


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 7 NOVEMBER 2017

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



Ben Taylor
General Manager
Environment and Infrastructure

Voting Members

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

Non Voting Members

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

Officers

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

Visitors

President - Bayview Church Point Residents Association Speaking on Item 4.11	Mr Rob Conroy
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Agenda for a meeting of the Northern Beaches Council Local Traffic Committee

to be held on Tuesday 7 November 2017

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 9:30am

1.0 APOLOGIES

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 3 October 2017

2.2 Declaration of Pecuniary and Conflicts of Interest

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Nil

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5.0 MATTERS FOR NOTATION

NEXT MEETING Tuesday 5 December 2017

2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTERST

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 3 OCTOBER 2017

RECOMMENDATION

That the Minutes of the Northern Beaches Council Local Traffic Committee held 3 October 2017, copies of which were previously circulated to all Members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

3.0 REPORTS TO PROCEED OT COUNCIL FOR APPROVAL

Nil

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	BLACKBUTTS ROAD, FRENCHS FOREST - REQUEST FOR ZIGZAG AND SCHOOL CROSSING FLAGS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/379752
ATTACHMENTS	1 Blackbutts Road - Aerial

UBD Ref: 176 B2

REPORT

Council has received representations from Cr Roslyn Harrison regarding the safety of the existing pedestrian crossing in Blackbutts Road approximately 60m east of Shanuk Street, Frenchs Forest. The request outlines the concerns of the Deputy Principal of Mimosa Public School, Ms Fiona Smith, and specifically requested zigzag markings as well as school crossing flags.

Blackbutts Road is a collector road carrying local traffic from Davidson and Frenchs Forest suburbs. The road generally has a two way two lane configuration, with parking permitted on both sides of the road. At the frontage of Mimosa Public School, a 40km/h school zone has been established by the Roads and Maritime Services (RMS) with flashing lights, and two at grade pedestrian crossings are positioned 100m apart serving the main entrance to the Mimosa Public School and students to and from Davidson High School off Mimosa Street. At both approaches along Blackbutts Road a 'children symbolic' warning sign with supplementary 'school' signs are in place to warn drivers of the two marked crossings in the area.

The crossing located near the main entrance of Mimosa Public School (opposite No.138) features kerb extensions on both sides of Blackbutts Road to enhance pedestrian safety. This location is occupied by a School Crossing Supervisor during morning and afternoon peak times, as required. Pedestrian crossing sight distance to both directions exceeds the required 40m for an urban environment.

An examination of the traffic accident database provided by the RMS for the 5 year period ending in September 2016 has shown no pedestrian related accidents at this location, and one (1) injury accident rear end (Rum code 30) has been recorded on 31 May 2014 in Blackbutts Road, 20m west of Shanuk Street. Considering the good accident history at this location there is no requirement to improve the safety of school children at this location.

The provision of zigzag markings as specified in the RMS Delineation Guidelines state that these markings are to be provided at crossing locations where the sight distance is insufficient. As the pedestrian crossing at Blackbutts Road and Mimosa Road is situated on a bend with limited approach sight distance from the west, zigzag markings have been provided to warn drivers from both directions. As requested by the school, installing additional zigzag markings at the pedestrian crossing at the main entrance of the Mimosa Public School would be beneficial to the school children and pedestrians crossing throughout the day.

A recent review of existing facilities by Council's traffic engineer has revealed seven (7) pedestrian crossing signs to be replaced with current fluorescent signage at this location. Arrangements for additional red and white posts have been approved for installation.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That zigzag markings as well as red and white posts be provided on both approaches to the marked pedestrian crossing in Blackbutts Road, 60m east of Shanuk Street, Frenchs Forest.
 - B. That it be noted that Council has replaced some pedestrian warning signage recently to improve safety at this location.
 - C. That Council's Road Safety Education Officer contact the Mimosa Public School with a view to improve road safety education for school children and parents.
-



ITEM 4.2	PARKES ROAD NEAR RANDALL COURT, COLLAROY PLATEAU - REQUEST FOR PARKING RESTRICTION
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2017/386210
ATTACHMENTS	1 Request for Parking Restriction at No Stopping sign at intersection of Randall Court and Parkes Road

UBD Ref: 158 B12

REPORT

BACKGROUND

Council has received a request from a resident of Randall Court regarding safety at the intersection of Randall Court and Parkes Road, Collaroy Plateau.

