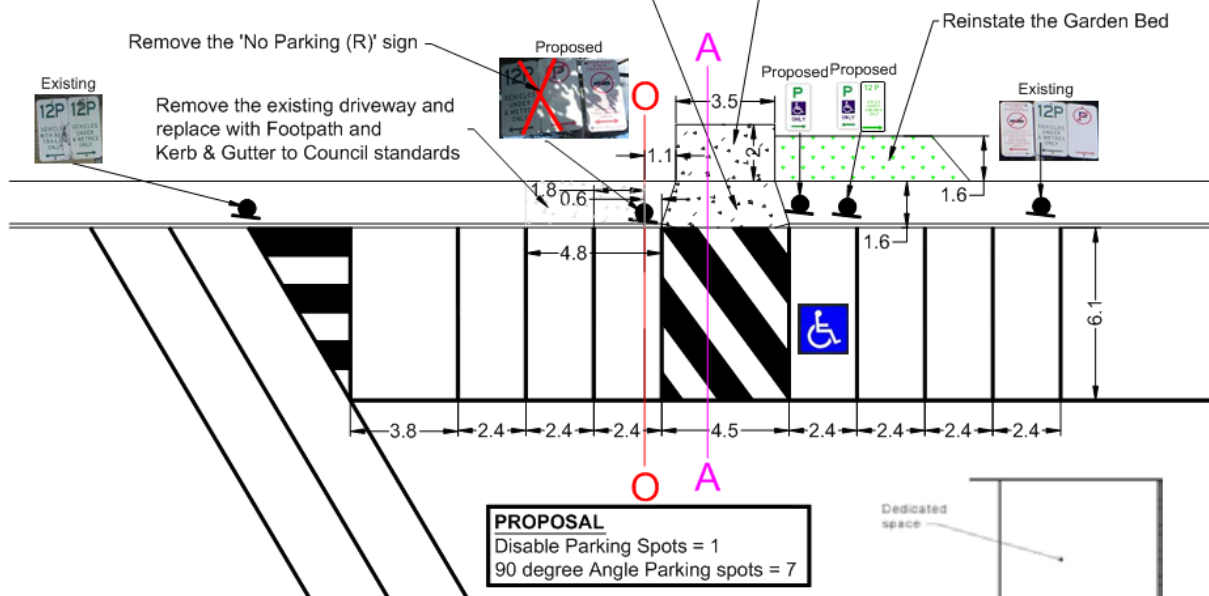


## EXISTING PARKING LAYOUT

ALL DIMENSIONS in 'm'  
NOT TO SCALE

Construct the Kerb ramp with 150mm thickness and 25MPa Compressive Strength to the vehicular crossing standards without the lip to comply with Disable Access Standards.  
*(It should be used as both kerb ramp & vehicular crossing.)*

Construct driveway pad as per Council Standards (Thickness 150mm, 25MPa)



DISABLED PARKING LOGO

### NOTE

- Parking bay markings should be marked with 100mm wide unbroken white line.
- Pavement hatching should be done with 200mm wide white line at 200mm spacing.

## PROPOSED PARKING LAYOUT

ALL DIMENSIONS in 'm'  
NOT TO SCALE

### Traffic Committee Submission

My name is Riana Head-Toussaint and it is my submission that an accessible parking bay should be installed in the car park in Craig Avenue, behind Little Manly Beach.

I am a young woman with a disability (Paraplegia) which means that I use a wheelchair to get around. I have lived on the Northern Beaches my whole life. As such, I am a keen swimmer and love to spend as much time as I can in the ocean during summer.

One of my favourite beaches to swim at is Little Manly beach. It is a beautiful, safe beach, and it is one of the very few beaches that actually has *paved* access (via the boat ramp) INTO the water, meaning that I am actually able to access the water independently from my wheelchair and go swimming by myself. I can only think of *one* other beach in the whole of the Northern Beaches that has such a setup.

When I was a child, my family and friends would carry me across the sand and into the water, so I was able to access many beaches along the Northern Beaches strip. However, it is very hard for me to go to beaches without paved access nowadays, because its too hard to get across the sand – I can't push across it independently, and it is tiring and hot work for my family and friends. As such, Little Manly beach is literally one of my only options for future beach use that is near to my home and realistic for me to go to frequently in summer.

However, I cannot access the beach without adequate parking options.

The best and safest place for me to park when going to Little Manly beach is in the car park in Craig Avenue. This is because it has *flat* parking bays, there is no risk of cars driving past as I am entering/exiting my car, and the boat ramp comes right off it.

When I park in the surrounding streets (eg. Stuart St) which are all on hills, I cannot transfer safely because of the gradient, I cannot push back up the hills to get back into my car, and I run the risk of cars hitting me as I transfer into my wheelchair due to the narrowness of the streets – especially as there are cars parked on either side. There is one designated accessible parking space in Stuart St, but for the aforementioned reasons it is not a safe, viable parking option. In addition, the path from the Stuart St accessible parking spot does not actually allow me to access the water. I appreciate that it may work for some people, but for wheelchair users such as myself it is dangerous and so effectively not an option.

It is because of the issues above that I park in the Craig Ave car park. However, Craig Ave car park does not contain *any* designated accessible parking bays, and so at present I am having to park in the other limited spots available in the car park. These spots fill up very quickly, and I often get parked in and have to get strangers to move my car for me. This is why I need a designated accessible parking bay; to ensure that I have the extra space to get in and out of my wheelchair without getting parked in.

I want to access Little Manly beach because it is one of my only remaining beach options, but I cannot do that if I cannot park safely. Without a designated accessible parking spot in Craig Ave, my chances of actually being able to access Little Manly beach are extremely slim. I've seen lots of older people using the ramp to access the beach too, and so I think that installing an accessible parking spot in the Craig Av car park would benefit lots of members of the community, not just myself.

Thank you so much for taking the time to read my submission. I hope you will agree to the installation of an accessible parking spot in the Craig Avenue car park.

Yours sincerely,  
Riana Head-Toussaint



<b>ITEM 4.2</b>	<b>ARTHUR STREET NEAR MCINTOSH ROAD, DEE WHY - REQUEST FOR PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2017/346537</b>
<b>ATTACHMENTS</b>	<b>1 Proposed Plan for Parking Restrictions on Arthur Street</b>

**UBD Ref:** 178 A4

## **REPORT**

### **BACKGROUND**

Council has received a request from a resident of Arthur Street regarding the road conditions in Arthur Street near McIntosh Road, Dee Why. As the road width of Arthur Street is limited, drivers encounter difficulties when trying to pass each other when vehicles are parked on both sides of street.

### **ISSUES**

There are existing 10m statutory No stopping lines at the intersection of Arthur Street and McIntosh Road. However, with only one driveway for the first 45m from the intersection, drivers found it difficult to pass each other with increasing numbers of parked vehicles. To improve the traffic flow, Council is proposing an extension of the No Stopping yellow line on the west side of Arthur Street to the driveway of No.4 Arthur Street near McIntosh Road. The proposal will result in the removal of one car space.

### **CONSULTATION**

Residents from 1-6 Arthur Street, Dee Why, have been advised of the change and invited to submit comments. At the time of this report Council has not received any comments regarding this proposal.

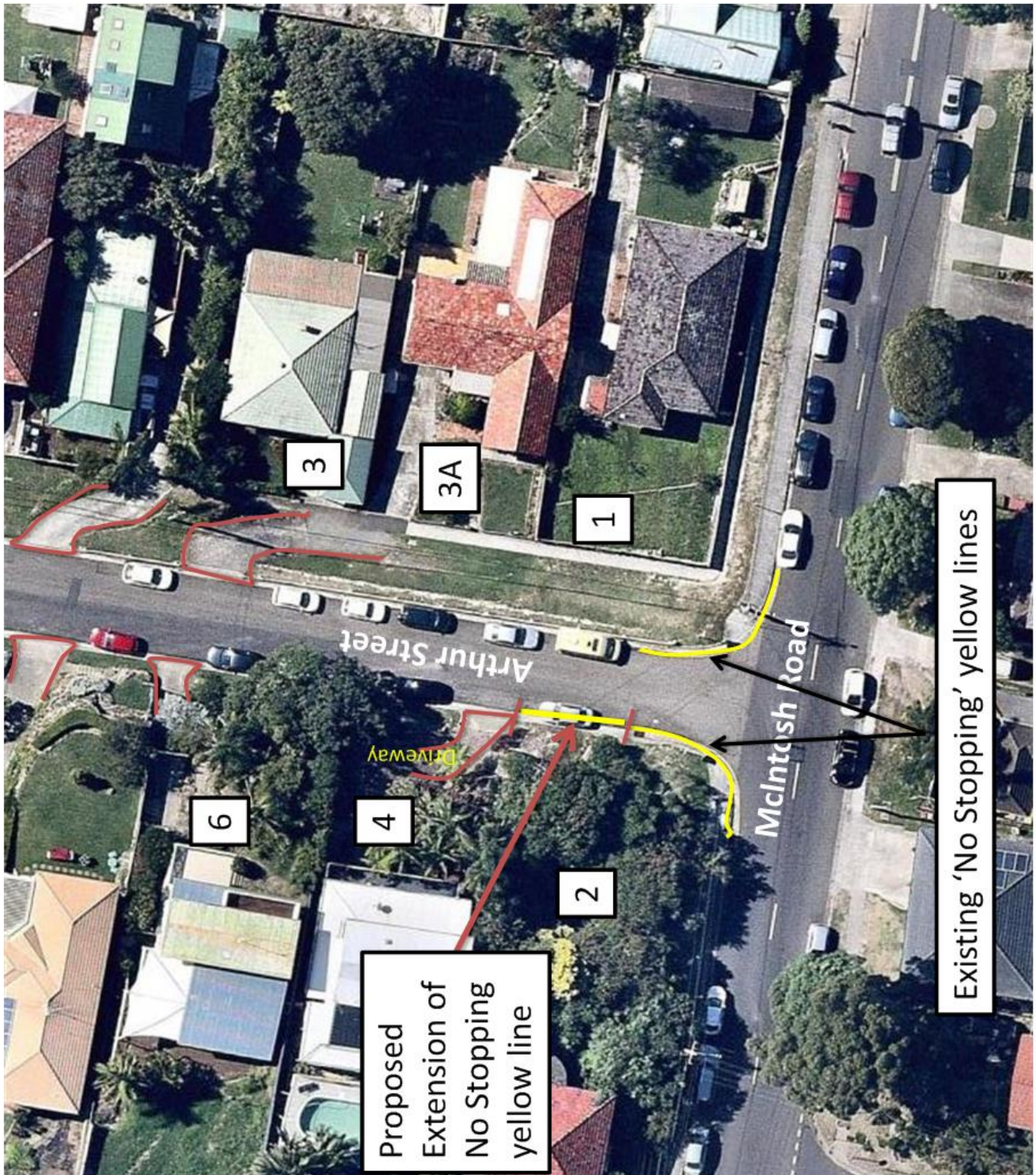
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the existing yellow No Stopping lines on the west side of Arthur Street, Dee Why, be extended to the driveway of No.4 Arthur Street, Dee Why.

