



northern  
beaches  
council

# 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 4 JULY 2023**

Beginning at 10:00 am for the purpose of considering and determining matters included in this agenda.

A handwritten signature in black ink, appearing to read 'Jorde Frangoples'.

**Jorde Frangoples**  
**Director Transport and Assets**

### **Voting Members**

Chair –Northern Beaches Council - Councillor  
 Member for Pittwater Mr R Amon MP Representative &  
 Member for Davidson Mr M Cross MP Representative  
 Member for Wakehurst Mr M Regan MP Representative  
 Member for Manly Mr J Griffin MP Representative  
 Transport for NSW  
 Northern Beaches Police Command, Dee Why

Mr Jose Menano-Pires  
 Mr Phil Corbett  
  
 Ms Sally Claydon  
 Ms Adele Heasman  
 Mr Peter Carruthers  
 Sergeant Nino Jelovic

### **Non Voting Members**

Keolis Downer Northern Beaches Bus Operations  
 ComfortDelgro Company (ex Forest Coach Lines)  
 Manly Warringah Cabs Cooperative Society Ltd  
 Cycling Representative

Mr James Makasiale  
 Mr Robert Bicakcian  
 TBC  
 Vacant

### **Officers**

Director Transport and Assets  
 Executive Manager - Transport and Civil Infrastructure  
 Manager – Transport Network  
 Traffic Engineering Coordinator  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Engineer  
 Traffic Officer  
 Traffic Officer  
 Traffic Officer  
 Traffic Engineering Trainee  
 Traffic Officer  
 Engineering Intern  
 Road Safety Officer  
 Road Safety Officer  
 Acting Strategic Transport Coordinator  
 Transport Project Officer  
 Transport Project Officer  
 Manager - Rangers  
 Coordinator - Rangers  
 Specialist Administration Officer  
 Specialist Administration Officer

Mr Jorde Frangoples  
 Mr Craig Sawyer  
 Mr Phil Devon  
 Mr James Brocklebank  
 Mr Ricky Kwok  
 Mr Velsamy Sankaran  
 Mr Scipio Tam  
 Ms Leila Kazemnezhad  
 Mr Luke Nickson  
 Mr Brian Duong  
 Ms Jackline Shahho  
 Mr Nicholas Murace  
 Mr Chinmaya Gupta  
 Mr Jackie Ng  
 Ms Robynann Dixon  
 Ms Pavica Kupcak  
 Ms Vicki Hart  
 Ms Kajal Todd  
 Mr Alex Yuen  
 Mr Darren Greenow  
 Mr Michael Davey  
 Ms Caty Pilley  
 Ms Tracey Gwyther

### **Visitors**

Nil

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

**to be held on Tuesday 4 July 2023**

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

**Commencing at 10:00 am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 6 June 2023 .....	3
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>6</b>
4.1	Woorarra Avenue, Elanora Heights - No Parking amendment.....	6
4.2	Lauderdale Avenue, Fairlight - No Parking Motor Vehicles Excepted.....	9
4.3	Event: The Bloody Long Walk - Palm Beach to Manly .....	13
4.4	Cottage Point Road, Cottage Point - STOP Control, Line Marking and Parking Restrictions.....	59
4.5	Darley Street West, Mona Vale - Timed Parking.....	68
4.6	Surf Road, North Curl Curl - Timed Parking Restrictions .....	72
4.7	Pine Avenue, Brookvale - Timed Parking.....	76
4.8	Powells Road, Brookvale - Timed Parking .....	81
4.9	Ettalong Street, Wheeler Heights - Accessible Parking.....	85
4.10	Carawa Road and Alfred Street, Cromer - Roundabout, concrete and painted median islands, redirective kerbs and medians, non-skid pavement, STOP control - Black Spot Project .....	89
4.11	Woorarra Avenue, North Narrabeen - No Stopping.....	97
4.12	Cleveland Avenue, Cromer - Pavement Flaps .....	102
4.13	Fisher Road and Lismore Avenue Dee Why - Proposed Roundabouts with Splitter Islands & raised thresholds - Blackspot Project .....	105

4.14	Victoria Parade, Manly - Adjustment to No Parking School Days and Bus Zone...	121
4.15	Pringle Avenue and Sorlie Avenue, Frenchs Forest - Raised Pedestrian Crossing .....	124
<b>5.0</b>	<b>MATTERS FOR NOTATION.....</b>	<b>130</b>
5.1	Request for Works Zone.....	130
5.2	Ongoing Actions Update.....	131

**NEXT MEETING Tuesday 1 August 2023**

## 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 6 JUNE 2023

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#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 6 June 2023, 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

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Members should disclose any "**pecuniary**" or "**non-pecuniary**" conflicts of interests in matters included in the agenda. The [Northern Beaches Council Code of Conduct](#) (the Code) provides guidance on managing conflicts of interests.

A **pecuniary interest** is defined in Section 4 of the Code as:

*A pecuniary interest is an interest that you have in a matter because of a reasonable likelihood or expectation of appreciable financial gain or loss to you or a person referred to in clause 4.3.*

A **non-pecuniary conflict of interest** is defined in Section 5 of the Code as:

*A non-pecuniary conflict of interest exists where a reasonable and informed person would perceive that you could be influenced by a private interest when carrying out your official functions in relation to a matter.*

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>WOORARRA AVENUE, ELANORA HEIGHTS - NO PARKING AMENDMENT</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEERING COORDINATOR</b>
<b>TRIM FILE REF</b>	<b>2023/179531</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b>

**GEOCODES: -33.705861, 151.281025**

### REPORT

#### BACKGROUND

In October 2022, the Traffic Committee approved the introduction of a No Parking restriction along most of the southern side of Woorarra Avenue between Elanora Road and Lumeah Avenue, to prevent parking of boats, trailers and other vehicles on the nature strip, to reinforce road rules. Council has since received complaints from residents near Woorarra Avenue's junction with Elanora Road regarding a resultant lack of parking availability.

#### LOCATION

Woorarra Avenue is a local road performing a collector road function. It carries peak hour volumes of 250 to 330 vehicles per hour, in addition to being used as a local access route. Some motorists also use it as a through route between Powderworks Road and Wakehurst Parkway.

Recent speed monitoring between Allawah Avenue and Coolangatta Avenue revealed an 85<sup>th</sup> percentile speed of 50km/h.

Woorarra Avenue has a bushland reserve on its southern side and good views to the south, a lookout Reserve is located on its south side near the intersection with Lumeah Avenue. It is well used by pedestrians as a walking route, by those accessing the reserve and, as well as by those walking to and from Elanora Heights Public School located in Elanora Road.

#### ISSUES

- The introduction of the No Parking restrictions on the south side of Woorarra Avenue has been successful in removing all but one trailer from the grass on the south side of the road.
- A small number of boats/trailers have relocated to the north side of the road, however, as no complaints have been received regarding this action, these vehicles are presumed to belong to residents of the street.
- Council has a future proposal for a footpath on the south side of Woorarra Avenue and the absence of parking activity on that side of the road will facilitate this occurring.
- Residents at the eastern end of the subject section of Woorarra Avenue (one of whom has no off-street parking) have raised concerns that they are now finding it difficult to obtain parking. This is particularly the case during the night, when competition for parking spaces is highest.

- A section of the nature strip opposite No's 178 & 180 has been sealed primarily to prevent erosion, however, parking on this section of nature strip overnight could be facilitated by adjusting the full time No Parking signage to No Parking 8am to 6pm Everyday.
- As the nature strip is well used by pedestrians and to ensure pedestrians are not forced onto the road carriageway, it will be necessary to separate parking activity from pedestrians

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to amend the full time No Parking signage on the sealed part of the nature strip opposite No's 178 and 180 Woorarra Avenue to No Parking 8am to 6pm Everyday. An edge line and pedestrian markings will also be introduced to define a clear area 1.5m wide for pedestrians.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation was undertaken with regard to the proposal presented to the October 2022 Traffic Committee. This amendment addresses concerns raised then and since by residents.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Adjustment to the existing full-time No Parking restrictions for a distance of 18m opposite No's 178 & 180 Woorarra Avenue, Elanora Heights to No Parking 8am- 6pm Everyday.
- B. Introduction of an E1 edge line and pedestrian logos to define an area to be kept clear for pedestrians approximately 1.5m in width.



PS-4 pedestrian symbol

E1 Edge line offset approx. 1.5m from edge of bitumen

	<b>PROPOSAL</b>	 northern beaches council	
	Woorarra Avenue, Elanora Heights No Parking (8am – 6pm Everyday)		
	Drawn JB		Approved <i>Jamie Brooker</i>

<b>ITEM 4.2</b>	<b>LAUDERDALE AVENUE, FAIRLIGHT - NO PARKING MOTOR VEHICLES EXCEPTED</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2023/283677</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.798140, 151.272101**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding the parking of caravans, boats and trailers for long periods of time on the north side of Lauderdale Avenue, Fairlight, limiting the availability of parking for residents and visitors.

Council previously consulted on a proposal for 8P timed parking along this stretch to address the concerns but received a high level of opposition to the proposal.

### **LOCATION**

Lauderdale Avenue is a regional road with a 50km/h speed limit, it carries two-way traffic with one travel lane in either direction and parking permitted on either side. It has a width of approximately 12.5m. It carries high volumes of traffic between Manly and Balgowlah including STA bus services.

### **ISSUES**

- On inspection, boats, trailers and caravans were found to be occupying a significant proportion of the available kerb space between No.48 to No.62 Lauderdale Avenue, Fairlight.
- The parking of caravans, boats and trailers for long periods of time on the north side of Lauderdale Avenue limits the availability of parking for residents and visitors.

### **PROPOSAL**

To increase parking availability and prevent parking of caravans, boats, and trailers, Council now proposes to install 'No Parking Vehicles Excepted' restrictions on the northern side of Lauderdale Avenue between No. 48 to No. 62.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 379 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Vehicles Excepted' restrictions on the northern side of Lauderdale Avenue between No. 48 to No. 62.

**Proposed Work:**

NO PARKING MOTOR VEHICLES EXCEPTED (approximately 120 metres) along the north kerbside of Lauderdale Avenue, Fairlight, Between No. 48 and No.62.



\* NOT TO SCALE



PROPOSAL

Lauderdale Avenue, Fairlight  
No Parking Motor Vehicles Excepted

DRAWN	LK	APPROVED	<i>P. Devo</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	02/05/2023



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### Table of Consultation

<b>Address</b>	Lauderdale Avenue, Fairlight
<b>Proposal</b>	No Parking Motor Vehicle Expected

<b>Properties Consulted</b>	379
<b>Responses Received</b>	24
<b>Support</b>	20
<b>Do Not Support</b>	4
<b>Partial Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Extension of No Parking Motor Vehicles Excepted Restrictions	<p>_ Banning non-motor vehicles on the northern side means vehicles end up on the other side of Lauderdale Avenue which is completely unfair! It needs to be the same for both sides.</p> <p>_ If this change is implemented, it will create significant parking problems on the opposite side of the road on Lauderdale Avenue. People will simply move their caravans, boats etc. to the opposite side of the road where residents should be able to park outside their properties. Parking is already very problematic for residents on Lauderdale Avenue, so this proposal will not solve the problem but shift it elsewhere at our expense.</p> <p>_ Consideration should be given to extending it further along Lauderdale Avenue.</p>	<p>The proposal will increase available parking for residents and visitors alike. The long-term parking of vehicles should be on private property with additional vehicles sharing the available on-street parking. Council will monitor any changes and may update the current proposal if required.</p>
Checking the area by Rangers	<p>It would be more effective if this was enforced. Like having the Rangers actually check the area on a regular basis.</p>	<p>Residents may contact our rangers through Customer Services (1300 434 434, 24hrs, 7 days a week including public holidays) for ongoing parking issues.</p>

<b>ITEM 4.3</b>	<b>EVENT: THE BLOODY LONG WALK - PALM BEACH TO MANLY</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/372260</b>
<b>ATTACHMENTS</b>	<b>1 Traffic Management Plan</b>

**GEOCODES:** -33.591904, 151.324077, -33.600478, 151.328862, -33.606892, 151.331586, -33.625378, 151.337020, -33.627606, 151.337755, -33.632563, 151.336986, -33.641575, 151.332005, -33.738524, 151.305657, -33.739088, 151.302849, -33.779404, 151.290872, -33.782922, 151.288374, -33.783279, 151.288282, -33.783858, 151.287950, -33.793239, 151.286987

## REPORT

### BACKGROUND

- Council has received a submission from the Australian Mitochondrial Disease Foundation (AMDF) to stage 'The Bloody Long Walk' over 35km from Palm Beach to Manly Beach. All profits from 'The Bloody Long Walk' will go to the AMDF to support its research, patient support and education/awareness programmes.
- It is estimated approximately 2,500 people will be participating in this event.
- Previously, the Northern Beaches Council Local Traffic Committee noted and supported the events, with recommendations that the item not be required to be reported to the Local Traffic Committee for the next five years, unless there are any significant changes to the event on 30 July 2018.
- A new approval is required by the Local Traffic Committee and Council for the requested road closure. The Traffic Management Plan (TMP) is unchanged from the approved TMP submitted, with additional traffic controllers located at specific locations along the route. A full copy of the Traffic Management Plan is shown in Attachment 1.
- The routes for these events have been unchanged for the past five years.

### LOCATION

- The event will begin at Governor Phillip Park, Palm Beach and conclude along Manly Beach, Manly.
- Details of the specific locations and the proposed route are outlined in the attached TMP.

### ISSUES

- The proposed starting time is the same as previous events commencing at 6:00am; however, walkers will be leaving in groups of 100 every five minutes (estimated at 25 groups) to facilitate the earlier movement of participants from the narrow roads of Pittwater and to enable the event to be completed in daylight hours.
- 'The Bloody Long Walk' route will predominantly follow the Bicentennial Coastal Walk, and is unchanged from previous events which include Queens Parade and Barrenjoey Road to bypass the steeper section along the headlands and Bungan Beach.

- There are no proposed road closures (other than the closure of the Governor Phillip Park carpark) with the TMP designed to include safety controls at key locations such as pedestrian advance warning signs installed along specified sections of road, volunteer marshalls to assist participants at road crossing points, and traffic controllers advising drivers of high pedestrian activity when entering narrow roads. Volunteer marshalls can only control walkers as they are not accredited to stop traffic. Marshalls should also be provided along sections where participants may be required to walk on the road, especially on narrow sections and bend with reduced sight distances, noting that there is a high likelihood of parked vehicles on local roads during the staging of the event.
- Bus stops or routes will not be directly affected by the event; however, notification will be given to the relevant Bus Company advising an increased number of walkers along some bus routes.
- Multiple shuttle buses will be organised to shuttle participants into the Start area at Governor Phillip Park, Palm Beach. All participants will be notified and encouraged to use the shuttle buses
- A comprehensive marketing and communications program will be undertaken to inform residents of the event (especially those along the event route) through direct letterbox drops, posters and social media.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be re-submitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, and relevant Bus Company, to inform and notify all parties of the details of the event.

## PROPOSAL

Council has undertaken a review of the above locations, the event and its associated Traffic Management Plan are considered to be reasonable. There are no other road closures proposed in conjunction with the event within surrounding areas and it is considered that the event is expected to be minimal and have a low level of traffic impact.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The road closures are temporary and will not permit vehicular and cyclist access along a section of Governor Phillip Park.
- The closures do not affect pedestrian facilities or impact walking paths.

## CONSULTATION

- The Applicant will be required to carry out notifications as part of the conditions of approval. Affected businesses and residents are to be notified via a letterbox drop, of the changes in traffic conditions, with a letterbox drop undertaken one week in advance of the event. Additional notification of the event is required for the general public, including social media and VMS displays
- Undertaken by the applicant, the information delivered to residents and/or businesses is to provide details of road closures, a manned contact number that will be available on the day of the event and specify an estimated time of closure and the nominated time when the roads will reopen.
- The affected Bus Companies will be informed of the event so that bus services can operate around this event and its associated times.

- Local Police and emergency services will be notified of the event and the temporary road closures over the event period.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Approve the implementation of the Traffic Management Plan for the 'The Bloody Long Walk' to take place along the proposed route on Sunday, 30 July 2023.
- B. Approval be subject to the following conditions:
  - i. That the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers.
  - ii. All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by RMS-accredited marshals, or Police engaged by the applicant.
  - iii. All traffic control facilities are to be installed in accordance with Australian Standard 1742.3.
  - iv. That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event.
  - v. At all times, access to adjoining premises in the affected streets shall be maintained to the satisfaction of the Emergency Services. All services such as fire hydrants shall be kept free of any obstructions.
  - vi. The event organiser shall advise Emergency Services (namely Police, Fire Brigade and Ambulance) and relevant Bus Companies of the proposed event.
  - vii. All barriers and signs associated with the event shall be removed at the time nominated to reopen the street to normal traffic to minimise delays to affected residents.
  - viii. That the approval is for a maximum of 3000 participants.
  - ix. The event organiser shall indemnify Northern Beaches Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council.
  - x. The event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.
  - xi. The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
  - xii. Promotion is to be undertaken via a letterbox drop in the local area, advertising on Council's website and/or a press release.
  - xiii. That the properties in the affected area be notified by a letterbox drop one week in advance of the event with details of access restrictions.

- xiv. The information delivered to residents and/or businesses is to provide details of road closures, a manned contact number for a resident on the day and specify an estimated time of closure and the nominated time when the roads will reopen
  - xv. Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.
- C. That the Applicant is required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval and send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, relevant Bus Company in advance of the event date to notify all parties of the details of the event and obtain approval as required.
- D. That the Traffic Committee notes the report and supports the events for the next five years, and that the item not be required to be reported back to the Traffic Committee during this period, unless there are any significant changes to the events.



Traffic Management Plan for THE BLOODY LONG WALK Sydney North. 2023



# THE BLOODY LONG WALK



## TRAFFIC MANAGEMENT PLAN For

### The BLOODY LONG WALK SYDNEY NORTH. NSW

This TMP is prepared by Vigilant Group Australia on behalf of the  
MITO FOUNDATION

**CONFIDENTIAL DOCUMENT**

Printed copies of this document are uncontrolled

## Contents

1. <i>TMP Approvals</i> .....	3
2. <i>TMP Scope</i> .....	4
3. <i>TMP Project Summary and Details</i> .....	4
4. <i>Event Specific Scope</i> .....	4
5. <i>Public Notification &amp; Transport</i> .....	22
6. <i>TMP Objective</i> .....	24
7. <i>TMP Management</i> .....	24
8. <i>TMP Implementation</i> .....	24
9. <i>Traffic GUIDANCE SCHEME (TGS)</i> .....	24
10. <i>Site Management</i> .....	25
11. <i>Risk Management</i> .....	26
12. <i>Consultation and Contacts List</i> .....	27
13. <i>TGS Attachments</i> .....	27

## 1. TMP Approvals

### Document information:

Title: TMP – TRAFFIC MANAGEMENT PLAN for THE BLOODY LONG WALK SYDNEY NORTH. NSW

Author: Ramie Abou Chakra

RMS Accreditation # PWZTMP 0052404132 exp 11/06/2023

Issue	Date	Revision Description	Authorised by
Version 1	16/03/2023	Update & review from 2022 plan	Ramie Abou Chakra & Hailey Mason

### Consultation

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Body	Name	Method
Event Organisers	Hailey Mason	Phone and email
Northern Beaches Council	Emma Callaghan	
NSW Police Northern Beaches LAC	Sgt Nino Jelovic	
RMS	tba	
STA	tba	
TMP Consultant	Ramie Abou Chakra	0431811489



## 2. *TMP Scope*

The scope includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers, provision for access to properties within the designated area of supervision and control, the design, construction and maintenance and removal of any necessary temporary roadways and detours including the provision of traffic controllers and all associated temporary signs, road markings and safety requirements.

The design and recommendations will be in accordance with AS1742.3 and the RMS Traffic Control at Worksites Manual Version 6.1 Issued June 2022.

Where required the attached TGS'S will be in use for pedestrian management however, this document cannot control individual/s & their personal actions regarding following suggested safety procedures and it by no means eliminates the hazards involved in the operation of this event.

## 3. *TMP Project Summary and Details*

The Bloody Long Walk is a 35km challenge to cure mitochondrial disease (Mito). Walk, jog or run from Palm Beach to The Corso, Manly Beach and enjoy spectacular scenery whilst raising vital funds to help find a cure for Mito.

Mito is a debilitating and potentially fatal genetic disorder that impairs the body's ability to convert food into the energy needed to power muscles and major organs; 1 in 200 people are at risk of developing Mito.

Approximately 2500 people will be participating in this event, the walkers will be leaving in groups of 100- every 5-minute intervals (estimated at 25 groups). Naturally walkers will gradually space out the further the walk.

Whilst creating this TMP the event organisers aim is not to have any road closures, as an alternate option we will treat crossing points at key locations

## 4. *Event Specific Scope*

The purpose of this document is to ensure that all conditional requirements relating to the delivery of this TMP are fully documented to support the overall operations of the event. This TMP will focus on **The Bloody Long Walks' 35km long route through North Sydney & its Suburbs from Palm Beach to The Corso, Manly Beach**

Within the document the traffic control measures are unique for the scope of the event and should not be directly applied to any other closure or management plan within the presiding area of the said area of control whether they appear rationally suitable or not.

Primary aim for this TMP is the safe co-ordination of the event participants through strategic and overall management procedures to ensure the safety of all individuals, groups of individuals including the general public and participants, all employees involved in the event both from the organisers and Vigilant Group Australia and other authorities and stakeholders. This TMP addresses management for the traffic management for the **Bloody long Walk**. The overall plan has been prepared in consultation and agreement with primary stakeholders as listed in section titled Consultation and Contacts list within this TMP.