ISSUES

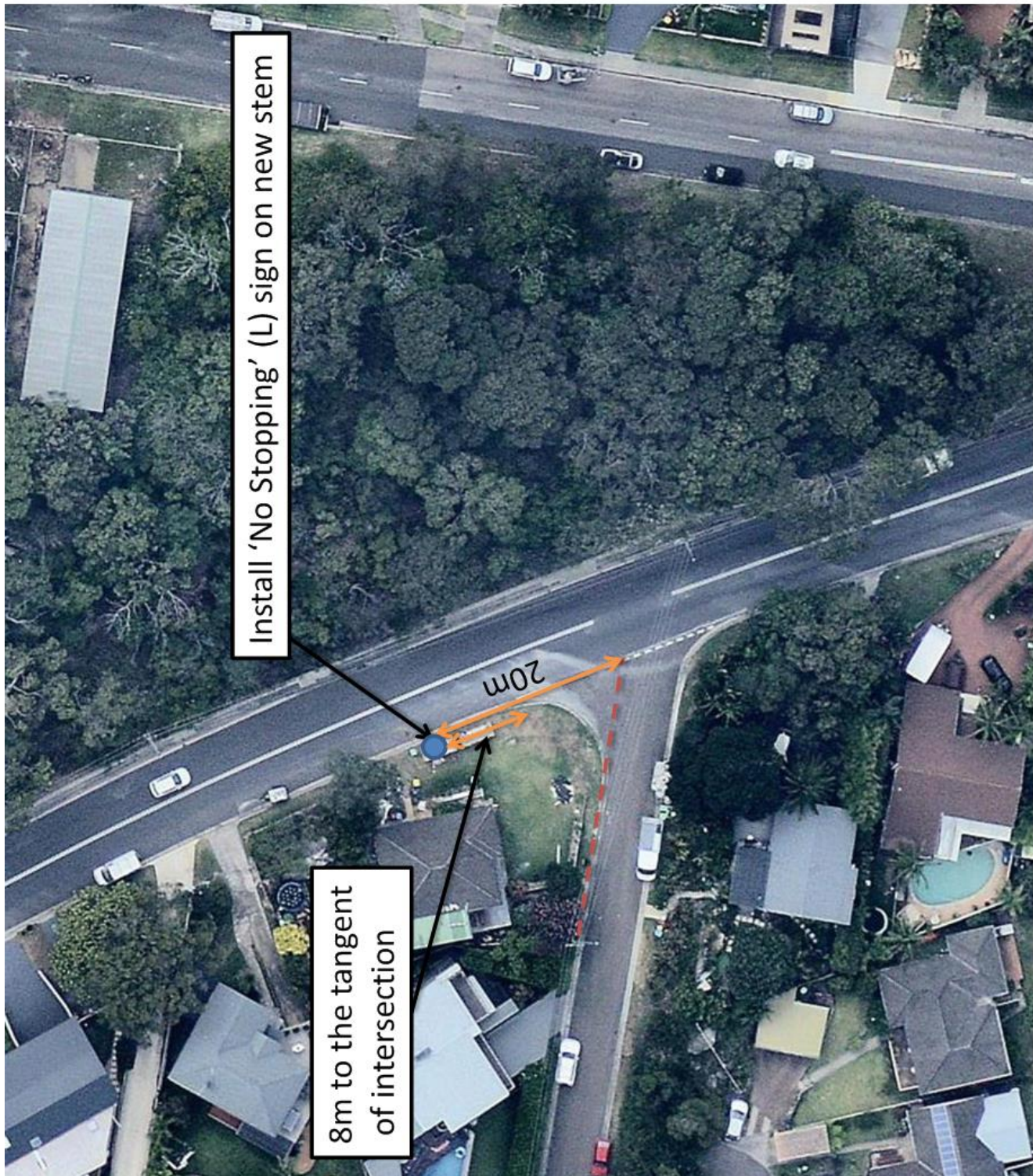
Residents report inadequate visibility for traffic along Parkes Road when vehicles are parked legally and near this intersection. As this angled-intersection is located in a steep section of Parkes Road, drivers find it difficult to turn right into Parkes Road from Randall Court. To improve visibility in this intersection Council is proposing a No Stopping sign be installed on the west side of Parkes Road at 20m from the intersection in front of 1 Randall Court. As the vehicles are not parking within 10m from this intersection, 10m statutory yellow lines in the other corner are not considered necessary. The proposal will result in the removal of one car space. A concept plan is attached.