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**ITEM 4.3                      WAINE STREET FRESHWATER - CUL-DE-SAC PARKING RESTRICTIONS****REPORTING OFFICER              TRAFFIC ENGINEER****TRIM FILE REF                      2017/337697****ATTACHMENTS                      1   Waine Street, Freshwater - No Parking Restrictions****UBD Ref: 197 P1****REPORT****BACKGROUND**

Council has received complaints from local residents and Council's Waste Collection Service that they have difficulty using the cul-de-sac at the end of Waine Street, Freshwater, when vehicles are parked around the cul-de-sac.

To assist Council's Waste Collection vehicles to use the cul-de-sac Council proposes the installation of 'No Parking 8:00am-12:00midday Thursdays'. Thursdays are garbage collection days for this section of Waine Street.

**RESIDENT CONSULTATION**

Council sent a resident survey to all residents within approximately 100m of the cul-de-sac at the end of Waine Street, Freshwater.

Council received five replies. All replies appreciated the difficulty the garbage trucks had using the cul-de-sac when cars are parked around the cul-de-sac. Two residents supported full-time No Parking while the other three supported No Parking only on garbage collection days (Thursdays) because of the tight parking situation in the street.

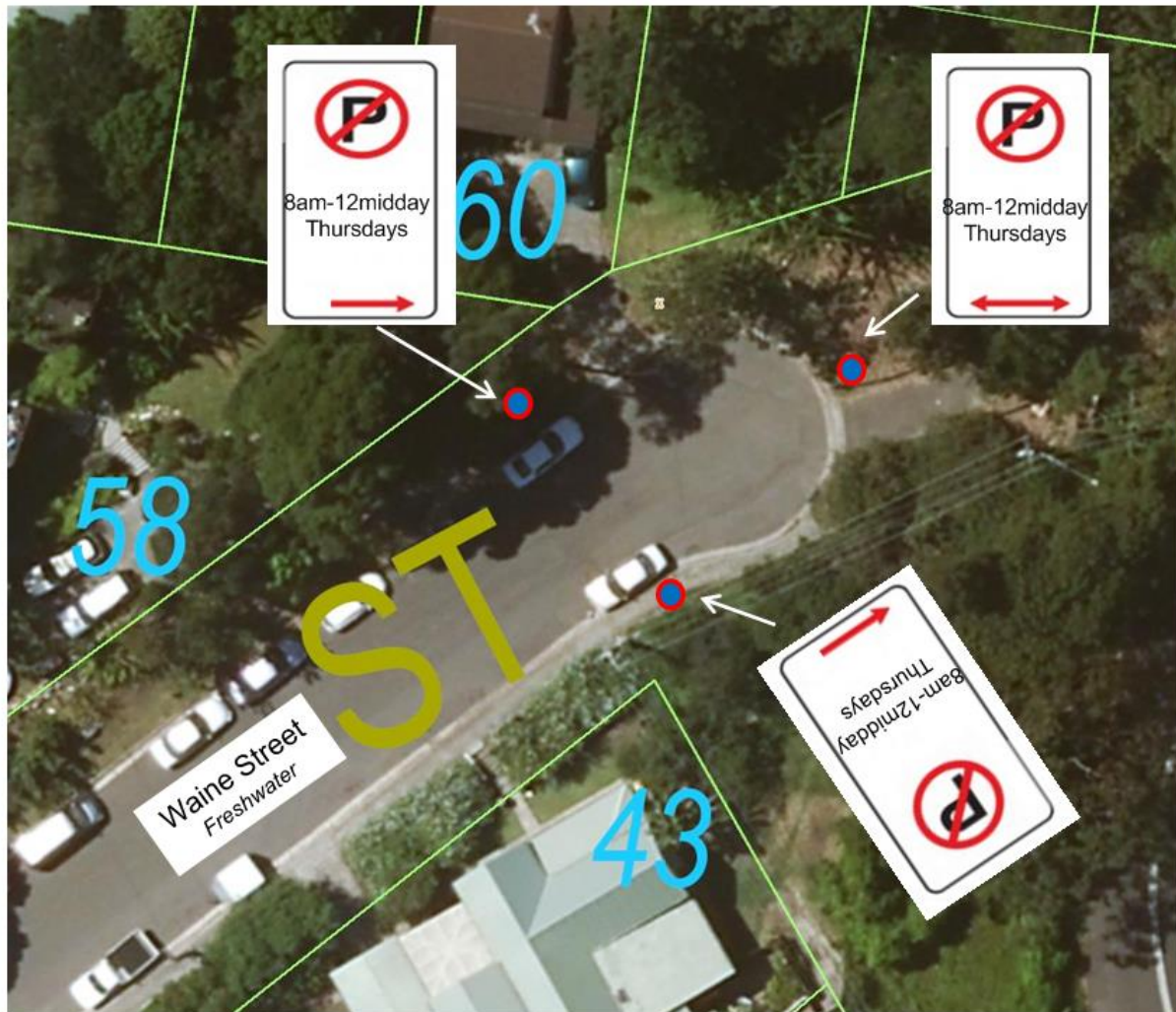
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Parking 8:00am-12:00midday Thursdays' which are garbage collection days for the cul-de-sac at the end of Waine Street, Freshwater.

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'No Parking' sign post  
(approximate location)



PROPOSAL

WAINE STREET, FRESHWATER  
PARKING RESTRICTIONS



northern  
beaches  
council

**ITEM 4.4                                      BUNGAN HEAD ROAD, NEWPORT - CUL-DE-SAC PARKING RESTRICTIONS****REPORTING OFFICER                      TRAFFIC ENGINEER****TRIM FILE REF                              2017/337925****ATTACHMENTS                              1   Bungan Head Road, Newport - No Parking Restrictions****UBD Ref: 118 N13****REPORT****BACKGROUND**

Council has received complaints from Council's Waste Collection Service that they have difficulty using the cul-de-sac at the end of Bungan Head Road, Newport, when vehicles and trailers are parked around the cul-de-sac. The garbage truck drivers report that it is extremely dangerous reversing trucks along this narrow section of Bungan Head Road.

To assist Council's Waste Collection vehicles to use the cul-de-sac at the end of Bungan Head Road, Council proposed to install 'No Parking 6:00am-6:00pm Wednesdays'. However, the local residents have replied that they would prefer the cul-de-sac was full-time 'No Parking'.

**RESIDENT CONSULTATION**

Council sent consultation letters to all residents within approximately 100m of the cul-de-sac. Council received three replies all in favour of full-time 'No Parking' because they contend the cul-de-sac is always difficult to use when cars or trailers are parked in the cul-de-sac.

One resident wants to discuss with Council the exact location of the sign posts.

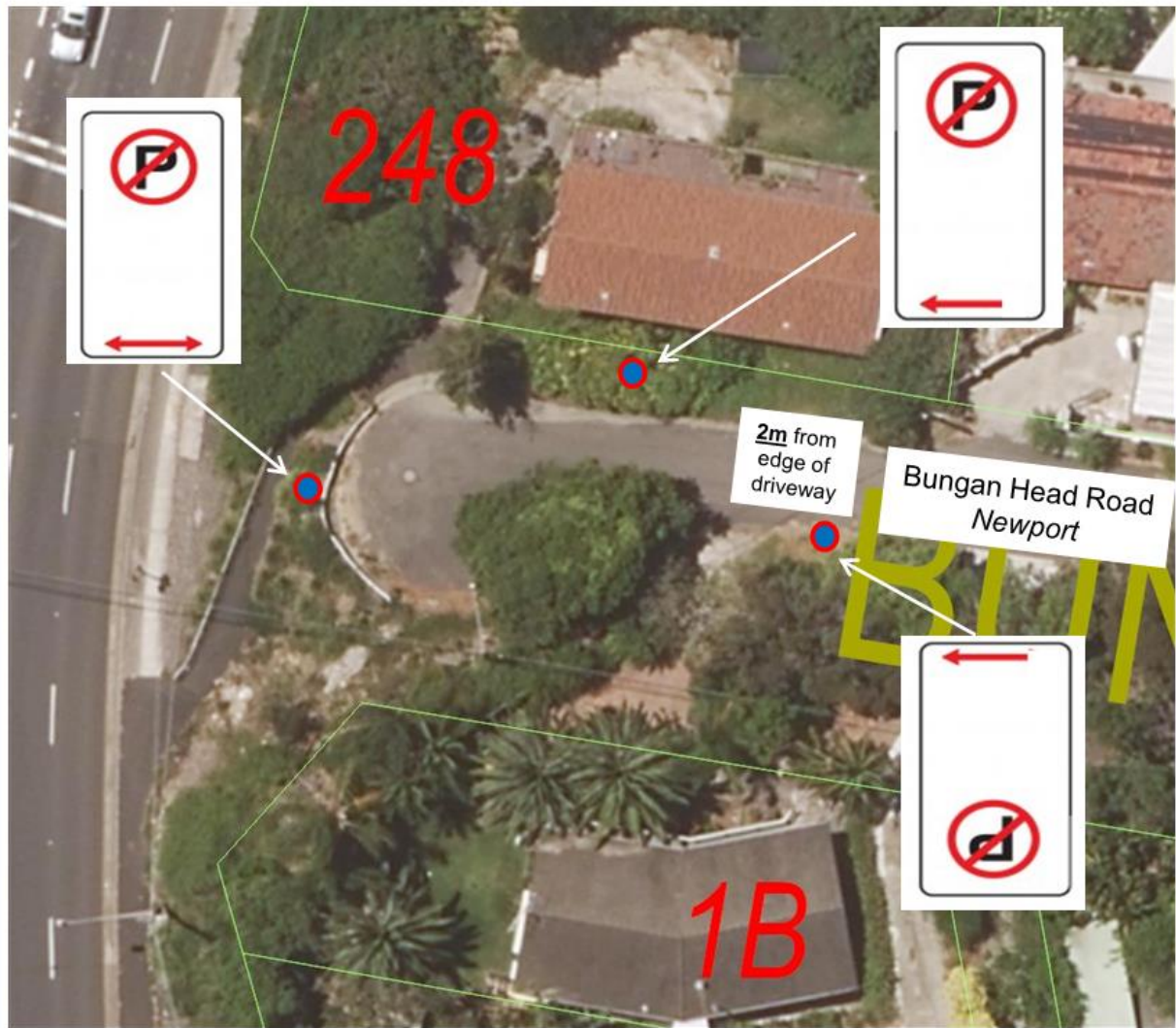
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of full-time 'No Parking' in the cul-de-sac at the end of Bungan Head Road, Newport. The location of the 'No Parking' signs will be discussed with the local residents directly affected before they are installed.