**SECTION 1: Palm Beach to Whale Beach**

Road	Assessment	Speed	Recommendations
<p>Ocean Road</p>	 <p>Figure 1 - Ocean Road (North) – Walkers will be required to walk on road shoulder as vehicle parking will occur.</p>	<p>40km/h</p>	<p>Reference: VG.19.131NS01 BEACH RD x BARRENJOEY RD</p>
	 <p>Figure 2 - Ocean Road (South) – Walkers will be required to walk on roadway due to no road shoulder and vehicle parking.</p> <p>Once end of Ocean Road is reached walkers will be on designated pathway and steps and will re- enter road network at intersection of Whale Beach Road and Florida Road.</p>		<p>Reference: VG.19.131NS02 OCEAN RD x OCEAN PL</p>

<p><b>Whale Beach Road</b></p>	 <p>Figure 3 - Whale Beach Road (North) – Walkers will be forced onto roadway due to roadside parking.</p> <p>Whale Beach Road at Norma Road Intersection there is no roadside parking on southern side until walkers will re-enter onto designated foot path.</p> <p>Walkers will then access Whale Beach via stairway and walk along beach to The Strand.</p>  <p>Figure 4- Whale Beach Road just before Morella Rd – footpath available however two-way flow and vehicles will be driving into walkers. Install a vehicle filter point.</p>	<p>40km/h</p>	<p>Reference: VG.19.131NS03 BEACH RD,  Traffic Controllers at location to brief drivers when entering area</p>
<p><b>The Strand</b></p>	<p>Walkers will come off the beach and walk along the car park section of The Strand.</p>	<p>40km/h</p>	<p>Walker caution</p>

**SECTION 2: Whale Beach to Avalon**

Road	Assessment	Speed	Recommendations
<b>Malo Road</b>	Walkers will re-enter road network at Malo Road and will be required to cross the road to get back to Whale Beach Road.	40km/h	Walker caution
<b>Whale Beach Road</b>	Once back on Whale Beach Road walkers are able walk on designated footpath. One road crossing is required if walker choose to take footpath instead of Bangalley Headland Walking Track. 	40km/h increasing to 50km/h	Walker caution
<b>Burrawong Road</b>	 Figure 6 – Burrawong Road access. Walkers maybe required to walk on road shoulder if vehicle parking occurs.	50km/h	Walker caution

<p><b>Milga Road &amp; Watkins Road</b></p>	 <p>Figure 7 – Binburra Avenue crossing to Milga Road.</p> <p>Walkers maybe required to walk on road shoulder or road edge when vehicle parking occurs.</p> <p>Grass verges are available along certain parts of this section.</p>	<p>50km/h</p>	<p>Walker caution</p>
<p><b>Milga Road</b></p>	 <p>Figure 8 – Binburra Avenue crossing to Milga Road.</p> <p>Walkers maybe required to walk on road shoulder or road edge when vehicle parking occurs. Some sections have shrubs growing which will push people onto road.</p> <p>Grass verges are available along certain parts of this section.</p> <p>Once end of Marine Parade is reached walkers will access designated footpaths along Avalon Beach.</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS04 MARINE PDE Traffic Controllers at location to brief drivers when entering area</p>

<p><b>Marine Parade</b></p>	 <p>Figure 9 – Marine Parade.</p> <p>Walkers will be pushed around vehicles if parking within street. Some sections have shrubs growing which will push people onto road.</p> <p>Grass verges are available along certain parts of this section.</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS04 MARINE PDE Traffic Controllers at location to brief drivers when entering area</p>
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**SECTION 3: Avalon to Newport**

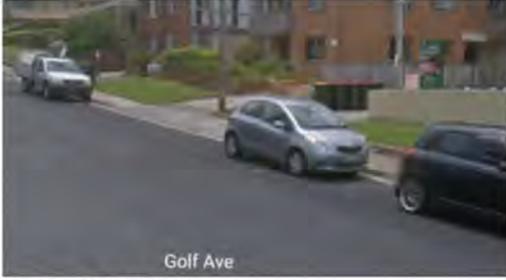
Road	Assessment	Speed	Recommendations
Surfside Avenue	Walkers will re-enter road network at Surfside Avenue and proceed through car park to pathway at end of Avenue.	50km/h	Walker caution
Barrenjoey Road	 <p>Figure 10 – Barrenjoey Road access from Surfside Avenue footpath.</p> <p>Walkers can negotiate first section behind guard rails.</p> <p>200m section to Serpentine will require walking along shoulder of road if vehicle parking occurs.</p>	60km/h	Reference: VG.19.131NS05 BARRENJOEY RD x THE SERPENTINE

<p><b>The Serpentine</b></p>	<p>Walkers will be required to walk along road shoulder.</p>  <p>Figure 11 - Section near Barrenjoey Road and Plateau Road round-a-bout requires walker to negotiate tight bend along narrow section of road. Once past this point walkers will use stairway to access Bilgola Beach at Allen Avenue</p>	<p>40km/h</p>	<p>Reference: VG.19.131NS05 BARRENJOEY RD x THE SERPENTINE</p>
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<p><b>Allen Avenue</b></p>	<p>Roadside walking along narrow section. Walkers will then access Bilgola Beach and proceed to walking track through Eric Green Reserve and remain on track until Newport Beach.</p>	<p>40km/h</p>	<p>Walker caution</p>
<p><b>Myola Road</b></p>	<p>Walkers will re-enter road network at Myola Avenue. Grass verges can be utilised along majority of this section, but some roadside walking maybe required along certain sections of Myola Road and several road crossings are required.</p>  <p>Figure 12– Myola Road crossing at The Boulevarde</p>  <p>Figure 13 – Myola Road crossing at Queens Parade East</p>	<p>40km/h</p>	<p>Walker caution Reference: VG.19.131NS06 MYOLA RD x QUEENS PDE</p>

**SECTION 4: Newport to Mona Vale**

Road	Assessment	Speed	Recommendations
Barrenjoey Road	Walking along foot path	60km/h	Walker Caution
Hillcrest Avenue	 <p>Figure 14– Hillcrest Avenue Roadside walking required. Walkers will then walk along headland path onto bottom section of Grandview Parade and onto Surfview Road.</p>	50km/h	Walker Caution Advise to cross onto right hand side of roadway at bend as in figure 14 and continue on right hand side to end of Avenue.
Surfview Road	Designated footpath until Darley Street East	50km/h	Walker Caution
Darley Street East	 <p>Figure 15– Darley Street East road crossing. Walkers then access footpath along rest of Surfview Road to Golf Avenue</p>	50km/h	Walker Caution

<p><b>Golf Avenue</b></p>	 <p>Golf Ave</p> <p>Figure 16 – Golf Avenue. Walkers travel along Golf Avenue up to Barrenjoey Road, we do not access the Golf Course this year.</p>  <p>Melbourne Ave</p> <p>Figure 17 – Melbourne Ave off Coronation St Walkers then proceed to turn left at Coronation St then right onto Melbourne Avenue</p>	<p>N/A</p>	<p>Walker Caution</p>
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**SECTION 5: Mona Vale to Warriewood**

No notes

**SECTION 6: Warriewood to Narrabeen**

<p><b>Narrabeen Park Parade</b></p>	 <p>Figure 18 – Bruce Street crossing and continue along footpath.</p>  <p>Figure 19 – Warriewood Beach access road crossing and continue on footway.</p>  <p>Figure 20 – Narrabeen Park Parade past Sydney Road. Road shoulder and roadside walking will be required.</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS08 NARRABEEN PARK PDE x SYDNEY RD Walker Caution</p>
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<p><b>Peal Place</b></p>	 <p>Figure 21 – Peal Place access will require roadside walking. Once at end of Peal Place walkers will utilise walking track and steps along designated pathway to Ocean Street. Street has good vision so no need to treat.</p>	<p>50km/h</p>	
<p><b>Ocean Street</b></p>	 <p>Figure 22 – Birdwood Reserve crossing. Designate footway until Birdwood Reserve crossing which ends Pittwater Council Section.</p>	<p>50km/h</p>	<p>Walker Caution</p>

**SECTION 7: Narrabeen to Long Reef**

<p><b>Beach Road</b></p>	 <p style="text-align: center;">Beach Rd</p> <p>Figure 23 – Beach Road Very wide streets with ample walking areas, only signage required.</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS09 BEACH RD x OCEAN GROVE</p>
<p><b>Anzac Ave</b></p>	 <p style="text-align: center;">Anzac Ave</p> <p>Figure 24 – Anzac Ave Very wide streets with ample walking areas, designated crossing point for walkers.</p> <p>Advance warning signs, TC to do pedestrian management and only stop cars if required for safety.</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS09 BEACH RD x OCEAN GROVE</p>

**SECTION 8: Long Reef to Queenscliff**

<p><b>McKillop Carpark</b></p>	 <p>Lumsdaine Dr</p>	<p>50km/h</p>	<p>Reference: VG.19.131NS10 OCEAN VIEW RD</p>
<p><b>Evans Street</b></p>	 <p>Ocean View Rd</p>		

Figure 26 – Lumsdaine Drive  
Walkers crossing carpark entry, clear vision of area, only warning signage required.

Figure 27 – Ocean View Road  
Walkers crossing from left walkway into the carpark opposite.  
Busy location, TC will assist with crossing when required.

**SECTION 9: Queenscliff to Manly**

<p><b>Crown Road</b></p>	 <p>Figure 28 – Crown Road &amp; Bridge Rd Intersection Busy location. Advance warning signs, TC to do pedestrian management and only stop cars if required for safety.</p>	<p>50km/h</p> <p>Reference: VG.19.131NS11 BRIDGE RD QUEENSCLIFFE</p>
<p><b>Pavilion Street</b></p>	 <p>Figure 29 – Pavilion St &amp; Bridge Rd Intersection Busy location. Advance warning signs, TC to do pedestrian management and only stop cars if required for safety.</p>	
<p><b>Queenscliff Road</b></p>		

	<p>Figure 30 – Queenscliff Rd &amp; Upper Greycliffe St. Crossing point, one side of intersection busier than other, cross at quieter side. Advance warning signs, TC to do pedestrian management and only stop cars if required for safety.</p>		
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**Primary Traffic Control Plan List.**

The following traffic control measures are diagrammatically shown and detailed in the Traffic Control Plan/s (TGS) titled **TGSs**

<u>Plan number</u> <u>Timing &amp;</u> <u>Traffic Control numbers</u>	<u>Location &amp; Description</u>
VG TGS1 + <b>1TC</b> 0500AM-0900AM	Start location road closure.
VG TGS2 5.30am – 9.00am	Participant Movement along Ocean Rd Palm Beach
VG TGS3 .3 + <b>2TCs</b> 5.45am – 9.30am	Entering & exiting Whale Beach Rd from designated walking tracks
VG TGS4 + <b>3TCs</b> 6.30 – 11:00am	Participant movement along Watkins rd & Marine Pde
VG TGS 5 <b>1TC</b> 6.30 – 11:00am	Participant movement along Barrenjoey rd & The Serpentine
VG TGS6 7am – 1.30pm	Crossing Myola rd continuing along Queens Pde
VG TGS 7 7am – 1.30pm	Participant movement along Barrenjoey rd & into Hillcrest ave
VG TGS 8 7.30am – 2pm	Crossing Melbourne ave/ Narrabeen Park Pde & continuing SB along Narrabeen Park Pde
VG TGS 9 7.30am – 2pm	Participant movement along Narrabeen Park Pde towards Peal pl
VG TGS 10 + <b>1TC</b> 7.45am – 3.30pm	Crossing Anzac ave from Seaview Pde continuing along unnamed walking track
VG TGS 11 + <b>1TC</b> 7.45 - 3.30PM	ASSISTING PEDESTRIANS ON THE LIGHTS OF PITTWATER RD AND ANZAC AVE
VG TGS 12 + <b>1TC</b> 8.15am – 5.30pm	Crossing Ocean View rd continuing along unnamed walking track
VG TGS 13 + <b>3TCs</b> 8.15am – 5.30pm	Participant movement along Bridge rd, crossing Queenscliff Rd



VG VMS001 <b>1 WEEK PRIOR TO EVENT</b>	V.M.S Placement for Public Notification (Variable Message Sign)
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### 5. Public Notification & Transport

In total 2 written notifications will be delivered to residents affected by the event, the first resident letter sent out 1 month in advance and the second notification will be delivered 1 week prior to the Event.

Multiple shuttle buses will be organised to shuttle participants into the Start area at Governor Phillip Park, Palm Beach. This is to alleviate traffic congestion & limit parking as this area is very narrow & limited for space to park legally. All participants will be notified of the Shuttle buses & encouraged not to drive & park in the vicinity of the Starting Area.

#### Primary Hours of Control

The proposed measures as highlighted above will take effect on the following dates:

##### **Sydney North:**

**Event date:** Sunday 30<sup>TH</sup> of JULY 2023.

**Start location:** Governor Phillip Park, Palm Beach

**Finish location:** Manly Beach, Manly

**Event Start Time:** 6am Wave times start

- (low level music from 5:15am)

**Wave Size:** 100 participants at 5-minute intervals

#### General Notes

- In accordance with Vigilant Group Australia Quality Management processes, it is envisaged and anticipated that there will not be any adverse traffic issues to surrounding streets and the community as a whole. All measures will be taken to ensure any foreseeable impacts are mitigated accordingly.
- Traffic affected and re-directed by the closures will not require further amelioration as the event is localised.
- There are no foreseeable impacts to public transport that has not already been co-ordinated with the supporting agencies and authorities.
- All traffic controls have been developed as a principle for emergency service vehicles being provided primary access to all surrounds of the event accordingly in an event of an emergency. Traffic controls and controllers will assist as required to provide uninhibited access for emergency vehicles including ushering pedestrians accordingly.
- Arrangements for Heavy Vehicles and Cycle Traffic have not been incorporated within this TMP. The proposed traffic control measures will apply to these modes of transport.
- Pedestrian access will be always maintained to the general public along all sections of the outlined course.

**NOTE: This proposal will be available for the organisers to use for their Public Consultation Process and Procedures**



This TMP document supports the following regulatory requirement/s as applicable in accordance with the defined scope:

- RMS Guide to Transport & Management for Special Events v 3.4
- RMS Traffic Control at Worksites Manual v 6.1\_2022
- RMS QA Specification G10 – Traffic Management Ed 5 rev 3
- RMS G11 – Road Occupancy Provisions
- AS 1742.3-2019 Manual of Uniform Traffic Control Devices





## **6. TMP Objective**

The primary objectives of Vigilant Group Australia with regards to this Traffic Management Plan are as follows:

- Ensure the safety of all individuals including general public, residents and employees to and surrounding the designated area of control
- Minimise any impact or risks relating to the overall flow of motorised vehicle traffic
- Egress and access into the designated area of control and surrounds where applicable to be satisfactorily maintained
- Minimise primary impacts to surrounding businesses and dwellings
- All formal approvals and licensing as required to be obtained and maintained during the duration of the event
- Ensure all environmental procedures are adhered to and maintained in support with other stakeholder and agency requirements
- Any design requirements to be in accordance with RMS Road Design Guidelines and Procedures
- All relevant statutory requirements as detailed from regulatory agencies to be adhered to.

## **7. TMP Management**

Vigilant Group Australia has warranted and commits to the provision of all resources, systems and associated Traffic Control Plans including traffic management for the event as detailed in the Project Summary and Overview.

All resources in accordance with statutory authorities' requirements will be competent, experienced and qualified to carry out the agreed service as detailed in the binding agreement.

## **8. TMP Implementation**

Traffic Management at the designated areas will be implemented in accordance with RMS Traffic Control at Work Sites Manual and adapted to meet the requirements of the designated areas.

The implementation of the plans will be agreed to with the leading authority/organisers and aligned with the overall planning requirements as detailed in their control measures. This includes the delivery and use of all equipment both dependent and independent of Vigilant Group. The implementation will need to be formally assigned and agreed prior to Work Order establishment.

## **9. Traffic GUIDANCE SCHEME (TGS)**

Vigilant Group Australia have developed specifically tailored TGS's that have been prepared in accordance with the specific operational requirements of this event. The TGS's and other Movement Plans, both vehicle and pedestrian as required encompass the holistic movements specific and not specific to the event and will incorporate the public also. Any property access affected by the activities will be reviewed and identified in the TGS. The TGS is not a risk management tool in totality but can be used as a support in the overall risk review of the project/event.

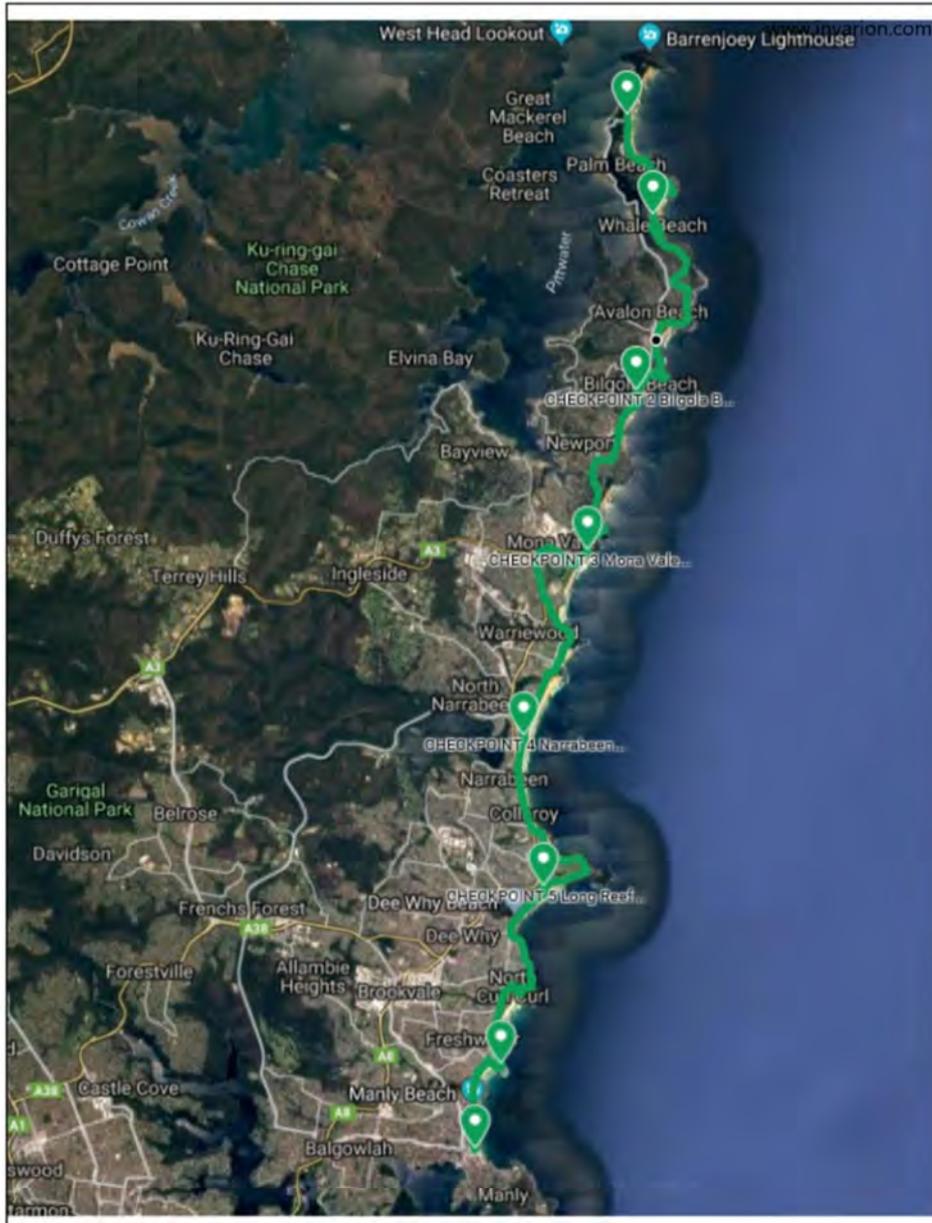
At its core any prepared and agreed TGS provides a short-term procedural base for safety management of vehicular and pedestrian flow for the defined project.



### 10. Site Management

A full overview of the entire course can be found by clicking the link below  
(not applicable when printed)

<https://www.google.com/maps/d/edit?hl=en&mid=1tH6kghbg9EKrEhYmP-JvsKuyz38&ll=33.735814536963055%2C151.27323565000006&z=10>





## 11. Risk Management

Risk management assessment and implementation of this TMP shall be in accordance with the overall risk management of the project and not be kept in isolation. The overall approach with the TMP shall be part of the holistic planning of the event. All risk controls are a legal obligation to be adhered to with relevance to the WHS Act 2012.

Vigilant Group Australia will accommodate to the management of risks as prepared by the client / organisers / principal's representative.

The following have been considered as part of this TMP and as part of Vigilant Group Holistic Risk/Hazard and Verification Assessment:

Identified Risk	Risk Effect on Event	Controlled Measures
Local Business Access impeded	Possible action against business groups to stifle event	All Businesses to be fully briefed on traffic control measures
Emergency Access	Impeding success of event and bad media coverage	All Emergency Services to be briefed and notified of the event by Organisers. Vigilant Safe Services to provide assistance as required
Public Transport Access	Risk of public not attending the event on time	Public Transport Routes are not affected
Local Residence Access impeded	Risk of backlash from residents	Limited access will be provided under controlled supervision
RMS traffic signals	Risk of conflicting traffic control measures	Not affected accordingly
Adverse weather conditions	Event not proceeding	All control measures will be maintained during all conditions or until organisers inform otherwise
Vehicular Accidents	Event will be delayed	All standard procedures and measures will be undertaken in accordance with current processes
Security	Access to event	Security Contractor to control and liaise with Vigilant Safe Services



### 12. Consultation and Contacts List

Name	Organisation	Contact	Approving Authority (Yes / No)
Hailey Mason	The-Shift-Agency	0417-509-085	y
LAUREN O'DRISCOLL	THE-SHIFT-AGENCY	0401212553	Y
Ramie Abou Chakra	Vigilant Group	0431811489	Y

### 13. TGS Attachments

TGS No	Version
VG TGS1	1
VG TGS2	1
VG TGS3	2
VG TGS4	1
VG TGS5	1
VG TGS6	1
VG TGS7	1
VG TGS8	1
VG TGS9	1
VG TGS10	1
VG TGS11	1
VG TGS12	2
VG TGS13	1

**ATTACHED TGS'S**



**BY: RAMIE ABOUCHAKRA**

**#PWZTMP:0052404132**

**GENERAL NOTES**

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3
- TCAWS RMS 18.898 Version No: 5.0
- ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS RMS 18.898 Version No: 5.0
- NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V5 2018
- IN ACCORDANCE WITH TCAWS V5 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

**RECOMMENDED TAPER LENGTH**

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL TAPER	SHOULDER TAPER	MERGE TAPER
45 OR LESS	15	0	15	15
46 - 55	15	15	30	30
56 - 65	30	30	60	60
66 - 75	N/A	70	115	
76 - 85	N/A	80	130	
86 - 95	N/A	90	145	
96 - 105	N/A	100	160	
> 105	N/A	110	180	

**DIMENSION 'D'**

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	15m
46 - 55	15m
56 - 65	50m
66 - 75	45m
76 - 85	45m
86 - 95	EQUAL TO POSTED SPEED
96 - 105	EQUAL TO POSTED SPEED
> 105	EQUAL TO POSTED SPEED

**TOLERANCES**

POSITIONING OF SIGNS  
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN  
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN  
SPACING OF DELINEATING DEVICES  
MAXIMUM 10% MORE THAN THE SPACING GIVEN  
NO MINIMUM

**LANE WIDTHS**

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

**QUEUE MANAGEMENT PLAN**

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

**VEHICLE MOVEMENT PLAN**

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

# THE BLOODY LONG WALK

**TIME REQUIRED: 05:00am - 9am**

REFER TO: VG.19.131NS12 FOR VMS PLACEMENT (1 WEEK PRIOR TO EVENT)

TC TO CONTROL CLOSED SECTION OF ROAD.