CONSULTATION

The resident at 1 Randall Court has been advised of the change and invited to submit comments. At the time of this report, Council has not received any comments regarding this proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That a No Stopping sign be installed on the west side of Parkes Street at 20m from the intersection in front of 1 Randall Court, Collaroy Plateau.



ITEM 4.3	KARINGAL CRESCENT, FRENCHS FOREST - EXTEND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/388433
ATTACHMENTS	1 Karingal Crescent Frenchs Forest - No Parking extension

UBD Ref: 176 K6

REPORT

BACKGROUND

Council has received a request from a resident to extend the 'No Parking' restrictions on the eastern side of Karingal Crescent from Fitzpatrick Avenue East to Akora Street.

On 1 August 2017 Traffic Committee approved the installation of 'No Parking 8:00am-12:00midday Mondays' in front of No.3 to No.7 Karingal Crescent. These signs have been installed.

The request now is to extend the 'No Parking 8:00am-12:00midday Mondays' across the frontage of No.1, No.9 and No.11 Karingal Crescent as shown on the attached plan.

ISSUES

The issue is the movement of Council's waste collection vehicles between Fitzpatrick Avenue East and Akora Street. Several residents have boats and trailers parked on the western side of Karingal Crescent which make it difficult for garbage trucks when vehicles are parked on the eastern side of Karingal Crescent as Karingal Crescent is only approximately 7m wide.