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'No Parking' sign post  
(approximate location)



PROPOSAL

BUNGAN HEAD ROAD, NEWPORT  
PARKING RESTRICTIONS



northern  
beaches  
council

<b>ITEM 4.5</b>	<b>CAMPBELL AVENUE, DEE WHY - 'NO STOPPING' AROUND PEDESTRIAN REFUGE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/337976</b>
<b>ATTACHMENTS</b>	<b>1 Campbell Avenue, Dee Why - Pedestrian Refuge 'No Stopping' Signs</b>

**UBD Ref:** 178 C1

## **REPORT**

### **BACKGROUND**

The Pedestrian Refuge on Campbell Avenue, Dee Why, was installed in May 1994 as a safe pedestrian crossing for pedestrians and cyclists using the South Creek Reserve pathway. Since 1994 Roads and Maritime Services have revised the 'No Stopping' distances around pedestrian refuges.

As there are an increasing number of pedestrians and cyclists using the pathway and the pedestrian refuge on Campbell Avenue it is proposed to update the 'No Stopping' distances either side of the pedestrian refuge in accordance with Roads and Maritime Services Technical Directions June 2011 – Pedestrian Refuges.

The attached plan shows:

- The 'No Stopping' sign (R) on the west side of Campbell Avenue south of the pedestrian refuge needs to be relocated 20m south of the pedestrian refuge.
- The 'No Stopping' sign (L) on the west side of Campbell Avenue north of the pedestrian refuge does not need to be relocated.
- A new 'No Stopping' sign (L) on the east side of Campbell Avenue south of the pedestrian refuge needs to be located 10m south of the pedestrian refuge.
- The 'No Stopping' sign (R) on the east side of Campbell Avenue north of the pedestrian refuge needs to be relocated 20m north of the pedestrian refuge.

### **RESIDENT CONSULTATION**

Council sent survey letters to all residents within approximately 50m of the pedestrian refuge. The closing date was 8 September 2017. No responses were received.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee support the relocation of the 'No Stopping' signs around the Pedestrian Refuge on Campbell Avenue, Dee Why, adjacent to the South Creek Reserve pathway, due to the increasing number of pedestrians and cyclists using the pedestrian refuge.

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	PROPOSAL	 northern beaches council
	CAMPBELL AVENUE, DEE WHY PEDESTRIAN REFUGE NO STOPPING	

<b>ITEM 4.6</b>	<b>PITTWATER ROAD AND STERLAND AVENUE, NORTH MANLY - 'NO STOPPING' YELLOW EDGE LINE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/346598</b>
<b>ATTACHMENTS</b>	<b>1 Pittwater-Sterland - 'No Stopping' Yellow Edge Line</b>

**UBD Ref:** 177 L14

## **REPORT**

### **BACKGROUND**

A resident of North Manly has complained to Council about sight distance when turning right from Sterland Avenue onto Pittwater Road, North Manly.

The intersection is on a slight acute angle so there is an issue with watching for a gap in southbound traffic and at the same time checking for a gap in northbound traffic from Manly which requires turning around more than ninety degrees.

An inspection revealed vehicles parked on Pittwater Road right up to Sterland Avenue. These parked vehicles restrict the sight distance for northbound traffic. Also, the northbound lanes appear slightly lower than the southbound lanes which further exacerbates the problem when vehicles are parked right up to the intersection.

### **ACCIDENT STATISTICS**

Road and Maritime Services accident statistics have recorded four injury accidents at the intersection of Pittwater Road and Sterland Avenue since 2011. Two accidents were from a vehicle exiting Sterland Avenue onto Pittwater Road and hitting a vehicle turning right from Pittwater Road into Sterland Avenue, one from a vehicle attempting a "U-turn" and one from a vehicle exiting Sterland Avenue and hitting a vehicle heading north on Pittwater Road towards Warringah Mall.

### **RESIDENT CONSULTATION**

There has been no resident consultation as the 'No Stopping' signs do not have an impact on local residents and it is only proposed to install the 'No Stopping' yellow lines for the statutory 10m from the intersection.

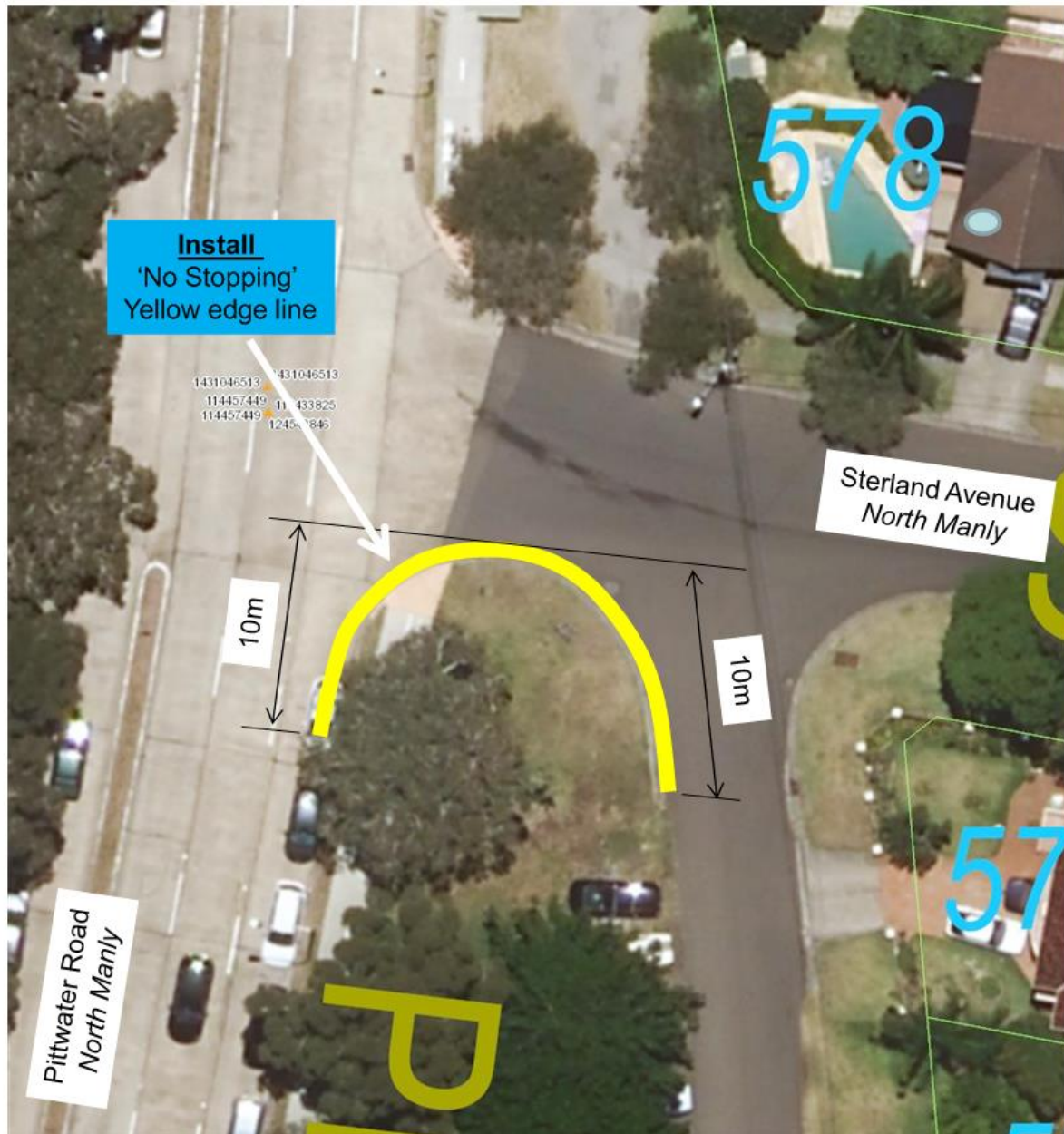
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee support the installation of a 'No Stopping' yellow edge line around the south east corner of the intersection between Pittwater Road and Sterland Avenue, North Manly.