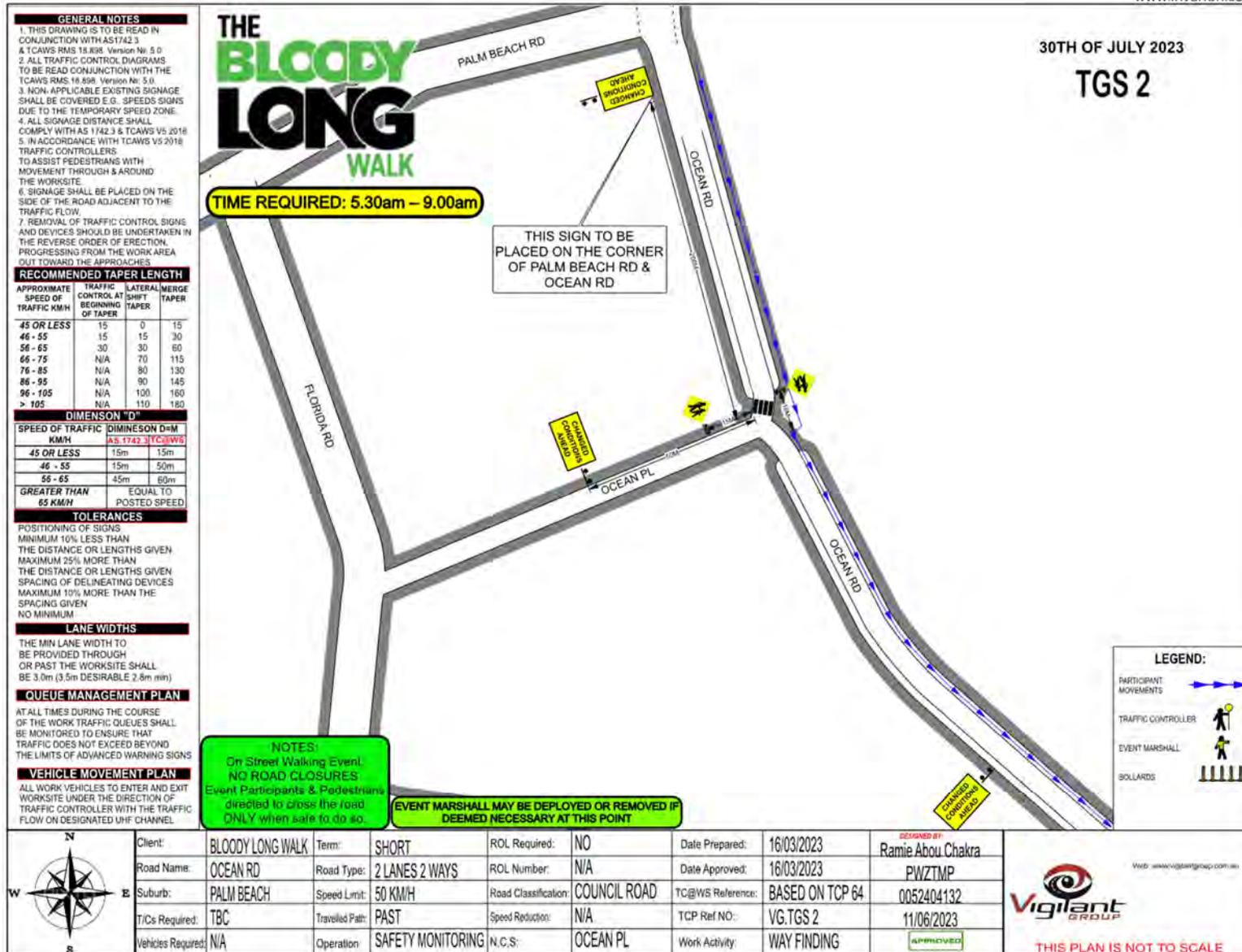
EVENT MARSHALL MAY BE DEPLOYED OR REMOVED IF DEEMED NECESSARY AT THIS POINT

30TH OF JULY 2023  
**TGS 1**

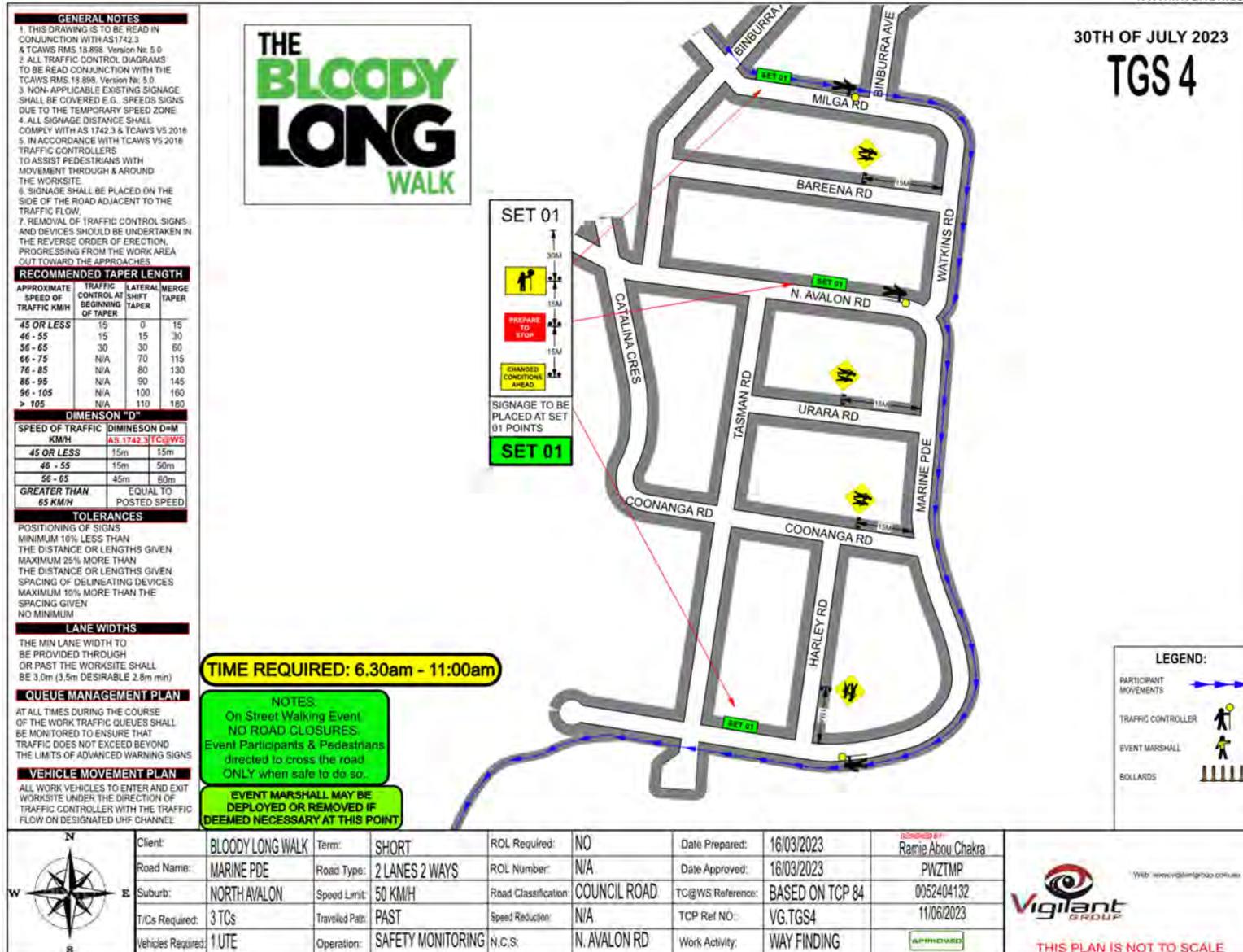
**LEGEND:**

- PARTICIPANT MOVEMENTS
- TRAFFIC CONTROLLER
- EVENT MARSHALL
- BOLLARDS

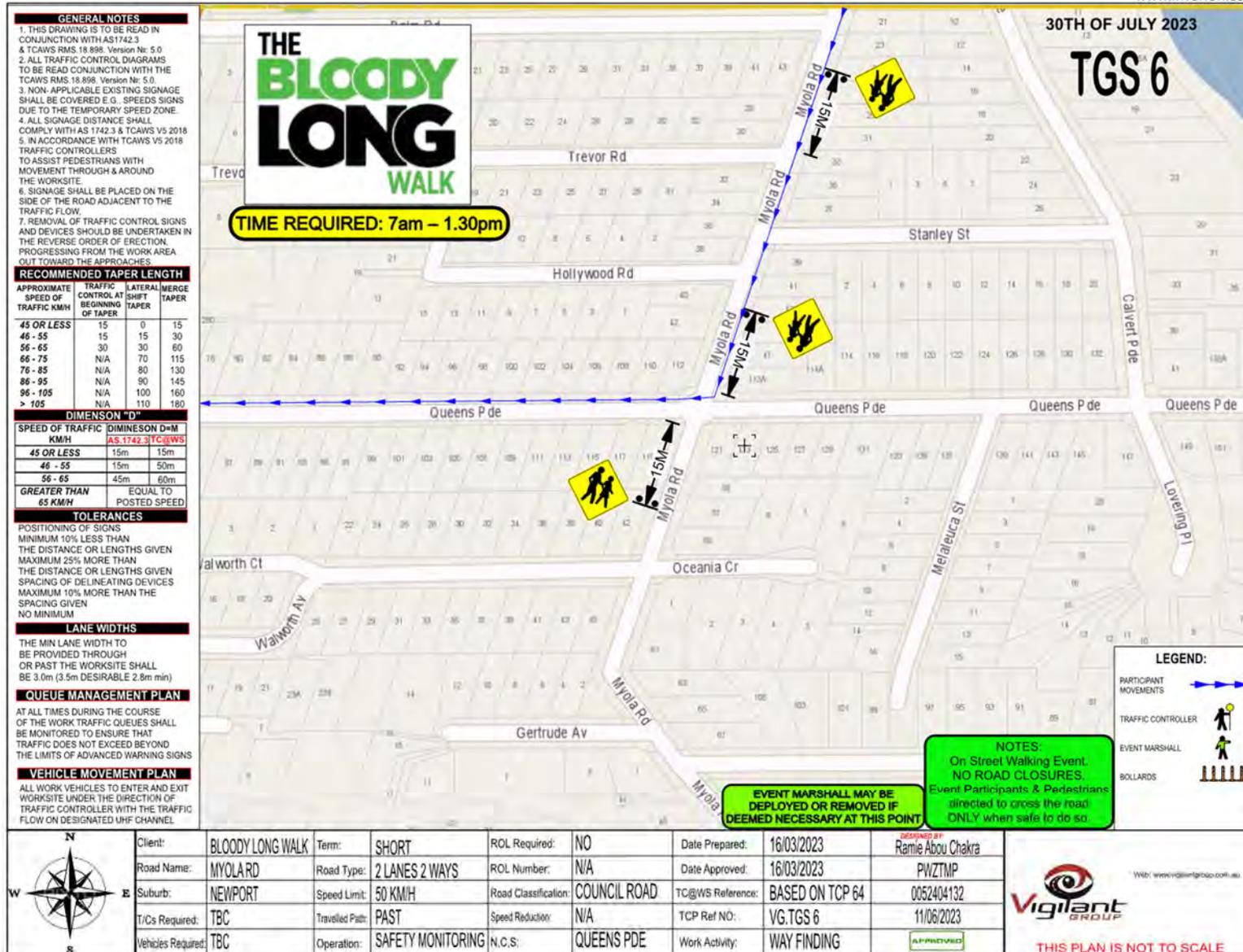
	Client:	BLOODY LONG WALK	Term:	SHORT	ROL Required:	NO	Date Prepared:	16/03/2023	DESIGNED BY:	Ramie Abou Chakra
	Road Name:	BEACH RD	Road Type:	2 LANES 2 WAYS	ROL Number:	N/A	Date Approved:	16/03/2023	REGISTERED BY:	PWZTMP
	Suburb:	PALM BEACH	Speed Limit:	50 KM/H	Road Classification:	COUNCIL ROAD	TC@WS Reference:	BASED ON TCP 54	TC@WS Reference:	0052404132
	T/Cs Required:	TBC	Travelled Path:	PAST	Speed Reduction:	N/A	TCP Ref NO.:	VG.TGS 1	DATE:	11/06/2023
	Vehicles Required:	N/A	Operation:	SAFETY MONITORING	N.C.S.:	BARRENJOEY RD	Work Activity:	WAY FINDING	APPROVED:	
	<p>Web: www.vigilantgroup.com.au</p> <p><b>THIS PLAN IS NOT TO SCALE</b></p>									











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2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ CONJUNCTION WITH THE TCAWS RMS 18.898 Version No: 5.0.
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4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAWS V5 2018
5. IN ACCORDANCE WITH TCAWS V5 2018 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.

**RECOMMENDED TAPER LENGTH**

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	70
76 - 85	N/A	80
86 - 95	N/A	90
96 - 105	N/A	100
> 105	N/A	110

**DIMENSION D**

SPEED OF TRAFFIC KM/H	DIMENSION D=M AS 1742.3 TCAWS
45 OR LESS	15m
46 - 55	15m
56 - 65	50m
66 - 75	45m
GREATER THAN 65 KM/H	EQUAL TO POSTED SPEED

**TOLERANCES**

POSITIONING OF SIGNS  
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN  
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN  
SPACING OF DELINEATING DEVICES  
MAXIMUM 10% MORE THAN THE SPACING GIVEN  
NO MINIMUM

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ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

**NOTES:**  
On Street Walking Event.  
NO ROAD CLOSURES.  
Event Participants & Pedestrians directed to cross the road ONLY when safe to do so

**EVENT MARSHAL MAY BE DEPLOYED OR REMOVED IF DEEMED NECESSARY AT THIS POINT**

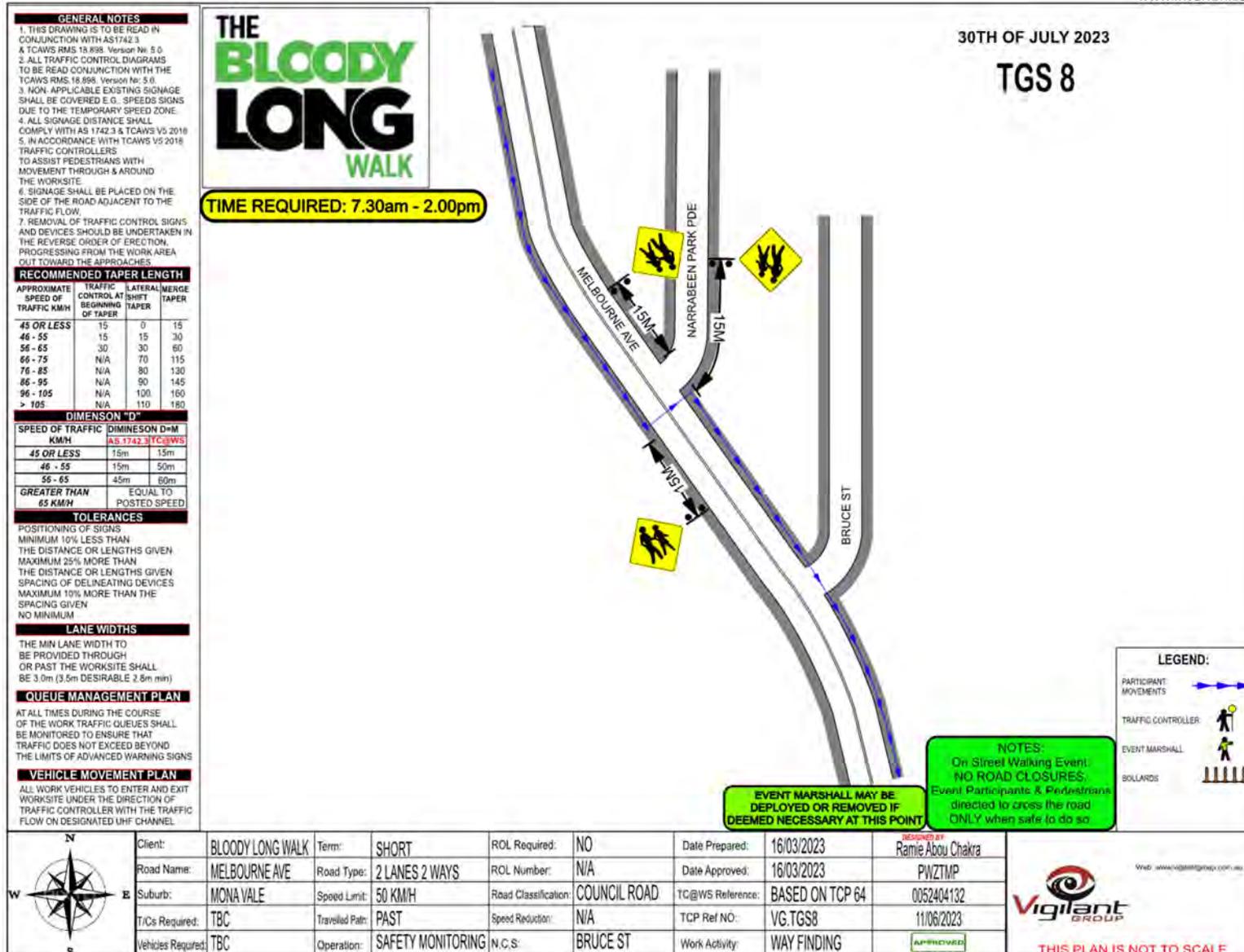


Client:	BLOODY LONG WALK	Term:	SHORT	ROL Required:	NO	Date Prepared:	16/03/2023	DESIGNED BY:	Ramie Abou Chakra
Road Name:	MYOLARD	Road Type:	2 LANES 2 WAYS	ROL Number:	N/A	Date Approved:	16/03/2023		PWZTMP
Suburb:	NEWPORT	Speed Limit:	50 KM/H	Road Classification:	COUNCIL ROAD	TC@WS Reference:	BASED ON TCP 64		0052404132
T/Cs Required:	TBC	Travelled Path:	PAST	Speed Reduction:	N/A	TCP Ref NO.:	VG.TGS 6		11/06/2023
Vehicles Required:	TBC	Operation:	SAFETY MONITORING	N.C.S.:	QUEENS PDE	Work Activity:	WAY FINDING		APPROVED

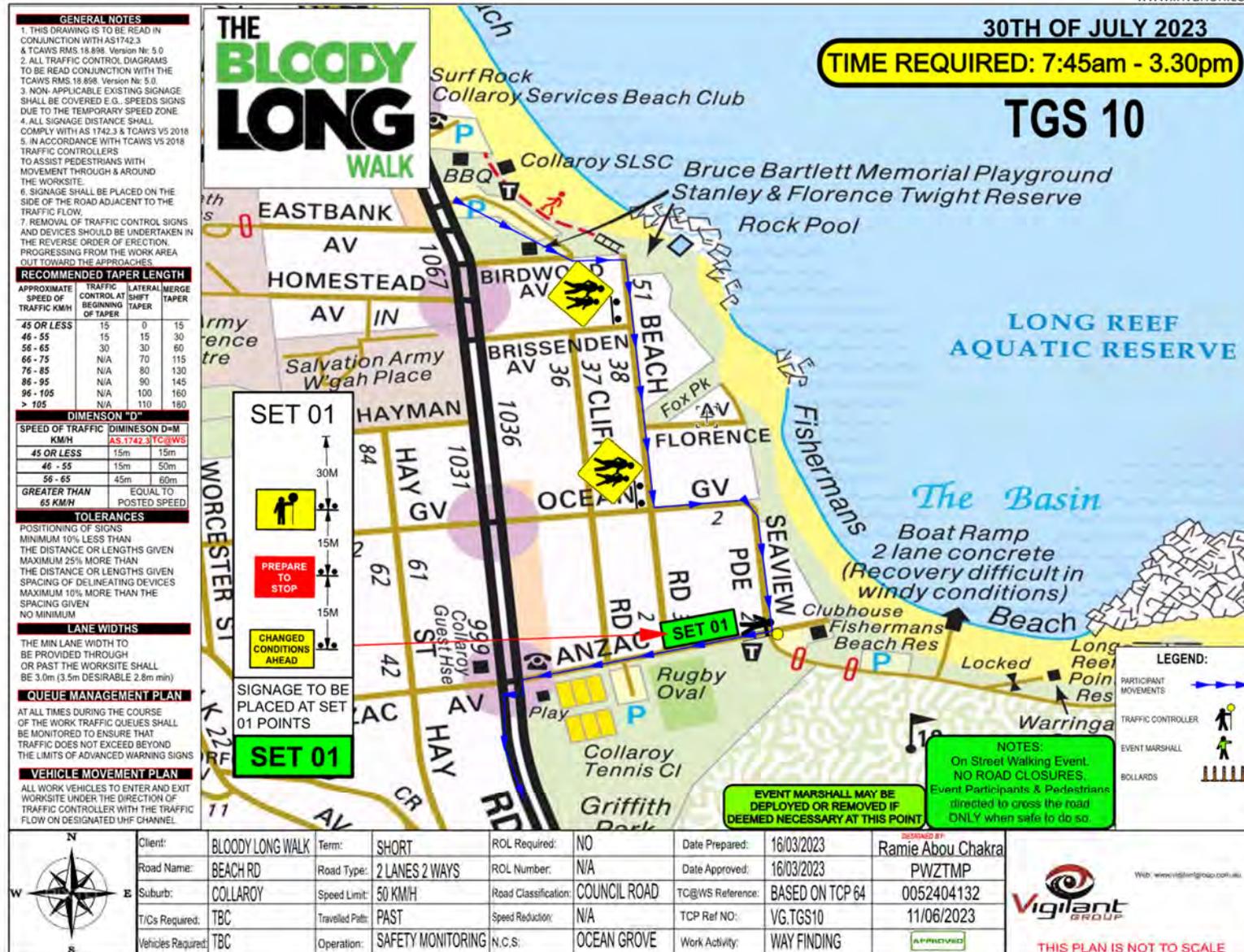


THIS PLAN IS NOT TO SCALE

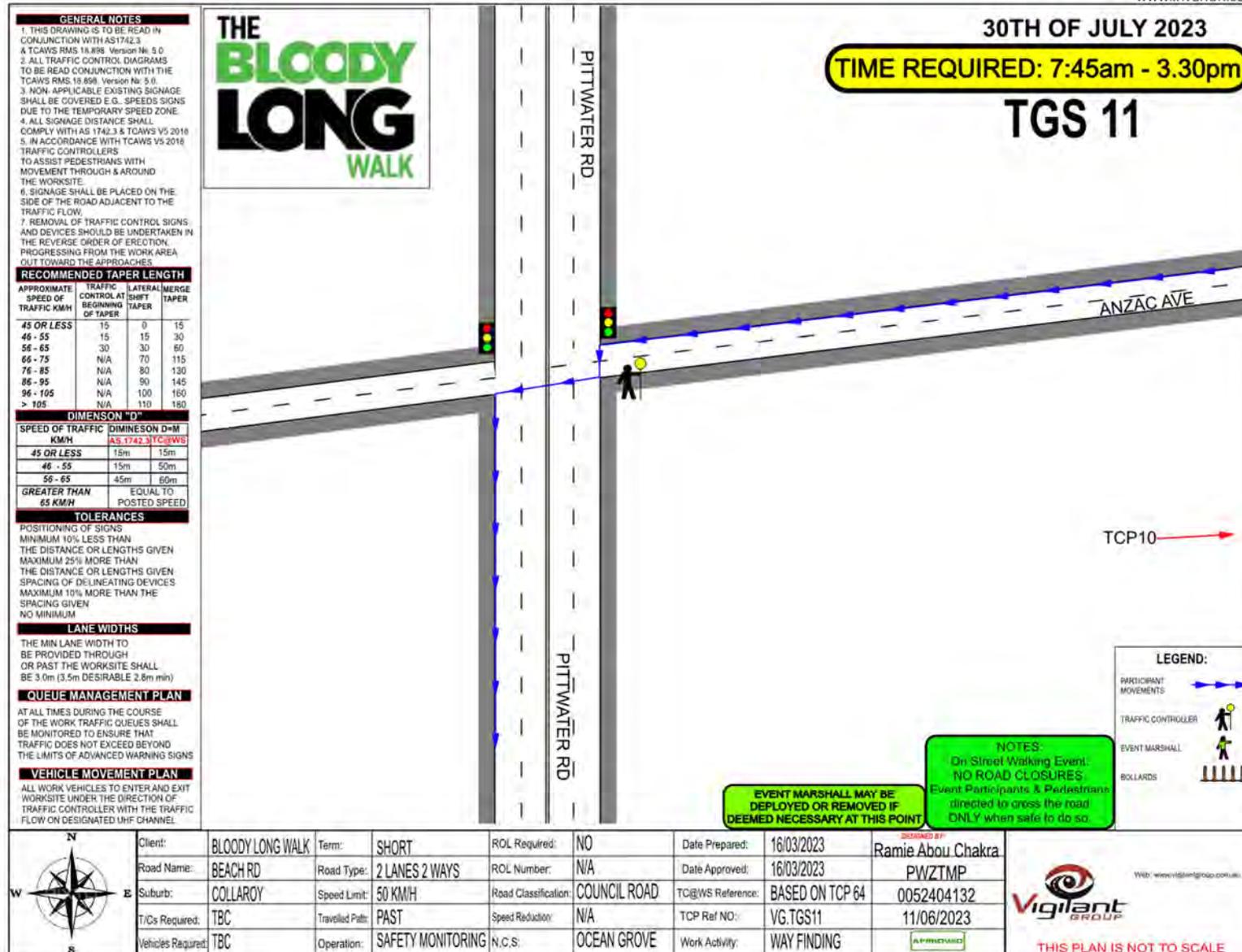








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- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES

**RECOMMENDED TAPER LENGTH**

APPROXIMATE SPEED OF TRAFFIC KMH	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT OF TAPER	MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

**DIMENSION 'D'**

SPEED OF TRAFFIC KMH	DIMENSION D-M AS 1742.3 TCAWS V5
45 OR LESS	15m
46 - 55	15m
56 - 65	50m
66 - 75	45m
76 - 85	60m

**TOLERANCES**

POSITIONING OF SIGNS  
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN  
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN  
SPACING OF DELINEATING DEVICES  
MAXIMUM 10% MORE THAN THE SPACING GIVEN  
NO MINIMUM

**LANE WIDTHS**

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

**QUEUE MANAGEMENT PLAN**

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS

**VEHICLE MOVEMENT PLAN**

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

EVENT DAY MESSAGES	PUBLIC NOTIFICATION
JUL 30TH 04:00-10:00am	JULY 15TH-30TH
SCREEN 1: BLOODY LONG WALK TODAY	SCREEN 1: BLOODY LONG WALK WALK EVENT
SCREEN 2: CAR PARK CLOSED 4:30am-10am	SCREEN 2: CAR PARK CLOSED 4:30am-10am
SCREEN 3: INCREASED PEDESTRIAN ACTIVITY	SCREEN 3: SUNDAY JULY 30TH

	Client:	BLOODY LONG WALK	Term:	SHORT	ROL Required:	NO	Date Prepared:	16/03/2023	DECIDED BY:	Ramie Abou Chakra
	Road Name:	BEACH RD	Road Type:	2 LANES 2 WAYS	ROL Number:	N/A	Date Approved:	16/03/2023		PWZTMP
	Suburb:	PALM BEACH	Speed Limit:	50 KMH	Road Classification:	COUNCIL ROAD	TC@WS Reference:	BASED ON TCP 41		0052404132
	T/Cs Required:	N/A	Travelled Path:	PAST	Speed Reduction:	N/A	TCP Ref NO:	VG.19.131NS12		11/06/2023
	Vehicles Required:	N/A	Operation:	Public Notification	N.C.S:	OCEAN RD	Work Activity:	VMS PLACEMENT		APPROVED

Anthony Baker  
Operations Manager  
Unit 10/4-10 Barry Rd,  
Chipping Norton, Sydney NSW 1570  
Ph: 0416211211  
Email: info@vigilantgroup.com.au  
Web: www.vigilantgroup.com.au

**THIS PLAN IS NOT TO SCALE**

<b>ITEM 4.4</b>	<b>COTTAGE POINT ROAD, COTTAGE POINT - STOP CONTROL, LINE MARKING AND PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/384434</b>
<b>ATTACHMENTS</b>	<b>1 Overview Plan 2 Plans - Sheets 1 to 5</b>

**GEOCODES: -33.638519, 151.218744: -33.618738, 151.204251: -33.616071, 151.205914**

## **REPORT**

### **BACKGROUND**

Council has received concerns from the local fire brigade, local businesses and local residents regarding the long-term parking of trailers along Cottage Point Road, Cottage Point. Concerns were expressed regarding the trailers creating issues related to visibility, access and restricting parking opportunities for local residents and visitors. Concerns were also raised regarding safety and visibility along the full length of Cottage Point Road due to the geometry and winding nature of the road.

### **LOCATION**

- Cottage Point Road is a local road running North to South between Kuring-gai Motor Yacht Club and General San Martin Drive with no kerb and gutter on either side.
- Cottage Point Road is a narrow road, approximately six (6) metres wide which narrows at various locations and has a number of sharp bends along its length.
- Minimal 'No Parking' restrictions currently exist at the north end of Cottage Point Road at the cul-de-sac and opposite the local Fire Station.
- General San Martin Drive forms part of the Road Cycling Network. Although Cottage Point Road is not part of the Road Cycling Network it is at times used by cyclists.

### **ISSUES**

- Cottage Point Road Kiosk and Boat Shed, Kuring-gai Motor Yacht Club, and Cottage Point Inn are located to the north of Cottage Point Road which create a high demand for parking.
- Unhitched trailers appear to be consistently parked along the wider parts of the road, south of the fire station, affecting the availability of parking for residents and visitors to the area.
- The lack of available parking for residents, visitors and those seeking parking for uses associated with the Cottage Point Road Kiosk and Boat Shed, Kuring-gai Motor Yacht Club, and Cottage Point Inn creates safety issues as motorists park illegally affecting access and visibility to and from the fire station and other properties.
- Cottage Point Road has a number of sharp bends without dividing lines and limited warnings around each bend. A number of vehicles cross over to the opposite side of the road in each direction into oncoming traffic creating an issue of safety.