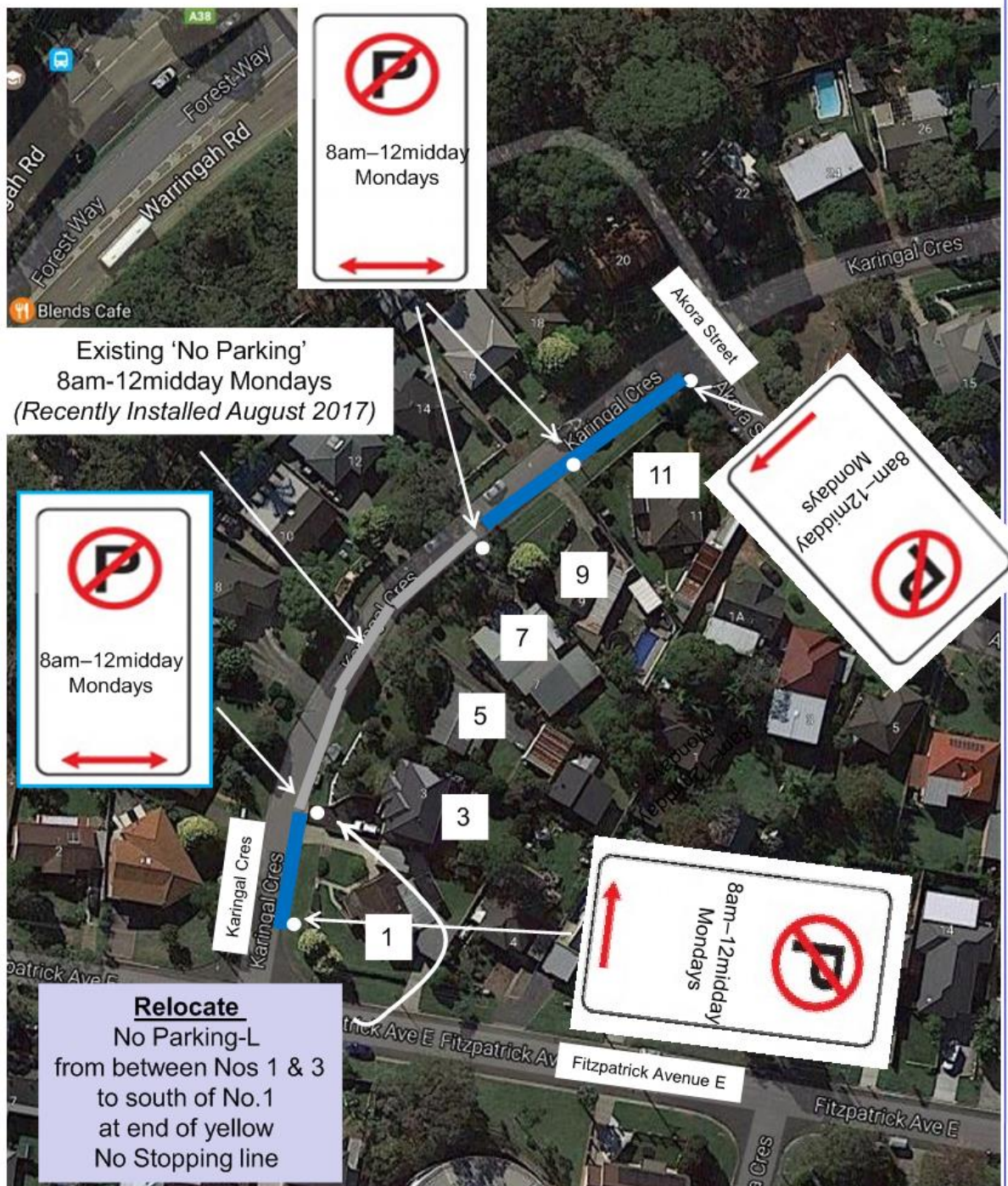
CONSULTATION

A resident survey letter was sent to all local residents in Karingal Crescent, Frenchs Forest.

The resident at No.1 Karingal Crescent replied that they had no objections to the 'No Parking 8:00am-12:00midday Mondays' in front of their residence. No other replies were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Parking 8:00am-12midday Mondays' on the eastern side of Karingal Avenue in front of No.1, No.9 and No.11 Karingal Crescent, Frenchs Forest.



PROPOSAL

KARINGAL CRESCENT, FRENCHS FOREST
PARKING SIGNAGE - EXTENDED

ITEM 4.4	DUDLEY STREET AND SYDNEY ROAD, BALGOWLAH - EXTEND SHORT TERM PARKING ZONE ON DUDLEY STREET
REPORTING OFFICER	SENIOR TRAFFIC ENGINEER
TRIM FILE REF	2017/388438
ATTACHMENTS	1 Map of Proposed Timed Parking Zone 2 Resident Letter

UBD Ref: 197 F8

REPORT

BACKGROUND

A business owner from Balgowlah has made a complaint about reduced parking availability at the front of his business, Evo Tile & Stone. The business is located at 516 Sydney Road, Balgowlah.

As part of the Northern Beaches B-Line Bus Program, parking at the front of the business has been removed for construction purposes. The parking spaces will be permanently removed to make way for a brand new bus lane.

Transport for NSW, on behalf of the business owner requests that the four timed (1hour) parking spaces on Dudley Street be permanently instated along Dudley Street, from the Sydney Road intersection to 2 Dudley Street.

ACCIDENT STATISTICS

Not relevant to this proposal.