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PROPOSAL

PITTWATER ROAD – STERLAND AVENUE  
NORTH MANLY

'NO STOPPING' YELLOW LINE



**ITEM 4.7                                      VARIOUS STREETS - TEMPORARY CLOSURES FOR "MEET YOUR STREET" EVENTS****REPORTING OFFICER                      SENIOR TRAFFIC ENGINEER****TRIM FILE REF                              2017/347466****ATTACHMENTS                              1 Meet Your Street - Traffic Control Plan (TCP)****UBD Ref:**

1. Pine Street – 198 B6
2. Violet Street – 197 F9
3. Charles Street – 198 C2
4. Crescent Street – 197 A7
5. Ernest Street – 197 J13

**REPORT**

Council has received applications for temporary road closures to facilitate “street parties” under the Council’s “Meet Your Street” initiative. This program was initiated to support residents who wished to close their street for a few hours for a street party. These events are supported in view of the positive outcomes in terms of community building and good neighbourly relations. Council assists residents by preparing and implementing a standard Traffic Control Plan which has previously been approved for this type of event by the former Manly Council Traffic Committee. The requested locations for the temporary road closures (utilising TCP No. 1 as shown in the attachment) are as follows:

- (i) Pine Street, Manly - between Smith Street and Collingwood Street on Sunday 3 December between the hours of 4:00pm and 8:00pm.
- (ii) Violet Street, Balgowlah - between Maretimo Street and Wanganella Street on Saturday 28 October between the hours of 2:00pm to 6:00pm.
- (iii) Charles Street, Fairlight (No.s 1 to 12) - between Cohen Street and William Street on Sunday 10 December between 2:00pm and 6:00pm.
- (iv) Crescent Street, Fairlight - between Griffith Street and Sydney Road on Saturday 9 December between 3:00pm and 7:00pm.
- (v) Ernest Street, Balgowlah Heights (No.s 1 to 29) - between Condamine Street and Glenside Street on Sunday 3 December between 4:00pm and 8:00pm.

The impacts on traffic resulting from the temporary road closures are expected to be minimal, for the following reasons:

- The roads function as local roads with low traffic volumes.
- There are no bus service routes that run along the requested road sections.
- Alternative routes are available for through traffic and connecting roads.
- There have been no recorded accidents along these road sections within the last five (5) years.
- The temporary road closures are to be held on a Saturday or Sunday afternoon or evening when traffic impacts will be minimal and of a non-critical nature.

Access for pedestrians and cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the attached Traffic Control Plans (TCP). The standard street party conditions must also be adhered to in conjunction with the TCP, as outlined in the attachment.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee approves the temporary road closures at:

- (i) Pine Street, Manly - between Smith Street and Collingwood Street on Sunday 3 December between the hours of 4:00pm and 8:00pm.
  - (ii) Violet Street, Balgowlah - between Maretimo Street and Wanganella Street on Saturday 28 October between the hours of 2:00pm to 6:00pm.
  - (iii) Charles Street, Fairlight (No.s 1 to 12) - between Cohen Street and William Street on Sunday 10 December between 2:00pm and 6:00pm.
  - (iv) Crescent Street, Fairlight - between Griffith Street and Sydney Road on Saturday 9 December between 3:00pm and 7:00pm.
  - (v) Ernest Street, Balgowlah Heights (No.s 1 to 29) - between Condamine Street and Glenside Street on Sunday 3rd December between 4:00pm and 8:00pm.
-

## **I. STANDARD TRAFFIC CONTROL PLAN (TCP)**

A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are necessary to facilitate the road closure safely and with minimal disruption to the public. The issues that require addressing include:

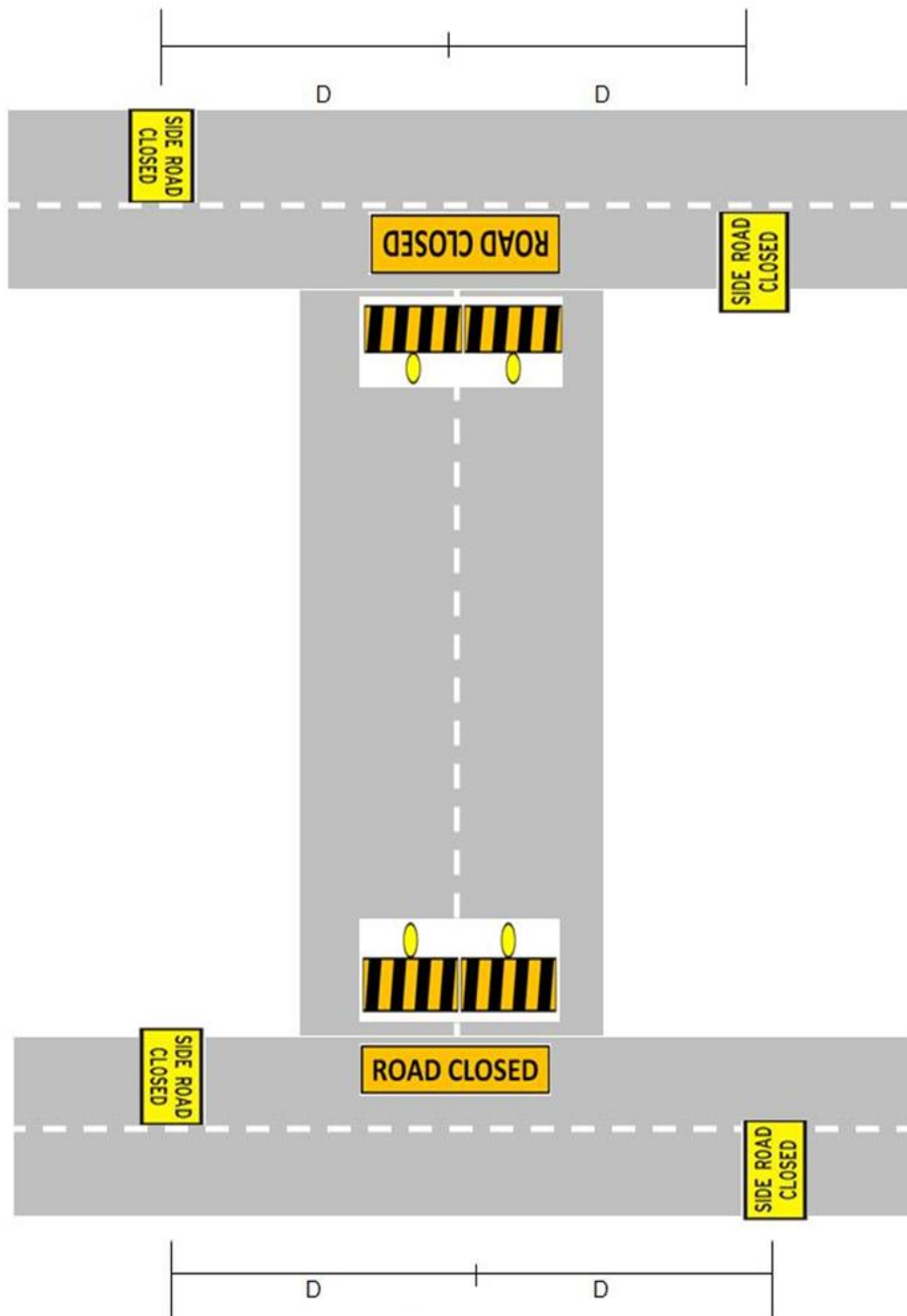
- Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicle
- Traffic controllers need to be qualified.
- Appropriate erection and removal of traffic control devices.
- Adequate notification
- These issues are addressed in the conditions

<b>Sign Type</b>	<b>Sign No.</b>
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

**Table 1: Signing Schedule**

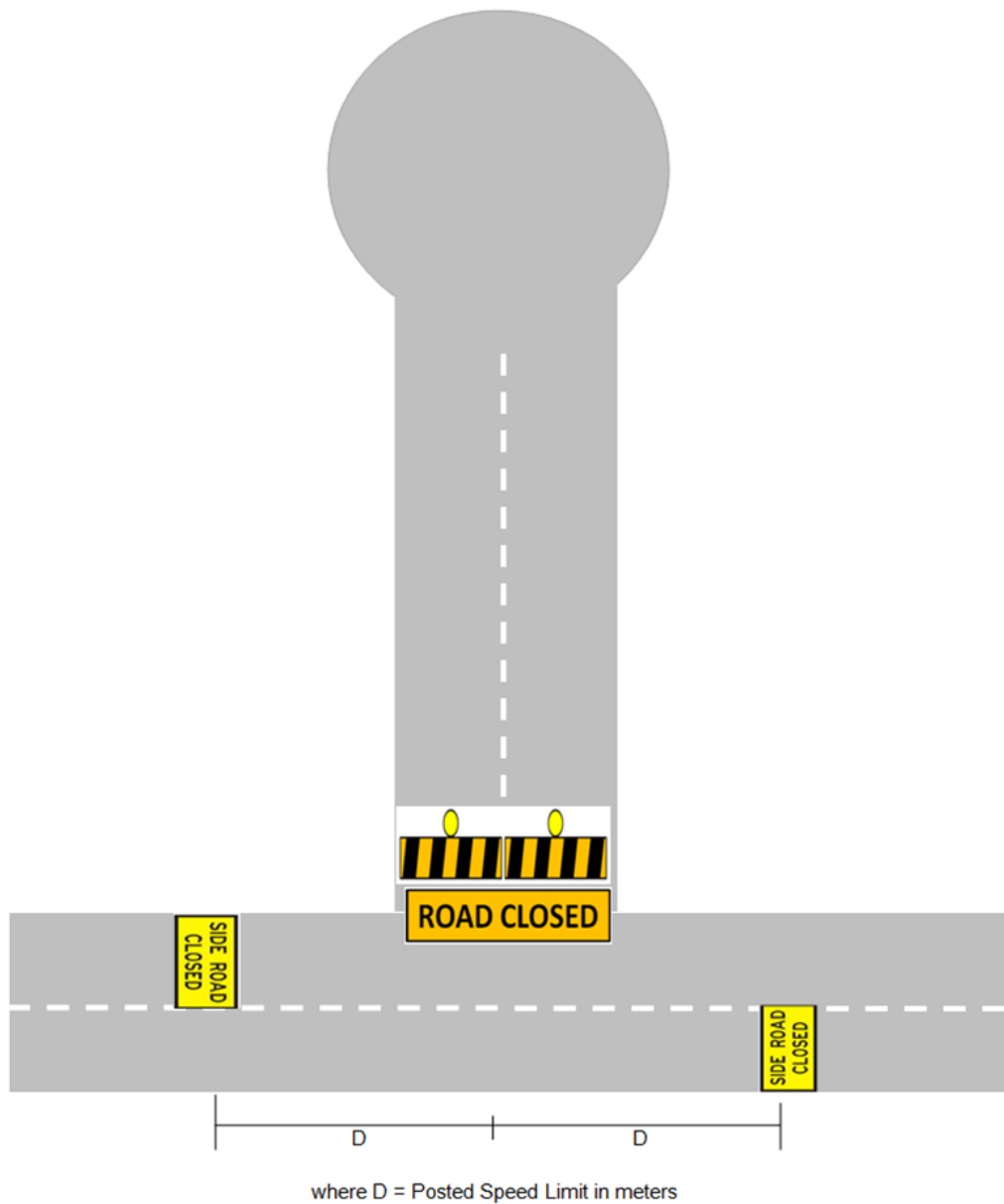
Depending on the type of street (*open-ended* or *cul-de-sac*), one of the following standard TCPs must be used:-