- Currently no 'Stop' or 'Give Way' arrangement exists on Cottage Point Road at the intersection with General San Martin Drive. Due to the geometry of the road, there is an issue with visibility of oncoming traffic which includes motorists and cyclists, travelling along General San Martin Drive.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to:

- Install 4P parking restrictions '8.30 - 6pm Everyday' on the eastern side of Cottage Point Road between the existing No parking Restriction at the intersection at Notting Lane to the northern side of the driveway at No.3 Cottage Point Road.
- Install 'No Parking signs" on the eastern side of Cottage Point Road at either side of the driveway at No.3 Cottage Point Road.
- Install 'No Parking Motor Vehicles Excepted' signs on the western and eastern sides of Cottage Point Road, south of the Fire Station.
- Install 'STOP' Control on Cottage Point Road at the intersection with General San Martin Drive.
- Install Edge lines and Double Dividing Barrier Centrelines on Cottage Point Road at the intersection with General San Martin Drive.
- Install Single Dividing line, centre with the road along the length of Cottage Point Road.
- Install warning signs and Double Dividing Barrier Centrelines around the bends as indicated on the attached plan.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will improve the safety for people cycling along Cottage Point Road and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation has been conducted on site with properties within the immediate vicinity of the location. The proposed changes are supported.

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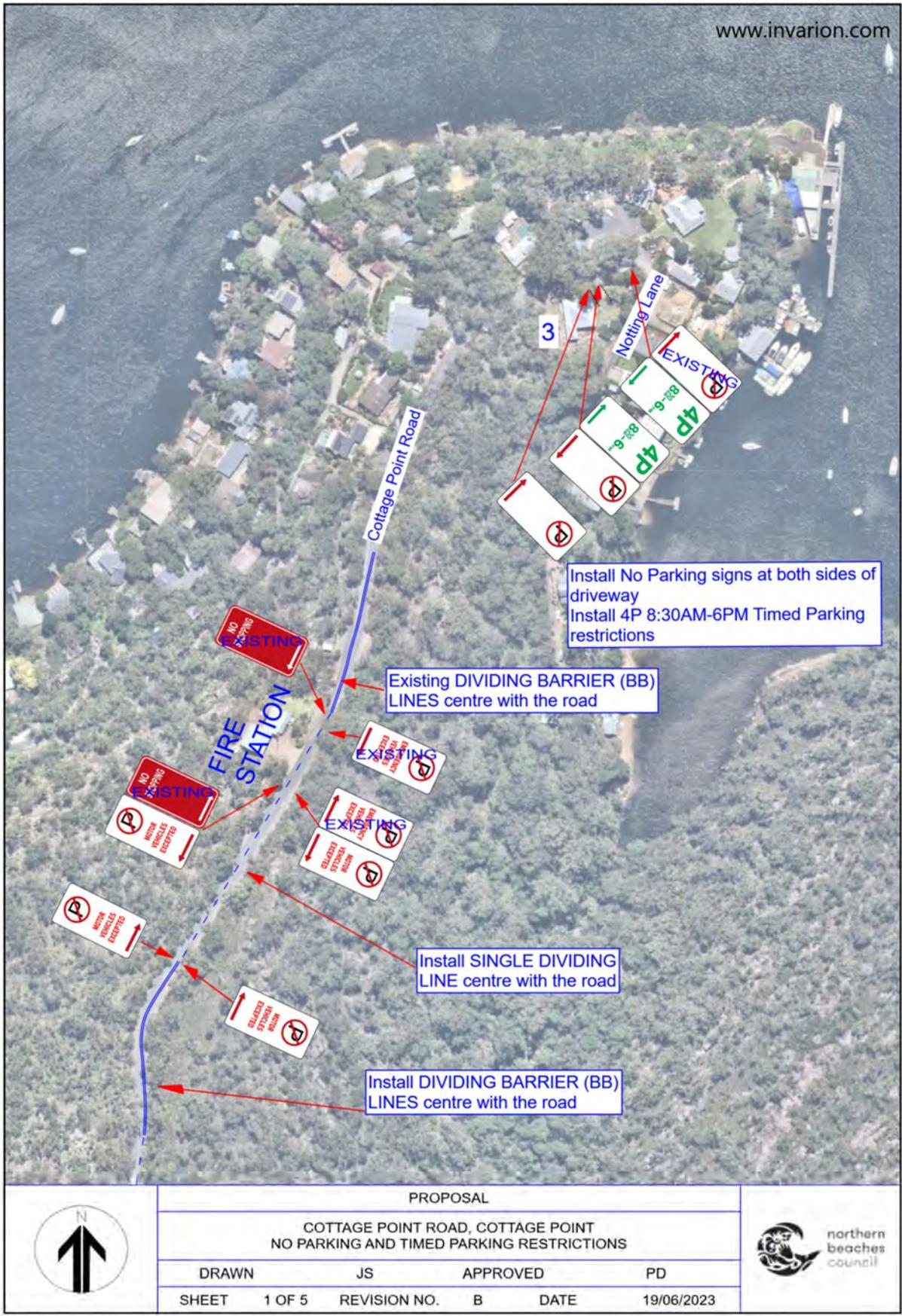
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 4P parking restrictions '8.30 - 6pm Everyday' on the eastern side of Cottage Point Road between the existing No parking Restriction at the intersection at Notting Lane to the northern side of the driveway at No.3 Cottage Point Road.

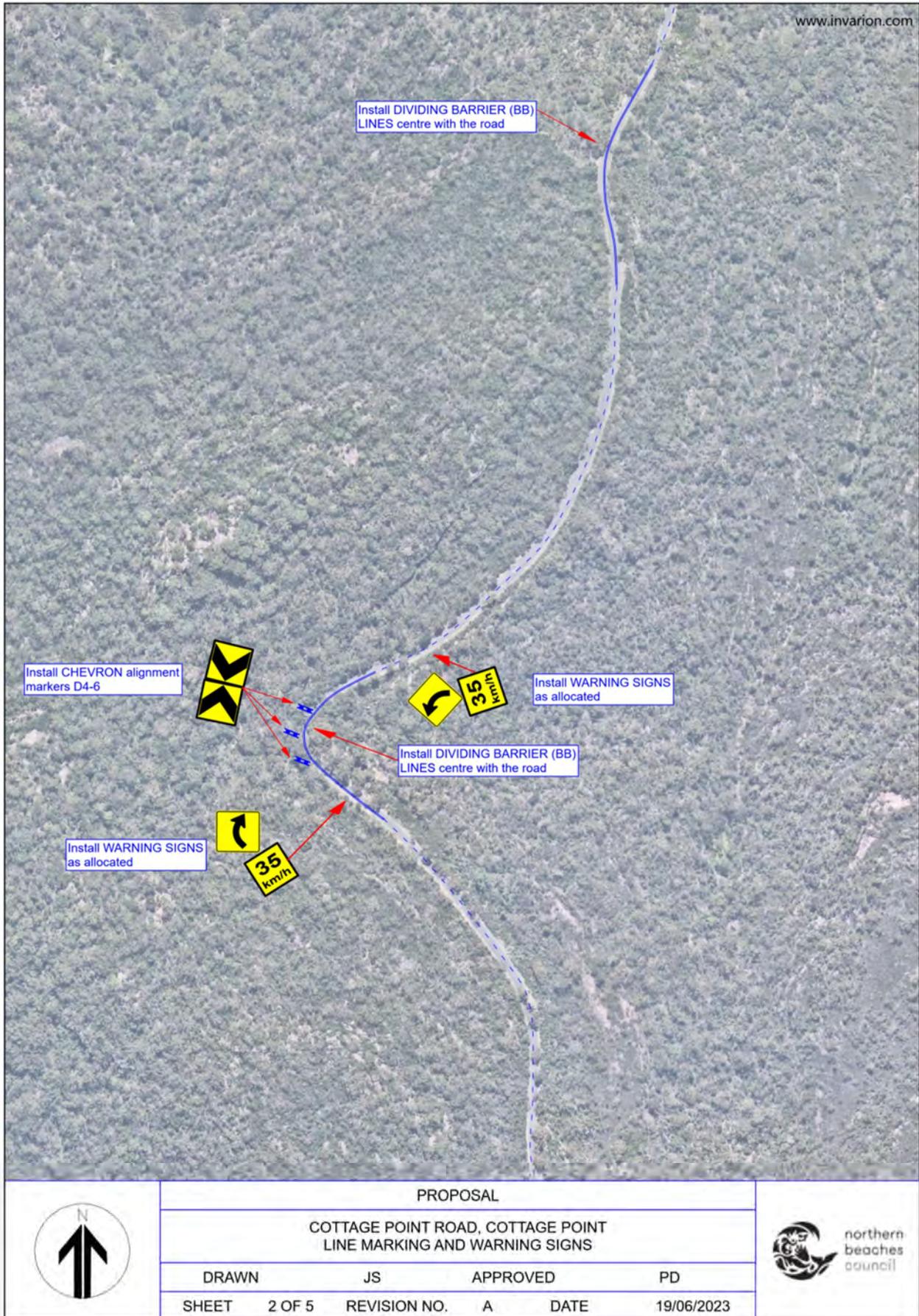
- B. Installation of 'No Parking signs" on the eastern side of Cottage Point Road at either side of the driveway at No.3 Cottage Point Road.
- C. Installation of 'No Parking Motor Vehicles Excepted' signs on the western and eastern sides of Cottage Point Road, south of the Fire Station.
- D. Installation of 'STOP' Control on Cottage Point Road at the intersection with General San Martin Drive.
- E. Installation of Edge lines and Double Dividing Barrier Centrelines on Cottage Point Road at the intersection with General San Martin Drive.
- F. Installation of Single Dividing line, centre with the road along the length of Cottage Point Road.
- G. Installation of warning signs and Double Dividing Barrier Centrelines around the bends as indicated on the attached plan.

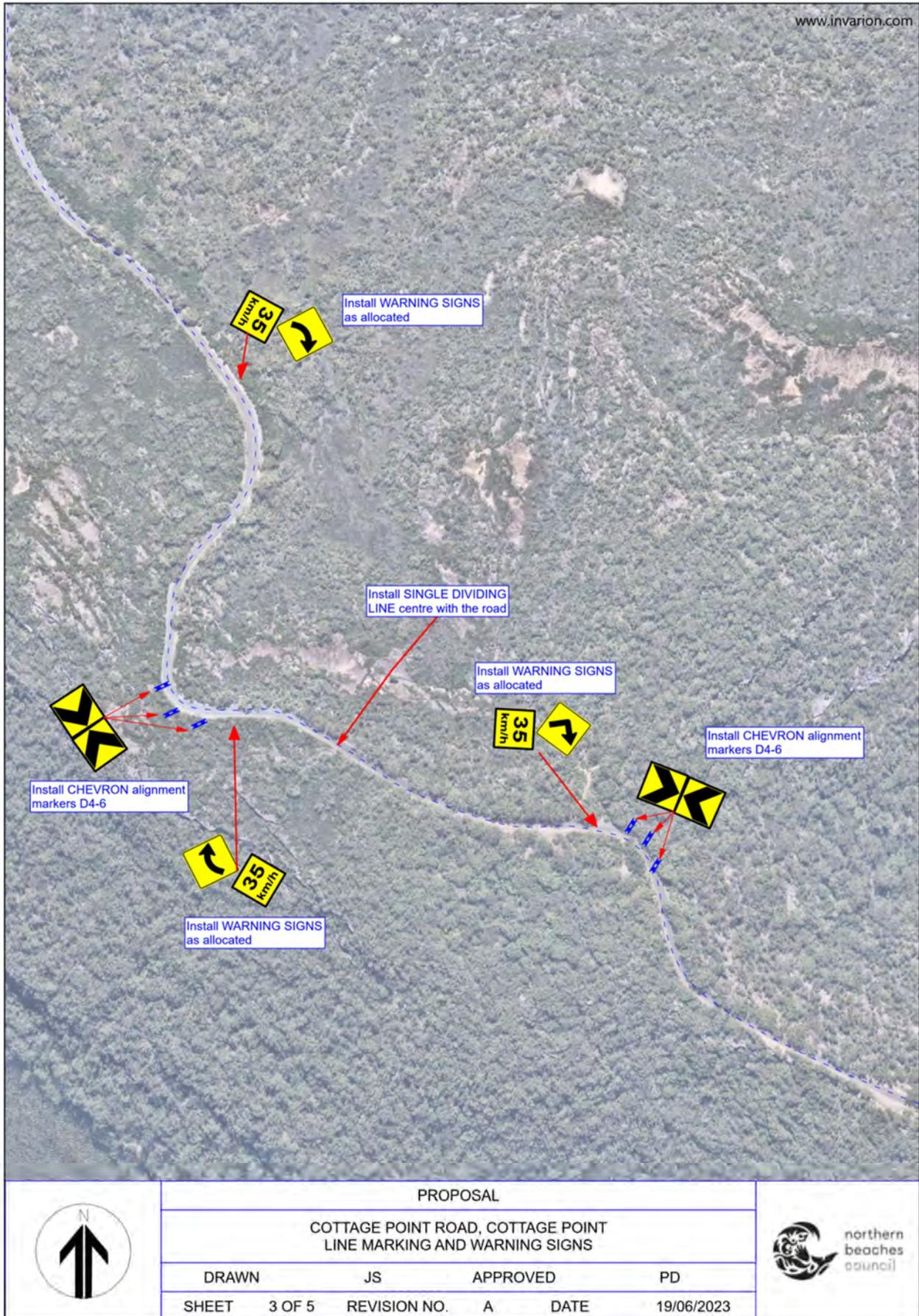


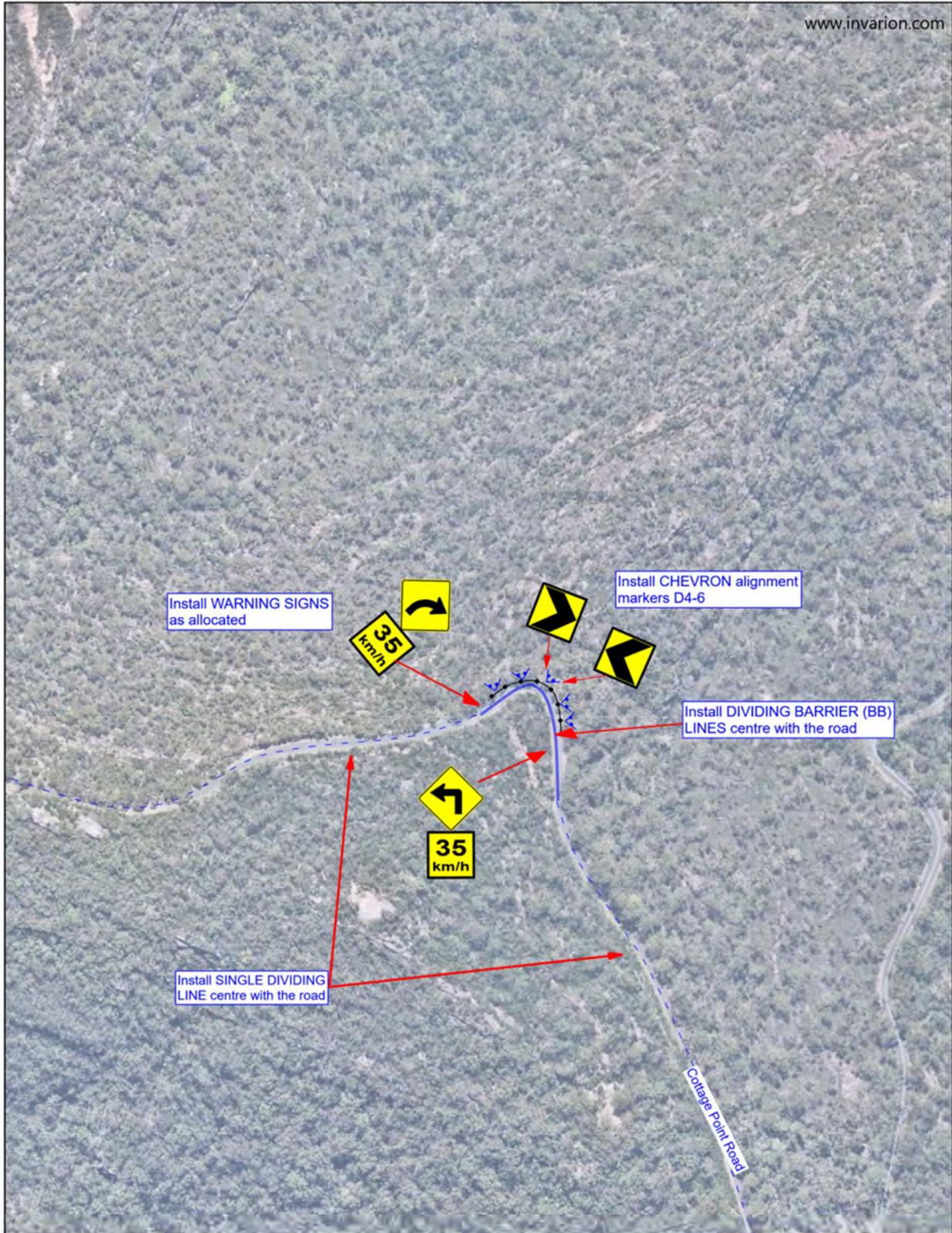


PROPOSAL			
COTTAGE POINT ROAD, COTTAGE POINT NO PARKING AND TIMED PARKING RESTRICTIONS			
DRAWN	JS	APPROVED	PD
SHEET	1 OF 5	REVISION NO.	B
		DATE	19/06/2023



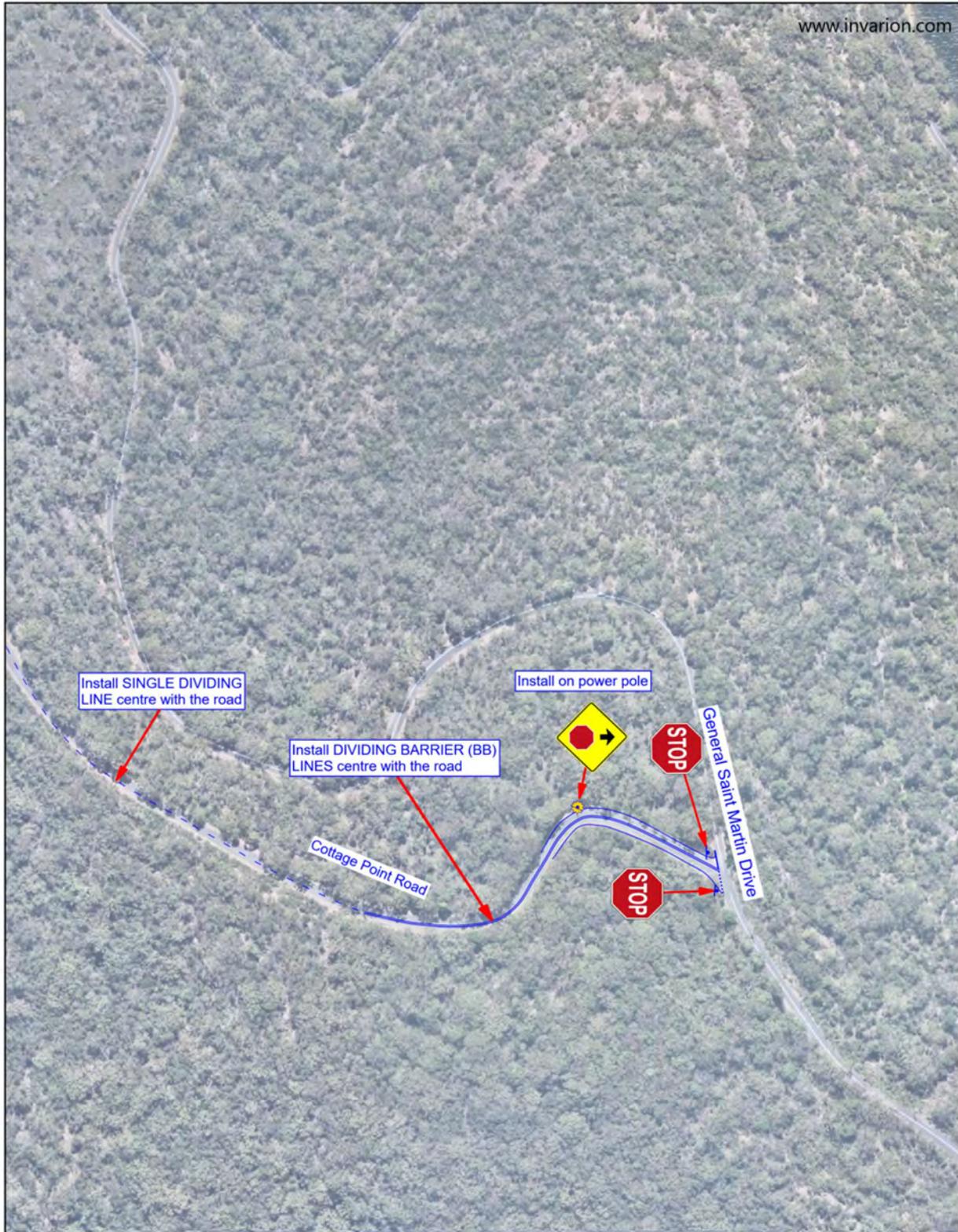






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	PROPOSAL				 northern beaches council
	COTTAGE POINT ROAD, COTTAGE POINT LINE MARKING AND WARNING SIGNS				
	DRAWN	JS	APPROVED	PD	
	SHEET 4 OF 5	REVISION NO. A	DATE	19/06/2023	



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	PROPOSAL					
	COTTAGE POINT ROAD, COTTAGE POINT STOP ARRANGEMENT AND LINE MARKING					
	DRAWN	JS	APPROVED	PD		
	SHEET	5 OF 5	REVISION NO.	A	DATE	

<b>ITEM 4.5</b>	<b>DARLEY STREET WEST, MONA VALE - TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/376878</b>
<b>ATTACHMENTS</b>	<b>1 Darley Street West, Mona Vale - Plan</b> <b>2 Darley Street West, Mona Vale - Table Of Consultation</b>

**GEOCODES: -33.670982, 151.300149**

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding the long-term parking of box trailers, boat trailers and campervans in sections of Darley Street West, Mona Vale affecting visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for visitors and residents.

### **LOCATION**

- Darley Street West, Mona Vale a regional road with a posted 50km/h speed limit, and a road pavement width of approximately 13m between kerbs.
- Darley Street is used by local traffic to reach Mona Vale and surrounding suburbs, Darley Street West intersects Pittwater Road and has a cul-de-sac at the western end.
- Adjacent land use consists of low to medium density housing on both sides of Darley Street West.
- Darley Street West is located within proximity of Mona Vale shopping precinct, Mona Vale industrial area, Pittwater High School, and Bayview Golf Club.

### **ISSUES**

- Unrestricted parking of boat trailers, box trailers and vehicles affects the parking turnover for residents and visitors.
- Abandoned vehicles and dumped waste.
- Limited on-street parking availability.
- Illegal Parking.

### **PROPOSAL**

Council has undertaken a review of the location and proposes an Eight Hour (8P) 8am-6pm Everyday Timed Parking restriction beginning on the northern side of Darley Street West beginning for the existing No Parking restriction opposite outside No.163 east to the completion of the 60-degree angled parking bays outside No.120 Darley Street West, Mona Vale.

In addition, a 60 Degree Angled Front to Kerb Parking restriction beginning on the northern side of Darley Street West beginning for the existing No Parking restriction opposite outside No.163 east to the completion of the 60-degree angled parking bays outside No.120 Darley Street West, Mona Vale.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 97 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Eight Hour (8P) 8am-6pm Everyday Timed Parking restriction beginning on the northern side of Darley Street West beginning for the existing No Parking restriction opposite outside No.163 east to the completion of the 60-degree angled parking bays outside No.120 Darley Street West, Mona Vale.
- B. Installation of a 60 Degree Angled Front to Kerb Parking restriction beginning on the northern side of Darley Street West beginning for the existing No Parking restriction opposite outside No.163 east to the completion of the 60-degree angled parking bays outside No.120 Darley Street West, Mona Vale.



## Table of Consultation

<b>Address</b>	<b>Darley Street West, Mona Vale</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	97
<b>Responses Received</b>	35
<b>Support</b>	17
<b>Do Not Support</b>	18

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents & Visitors	Installing a timed parking area here is unreasonable for the residents of Darley Street West.	The proposal intends to improve on street parking availability and turnover, removing the limited parking caused by abandoned vehicles, boat and box trailers.
Loss Of Parking	<p>I think residents should be allowed to park longer than eight hours. I am okay with visitors to have an eight hour parking restriction.</p> <p>By all means put timed parking in for visitors of the street, but, the residents should have an exemption.</p> <p>Are resident vehicles exempt? This will be important or an alternative is to use the restrictions for non-motor vehicles, which addresses the problem with trailers being parked here.</p> <p>Any change of parking should be for all of Darley Street West. The proposed time restriction should be less than eight hours.</p> <p>Residents of Darley Street West should be issued annually with a restricted number of guest parking passes for display on guest cars.</p>	<p>Darley Street West is a public road, located in a residential area and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.</p> <p>Due to the availability of off street parking, Darley Street West would not meet the Permit Parking guidelines consistent with the Road and Maritime Services Policy.</p>
Additional Comments	<p>I would like to request the whole of Darley Street West to be time limited to prevent even more permanent parking of boat trailers, box trailers and campervans.</p> <p>What about the rest of the street? We see boat trailers and campervans and it's ugly.</p> <p>The current proposal does not address the problem of boat and trailer parking close to the driveways. Such parking dangerously restricts the sight line of people exiting these driveways and could result in a head-on collision with traffic driving into Darley Street West.</p>	<p>The box and boat trailers were condensed in the proposed area, however, the remaining are parked sporadically throughout the street.</p> <p>Council Rangers are currently reviewing if they can investigate boat trailer or caravan per New rules for vehicles (attached), This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021.</p> <p>Council Rangers can investigate any illegal parking requests. NSW Police can investigate road safety concerns.</p> <p>Residents can apply for driveway delineation lines to improve sightlines when exiting their driveway.</p>

<b>ITEM 4.6</b>	<b>SURF ROAD, NORTH CURL CURL - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2023/289073</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b> <b>2 Table of Consultation</b>

**GEOCODES: -33.764162, 151.296189**

## **REPORT**

### **BACKGROUND**

This item was deferred from the June meeting to enable the views of the MP for Manly's representative to be obtained.