where D = Posted Speed Limit in meters

Standard Traffic Control Plan (TCP) No. 1



Standard Traffic Control Plan (TCP) No. 2

**NOTES:**

1. All persons working on road must wear visibility vests or jackets as specified in the RTA's OH&S manual.
2. All signs must be approved Australian Standard Signs appropriate for right use.
3. The temporary road closure should be carried out in conjunction with the attached conditions and requirements.

## II. STANDARD CONDITIONS

### **Resident Street Party Organiser will be responsible for:**

1. That resident street party organiser shall submit a completed application form to Council at least 4 weeks prior to the event.
2. That resident street party organiser shall undertake a letterbox drop minimum two weeks prior to the event. The letter shall include that:
  - the proposed date and time of the street party
  - residents participate at their own risk
  - Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicles
  - A contact name and contact details for residents to communicate any objections to the road closure
  - A copy of the letter is to be provided to Council
3. One week in advance of the event the street party organiser will provide a statement to Council notifying that not more than 25% of the residents oppose the street party.
4. The resident street party organiser shall notify the Traffic Sergeant at the Manly Police Station to confirm that the street party will be going ahead on the proposed date.
5. The resident street party organiser shall ensure that noise is kept at an acceptable level and that it does not inconvenience the neighbouring community.
6. The resident street party organiser shall ensure that all rubbish is removed from the site at the completion of the street party.
7. The resident street party organiser shall notify all emergency service authorities.

### **Council's Events Team will be responsible for:**

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the Traffic Management Plan (TMP) and ensuring the Closure and Road Opening is undertaken by qualified and certified people.
3. The road closure points are controlled by qualified and certified people for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four hour minimum.
4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).
5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting this to Council's Insurers to confirm cover for event
8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

### **Council's Traffic Management Team will be responsible for:**

1. Advising the Events Team if a street is deemed suitable for temporary road closures.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.

**Additional Terms and Conditions:**

1. Street parties should be of a maximum four hours in duration and should be held during daylight hours only.
2. If a street party organiser fails to adhere to the terms and conditions set out in the letter of consent that Council have the discretion to fine the street party organiser up to a maximum of \$500. E.g. if the street party organiser extends the duration of the party or exceeds the maximum numbers permitted at the party.

**Signs to be used:**

ROAD CLOSED SIGN – (T2 – 4)



SIDE ROAD CLOSED SIGN (T1 – 32)

**ITEM 4.8 HARKEITH STREET, MONA VALE - TEMPORARY ROAD CLOSURE****REPORTING OFFICER SENIOR TRAFFIC ENGINEER****TRIM FILE REF 2017/347876****ATTACHMENTS 1 TMP and TCP****UBD Ref: 138 J3****REPORT****BACKGROUND**

Council received an application from the Modus Operandi Brewery for approval to temporarily close the western end of Harkeith Street, Mona Vale, for a "Can Appreciation" event on Saturday 21 October 2017 between 10:00am and 11:00pm. This is the first time the event has been held and approval of the Traffic Committee and Council is sought.

**ISSUES**

- Approval is required by the Traffic Committee members and Council of the requested road closures shown in the submitted Traffic Management Plan (TMP) and Traffic Control Plan.
- A temporary closure of the western end of Harkeith Street (between No.10 Harkeith Street and the unnamed lane passing between Park Street and Darley Street) is requested to facilitate the event.
- The TMP will operate from 10:00am to 11:00pm to facilitate the setting up and removal of all equipment and traffic management, with the road closure to be in effect from 11:00am till 10:00pm.
- Pedestrian access will remain open through the closed section of the road at all times.
- Vehicular access will remain open in a north south direction along the lane passing between Park Street and Darley Street; however, through access will not be available for vehicles in the closed section of Harkeith Street. The impact of this closure will be minor only effecting a small number of residential premises in Harkeith Street who will have alternate access available to/from Barrenjoey Road.
- The road closure will be sited at the western end of Harkeith Street some 100m west of Barrenjoey Road. This ensures traffic entering the street is well separated from the event and ensures that event participants have a safe buffer area.

**CONSULTATION**

The event organisers have notified emergency services, Police, adjacent premises (Pittwater Place, Mona Vale Hotel) and the local Chamber of Commerce of the event. No objections have been received with support from the Chamber and adjacent premises in writing being provided.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the temporary closure of Harkeith Street, Mona Vale, between the western end of Harkeith Street and No.10 Harkeith Street from 10:00am-11:00pm on Saturday 21 October 2017 to enable the Modus Operandi "Can Appreciation" event to proceed, subject to the following conditions:

- (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
  - (ii) That any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
  - (iii) That approvals being granted by Council for the use of the public reserves specified in the application and for the use of the public roads for stalls, etc.
  - (iv) That barriers and signs to be used in the road closures are to be to RMS standards.
  - (v) That the road closure be staffed at all times to allow access for emergency vehicles and to ensure barriers are not moved.
  - (vi) That the organiser advise the various emergency services of the closure.
  - (vii) That notification of the affected residents and businesses in the affected area by a letterbox drop two weeks in advance of the road closures with details of access restrictions.
  - (viii) That any Variable Message Sign (VMS) advertising used for the event is to be in accordance with RMS guidelines.
  - (ix) That the organiser promote the use of active travel, such as walking, cycling and public transport (advising on route numbers and times) to the event in advertisings and publications to reduce car usage and traffic congestion on the surrounding road network.
  - (x) That a copy of the organisers Public Liability Insurance which covers the date of the event be provided.
-



## TRAFFIC MANAGEMENT PLAN

ABN: 67 162 120 292

### TRAFFIC MANAGEMENT PLAN

DOCUMENT IDENTIFIER: EHSD001  
VERSION: 01

Activity::	Road Closure required for one-day event.
Location:	14 Harkeith Street, Mona Vale, NSW, 2103
Applicant:	MODUS OPERANDI BREWING CO.
Event Date(s):	Saturday 21 <sup>st</sup> October
Approved By:	Darren Lindsay- Sydney Traffic Control Prepare a Workzone Traffic management- 0040346794
Event Hours:	

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## TRAFFIC MANAGEMENT PLAN

ABN: 67 162 120 292

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# TRAFFIC MANAGEMENT PLAN

ABN: 67 162 120 292



## 1 INTRODUCTION

### 1.1 CONTEXT

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closure to the Roads and Maritime Services (RMS) for approval. Modus Operandi Brewing Co. is committed to ensuring customer satisfaction and the health, safety and welfare of the environment and all persons associated with our work including clients, workers, contractors and the public. To achieve this we must identify hazards and manage risks and involve all persons under our control and influence to ensure that issues are communicated and addressed to the fullest practical extent.

### 1.2 PURPOSE AND OUR APPROACH

The scope of this plan is for safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the controlled area, the design, construction, maintenance and removal of any necessary temporary roadways and detours, the provision of traffic controllers, the installation of temporary signs, road markings, lighting and safety barriers.

The following event is to occur on 21<sup>ST</sup> October 2017 – 10am to 10pm.

### 1.3 MODUS OPERANDI BREWING CO. OBJECTIVES

The company's objectives with respect to the Traffic Management Plan ("TMP") are to:

- a) Ensure the safety of its employees, contractors, the general public, RTA personnel, pedestrians, cyclists and traffic,
- b) Keep traffic delays to a minimum,
- c) Maintain satisfactory property access,
- d) Minimise disruption to businesses,
- e) For works near speed cameras, traffic lights & traffic counters etc:
- f) Inform the RTA Representative and
- g) Not damage the equipment,
- h) Make suitable arrangements where required.

- i) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
- j) Minimise disturbance to the environment,
- k) Design temporary roadways and detours in accordance with RTA Road Design Guide and
- l) Meet the requirements of RTA G10 Traffic management, RTA G11M Road Occupancy Provisions and the RTA Traffic Control at Worksites Manual.

Before the Routine Services or any Ordered Work begins the site manager will carry out Risk Assessment and develop treatments and Plans to eliminate or mitigate hazards.

## 2 RESPONSIBILITIES

The principle responsibilities and authorities with respect to traffic management are:

### 2.1 GENERAL MANAGER

The General Manager is responsible for ensuring traffic management:

- Is properly planned, organised, directed and controlled,
- Is properly resourced with people, equipment, facilities and systems and
- Meets the requirements of the contract including RTA Specifications
- Complies with all other legislation and
- Is achieving its objectives

The General Manager's responsibilities remain with him however, the General Manager has delegated as follows:

### 2.2 SITE SUPERVISOR

The Site Supervisor has the following responsibilities:

- Implementing the Traffic Management Plan and the Traffic Control Plan on site,

- Maintaining the TCP,
- Assessing and monitoring subcontractor's capabilities and performance in respect of site activities,
- Ensuring the safe passage of traffic at all times,
- Ensuring everyone on site is inducted and wears the appropriate approved clothing and
- Driving through the site to inspect the traffic control layout, recording any deficiencies and the action taken to rectify them.

### 3 TIME MANAGEMENT

Modus Operandi Brewing Co. aims to meet its time related obligations. Among them are:

- Notifying emergency services 7 days prior to road closure.
- Notifying residents and businesses affected by disruption to property access 7 days prior to road closure.
- A letter will be "letter-box-dropped" at least seven Business Days before the proposed date identifying details of the dates and times of the proposed access restrictions and contact details.
- Performing the activities only in the times permitted.

### 4 REVIEWING TRAFFIC MANAGEMENT PLAN

Modus Operandi Brewing Co. will review the Traffic Management Plan to ensure it is appropriate and is being implemented effectively. Changes may arise from a change of scope, RMS audits, and RMS comments or from opportunities for improvement.

The Plan will then be updated to reflect any changes which have occurred.

The revised document and the input which led to the revisions will be reviewed by

The planned target dates (or frequencies) at which the TMP will be subject to formal review and the personnel who will participate in the review are identified in the table at Management Review at the beginning of this plan.

## 5 DETAILS

The following controls has been implemented to ensure the road closure occurs in a safe manner, a copy of the closure plan is provided in Annex A

### 5.1 SAFE ACCESS TO VEHICLES

The following controls are in place for safe access of vehicles

- Vehicles are not allowed to move around the fencing during the following time periods of: 10:00 – 24:00 – 21st October 2017
- Fencing to be placed around the closure points to prevent vehicular access to the event.
- Vehicles requiring access to surrounding areas shall be directed by traffic control personnel of alternative pathways as outline in Site Plan in ANNEX A.
- No vehicular access to site will be necessary after 11:00am or before 11:00pm.

### 5.2 MEASURES TO AMELIORATE THE IMPACT TO RE-ASSIGNED TRAFFIC

In order to improve the flow of traffic and to avoid build-up of traffic at closure points on Harkeith Street as per Annex A. A traffic warden will be placed off Harkeith Street and Pittwater Street to direct traffic due to the closure.

Traffic will be diverted from Pittwater Street onto Darley Street and detour traffic control signage will be placed on Pittwater Street and Harkeith Street.

A footpath will be provided on Harkeith Street for safe pedestrian access and a separate footpath to Darley Street. Based on the map provided in Annex A Pittwater Road

### 5.3 PARKING ARRANGEMENTS AND PEDESTRIAN ACCESS

A map outlining parking options can be found in ANNEX B.

- Disabled and trailer car parks are available in Pittwater Place underground private car park located directly next to the event.
- Pedestrian pathways will remain open and unobstructed throughout the entire duration of the road closure as outlined on the Site Plan in ANNEX A.

### 5.4 MEASURES TO AMELIORATE THE IMPACT OF RE-ASSIGNED TRAFFIC

Only a small section of Harkeith St will be closed to minimise the impact of re-assigned traffic.

- Appropriate numbers of traffic controllers and traffic control signage will be in place at both ends of the road closure fencing.
- Traffic Control signage will be placed on Harkeith St for the event to restrict/direct traffic to and from the workplace;
- Traffic Control personnel will be directing vehicular traffic to perform a U-Turn on Harkeith St this will take them back onto Barrenjoey Rd.
- Traffic Control personnel will be ensuring the smooth flow of vehicular traffic entering from Park St and continuing on to Darley St.
- All cars and delivery trucks will be able to access and enter the Pittwater Place distribution/loading dock. Pittwater Place management have confirmed and agreed to the road closure.
- No detour routes are needed for this road closure.

### 5.5 DETAILS OF PROVISIONS MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS

- Pedestrian traffic will have full thoroughfare long Harkeith St for the duration of the road closure. The council footpath will not be obstructed.
- Pedestrian traffic will have full thoroughfare from Darley St to Harkeith St as outline on the Site Plan in ANNEX A.

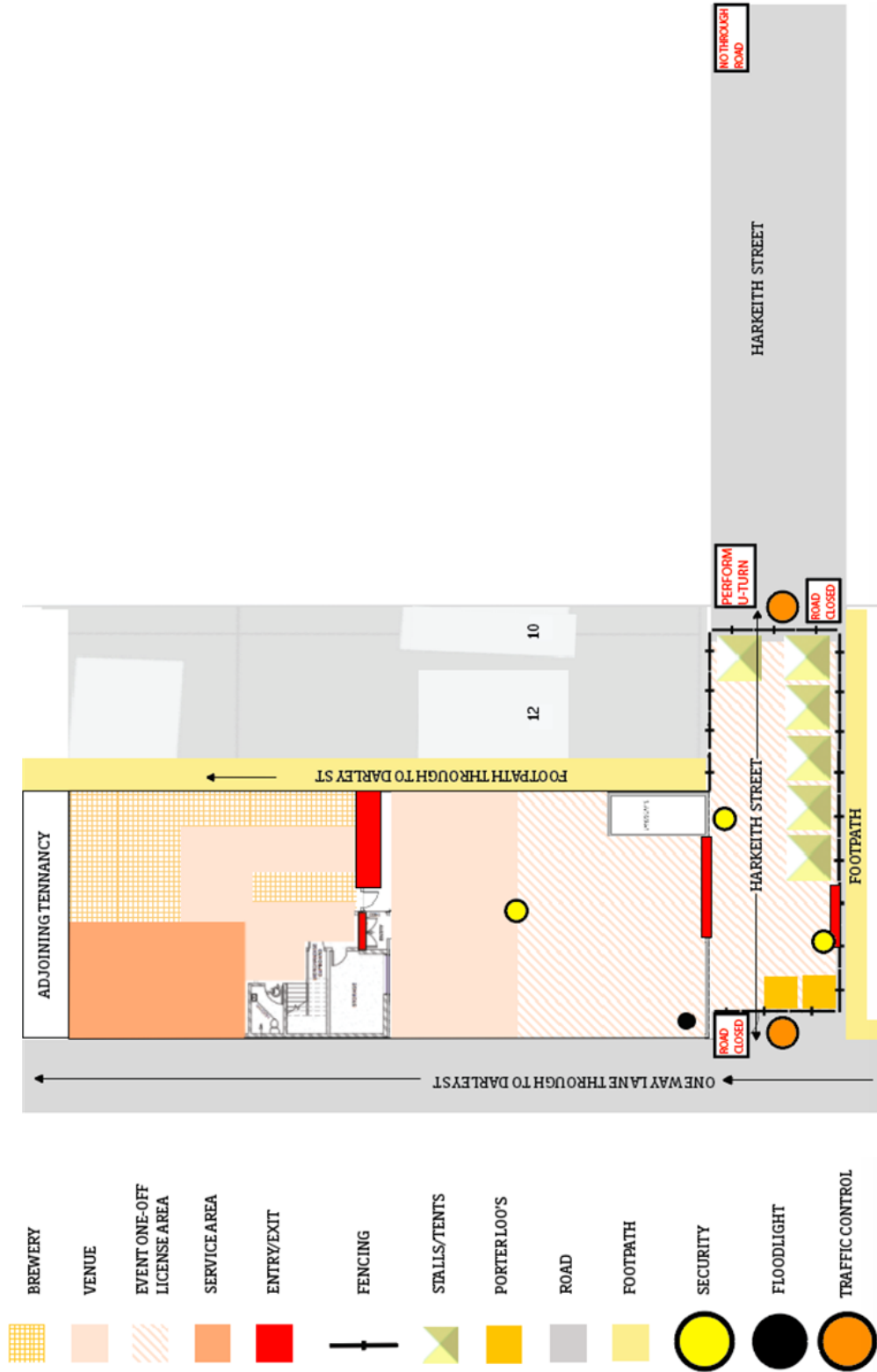
- 
- Heavy Vehicles entering Harkeith St form Barrenjoey Rd will need to perform a U-Turn. If entering from Park St will be directed to continue along to Darley St.
  - Emergency vehicles entering Harkeith St form Barrenjoey Rd will need to perform a U-Turn. If entering from Park St will be directed to continue along to Darley St. If emergency vehicles are called to the site, they will have access to the entry/exit points at the venue. Traffic control personnel will be in place to direct other traffic.

## 5.6 PUBLIC CONSULTATION PROCESS

- Permission has been granted by the following residents and businesses surround the area; Mona Vale Fire Brigade, Pittwater Place Management, Mona Vale Hotel, Resident at 12 Harkeith St, Mona Vale Chamber of Commerce.
- All residents along Harkeith St will be notified at least 7 days prior to event/road closure.
- Emergency services will be notified at least 7 days prior to event/road closure.