Council has received concerns from local residents regarding limited access to and turnover of on-street parking, due to the long-term parking of box and boat trailers, caravans, trucks and overnight camping activity in Surf Road, North Curl Curl.

### **LOCATION**

- Surf Road is a 'Local' road in the Sydney Road Hierarchy Plan. The road is approximately 250m long and approximately 8m wide.
- The road carries a low traffic volume.
- Adjacent land use consists of low-density residential dwellings.

### **ISSUES**

- The concerns raised affect visibility and due to the existing unrestricted parking, it is difficult to provide parking opportunities for customers and visitors.
- Abandoned vehicles and illegal parking.

### **PROPOSAL**

Council has undertaken a review of the location and issues and proposes to install Eight Hour (8P) 8am-10pm Everyday timed parking restrictions on the eastern side of Surf Road.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 45 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-10pm Everyday timed parking restrictions on the eastern side of Surf Road.



\* NOT TO SCALE

	<b>PROPOSAL</b>						 <p>northern beaches council</p>
	Surf Road, North Curl Curl 8P Timed Parking Restrictions						
	DRAWN	LK	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	06/04/2023	

### Table of Consultation

<b>Address</b>	Surf Road, North Curl Curl
<b>Proposal</b>	Timed Parking Restrictions

<b>Properties Consulted</b>	45
<b>Responses Received</b>	26
<b>Support</b>	12
<b>Do Not Support</b>	14
<b>Partial Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents	<p>_ This will only adversely affect residents that do not have enough off-street parking.</p> <p>_ Restricting daytime parking would have little effect on overnight camping and would just create more issues with residential parking.</p> <p>_ Mainly residents use this parking area which signs would limit the space they can park in and when there are long-term parkers, they do not take up much space.</p>	Surf Road is a public road and the long-term parking of vehicles could be the responsibility of the property owners on private property with any additional vehicle sharing the available on-street parking.
No parking for beach goers	We do not have parking problem in Surf Street, but the proposal would create new problems for many locals and beach goers	Boats, trailers and caravans are regularly parked on this stretch of Surf Road. The restrictions will address this issue.
Additional concern	The 8P does not solve the problem and is more likely to move the problem to the west side, with greater inconvenience to street residents.	The intention of the proposal is to improve parking turnover and pedestrian/road safety. Council Rangers will monitor illegal parking and if further issues arise, Council will action residents requests.
Permit for residents	Perhaps if local resident exemption stickers would be issued, the proposal could be viable.	This is not supported.

<b>ITEM 4.7</b>	<b>PINE AVENUE, BROOKVALE - TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/377604</b>
<b>ATTACHMENTS</b>	<b>1 Pine Avenue, Brookvale - Plan</b> <b>2 Pine Avenue, Brookvale - Table Of Consultation</b>

**GEOCODES: -33.759874, 151.274593**

## **REPORT**

### **BACKGROUND**

Council has received repeated concerns from residents, regarding the long-term parking of box and boat trailers and a caravan in sections of unrestricted parking on the western side of Pine Avenue, Brookvale. The existing parking conditions provide limited parking opportunities for customers, visitors, and residents.

### **LOCATION**

- Pine Avenue is a local road with two-way traffic and a posted speed limit of 50km/h, accommodating two-way traffic from Pittwater Road to Shackel Avenue, Brookvale.
- The proposed location intersects a signalled intersection at Pittwater Road and Federal Parade, Brookvale.
- Pine Avenue has a road width of approximately 7.3 metres and on-street parking bays on the western side with an existing Two Hour (2P) 8.30am-6pm MON-FRI 8.30am-12.30pm SAT Timed Parking restrictions located on the western side opposite No.1 to No.7 Pine Avenue, Brookvale. The remainder of the proposed section of parking bays are unrestricted.
- Pine Avenue is in proximity of Pittwater Road bus routes, Brookvale industrial area, Brookvale Pre-School & Long Day Care Centre, Brookvale Park, Brookvale Public School and St Augustine's College.

### **ISSUES**

- Unrestricted parking of boat trailers, box trailers, caravans and vehicles affects the parking turnover for residents and visitors.
- Abandoned vehicles and dumped waste.
- Limited on-street parking availability, including community and sporting events.
- Illegal Parking.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to remove the existing Two Hour (2P) 8.30am-6pm MON-FRI 8.30am-12.30pm SAT Timed Parking restrictions located on the western side opposite No.1 to No.7 Pine Avenue, Brookvale.

Additionally, install Four Hour (4P) Timed Parking restrictions located on the western side in the previous 2P restricted area opposite No.1 to No.7 Pine Avenue and the remaining unrestricted parking bays opposite No.7 to opposite No.21-21A, Pine Avenue, Brookvale.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

### **CONSULTATION**

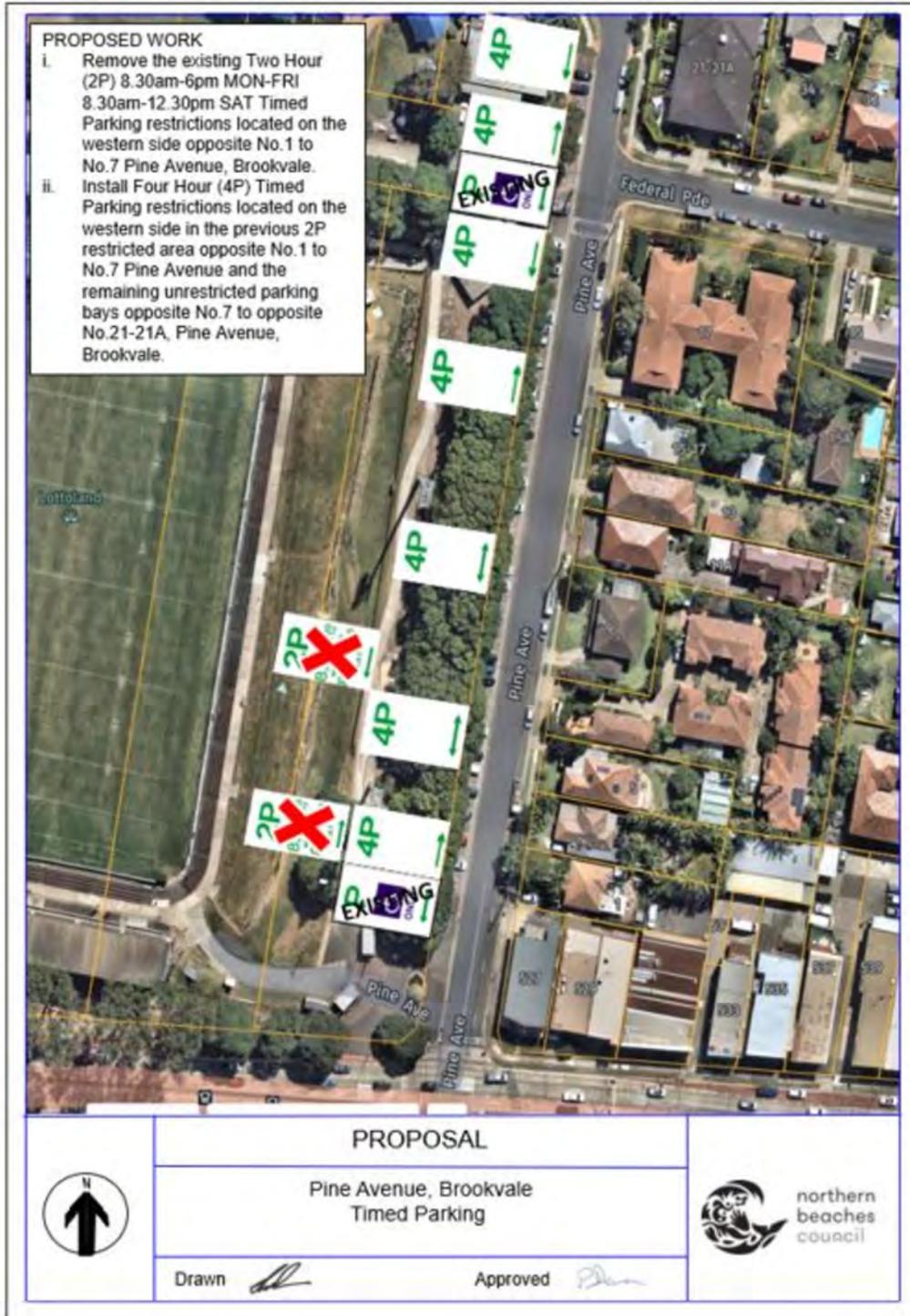
Consultation letters have been distributed to 75 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Removal of the existing Two Hour (2P) 8.30am-6pm MON-FRI 8.30am-12.30pm SAT Timed Parking restrictions located on the western side opposite No.1 to No.7 Pine Avenue, Brookvale.
- B. Installation of Four Hour (4P) Timed Parking restrictions located on the western side in the previous 2P restricted area opposite No.1 to No.7 Pine Avenue and the remaining unrestricted parking bays opposite No.7 to opposite No.21-21A, Pine Avenue, Brookvale.



## Table of Consultation

<b>Address</b>	<b>Pine Avenue, Brookvale</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	75
<b>Responses Received</b>	22
<b>Support</b>	7
<b>Do Not Support</b>	15

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents & Visitors	<p>The proposed solution will make parking availability worse for residents not better. It will effect those that work remotely and need to be able to park their car all day. The far better solution would be to maintain the all day parking but make it for motor vehicles only thereby solving the actual issue of box and boat trailers.</p> <p>The proposed 4P from No.7 to No.21Pine Avenue should be 8P. The parking is essential for employees and 8P would provide day time parking for workers whilst also stopping trailers being permanently parked there.</p>	<p>The proposal intends to improve on street parking availability, removing the limited parking availability caused by abandoned vehicles, boat and box trailers.</p> <p>No Parking Motor Vehicles Only restrictions does not enable the enforcement of campervans.</p>
Loss Of Parking	<p>The proposal as read overlooks the needs of the local residents in the area under discussion. I agree that the parking areas are being clogged as described and the issue needs to be addressed but not at the expense of local residents who, for whatever reason, have no option but to park on the street.</p> <p>Local residents must be provided with a specific exemption window sticker and in addition to the annual Council parking permit to park in the proximity without incurring a parking penalty.</p> <p>There is no reference to this oversight in your proposal which must include the needs of the residents above all else.</p>	<p>Pine Avenue is a public road, located in a residential area (although adjacent to industrial) and the long-term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.</p> <p>Due to the availability of off street parking, Pine Avenue would not meet the Permit Parking guidelines consistent with the Road and Maritime Services Policy.</p>

Additional Comments	<p>There are only six long term vehicles parked. Four trailers, one caravan, and one boat. There are already fourteen 2P spots available, leaving forty three long term spots available.</p> <p>Introducing four hour parking will only cause these long term vehicles to move to the eastern side which would cause more complaints from residents as parking would be more restricted.</p> <p>The targeting of these long term vehicles and increased Council Ranger patrols is required. More units are being built in Pine Avenue and this proposal will impact future parking requirements.</p>	<p>Council Rangers are currently reviewing if they can investigate boat trailer or caravan per New rules for vehicles (attached), This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021.</p> <p>Council Rangers can investigate any abandoned vehicle and illegal parking requests.</p> <p>Previous Council investigations and approved proposals suggest the box and boat trailers, caravans and campervans rarely park in front of residential properties, the exemption if owned by the property owner.</p>
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<b>ITEM 4.8</b>	<b>POWELLS ROAD, BROOKVALE - TIMED PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/377828</b>
<b>ATTACHMENTS</b>	<b>1 Powells Road, Brookvale - Plan</b> <b>2 Powells Road, Brookvale - Table Of Consultation</b>

**GEOCODES: -33.766349, 151.272089**

## **REPORT**

### **BACKGROUND**

Council has received concerns from businesses regarding the long-term parking of box and boat trailers and vehicles in sections of unrestricted parking on the northern and southern sides of Powells Road, Brookvale. The existing parking conditions provide limited parking opportunities for customers, employees, and visitors.

### **LOCATION**

- Powells Road is a local road with a posted speed limit of 50km/h.
- Powells Road has a 12.5m wide carriageway, facilitating two-way east-west traffic direction between Mitchell Road to the east and Powells Lane to the west. Statutory 10m 'No Stopping' has been signposted at its intersection with Mitchell Road and a 6m 'Mail Zone' is currently signposted on the southern side of Powell Street, 80m west of its intersection with Mitchell Street. The remainder of on street parking is unrestricted on both sides of the road.
- The two-way traffic in Powells Road ceases at the western end and allows for One Way only through to the intersection of Orchard Road, Brookvale.
- Powells Road is in proximity of Pittwater Road bus routes, Brookvale bus depot, Brookvale industrial area, Brookvale Park, Brookvale Public School, St Augustine's College and Warringah Mall.

### **ISSUES**

- Unrestricted parking of boat trailers, box trailers, caravans and vehicles affects the parking turnover for businesses, including their employees and customers.
- Abandoned vehicles and dumped waste.
- Limited on-street parking availability.
- Illegal Parking.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Powells Road from the existing No Stopping sign outside No.2 to the eastern side of the driveway outside No.26 Powells Road, Brookvale.

The installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side of Powells Road from the existing No Stopping sign outside No.1-3 to the last parking bay located opposite No.26 Powells Road, Brookvale.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 153 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Powells Road from the existing No Stopping sign outside No.2 to the eastern side of the driveway outside No.26 Powells Road, Brookvale.
- B. Installation of Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side of Powells Road from the existing No Stopping sign outside No.1-3 to the last parking bay located opposite No.26 Powells Road, Brookvale.

**PROPOSED WORK**

i. Install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the northern side of Powells Road from the existing No Stopping sign outside No.2 to the eastern side of the driveway outside No.26 Powells Road, Brookvale.

ii. Install Eight Hour (8P) 8am-6pm Everyday Timed Parking restrictions on the southern side of Powells Road from the existing No Stopping sign outside No.1-3 to the last parking bay located opposite No.26 Powells Road, Brookvale.

**PROPOSAL**

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Powells Road, Brookvale  
Timed Parking

northern  
beaches  
council

Drawn

Approved

### Table of Consultation

<b>Address</b>	<b>Powells Road, Brookvale</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	153
<b>Responses Received</b>	8
<b>Support</b>	7
<b>Do Not Support</b>	1

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Loss Of Parking	The proposal will cause further parking limitations for our staff as there is not enough parking on Orchard Road, Brookvale.	The proposal intends to improve on street parking availability, removing the limited parking availability caused by abandoned vehicles, boat and box trailers. The remainder of the Brookvale industrial area, including Orchard Road, has approved Eight Hour Timed Parking restrictions, with Council Ranger patrols there should be sufficient on-street parking available for business employees, customers and visitors.

<b>ITEM 4.9</b>	<b>ETTALONG STREET, WHEELER HEIGHTS - ACCESSIBLE PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/378014</b>
<b>ATTACHMENTS</b>	<b>1 Ettalong Street, Wheeler Heights - Plan 2 Ettalong Street, Wheeler Heights - Table Of Consultation</b>

**GEOCODES: -33.729044, 151.283387**

## **REPORT**

### **BACKGROUND**

Council has received concerns from a local resident regarding limited accessible parking availability on Ettalong Street between Berith Street and Veterans Parade, Wheeler Heights.

### **LOCATION**

- Ettalong Street is a local road approximately of 8.8m in width and is located between Berith Street and Veterans Parade, Wheeler Heights.
- Ettalong Street caters for two-way traffic with a posted speed limit of 50km/h and parking is unrestricted.
- Adjacent land uses consist of low-medium density housing and Ettalong Street is located within walking distance of Wheeler Heights Public School.

### **ISSUES**

- Parked vehicles, including several private business vehicles parked on both sides of Ettalong Street create difficulties for the resident of No.29 Ettalong Street, as they have a Disability Permit and require parking within proximity to their home.
- The residents have off-street parking; however, it is difficult to park within the property due to the topography of the driveway.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to provide an Accessible Parking Bay located outside No.29 Ettalong Street, Wheeler Heights.

### **PEDESTRIAN AND CYCLING IMPACT STATEMENT**

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Accessible Parking Bay located outside No.29 Ettalong Street, Wheeler Heights.



## Table of Consultation

<b>Address</b>	<b>Ettalong Street, Wheeler Heights</b>
<b>Proposal</b>	<b>Timed Parking</b>

<b>Properties Consulted</b>	13
<b>Responses Received</b>	4
<b>Support</b>	2
<b>Do Not Support</b>	2

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents & Visitors	As far as I am aware, all of the houses on Ettalong Street have off-street parking and I would imagine this already provides suitable accessible parking, in particular, the houses at the south-west end of Ettalong Street are set well below street level.	The proposal intends to improve on-street accessible parking availability, removing the limited parking availability caused by vehicles parking in unrestricted areas. Off- street parking is available to the resident, however, the topography of the property impacts the access to and from the property.
Additional Comment	In regard to the availability of accessible parking outside 29 Ettalong Street, we would disagree that this is the case. It is only during school times that the area experiences congested parking and that is limited to only those times. In the Council review, which we assume would have entailed a physical inspection of the site did in fact take place, it would be visually obvious that accessible parking outside the premises is not limited as is the absence of a kerb ramp.	It is noted the area is heavily congested during school zone times due to the close proximity of Wheeler Heights Public School, however, there is a number of private business vehicles parked on-street impacting availability adjacent to the subject property.

**ITEM 4.10 CARAWA ROAD AND ALFRED STREET, CROMER -  
ROUNDABOUT, CONCRETE AND PAINTED MEDIAN  
ISLANDS, REDIRECTIVE KERBS AND MEDIANS, NON-SKID  
PAVEMENT, STOP CONTROL - BLACK SPOT PROJECT**

**REPORTING OFFICER** TRAFFIC OFFICER  
**TRIM FILE REF** 2023/320363  
**ATTACHMENTS** 1 Plans  
2 Table of Consultation

**GEOCODES: -33.739900, 151.275710: -33.740324, 151.278547: -33.742581, 151.277212: -33.740703, 151.281675**

**REPORT****BACKGROUND**

This item was deferred from the June Traffic Committee to allow further review of the concept design plans to verify that they were suitable for bus access.

The Federal Government Safer Roads Program provides funding for selected projects which targets road locations with a history of vehicular and/or pedestrian-related crashes. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk of crashes and the severity.

Council has been successful in obtaining funding for works on Carawa Road and Alfred Street, Cromer to address issues identified in the historical crash data to improve road users' safety.

The works incorporate improvements along Carawa Road and at its intersection with Waroon Road, Davison Street, Geelong Road, Alfred Street, Tennyson Road and Fisher Road North. Similarly, improvements are proposed along Alfred Street and at its intersections with Carawa Road, Lagoon View Road, Mass Street, Gould Avenue, Lynwood Avenue and Rowena Road. The endorsed proposal includes a number of treatments, including the construction of a roundabout, concrete and painted median islands, redirective kerbs and medians, non-skid pavement, STOP control, line markings and signs.

**LOCATION**

- Carawa Road is Regional Road carrying high traffic volumes and links traffic from Wilandra Road to Fisher Road.
- The road has a 50km/h speed limit, with some sections shifting to 40km/h during school zone times.
- The road is approximately 12m wide between kerbs, with a constructed footpath on one side of the road.
- Carawa Road is a Bus Route for the school bus services 600n, 601n, 605n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 684n, 697n, 698n, 706n, 720n, 725n, 728n, 732n, 752n, 753n, 768n, 774n, 781n. Carawa Road between Alfred Street and Tennyson Road is the bus route for the services 146, E79 and the 179 (which travels the route five minutes in peak hours).
- The surrounding area along Carawa Road is low-medium density residential housing with Cromer Public School within walking distance.

- Alfred Street is a local road carrying low to medium traffic volumes and provides a north-south connection between Cromer and Narrabeena. The road carriageway averages 9.6m with a constructed footpath on one side of the road from Carawa Road to Lagoon View Road and a constructed footpath on both sides of the road from Lagoon View Road to Maas Street.
- The speed limit of the road within this section is 50km/h.
- Alfred Street is a Bus Route for the 146 and E79 services and the school bus services 600n, 602n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 695n, 696n, 700n, 706n, 720n, 732n, 752n, 753n, 768n, 774n, 781n.
- The surrounding area along Alfred Street is low density residential housing.

## ISSUES

Council has received ongoing concerns from the community regarding traffic and pedestrian safety along Carawa Road and Alfred Street, Cromer.

- Council has submitted an application for Black Spot funding, based on the eligible casualty crashes, which requires at least three casualty crashes over a five-year period and proposing treatments for those casualty crashes. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot program specifically funds locations with a history of casualty crashes, to ensure that those sites are prioritised for treatment.
- Council was successful in obtaining funding under the 2022/23 Federal Government Safer Roads Black Spot Program for the proposed treatments to address the targeted casualty crashes at these locations.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes the following treatments.

- To improve safety at the existing roundabout at Carawa Street and Alfred Street, install raised deflective / reflective / redirective kerbs (e.g. Escholtz, Trief), install a raised pedestrian crossing and extend the footpaths on Alfred Street.
- Install one-lane roundabout (including all traffic calming, line marking, lighting and signage) at the intersection of Carawa Road with Fisher Road.
- Mark barrier lines on Waroon Street, Davidson Street, Geelong Road, Lagoon View Road, Maas Street, Gould Avenue, Lynwood Avenue and Rowena Road.
- Upgrade seal to high level non-skid surface, at the intersection of Alfred Street and Maas Street at the locations of wet surface crashes only.
- Install redirective painted medians on Alfred Street at Maas Street.
- Upgrade the intersections of Waroon Road with Carawa Road and Maas Street with Alfred Street from Give-Way to Stop Control.
- Introduce Stop Control at Lagoon View Road.
- Mark road edge lines along Carawa Road from Waroon Road to Fisher Road.
- Install transverse linemarking on Rowena Road at the intersection with Alfred Street.
- Install painted medians at various locations on Alfred Street.

The Black Spot proposal forms part of the Safe System approach to reducing fatalities and serious injuries on our roads. The proposed treatments will help provide a safer and lower speed environment, which reduces the risk and severity of crashes. A plan of the proposal is shown in Attachment 1- Plan.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- Carawa Road and Alfred Street are part of the existing Road Cycling Network.
- A shared path along Alfred Street is part of the future Safe Cycling Network program.
- The proposal will improve safety for people cycling by reducing vehicle speeds along these roads.
- A safer environment will be provided for pedestrians walking along paths and crossing the road, as the additional traffic calming devices will reduce traffic speeds in the area. The upgrade from Give-Way to Stop Control at Waroon Road / Carawa Road intersection, will improve safety for pedestrians using the nearby Pedestrian crossing facility.
- The raised pedestrian crossing and extension to the footpaths at the Alfred Street and Carawa Road intersection will improve pedestrian safety, as it connects the footpaths from one side of the road to the other.

## CONSULTATION

Consultation letters have been distributed to 176 properties within the immediate vicinity of the location providing notification of the proposed changes.

132 responses were received with only 7 not supporting the proposal, as they are concerned for loss of parking, access to their properties and access for trucks and buses using the routes.

Several comments indicated that additional measures should be put in place to further reduce traffic speed of traffic using these roads.

The responses are noted in Attachment 2 – Table of Consultation.