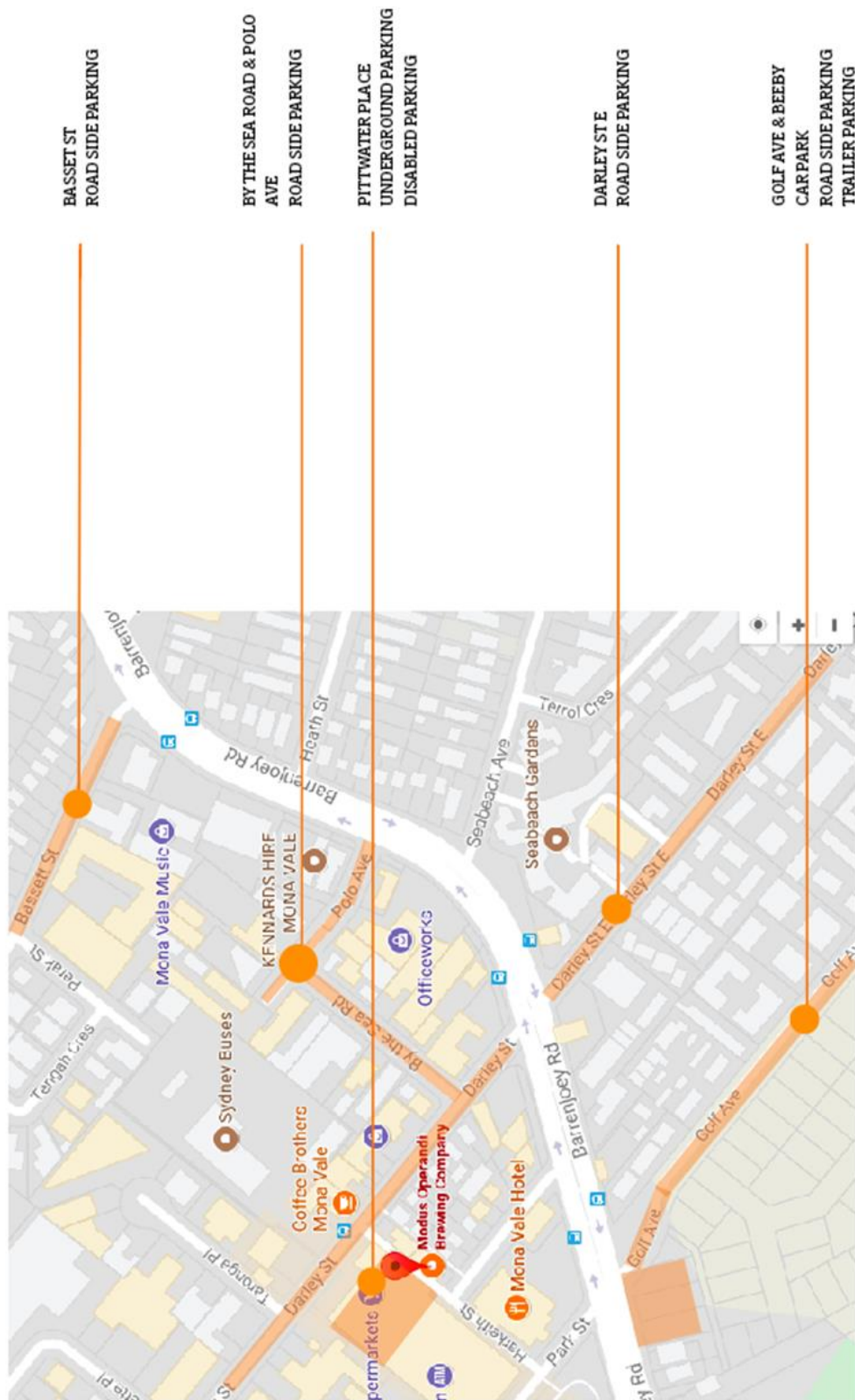


## ANNEX A - SITE PLAN





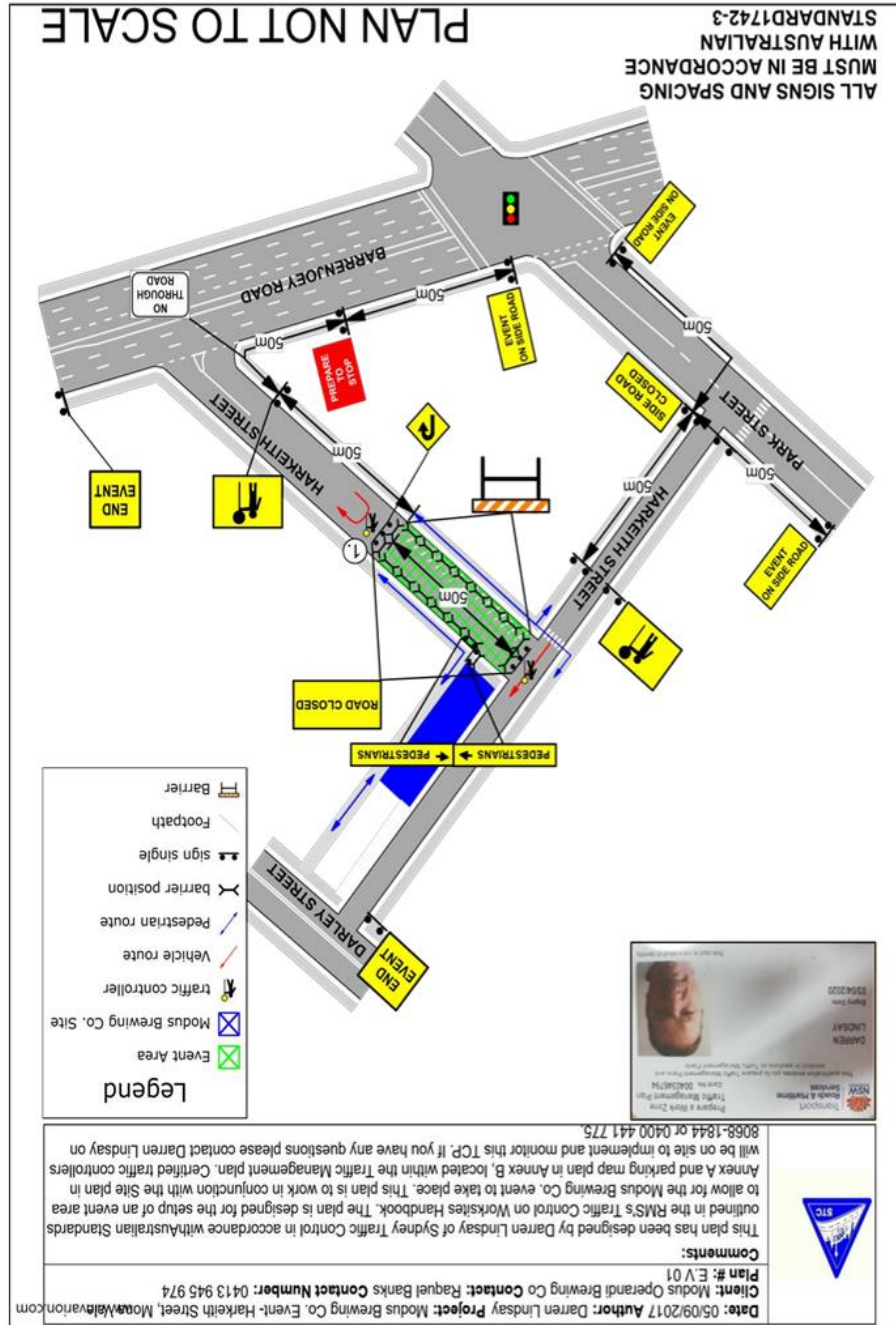
## ANNEX B - PARKING MAP PLAN



# TRAFFIC MANAGEMENT PLAN

ABN: 67 162 120 292

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OPERANDI



<b>ITEM 4.9</b>	<b>NEWPORT BEACH FESTIVAL - SUNDAY 26 NOVEMBER 2017</b>
<b>REPORTING OFFICER</b>	<b>CIVIL DESIGN &amp; TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/347545</b>
<b>ATTACHMENTS</b>	<b>1 Newport Beach Festival Traffic Management Plan</b> <b>2 Newport Beach Festival Traffic Control Plan</b>

**UBD Ref:** 118 P10

## **REPORT**

### **BACKGROUND**

Council received an application from the event organisers (on behalf of the Newport Chamber of Commerce) to hold the Newport Festival on Sunday 26 November 2017 from 10:00am to 5:00pm. This event has been held in previous years with the approval of the Traffic Committee and Council.

### **ISSUES**

- Approval is required by the Traffic Committee members and Council of the requested road closures shown in the submitted Traffic Management Plan (TMP) and Traffic Control Plan.
- A temporary closure of Robertson Road (between Barrenjoey Road and Foamcrest Avenue) and of the public carpark (located behind shops with links to Barrenjoey Road and Bramley Avenue) would be necessary for the event to proceed.
- The additional closure of Bramley Avenue has been included to improve the pedestrian safety along Barrenjoey Road.
- The TMP will operate from 5:00am to 7:00pm to facilitate the setting up and removal of all equipment and traffic management, with all road closures in effect from 6:00am till 6:00pm.
- Parking will be available at Newport Beach carpark, and the Organiser will also be seeking additional parking at Newport Oval.
- In previous years the Roads and Maritime Services (RMS) advised that they had no objections to the proposal provided two northbound and two southbound through lanes on Barrenjoey Road are maintained at all times.

---

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the temporary closure of Robertson Road (between Barrenjoey Road and Foamcrest Avenue), Bramley Avenue, and of the public carpark off Bramley Lane from 6:00am-6:00pm on Sunday 26 November 2017 to enable the Newport Festival to proceed, subject to the following conditions:

- (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
- (ii) That any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
- (iii) That approvals being granted by Council for the use of the public reserves specified in the application and for the use of the public roads for stalls, etc.
- (iv) That barriers and signs to be used in the road closures are to be to RMS standards.
- (v) That the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.

- (vi) That the organiser advises Sydney Buses and the various emergency services of the closure.
  - (vii) That the closure be advertised in the Saturday edition of "The Manly Daily" the week prior to the event.
  - (viii) That affected residents and businesses in the affected area are notified by a letterbox drop two weeks in advance of the road closures with details of access restrictions.
  - (ix) That any Variable Message Sign (VMS) advertising used for the event is to be in accordance with RMS guidelines.
  - (x) That the organiser request RMS approval to delete the right hand turning lane from Barrenjoey Road into Coles Parade, for the duration of the event.
  - (xi) That the organiser promote the use of active travel, such as walking, cycling and public transport (advising on route numbers and times) to the event in advertisings and publications to reduce car usage and traffic congestion on the surrounding road network.
  - (xii) That a copy of the new Public Liability Insurance, which covers the date of the event, be provided once the existing policy is renewed.
  - (xiii) The Traffic Committee support the event for the next 5 years and that the item not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
-

## Newport Beach Festival 2017 Traffic Management Plan

### Summary:

This Traffic Management Plan outlines traffic and pedestrian control measures to assist in providing a safe Newport Beach Festival 2017, which is held on the Sunday the 26<sup>th</sup> of November 2017 between the hours of 10am and 5pm.