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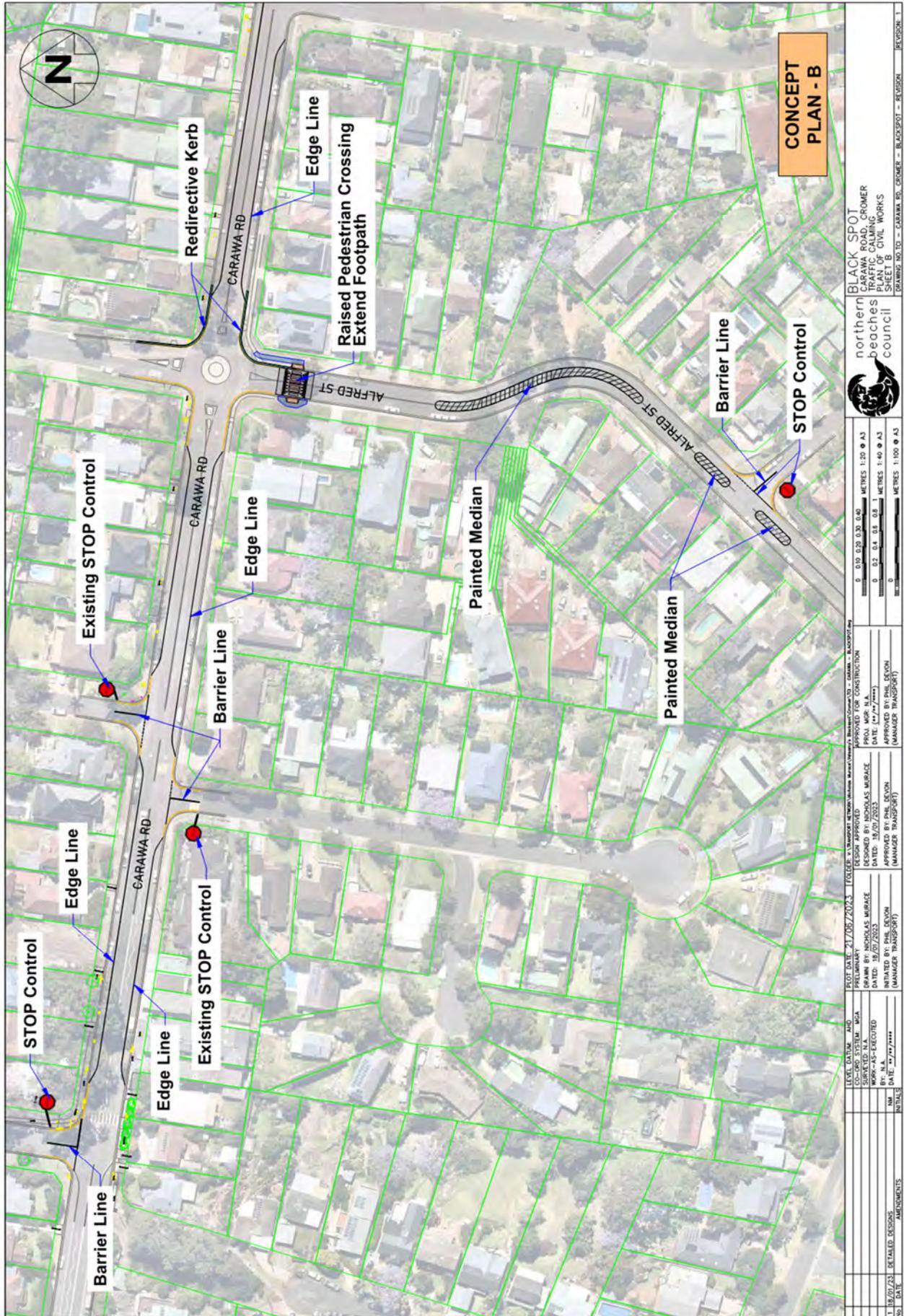
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals funded under the 2022/23 Federal Government Safer Roads Black Spot Program along Carawa Road and Alfred Street, Cromer:

- A. Install raised deflective / reflective / redirective kerbs (e.g., Escholtz, Trief), install a raised pedestrian crossing and extend the footpaths on Alfred Street.
- B. Install one-lane roundabout (including all traffic calming, line marking, lighting and signage) at the intersection of Carawa Road with Fisher Road.
- C. Mark barrier lines on Waroon Street, Davidson Street, Geelong Road, Lagoon View Road, Maas Street, Gould Avenue, Lynwood Avenue and Rowena Road.
- D. Upgrade seal to high level non-skid surface, at the intersection of Alfred Street and Maas Street at the locations of wet surface crashes only.
- E. Install redirective painted medians on Alfred Street at Maas Street.
- F. Upgrade the intersections of Waroon Road with Carawa Road and Maas Street with Alfred Street from Give-Way to Stop Control.
- G. Introduce Stop Control at Lagoon View Road.
- H. Mark road edge lines along Carawa Road from Waroon Road to Fisher Road.
- I. Install transverse linemarking on Rowena Road at the intersection with Alfred Street.
- J. Install painted medians at various locations on Alfred Street.







PROJECT NO.	21705/2023	DATE	16/07/2023
PROJECT NAME	BLACK SPOT CARAWA ROAD, CROMER	DESIGNED BY	NICHOLAS MURACE
LOCATION	CARAWA ROAD, CROMER	DRAWN BY	NICHOLAS MURACE
SCALE	1:100 @ A3	DATE	16/07/2023
WORKS AS EXECUTED		INITIATED BY	PHIL DEVON (MANAGER TRANSPORT)
DATE	16/07/2023	APPROVED BY	PHIL DEVON (MANAGER TRANSPORT)
NO.	DATE	DETAILS	AMENDMENTS
1	16/07/2023	DETAILED DESIGN	



## Table of Consultation

<b>Address</b>	<u>Carawa Road and Alfred Street, Cromer</u>
<b>Proposal</b>	<u>Roundabout, Concrete and painted median islands, Redirective Kerbs and Median, Non Skid Pavement, Stop Control - Black Spot Project</u>

<b>Properties Consulted</b>	176
<b>Responses Received</b>	132
<b>Support</b>	125
<b>Do Not Support</b>	7

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Speeding and non compliance	<p>This proposal needs to consider the entire strip from Alfred Street to Caroola Road.</p> <p>The issue is not pedestrian crossings and lines and islands but rather people using Carawa Road as a rat run.</p> <p>There is a crossing at the next intersection down at Waroon Road and then again at Caroola Rd... but trucks and cars continue to speed through here and not stop at the crossings.</p> <p>While crossings are needed, they need to address speed and non compliance at crossings.</p>	<p>Black Spot Projects target areas that demonstrate a history of recorded accidents to ensure that those sites are prioritised for treatment.</p> <p>Council has submitted an application for Black Spot funding based on the eligible casualty crashes and propose treatments for those casualty crashes.</p> <p>Carawa Road is a regional road which does serve to connect traffic from Wilandra road to Fisher Road, and as such will carry heavier volumes of traffic.</p> <p>Council will raise the issue of Non compliance at the crossing and of the speed limit to the highway patrol unit for their investigation and enforcement.</p>
Truck and Bus access	<p>The redirective medians will impact access for trucks and buses .</p>	<p>Council has taken into consideration that this is a bus route for many school bus services. Plans have been designed to the specifications and turning movements of articulated vehicles, which includes trucks and large buses.</p>
Reduced Parking	<p>A resident is concerned that painted medians will impact on the availability of street parking</p>	<p>Council has investigated and proposed painted medians taking into consideration the impact on parking . Some parking spaces may be impacted where deemed necessary to improve safety.</p>
Roundabout	<p>A roundabout was suggested at Maas Street and Alfred Street Intersection</p>	<p>Council has investigated the intersection. The intersection is unsuitable for a roundabout.</p>
Access to properties	<p>Residents are concerned that access in and out of properties will be affected by the painted medians, which will in turn have an impact on traffic flow.</p>	<p>Council have taken access in and out of properties into consideration. Proposals will not impact access to properties.</p>
Speed Humps	<p>A resident has suggested raised speed humps at the S-bends to assist with reducing speed.</p>	<p>Council does not support the installation of speed humps at the S-bends as the location is unsuitable for this type of traffic calming treatment.</p>

<b>ITEM 4.11</b>	<b>WOORARRA AVENUE, NORTH NARRABEEN - NO STOPPING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/378653</b>
<b>ATTACHMENTS</b>	<b>1 Woorarra Avenue, North Narrabeen - Plan</b> <b>2 Woorarra Avenue, North Narrabeen - Table Of Consultation</b>

**GEOCODES: -33.709633, 151.290631**

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents requesting improvements to traffic flow, two vehicles are often unable to pass and there are concerns related to illegal parking activity which impacts upon the ability of vehicles to turn left out of Carefree Road at the intersection of Woorarra Avenue, North Narrabeen.

### **LOCATION**

- Woorarra Avenue is a local road performing a collector road function. It carries peak hour volumes of 250 to 330 vehicles per hour, in addition to being used as a local access route. Some motorists also use it as a through route between Powderworks Road and Wakehurst Parkway.
- The proposed section of Woorarra Avenue has a speed limit of 50km/h intersects Weeroona Avenue Elanora Heights and Carefree Avenue, North Narrabeen.
- Woorarra Avenue has a bushland reserve on its southern side and, a lookout reserve is located on its south side near the intersection with Lumeah Avenue.
- Woorarra Avenue is used by pedestrians as a walking route, by those accessing the reserve and by those walking to and from Elanora Heights Public School located in Elanora Road.
- It is noted in this section of road and the majority of Woorarra Avenue, it is illegal to park on the road due to the narrow road width (approximately 6.5 metres). This includes illegal parking on the path/strip and a resident has raised concerns of a lack of Council Ranger enforcement of the area.

### **ISSUES**

- Illegal parking activity which impacts upon the ability of vehicles to turn left out of Carefree Road at the intersection of Carefree Road and Woorarra Avenue, North Narrabeen.
- Limited on-street parking availability.
- Lack of Council Ranger enforcement.
- Illegal Parking.

## PROPOSAL

Council has undertaken a review of the location and proposes to install an No Stopping Unbroken Yellow Kerb Line for approximately 15 metres on the frontage of No.50 Woorarra Avenue to address the issue and allow for left turns out of Carefree Road, North Narrabeen.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 27 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a No Stopping Unbroken Yellow Kerb Line for approximately 15 metres on the frontage of No.50 Woorarra Avenue to address the issue and allow for left turns out of Carefree Road, North Narrabeen.
-

		<p><b>PROPOSED WORK</b></p> <p>i. Install a No Stopping Yellow Kerb Line for approximately 15 metres on the frontage of No.50 Woorarra Avenue to allow for left turns out of Carefree Road, North Narrabeen.</p>
		
		
<p><b>PROPOSAL</b></p>		
	<p>Woorarra Avenue, North Narrabeen Yellow No Stopping line</p>	
	<p>Drawn JB</p>	<p>Approved </p>
		 <p>northern beaches council</p>

## Table of Consultation

<b>Address</b>	<b>Worarra Avenue, North Narrabeen</b>
<b>Proposal</b>	<b>No Stopping</b>

<b>Properties Consulted</b>	27
<b>Responses Received</b>	21
<b>Support</b>	10
<b>Do Not Support</b>	11

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Affects Residents & Visitors	The proposal won't solve anything only frustrate the parking situation even further especially of an evening. With the development application approval to come at No.50 Worarra Avenue I don't know where people will park.	The proposal intends to improve road safety and assist with the removal of illegal parking on the path/strip.
Loss Of Parking/Traffic Calming & Footpath	<p>The No Stopping would actually increase the likelihood of cars speeding down the hill of Worarra Avenue.</p> <p>There is limited parking for residents all along that section and right down to the tennis courts at the intersection of Worarra Avenue and Bristol Lane as it is.</p> <p>I believe the Council should investigate speed humps down that section of the road to reduce speeding.</p> <p>I believe this section should be widened and needs kerb and guttering or at least bitumen verge surface particularly on the northern side to allow people to park safely off the road and cars to pass safely.</p> <p>Cars park outside No.42 Worarra Avenue where there is no verge at all so they park mostly on the road making it also hard to see past.</p> <p>Making the area safe with a footpath would be more important given how dangerous it is to walk in this area</p>	<p>Traffic investigations indicate the majority of Worarra Avenue is illegally parked due to the road width, therefore, vehicles park on the path/strip which would increase speed, affect sightlines and effect pedestrian access.</p> <p>This is a compliance issue and multiple requests have been forwarded to Council Rangers to investigate illegal parking in this area.</p> <p>The Traffic Count data indicates there is not a speeding issue, however, Council will monitor and if required consider traffic calming.</p> <p>Council can consider kerb and guttering and a footpath, however, this would require all vehicles in Worarra Avenue to be compliant with existing NSW Road Rules.</p>

<p>Additional Comments</p>	<p>An unwarranted proposal that reduces resident amenity without a corresponding benefit. Local residents all report no difficulty in making the left turn.</p> <p>No Stopping zones should only be used in a residential area where site lines are compromised, the road widths are non compliant or for general safety reasons. Sight lines are in excess of 100 metres in both directions, Council has reported that road widths are compliant with this part of the local road network and the intersection has no accident history associated with the left turn.</p> <p>Traffic counts of the left turn occurring in association with vehicles travelling east on Woorarra Avenue are extremely low.</p> <p>Removal of parking by widening the road at this location will increase vehicular speeds at the very location that regularly sees excessive speed.</p> <p>The existing parking facilitates a natural traffic calming. Councils proposal will remove this.</p> <p>The only difficulty experienced in the left turn involves long and heavy vehicles or the occasional motorist cutting the corner.</p> <p>The only real issue of concern with local residents is the speed vehicles travel in both directions at this location.</p>	<p>Traffic investigations indicate the majority of Woorarra Avenue is illegally parked due to the road width, therefore, vehicles park on the path/strip which would increase speed, affect sightlines and prevent pedestrian access. This is a compliance issue and multiple requests have been forwarded to Council Rangers to investigate illegal parking in the area.</p> <p>The Traffic Count data indicates there is not a speeding issue, however, Council will monitor and if required consider traffic calming.</p> <p>Council can consider kerb and guttering and a footpath, however, this would require all vehicles in Woorarra Avenue to be compliant with existing NSW Road Rules.</p>
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<b>ITEM 4.12</b>	<b>CLEVELAND AVENUE, CROMER - PAVEMENT FLAPS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/379675</b>
<b>ATTACHMENTS</b>	<b>1 Cleveland Avenue, Cromer - Plan</b>

**GEOCODES: -33.736098, 151.271984**

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding excessive speed, the movement of vehicles across the centreline into oncoming traffic, dangerous driving and accidents on the bend between No.1 Little Willandra Road and No.36 Cleveland Avenue, Cromer.

### **LOCATION**

- Cleveland Avenue is a local road performing a collector road function.
- Cleveland Avenue carries peak hour morning and afternoon traffic between Carrington Avenue and Little Willandra Road, Cromer, in addition to being used as a local access route. Some motorists also use it as a through route between Toronto Avenue, Cromer and Warringah Road, Beacon Hill.
- Cleveland Avenue facilitates two-way traffic and has a speed limit of 50km/h.
- Adjacent land uses consist of low to medium density housing and Cleveland Avenue is located within walking distance of Cromer Public School.

### **ISSUES**

- Excessive speed and dangerous driving in particular, in wet conditions.
- Vehicles crossing double barrier line into oncoming traffic.
- Residents raised pedestrian and road safety concerns in relation to driving behaviour at the subject location.
- One resident expressed concern of an inability to exit their private property due to proposed pavements flaps, however, the flaps will be installed to facilitate property access while maintaining the purpose of the installation.

### **PROPOSAL**

Council has undertaken a review of the location and proposes to install fourteen (14) Pavement Flaps. The flaps will be evenly spaced over a length of approximately eighteen (55) metres total, between No.1 Little Willandra Road and No.36 Cleveland Avenue, Cromer. The aim of the work is to prevent vehicles cutting the corner and improve road safety.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 26 properties within the immediate vicinity of the location providing notification of the proposed changes. Five responses were received in support of the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of fourteen (14) Pavement Flaps. The flaps will be evenly spaced over a length of approximately eighteen (55) metres total, between No.1 Little Willandra Road and No.36 Cleveland Avenue, Cromer.



**ITEM 4.13****FISHER ROAD AND LISMORE AVENUE DEE WHY -  
PROPOSED ROUNDABOUTS WITH SPLITTER ISLANDS &  
RAISED THRESHOLDS - BLACKSPOT PROJECT****REPORTING OFFICER****ENGINEER - TRAFFIC****TRIM FILE REF****2023/380074****ATTACHMENTS**

- 1 Table of Consultation Responses - Blackspot Project - Fisher Road and Lismore Avenue Dee Why**
- 2 Fisher Road & Lismore Avenue Dee Why - Blackspot Plans**
- 3 Fisher Road & Lismore Avenue - Blackspot Project - Swept Path 1**
- 4 Fisher Road & Lismore Avenue - Blackspot Project - Swept Path 2**

**GEOCODES: -33.746830,151.286230****REPORT****BACKGROUND**

The Australian Government Black Spot Program provides funding for projects that target locations where crashes are occurring. Nominations are encouraged to include Safe System solutions and treatments that reduce both the risk of crashes and the severity.

Council was successful in obtaining funding under the 2022/23 Australian Government Black Spot Program for the proposed treatments to address the targeted casualty crashes along Fisher Road and Lismore Avenue, Dee Why, by proposing a series of traffic calming and pedestrian crossing amenities.

Council's finalised design plans including implementation of two sequential single-lane roundabouts along Fisher Road, at the intersections of Lismore Avenue and Tor Road to aid in traffic calming, reduce traffic queuing and assist with pedestrians traversing the roadway. Combined with raised medians along Fisher Road, at Ilikai Place restricting right turns from Fisher Road and outside Property No.70 Fisher Road restricting vehicles travelling into opposing traffic lanes, it is envisioned to reduce head-on and T-Bone crashes.

Additionally, Council has proposed two raised thresholds along Lismore Avenue, Dee Why, (outside Property No.16 Lismore Avenue and outside northern boundary of Property No.781 Pittwater Road), painted islands and STOP hold lines Westminster Avenue at the intersection of Lismore Avenue and a 10km/h speed reduction to 40km/h speed limit within the connecting local streets between Fisher Road and Pittwater Road; Lismore Avenue, Grafton Crescent, Holborn Avenue, Regent Street, Kingsway, Westminster Avenue and Hawkesbury Avenue.

**LOCATION**

- Fisher Road is a regional road carrying high traffic volumes with consistently relatively high volumes of heavy vehicles (seven-day average of 3.9%). Running north-south, it is the main thoroughfare for vehicles travelling between Dee Why and Cromer. The road carriage way is approximately 12.7 metre in width with one travel lane in each direction majority of the time. A mixture of unrestricted and time-restricted parking is present along both sides of parking lanes along Fisher Road. Parking restrictions northbound on Fisher Road have been implemented previously along the parking lanes at the intersections of Lismore

Avenue and Kingsway to allow optimal traffic flow even with vehicles attempting to turn right during peak hours. Speed limit is currently 50km/hr with 40km/hr during school zones. Fisher Road is a bus route. There is currently a shared path along the eastern side of Fisher Road.

- Lismore Avenue is the main local road connecting Pittwater Road and Fisher Road via east-west traffic. The approximate width is 12 metres and speed limit is currently 50km/h. Both directions along Lismore Avenue have one travel lane and one parking lane. Furthermore, Lismore Avenue is one of the primary thoroughfare roads for local residents residing between Fisher Road and Pittwater Road. The existing pedestrian refuge located on Lismore Avenue, between Westminster Avenue and Grafton Crescent is scheduled to be removed and replaced with a raised pedestrian crossing, previously approved at Council's Local Traffic Meeting on 1 June 2021. The raised pedestrian crossing is proposed to provide safer pedestrian environment in the area, particularly due to the presence of Dee Why Oval along Lismore Avenue and two local schools within the area. Lismore Avenue is a bus route.
- Ilikai Place is a 125-metre-long cul-de-sac situated off east of Fisher Road. It is 7.4 metres wide with parking on both sides of the road. Therefore, with the remaining width of 3.4m serving as travel lanes in both directions, vehicles are required to negotiate at low speeds in order to allow travel in both directions. Parking is unrestricted along both sides of the road. As identified by residents and Council Officers, the primary concerns for Ilikai Place are the prevalence of vehicles illegal parked within 10m of the intersection with Fisher Road. The speed limit is 50km/h.
- Grafton Crescent is a cul-de-sac off Lismore Avenue, providing access to Kempsey Close. The width of the road is approximately 7.3 metres wide, with unrestricted parking on both sides. Therefore, vehicles will require to travel at slow speeds to safely negotiate travel in both directions.
- Westminster Avenue is a local road running north-south, parallel to Pittwater Road, connecting Lismore Avenue and Kingsway. The road width is 9.6m and hosts parking on both sides of the road. An at-grade pedestrian crossing is present along Westminster Avenue, between Regent Street and Hawkesbury Avenue. The current speed limit is 50km/h. Westminster Avenue is a bus route.
- Holborn Avenue is a local road running east-west, connecting Fisher Road and Westminster Avenue. The road width is 9.5 metres with parking on both sides of the roadway. The speed limit is currently 50km/h and 40km/h during school zone hours. Holborn Avenue, near Fisher Road is the northern boundary of Dee Why Public School.
- Regent Street is a local road running east-west, connecting Fisher Road and Westminster Avenue. The road width is 11.4 metres with parking on both sides of the roadway. The speed limit is currently 50km/h and 40km/h during school zone. The intersection of Regent Street and Fisher Road is signalised, and the southern boundary of Dee Why Public School is along Regent Street. Regent Street is a bus route.
- Kingsway is a local road connecting Fisher Road and Pittwater Road. However, between Pittwater Road and Westminster, it is one way traffic with entrance from Pittwater Road. The road width is approximately 9.5 metres with parking on both sides of the road. The speed limit along Kingsway is currently 50km/h.
- Hawkesbury Avenue is a 100-metre local road between Westminster Avenue and Pittwater Road. The road width is approximately 9.5 metres with parking on both sides of the road. The intersection of Pittwater Road and Hawkesbury Avenue is signalised. The speed limit of Hawkesbury Avenue is currently 50K/h.

## ISSUES

- Council submitted an application for Black Spot funding based on the eligible casualty crashes, which require at least three casualty crashes over a five-year period and proposing treatments for those casualty crashes. A casualty crash is defined as a fatal or injury-related crash. Non-casualty crashes cannot be considered as part of the assessment, as the Black Spot program specifically funds locations with a history of casualty crashes to ensure that those sites are prioritised for treatment.
- Council was successful in obtaining funding under the 2022/23 Australian Government Black Spot Program for the proposed treatments to address the targeted casualty crashes along Fisher Road and Lismore Avenue, Dee Why by proposing network of traffic calming devices to cohesively reduce vehicular speeds and enhance pedestrian safety within the area.
- The main pedestrian desire line exists for people walking along Fisher Road, connecting Dee Why hub and the northern suburbs, Cromer and Wheeler Heights. Furthermore, with Fisher Road School, Dee Why Public School, Dee Why Children's Centre and PCYC Northern Beaches all located on or adjacent to Fisher Road, it is paramount pedestrian safety, particularly school children are ensured along utilising Fisher Road.
- Fisher Road and Lismore Avenue are main pedestrian thoroughfare routes as Dee Why Oval is located on the eastern end of Lismore Avenue and bus stops which service the local community in this area can be accessed on Fisher Road, Lismore Avenue, Pittwater Road and Westminster Avenue.
- There are concerns regarding safety and inappropriate speeds of vehicles travelling along Fisher Road and Lismore Avenue. However, as Fisher Road is a regional road, it is expected to carry higher numbers of heavy vehicles when comparing to the other local roads in the area. Therefore, more consideration is required prior any future pedestrian crossing proposals along Fisher Road. Pedestrian perception of safety can increase the potential for accidents. Many people, particularly children, regard pedestrian zebra crossings as safe zones, where they have right of way over vehicles. This perception creates a false sense of security in a pedestrian's mind and leads to many pedestrians walking onto crossings without due care and watching that a motorist has actually seen them attempting the crossing.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to install:

- A roundabout at the intersection of Fisher Road and Lismore Avenue. The proposed roundabout will include splitter islands and kerb blisters on all approaches. The north-east kerb at the intersection will be cut-back in order to accommodate the turning movements of buses. The roundabout will be constructed in accordance with RMS requirements and will allow buses (up to 19m Articulated Buses) to manoeuvre through the intersection (refer to Attachments 3 & 4 – Swept Path Analysis). The splitter island on Lismore Avenue approach will be designed as a refuge island to accommodate pedestrians.
- A roundabout at the intersection of Fisher Road and Tor Road. The proposed roundabout will include a pedestrian refuge and kerb extension on the northern approach, concrete median on the southern approach and painted median on the western approach. The roundabout will be constructed in accordance with RMS requirements and will allow buses (up to 19m Articulated Buses) to manoeuvre through the intersection (refer to Attachment 3 & 4– Swept Path Analysis). The pedestrian refuge and kerb extension on the northern approach will significantly reduce the crossing distance of Fisher Road for pedestrians, providing a safer crossing environment.

- As both proposed roundabouts are only 60 metres apart, concerns have been raised by the community regarding traffic queuing and traffic flow issues. However, Council Officers have utilised current traffic movement data obtained on location and traffic intersection model software to access the level of service subsequent to implementation. Results yielded from the investigation have demonstrated low to negligible effects to the traffic network. On the contrary, the roundabout operation Fisher/ Lismore intersection is predicted to improve the safety and opportunity for vehicles turning right from Lismore Avenue onto Fisher Road.
- Concrete median outside south-east boundary of Property No.70 Fisher Road, Dee Why to address a head-on collision at this location. No ingress or egress from private driveways will be affected.
- No-Right-Turn Ban on Fisher Road, restricting right turns into Ilikai Place. Turning movements out of Ilikai Place will have no restrictions. Motorists wanting to enter Ilikai Place while travelling northbound on Fisher may utilise the adjacent roundabouts on Fisher Road in order to navigate the right turn ban. During the consultation, residents have expressed concerns of the restricted right turn movements into and out of Ilikai Place and have identified a more immediate issue of illegal parking at the intersection of Ilikai Place and Fisher Road. A review of the recorded crashes at this location indicates the primary concerns are rear-ending crashes due to vehicles turning right from Fisher Road, resulting in injury.
- Raised thresholds along Lismore Avenue, outside Property No.16 Lismore Avenue and on northern boundary of Property No.781 Pittwater Road. Currently, the only traffic calming device on Lismore Avenue is a pedestrian refuge, between Grafton Crescent and Westminster Avenue. As Council had previously approved the removal of the pedestrian refuge and replace with a raised pedestrian crossing, it would be ideal to introduce further traffic calming devices on both approaches to ensure the approaching vehicle speeds are appropriate and any pedestrian crossing risk is reduced.
- Painted hatching and road narrowing at the intersection of Lismore Avenue and Westminster Avenue. Due to the geometry of the intersection of Lismore Avenue and Westminster Avenue, vehicles approaching Lismore Avenue from Westminster Avenue may have difficulty sighting approaching vehicles, even with vehicles on Lismore Avenue parking legally. Furthermore, Council have received a number of reports of vehicles travelling westbound on Lismore Avenue, cutting the bend on the road, driving close to the intersection of Westminster Avenue, creating a high conflict environment. Therefore, the painted islands and road narrowing at this location is envisioned to guide vehicles to the centre of Lismore Avenue, allowing vehicles approaching from Westminster Avenue to stop further out onto the intersection in order to sight oncoming vehicles.
- Speed Reduction of 10Km/h to 40Km/h High Pedestrian Area along Lismore Avenue, Grafton Crescent, Westminster Avenue, Holborn Avenue, Regent Street, Hawkesbury Avenue and Kingsway. As the local roads are generally narrow and nearing capacity due to the surrounding amenities, reducing the local area speed limit will alert motorists of the nature of the area and provide a safer traffic and pedestrian environment for all road users.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will enhance the safety for people cycling and does not affect any future planned facilities.