The main objective of the TMP is to minimise the risk of issues associated with Vehicle/Vehicle and Vehicle/Pedestrian collisions as well as ensure smooth vehicle and pedestrian traffic flow on the day of the event, including bump in and bump out periods.

Removable barriers will be used at all road closure points to allow emergency vehicle access if necessary.

All traffic controllers will be RMS blue card certified and a work schedule will be compiled to have these qualified controllers manning the road closure points during the event time and bump in/out periods, their supervisor/manager on the day will be yellow and red or orange card certified.

The key stakeholders in this planning process are the RMS, Northern Beaches Council, NSW police and Owen Heywood, the event director. All stakeholders are encouraged to review and provide feedback on the plan.

Relevant road occupancy licenses will be sought before the commencement of the event.

Sydney busses and emergency services will be informed of the event and an advertisement will be taken out in the Manly Daily the week prior to the event notifying the community of all road occupancy changes and closures as well as a letterbox drop in the streets surrounding the event site notifying residents of the closures.

### Key Objectives:

1. Minimise risk associated with increased vehicle and pedestrian traffic,
2. Minimise impact of the increase in traffic on other community road users,
3. Provide a safe environment and event site for pedestrians by creating a safe barrier between pedestrians and vehicular traffic.

### Event details:

Event name:	Newport Beach Festival
Event date:	Sunday the 26 <sup>th</sup> of November 2017
Event time:	10am till 5pm
Bump in:	5am till 10am
Bump out:	5pm till 7pm
Estimated attendance:	20,000
Peak arrival times:	11am till 2pm



**Event Site:**

The event site consist of:

- The Eastern and Western footpaths of Barrenjoey Road, through the main shopping precinct,
- Robertson Road, from Barrenjoey Road to Foamcrest Avenue,
- Bert Payne Reserve, adjacent to Newport Beach, and
- Bramley Avenue Car Park, from Bramley Avenue to Barrenjoey Road.

**Parking:**

Parking will be sought at Newport Oval at the Southern end of the suburb, parking will be available at regular designated parking areas, i.e. Newport Beach car park, pay and display rules apply.

**Road Closures:**

The following road closures will be in effect from 6:00am till 6:00pm

Bramley Avenue:

1. Between Ross St and Barrenjoey Road,

Bramley Avenue Carpark:

1. Northern Access from Barrenjoey Road,

Robertson Road:

1. Between Barrenjoey Road and Foamcrest Avenue,

**Detours:**

The following detours and relevant signage will be in place (as per the TMP diagram):

1. Right detour sign at Ross Street, corner of The Boulevard,
2. Left detour sign at Robertson Rd, corner of Barrenjoey Rd,
3. Left detour sign at Coles Pde, corner of Barrenjoey Rd,
4. Left detour sign at Foamcrest Ave, corner of Coles Pde,
5. Left and Right detour sign at Bramley Ave, corner of Ross St,

The below Traffic Management Plan has been prepared in accordance with RMS traffic control at work sites manual and Australian Standards (AS1742.3).

People with recognised Traffic Control qualifications, which are acceptable to the RMS, will carry out traffic Control on the day.

**Pedestrian/Crowd Management:**

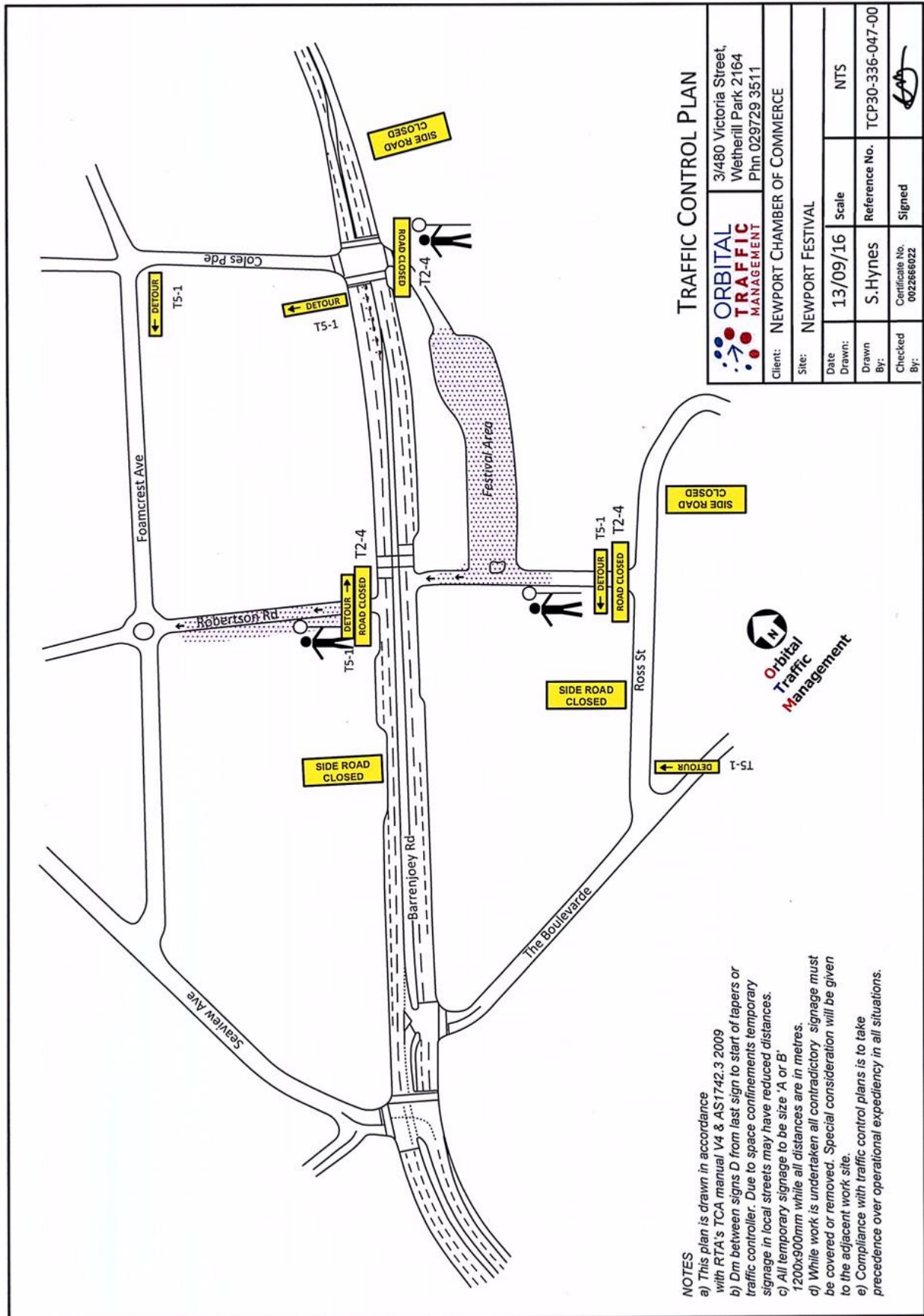
Averaging crowd numbers from previous years, the Newport Beach Festival will attract between 15,000 and 30,000 attendees on the day of the event with peak arrival times predicted to be between 11am and 2pm, where approximately 60 percent of total attendees for the day will be onsite.

The festival area is large enough to accommodate this number of people at any given time, but to minimise risk, event staff will be onsite to assist with pedestrian traffic flow and traffic management/control plans will be in place to minimise risk to pedestrians (such as a 40km/hr 'work zone' the length of Barrenjoey Road from South to North of the shopping precinct).

The main Festival areas of Bert Payne Park and the Bramley Avenue Car Park will draw the majority of attendees and minimise the pedestrian numbers on Barrenjoey Road.

**Contact Details:**

Name	Organisation	Position	Phone
Owen Heywood	Organiser	Event Director	0401 496 894
Ricky Kwok	Northern Beaches Council	Civil Design and Traffic Engineer	9970 1376
Steven Flaskis	Orbital Traffic	Manager	1300 761 855
Sgt. Nino Jelovic	NSW Police LAC	Traffic Supervisor	9971 3399
TBC	RMS	TBC	13 22 13



**ITEM 4.10**

**REQUEST FOR WORKS ZONE**

**REPORTING OFFICER**

**TRAFFIC OFFICER**

**TRIM FILE REF**

**2017/346475**

**ATTACHMENTS**

- 1 Works Zone Plan - Mooramba Road, Dee Why**
- 2 Works Zone Plan - For Site Access - 20 Oaks Avenue, Dee Why**

**UBD Ref:** Various

**REPORT**

Council has approved the following Works Zones under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of Works Zone periods prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

<b>Address</b>	<b>Applicant</b>	<b>Works Zone Length, Time &amp; Location</b>	<b>Requested Period</b>
635 Pittwater Road DEE WHY NSW 2099	St. Bernard Constructions Pty Ltd	Length: 64m  Time: 7:00am-5:00pm Mon-Fri; 8:00am-1:00pm Sat.  Location: Back of 627-635 Pittwater Road on Mooramba Road, Dee Why.	25 August 2017 – 01 June 2018
884 – 896 Pittwater Road DEE WHY 2099	Karimbla Properties Pty Ltd	Length: 24m  Works Zone is located on the northern side of Oaks Avenue, Dee Why, which will be used as an access to the site for construction vehicles.	22 August 2017 - 20 February 2018

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the delegated approval of Works Zones as described above in the agenda item be noted.

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