- The proposal will provide safe pedestrian crossing facilities for pedestrians crossing the roads in the area.

## CONSULTATION

Consultation letters have been distributed to 1,658 occupiers within the immediate vicinity of the location and owners providing notification of the proposed changes. The responses regarding concerns for the project are summarized in Attachment 1 – Table of Consultation. A total of 74 responses were received through Council's Your Say medium. 50 responses were in support, 6 Conditional support and 18 non-support for the project were received.

It is noted that a majority of non-support submissions from the community are primarily because of the lack of pedestrian crossing provisions along Fisher Road, particularly between Campbell Avenue and Lismore Avenue. As this Blackspot project is primarily designed to address vehicular crashes, Council will investigate safe pedestrian crossing provisions separately to this project's delivery.

Additionally, to assist the community with their concerns and queries, two Council Officers hosted a 2-hour face-to-face consultation with the community at the corner of Fisher Road and Lismore Avenue. This allowed community members to discuss their concerns, feedback and ideas with Council Officers and allow staff to provide advice on the rationale behind the proposed works.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the following proposals funded under the 2022/23 Australian Government Black Spot Program for Fisher Road and Lismore Avenue, Dee Why:

- A. Install roundabout at the intersection of Fisher Road and Lismore Avenue, Dee Why and associated splitter islands/ pedestrian refuge, signage and line marking on all approaches.
- B. Install roundabout at the intersection of Fisher Road and Tor Road, Dee Why and associated splitter islands/ pedestrian refuge, kerb extension, signage and line marking on all approaches.
- C. Raised median located on the south-east boundary of Property No.70 Fisher Road, Dee Why.
- D. No-Right-Turn Ban on Fisher Road for vehicles travelling northbound into Ilikai Place, Dee Why.
- E. Raised threshold located east of Property No.16 Lismore Avenue, Dee Why.
- F. Raised threshold located on Lismore Avenue, outside eastern boundary of Property No.781 Pittwater Road.
- G. Painted islands and STOP hold line on Westminster Avenue, at its intersection with Lismore Avenue.
- H. Speed Reduction of 10km/h to 40km/h in the streets of Lismore Avenue, Grafton Crescent, Westminster Avenue, Holborn Avenue, Hawkesbury Avenue, Regent Street and Kingsway.

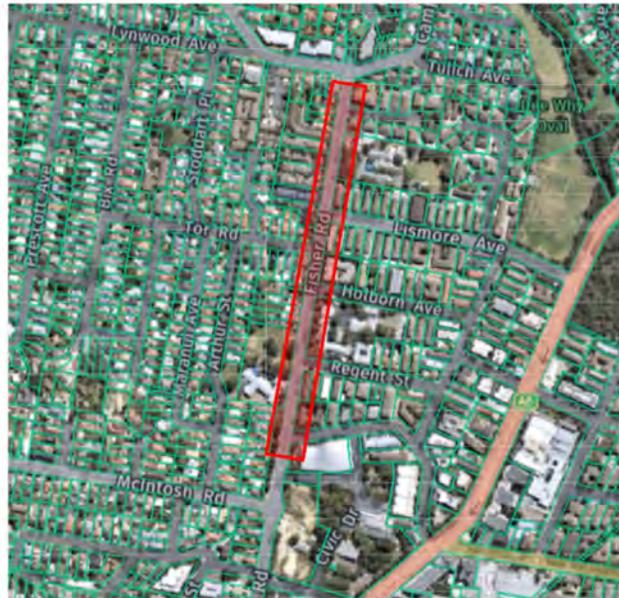
**Table of Consultation**

<b>Address</b>	Fisher Road & Lismore Avenue, Dee Why
<b>Proposal</b>	Roundabouts, Concrete and painted median islands, Pedestrian Refuges, Kerb Extensions, Stop Control - Black Spot Project

<b>Properties Consulted</b>	1,658
<b>Responses Received</b>	74
<b>Support</b>	50
<b>Do Not Support</b>	18
<b>Conditional Support</b>	6

Issue/ Resident Comment	Council Response
As the design proposes motorists to utilise the roundabouts for U-turns, resident is concerned with vehicles approach all roundabouts not prepared for vehicles in the roundabout conducting a U-turn, and failing to give way, resulting in more accidents.	Roundabouts are commonly used in NSW Roads and is the main legal form for motorists to conduct U-turns. Furthermore, increased deflections at roundabouts will assist with slower entry speeds, allowing motorists to approach with more care.
Intersection of Fisher Road and Lismore Avenue should be signalised.	Implementation of traffic signals are under the jurisdiction of TNSW solely, TNSW had previously advised Council they have no future plans on signalising this intersection due to the proximity to the current signalised intersection at Fisher and Regent Street.
The raised threshold along Lismore Avenue should be replaced with raised pedestrian crossings.	The approved pedestrian crossing is situated at the current pedestrian refuge. This location is envisioned to efficiently service the community, however, Council may revisit this matter after the project has completed.
No cycling facilities have been considered within this project	Blackspot projects are primarily designed to address vehicular accidents. There is currently a share path running along the eastern side of Fisher Road, however, Council may revisit this matter after the project has completed.
No pedestrian crossing provisions have been considered on Fisher Road, between Lismore Avenue and Campbell Avenue, particularly outside Fisher Road School, school for the disabled.	Blackspot projects are primarily designed to address vehicular accidents. Furthermore, as Fisher Road is a regional road, more consideration is required for any pedestrian crossing implementation. However, Council will investigate this matter subsequent to project delivery.
Pedestrian refuges at the roundabout should be replaced with pedestrian crossings.	Generally, implementation of pedestrian crossing at high conflict areas such as roundabouts is not favoured. However, Council will investigate this matter subsequent to project delivery in order to access the effectiveness of other pedestrian amenities.
Do not support the median at Ilkai Place.	This proposal has been replaced with No-Right-Turn ban from Fisher Road northbound. There will be no change to vehicles exiting Ilkai Place.
Do not support the raised threshold on Lismore Avenue.	Device designed to reduce vehicular speeds within the street to increase safety.
The median at Ilkai Place should be replaced with a time-restricted No-Right-Turn Ban	Proposal adopted.
Pedestrian Crossing on Tor Road	Blackspot projects are primarily designed to address vehicular accidents. However, Council may revisit this matter after the project has completed to review the effectiveness of other pedestrian amenities within the area.
Pedestrian Crossing on Holborn Road	Blackspot projects are primarily designed to address vehicular accidents. However, Council may revisit this matter after the project has completed to review the effectiveness of other pedestrian amenities within the area.
Do not support 40Km/Hr speed limit within the area	The speed reduction is envisioned to increase pedestrian safety within the area. Furthermore, as road widths within the area are generally narrow, supporting traffic in both directions and with pedestrian-centric, 40Km/hr is considered a more
Instead of painted medians, install concrete islands at the intersection of Westminster Avenue and Lismore Avenue.	Due to Westminster Avenue and Lismore Avenue being bus routes, bus movements must be considered. Due to the geometric constraints of the area, painted islands appear to be most suitable for the area.
Proposed Roundabouts will add congestion to the area	Traffic modelling software with current traffic data have indicated no negative impacts on the network.
Illegal Parking on Ilkai Place	This matter has been referred Council's enforcement team.
Reduction of heavy vehicles along Fisher Road	As Fisher Road is a regional road, it is designated for heavy vehicle thoroughfare to ensure no heavy vehicles utilise smaller local roads for thoroughfare unless warranted.
Implement Red Light Cameras and Traffic Signals	Red Light Cameras and Traffic Signals are investigated and implemented by TNSW as Council have no authority to implement such devices
Implement more speed humps/cushions in the area	The area wide project is envisioned to lower the speeds within the network. However, Council will review vehicular speeds subsequent to project completion to ensure the effectiveness of the implementation. Speed cushions may be introduced if warranted.

# FISHER ROAD & LISMORE AVENUE, DEEWHY – BLACKSPOT PROGRAM

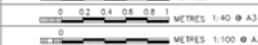


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## DRAWING INDEX

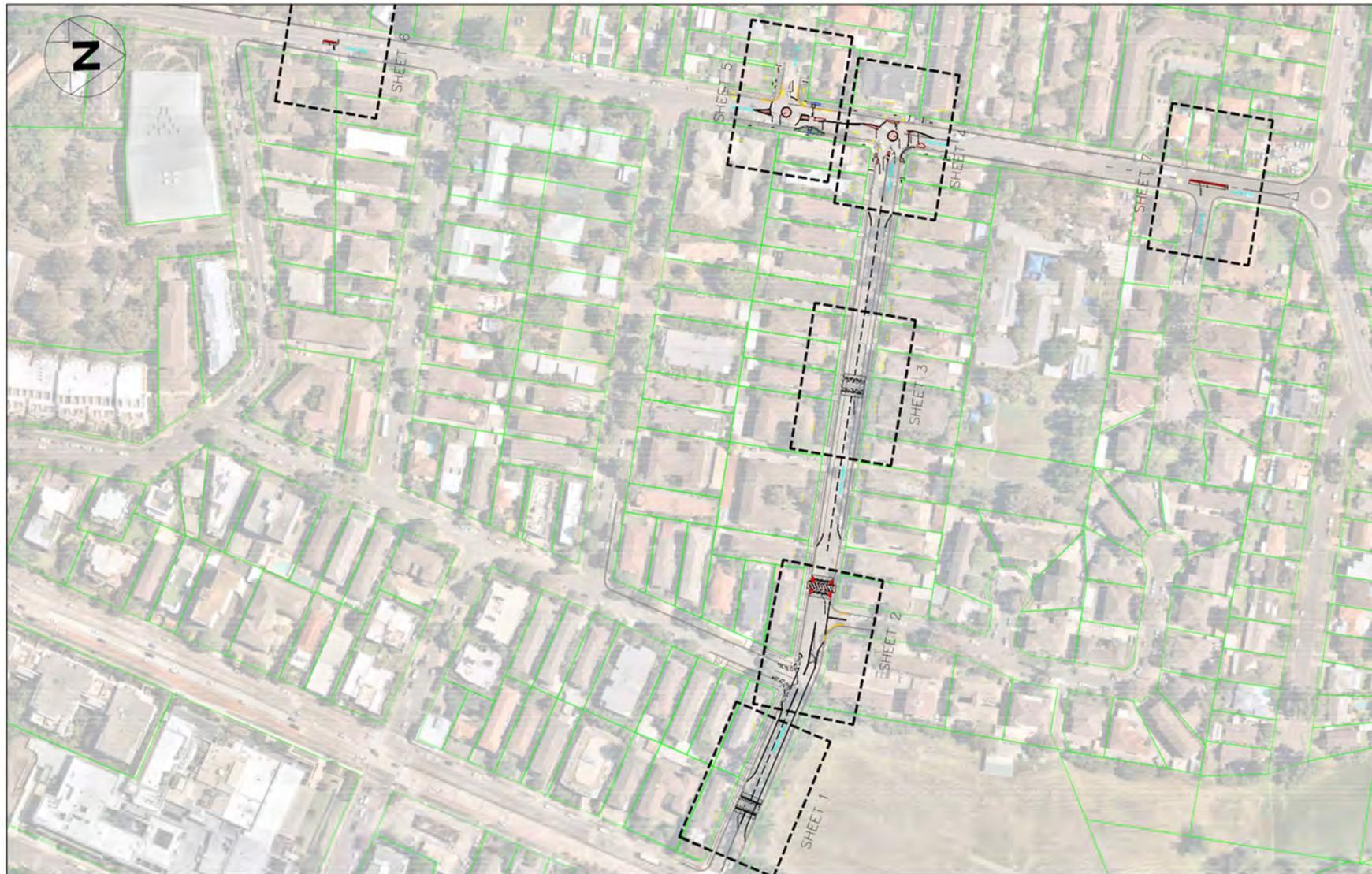
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1001	LOCALITY AND INDEX SHEET
2001	GENERAL SHEET ARRANGEMENT
3001	CIVIL WORKS SHEET 1
3002	CIVIL WORKS SHEET 2
3003	CIVIL WORKS SHEET 3
3004	CIVIL WORKS SHEET 4
3005	CIVIL WORKS SHEET 5
3006	CIVIL WORKS SHEET 6

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BLACKSPOT PROGRAM  
FISHER ROAD & LISMORE AVENUE, DEEWHY  
LOCATION COVER PAGE  
INDEX SHEET

DRAWING NO. TO - FISHER RD & LISMORE AVE, DEEWHY - BLACKSPOT REVISION: 1



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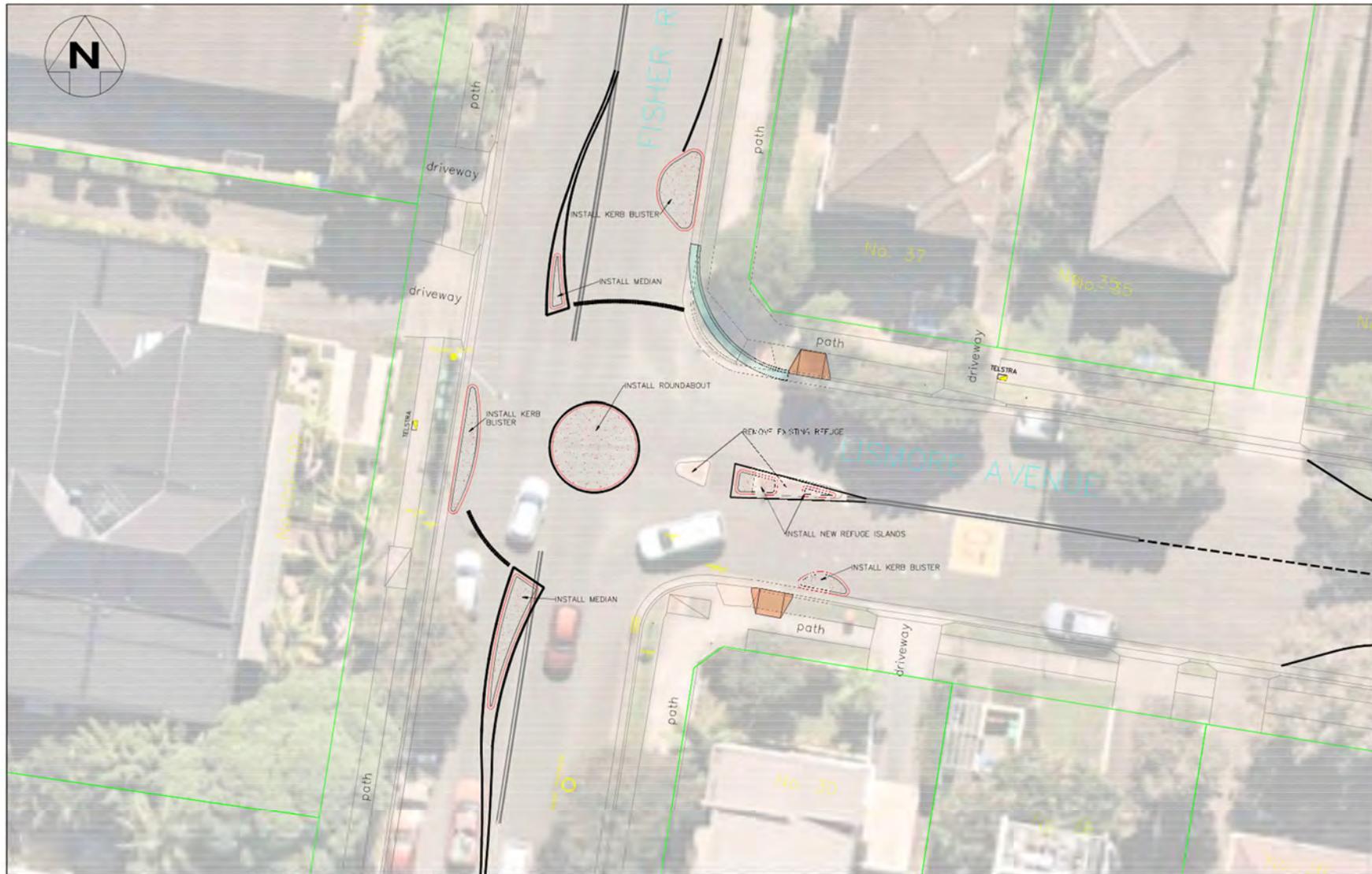
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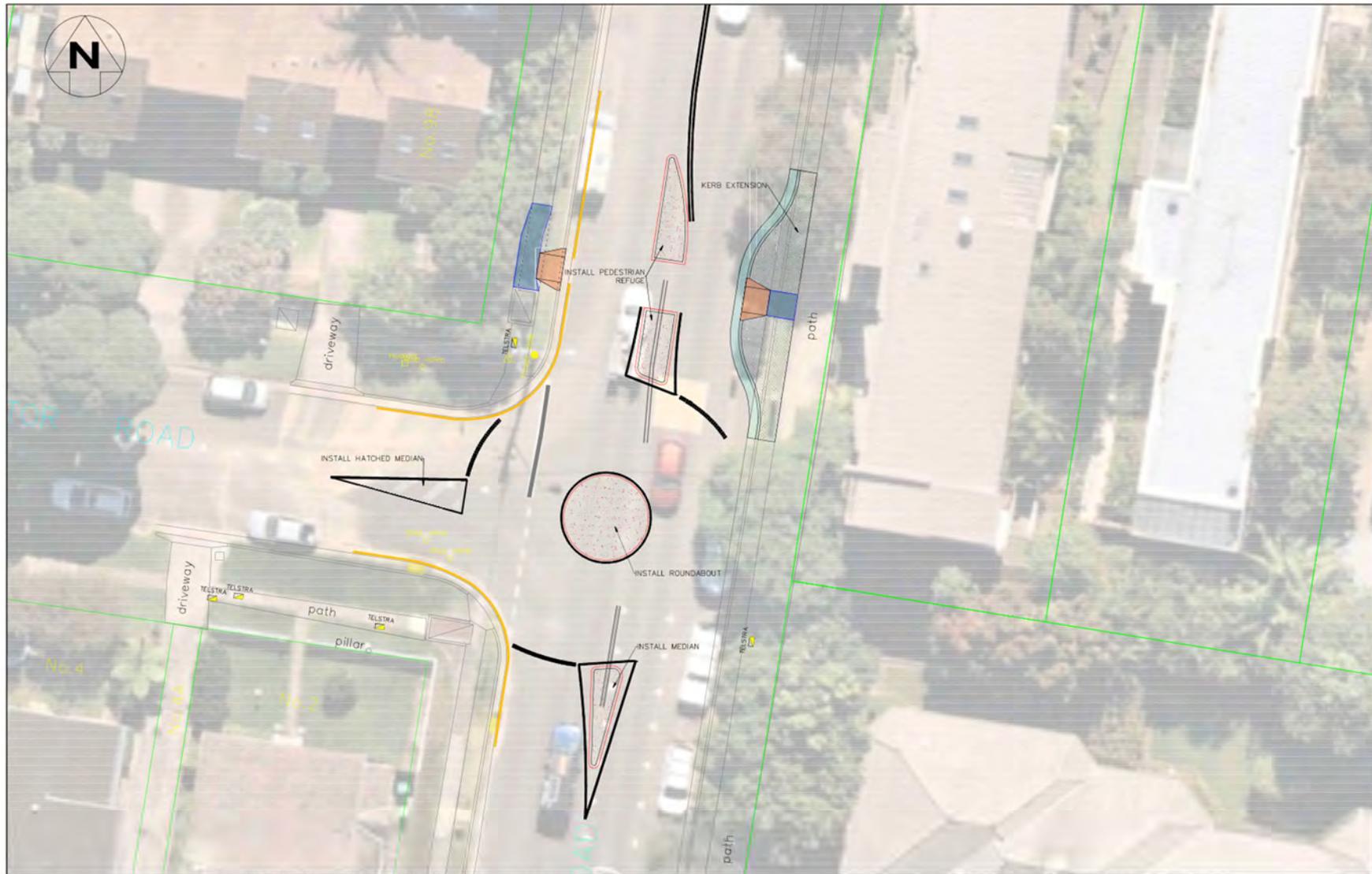




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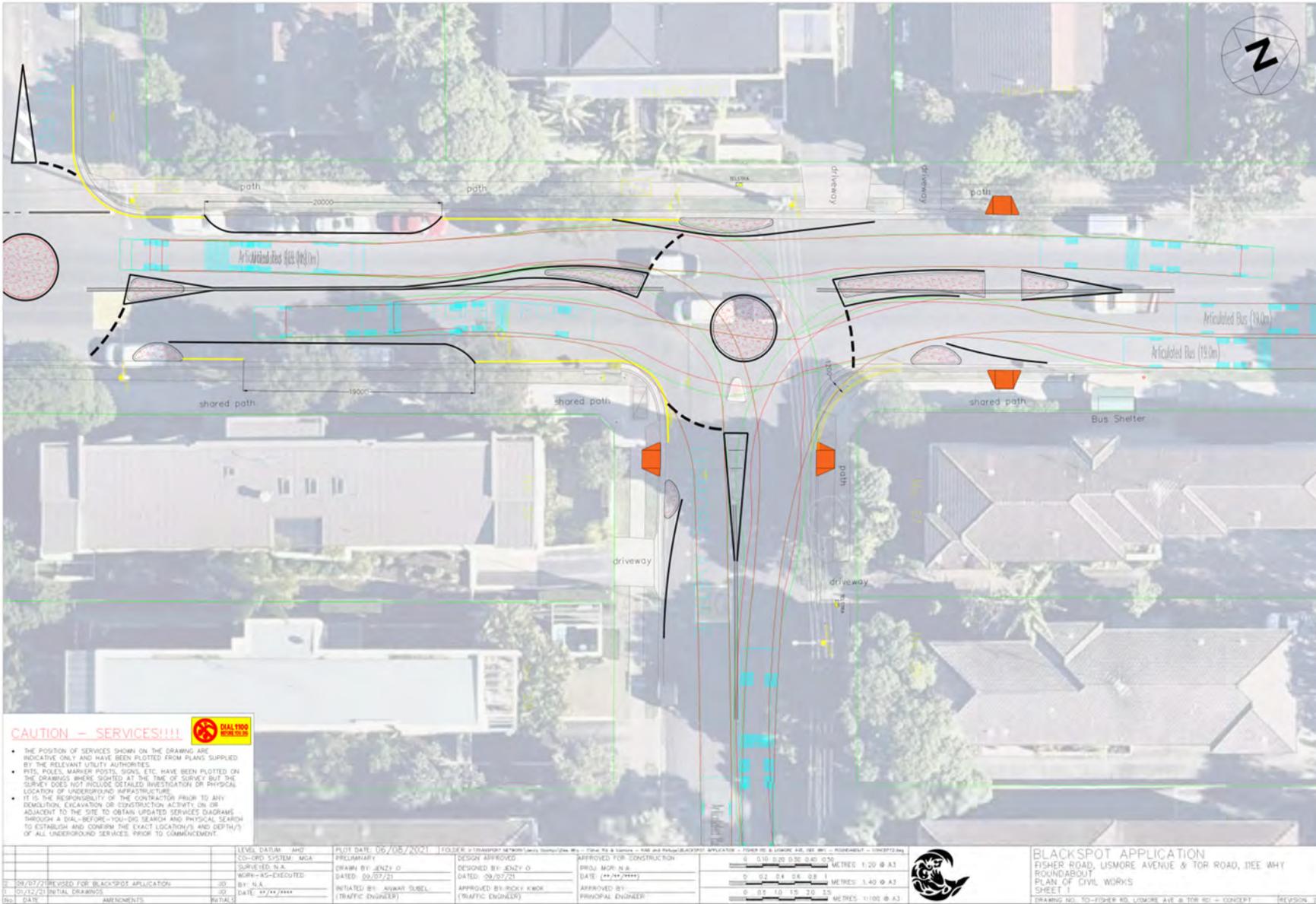


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BLACKSPOT PROGRAM  
FISHER ROAD & LISMORE AVENUE, DEEWY  
CIVIL WORKS  
SHEET 6  
DRAWING NO. TR1 - FISHER RD & LISMORE AVE, DEEWY - BLACKSPOT (REVISION: 1)



**CAUTION - SERVICES!!!**

THE POSITION OF SERVICES SHOWN ON THE DRAWING ARE INDICATIVE ONLY AND HAVE BEEN PLOTTED FROM PLANS SUPPLIED BY THE RELEVANT UTILITY AUTHORITIES.

PITS, HOLES, MARKER POSTS, SIGNS, ETC. HAVE BEEN PLOTTED ON THE DRAWING WHERE SIGHTED AT THE TIME OF SURVEY BUT THE SURVEY DOES NOT INCLUDE DETAILED INVESTIGATION OR PHYSICAL LOCATION OF UNDERGROUND INFRASTRUCTURE.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR PRIOR TO ANY DEMOLITION, EXCAVATION OR ERECTION ACTIVITY ON OR ADJACENT TO THE SITE TO OBTAIN UPDATED SERVICES DIAGRAMS THROUGH A DIAL-BEFORE-YOU-DIG SEARCH AND PHYSICAL SEARCH TO ESTABLISH AND CONFIRM THE EXACT LOCATION(S) AND DEPTH(S) OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCEMENT.

LEVEL DATUM AND CO-ORD SYSTEM: MGA	PLOT DATE: 06/08/2021	PROJECT: 4/Transport & Roads/Lismore Avenue - Fisher Rd & Lismore Ave and Blackspot Application - Fisher Rd & Lismore Ave (88 M) - Roundabout - Concept	APPROVED FOR CONSTRUCTION	0 0.2 0.4 0.6 0.8 1		<b>BLACKSPOT APPLICATION</b> FISHER ROAD, LISMORE AVENUE & TOR ROAD, DEE WHY ROUNDABOUT PLAN OF CIVIL WORKS SHEET 1 DRAWING NO. 10-FISHER RD, LISMORE AVE & TOR RD - CONCEPT REVISION 2
SURVEYED BY: WORKS-AS-EXECUTED	DESIGNED BY: JENY O	DATE: 09/07/21	0 0.2 0.4 0.6 0.8 1			
INITIATED BY: ANWAR SUBEL	APPROVED BY: ROCKY KIMH	DATE: 12/07/2022	0 0.2 0.4 0.6 0.8 1			
DATE: 12/07/2022	DATE: 12/07/2022	DATE: 12/07/2022	0 0.2 0.4 0.6 0.8 1	0 0.2 0.4 0.6 0.8 1		



<b>ITEM 4.14</b>	<b>VICTORIA PARADE, MANLY - ADJUSTMENT TO NO PARKING SCHOOL DAYS AND BUS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/384340</b>
<b>ATTACHMENTS</b>	<b>1 Plan</b>

**GEOCODES: -33.799890, 151.287840**

## **REPORT**

### **BACKGROUND**

Council has received concerns from Manly Village Public School following a school safety audit regarding No Parking 8am – 9.30pm and 3pm - 4pm which acts as the “kiss and drop” zone for the school.

### **LOCATION**

- Victoria Parade is a local road running east west between South Steyne and East Esplanade.
- Victoria Parade consists of predominantly 90 degree angle parking on both sides with a small section of parallel parking and bus zone directly in front of Manly Village Public School. There is a high demand for parking along Victoria Parade.
- Victoria Parade lies within the isthmus 2P permit parking zone.

### **ISSUES**

The section of “kiss and drop” zone in front of Manly Village Public School is currently signed as No Parking 8am – 9.30pm and 3pm - 4pm. The Bus Zone is currently signed as 8am – 10.30am and 2.30pm – 4pm, neither of which are consistent with School Zone times statewide and create confusion to motorists.

### **PROPOSAL**

Council has undertaken a review of the above location and issues and proposes to change the existing No Parking and Bus Zone times to “8am – 9:30am, 2:30pm – 4pm SCHOOL DAYS” and. These changes will result in consistency of school zone times with other locations around this school and with School Zone times across NSW.

Council has received approval from the local bus operator for the change to the Bus Zone.

These changes will assist both motorists and enforcement agencies in clarifying what the legal parking times are.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does not affect the pedestrian facilities or impacts on walking paths.

## CONSULTATION

Consultation letters have been distributed to 121 properties within the immediate vicinity of the location providing notification of the proposed changes.

A total of Six (6) responses were received. Whilst three residents (3) fully supported the proposal, two (2) residents were concerned with the loss of overnight night parking associated with initial proposal which also included a change to the existing 4P restriction from 8am – 10pm “All other times” to 4P “All other times”.

Council has reviewed the concerns raised by residents regarding the overnight parking and has removed the changes to the 4P parking restriction times from the proposal.

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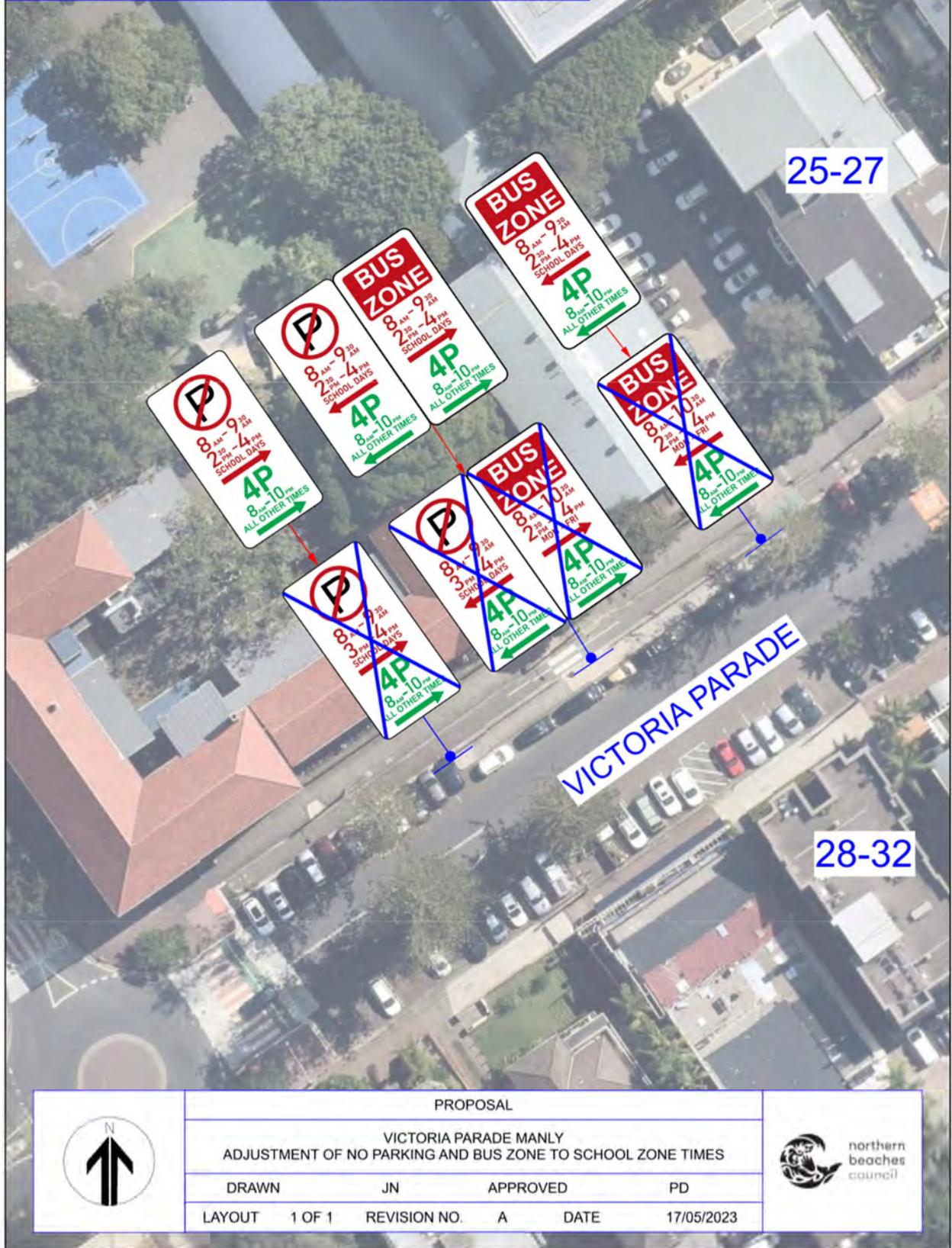
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Adjustment to the existing No Parking and Bus Zone times to “8am – 9:30am, 2:30pm – 4pm SCHOOL DAYS”

Replace NO PARKING "8am - 9:30am, 3pm - 4pm SCHOOL DAYS"  
with NO PARKING "8am - 9:30am, 2:30pm - 4pm SCHOOL DAYS"  
Replace BUS ZONE "8am - 10:30am, 2:30pm - 4pm MON-FRI"  
with BUS ZONE "8am - 9:30am, 2:30pm - 4pm SCHOOL DAYS"

www.invarion.com



<b>ITEM 4.15</b>	<b>PRINGLE AVENUE AND SORLIE AVENUE, FRENCHS FOREST - RAISED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2023/380574</b>
<b>ATTACHMENTS</b>	<b>1 Sorlie Road &amp; Pringle Avenue, Frenchs Forest - Raised Pedestrian Crossing Design Plan</b>

**GEOCODES: -33.745168,151.215582**

## **REPORT**

### **BACKGROUND**

Council has received concerns from local constituent regarding a lack of safe crossing opportunities, especially for School children at the intersection of Sorlie Road and Pringle Avenue, Frenchs Forest. The subject location is a thoroughfare intersection between Mimosa Public School, Forestway Shops, Frenchs Forest Public School, Wakehurst Public School and Lionel Watts Oval.

### **LOCATION**

- Sorlie Road is a local road with a local speed limit of 50km/h.
- This section of Sorlie Road runs east west and is between Pringle Avenue and Kens Road.
- There are footpaths available on both the northern and southern side of the road. There are also raised threshold along Sorlie Road 75 metres west of the proposed pedestrian crossing location, alerting approaching motorists of the change in environment due to Frenchs Forest being primarily residential and the subject location hosting a number of local shops.
- There are medium density residential properties surrounding the shops.

### **ISSUES**

- The intersection of Sorlie Road and Pringle Avenue is situated at a strategic location where pedestrians frequently negotiate crossing the road. The intersection is part of the route where the community frequently crosses to access local schools, local amenities and shops.
- Due to the curvature of the Sorlie Road, combined with the changing elevation along the roadway, it has been proven difficult for pedestrians to safely sight on-coming vehicles to safely negotiate the intersection.
- Pringle Avenue, between Blackbutts Road and Sorlie Road, has a steep descent downhill towards the subject intersection. Therefore, a pedestrian crossing proposal on Pringle Avenue may not be the ideal location. Furthermore, constructing a connecting footpath on the northern side of Sorlie Road may be proven difficult, therefore proposing the raised pedestrian crossing on Sorlie Road deems most appropriate.
- During the investigation for the provisions of the pedestrian crossing at the subject location, the pedestrian numbers were considered to be at the lower end of the parameters when

assessed with accordance with TfNSW's pedestrian crossing warrants, however the proposal aligns with Council's objective for providing a walkable neighbourhood.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to:

- Construct approximately 12 metres of connecting footpath and pram ramps on both sides of Sorlie Road, immediately east of its intersection with Pringle Avenue.
- Install kerb blisters on both all sides of the pedestrian crossing to improve the visibility of pedestrians. The kerb blisters would narrow the width of the available trafficable lane and reduce the length of the road pedestrians need to cross.
- Install 10 metres 'No Stopping' on both the northern and southern departure side of the pedestrian crossing, as per TfNSW Guidelines for pedestrian crossing, removing 2-4 on-street parking spaces.
- Extend current 'No Stopping' at corner of Sorlie Road and Estelle Place to the approach of the pedestrian crossing westbound, removing all on-street parallel parking on the southern side of Sorlie Road, between Estelle Place and Pringle Avenue. This will improve the sight distances for approach vehicles westbound on Sorlie Road and pedestrians travelling northbound on the pedestrian crossing, improve the safety within the area. With the removal of on-street parking on the westbound approach may potentially increase the vehicular speeds on approach due to the removal of passive road narrowing. However, it is Council's main priority to maximise sight distances for both pedestrians and approaching motorists. Subsequent to project delivery, if this issue is found to be prevalent, Council may consider installing traffic calming devices on approach.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

This proposal will have the following impact(s) on pedestrians and people cycling:

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal will improve the pedestrian facilities and positively impact the local walking paths.

## CONSULTATION

Consultation letters have been distributed to 65 properties within the immediate vicinity of the location providing notification of the proposed changes. Seven (7) responses were received, all in support for the proposal. Queries raised by residents have been addressed below.

Number of Properties Consulted	65
Responses Received	7
Support	7
Non-Support	0

Issue/ Resident Comment	Council Response
Install long garden bed within 10m 'No Stopping' area	It is in Council's best interest to ensure maximum sight distance is ensured for all approaching motorists with no distractions, however Council may further consider this addition at a later stage of project delivery
Why is the length of 'No Stopping' on the southern side of Sorlie Road, on approach so long?	It is in Council's best interest to ensure maximum sight distance is ensured for all approaching motorists, particularly as the westbound approach is along a long sweeping bend. With any parked vehicles, it has proven difficult to sight the intersection for approaching motorists.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a raised pedestrian crossing on Sorlie Road, Frenchs Forest, immediately east of the intersection with Pringle Avenue.
- B. Installation of kerb blisters on all four sides of the pedestrian crossing to improve the visibility of pedestrians and narrow the width of the trafficable lane to ensure a safer pedestrian environment.
- C. Installation of 10-metre 'No Stopping' zone on the northern side of Sorlie Road, Frenchs Forest, between the proposed pedestrian crossing and the driveway of Property No. 64-68 Sorlie Road.
- D. Installation of approximately 17.5 metre 'No Stopping' zone on the southern side of Sorlie Road, Frenchs Forest, between the proposed pedestrian crossing and the current 'No Stopping' restrictions on Sorlie Road, near Estelle Place.
- E. Installation of 10-metre 'No Stopping zone on the southern side of Sorlie Road, Frenchs Forest, between the proposed pedestrian crossing and the angled car park adjacent to the Sorlie Road shops.



# SORLIE ROAD, FRENCHES FOREST – PEDESTRIAN CROSSING PROPOSAL



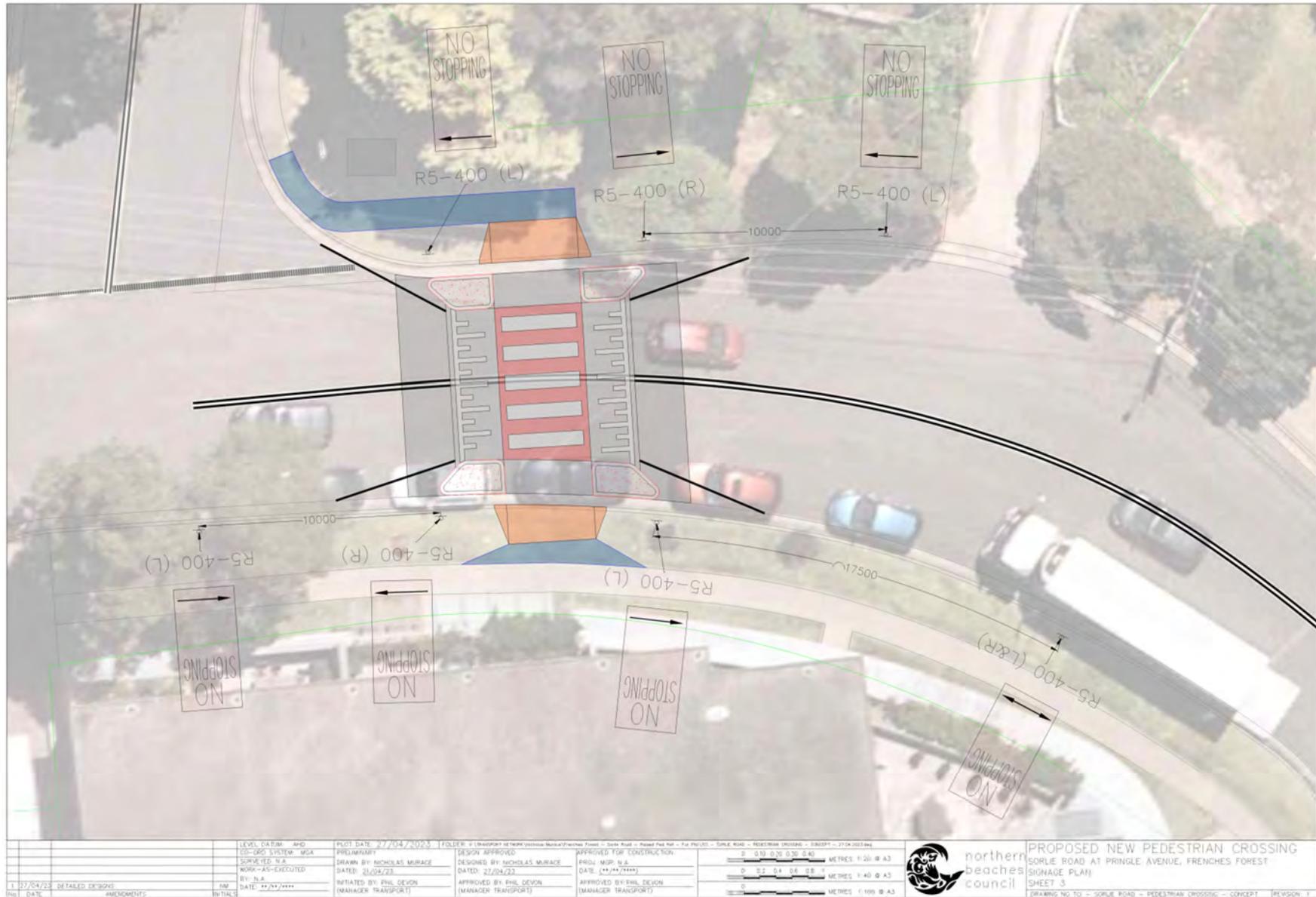
LOCALITY PLAN  
NOT TO SCALE

## DRAWING INDEX

DRAWING NO.	DESCRIPTION
0001	LOCALITY AND INDEX SHEET
1001	CIVIL WORKS PLAN
2001	SIGNAGE PLAN

		LEVEL DATUM: AHD	PLOT DATE: 27/04/2023	FOLDER: V:\TRANSPORT NETWORK\Nicholas Murace\Frenchs Forest - Sorlie Road - Raised Pedestrian Crossing - Concept - 27/04/2023.dwg	APPROVED FOR CONSTRUCTION	0 0.10 0.20 0.30 0.40 METRES 1:20 @ A3	 PROPOSED NEW PEDESTRIAN CROSSING SORLIE ROAD AT PRINGLE AVENUE, FRENCHES FOREST LOCATION COVER PAGE INDEX SHEET DRAWING NO. 001 - SORLIE ROAD - PEDESTRIAN CROSSING - CONCEPT REVISION: 1
		CO-ORD SYSTEM: MGA	PRELIMINARY	DESIGN APPROVED	PROJ. MGR: N.A.	0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3	
		SURVEYED: N.A.	DRAWN BY: NICHOLAS MURACE	DESIGNED BY: NICHOLAS MURACE	DATE: (M/YY/****)	0 METRES 1:100 @ A3	
		WORK AS EXECUTED	DATED: 21/05/23	DATED: 12/04/23	APPROVED BY: PHIL DEVON		
		BY: N.A.	INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON	(MANAGER TRANSPORT)		
1	27/04/23	DETAILED DESIGN	DATE: **/**/****	DATE: **/**/****	(MANAGER TRANSPORT)		
		AMENDMENTS	INITIALS	(MANAGER TRANSPORT)			





## 5.0 MATTERS FOR NOTATION

<b>ITEM 5.1</b>	<b>REQUEST FOR WORKS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/344525</b>
<b>ATTACHMENTS</b>	<b>NIL</b>

**GEOCODES:** Various

### REPORT

Council has approved the following Works Zone 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 the Works Zone period prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

<b>Applicant</b>	<b>Location</b>	<b>Works Zone Length and Time</b>	<b>Requested Period</b>
Sandlik Constructions Pty Ltd	16 Addison Road MANLY NSW 2095	Length: 14 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	10 July 2023 to 7 July 2024
Clarendon Homes Pty Ltd Po Box 7105 NORWEST NSW 2153	37 Lewis Street DEE WHY NSW 2099	Length: 15 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	7 June 2023 to 23 April 2024

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee notes the delegated approval of Works Zones as described above.

**ITEM 5.2** **ONGOING ACTIONS UPDATE**  
**REPORTING OFFICER** **MANAGER, TRANSPORT NETWORK**  
**TRIM FILE REF** **2023/405279**  
**ATTACHMENTS** **NIL**

## BACKGROUND

The previous matters have been raised during General Business and this report provides an update on progress of the items raised.

### Actions still pending – to be discussed at the Local Traffic Committee meeting on 4 July 2023:

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.1	TfNSW Temporary Delegation – for traffic management & pedestrian works. Peter Carruthers, TfNSW, to update the LTC on 4 July 2023. <b>Awaiting new NBC CEO to accept delegations.</b>	TfNSW / Phil Devon	6/6/23 <b>Pending</b>
7.2.23	6.2	Powderworks Rd, North Narrabeen –awaiting feedback from Environmental Compliance re: parking request. Phil Devon to update the LTC on 4 July 2023. <b>Works pending re: island in Garden Street which will be completed by 30 June 2023.</b>	Env Compliance / Phil Devon	6/6/23 <b>Pending</b>
7.2.23	6.4	4 Delmar Pde, Dee Why – DA – TfNSW will consider turning ban changes. Phil Devon to update the LTC on 4 July 2023. <b>TfNSW progressing final design</b>	TfNSW / Phil Devon	6/6/23 <b>Pending</b>
7.2.23	6.6	Hilmer Street, Frenchs Forest – stop lights – Peter Carruthers of TfNSW awaiting advice from network operations. Peter Carruthers to update the LTC on 4 July 2023. <b>Included in program of works – awaiting advice of delivery date</b>	TfNSW / Phil Devon	6/6/23 <b>Pending</b>
7.2.23	6.7	Bantry Bay Rd, Frenchs Forest – timed parking restrictions – Ranger Michael Davey will follow up this matter and update the LTC on 4 July 2023. <b>Caravan has been removed although the boat is still there. Rangers are reviewing.</b>	Rangers / Phil Devon	6/6/23 <b>Pending</b>
7.2.23	6.8	Myoora Rd, Terrey Hills – Phil Devon to investigate traffic congestion and update the LTC on 1 August 2023. <b>Phil Devon advised that the proposal will be out by the end of the month for consultation.</b> <b>On consultation.</b>	Phil Devon	6/6/23 <b>Pending</b>

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
2.5.23	6.1	Oxford Falls Road, Oxford Falls – pedestrian safety and parking issues for children attending Oxford Falls Grammar School. <b>Concept design finalised for the Wakehurst Parkway/Dreadnaught Road intersection. To be updated further to LTC on 4 July 2023.</b>  <b>Met with Principal.</b>	Phil Devon	6/6/23 <b>Pending</b>
2.5.23	6.2	Seaforth Public School – roundabout. Need to slow the traffic down and school children require a safe crossing. <b>Pedestrian management to be discussed and addressed in General Business by the Local Traffic Committee on 4 July 2023.</b>  <b>TfNSW is reviewing.</b>	Phil Devon Peter Carruthers	6/6/23 <b>Pending</b>
2.5.23	6.4	Addison Road, Manly – zebra crossing – Phil Devon is seeking funding through TfNSW for a proposal for a crossing. <b>To be discussed and addressed in General Business by the Local Traffic Committee on 4 July 2023.</b>  <b>Design is underway.</b>	Phil Devon/ Peter Carruthers	6/6/23 <b>Pending</b>
2.5.23	6.6	Pittwater Road, North Manly – request for pedestrian crossings – TfNSW to review the concept design submitted by Council for a pedestrian refuge. <b>TfNSW to chase up design review from design team and update next LTC on 4 July 2023.</b>  <b>With TfNSW.</b>	Phil Devon/ Peter Carruthers	6/6/23 <b>Pending</b>
2.5.23	6.10	Grace Avenue, Frenchs Forest – Phil Devon to follow up on the missing 3T Load Limit” signs along Grace Avenue <b>Sign has been ordered and to be installed by end of month. Phil Devon to update next LTC meeting on 4 July 2023.</b>  <b>Awaiting installation.</b>	Phil Devon	6/6/23 <b>Pending</b>

Meeting Date	Item Number	Brief Description of Action	Responsible Officer/ Authority	Latest Update
6.6.23	6.1	91 Lawrence Street, Queenscliff - missing No Stopping sign. <b>Reinstall the No Stopping signs and a yellow line around curve for a length sufficient to provide access for buses.</b>  <b>Yellow line WI issued.</b>	Phil Devon	4/7/23 <b>Pending</b>
6.6.23	6.2	Pacific Parade, Manly – 15 minute timed restricted parking zone. <b>Replace the 30 minute timed parking restriction with a 15 minute timed parking restricted, without a resident exemption.</b>  <b>Approved for installation.</b>	Phil Devon	4/7/23 <b>Pending</b>
6.6.23	6.3	Nioka Road, Narrabeen – heavy trucks using Veterans Parade and Nioka Road to enter and exit Collaroy Plateau <b>Requesting Police assistance with enforcement of the load limit.</b>	Sgt Nino Jelovic/ Phil Devon	4/7/23 <b>Pending</b>
6.6.23	6.4	Oxford Falls Road, Oxford Falls – pedestrian activity in Dreadnaught Road. <b>To be discussed in 4 July LTC Meeting.</b>  <b>Survey completed – awaiting design development.</b>	Craig Sawyer/ Phil Devon	4/7/23 <b>Pending</b>
6.6.23	6.5	Angophora Circuit, Warriewood – one way TMP. <b>Peter Carruthers will follow up to get it back to Council as soon as possible.</b>  <b>TMP approved work being programmed.</b>	Peter Carruthers/ Phil Devon	4/7/23 <b>Pending</b>

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee notes the updated Actions Table.