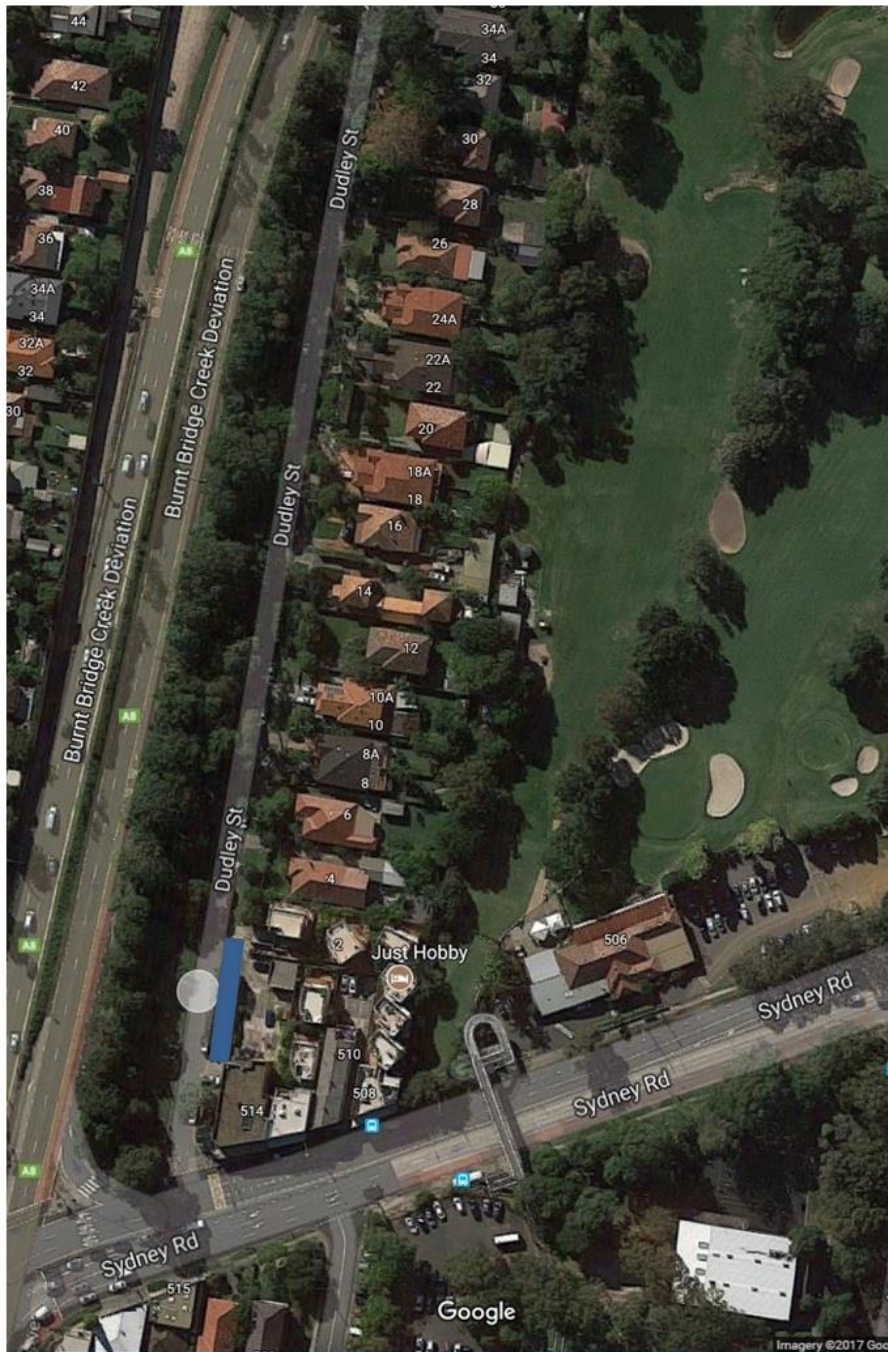
RESIDENT CONSULTATION

A letter detailing the proposed change is attached. It will be distributed to residents along Dudley Street, as well as residents and business owners located from 506-516 Sydney Road, Balgowlah.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee support four 1 hour parking spaces to be permanently instated between the corner of Sydney Road, Balgowlah, and 2 Dudley Street, Balgowlah.

ATTACHMENT A – Map of proposed timed parking zone



ATTACHMENT B

DATE XX

Dear Resident/Business Owner

PROPOSED CHANGES TO PARKING CONDITIONS ON DUDLEY STREET BALGOWLAH

The Northern Beaches Council Traffic Committee has received a proposal from the Northern Beaches B-Line Bus Program regarding parking along Dudley Street, Balgowlah.

Currently, parking along Dudley Street, Balgowlah is unrestricted.

The proposal seeks to have timed parking limits on one side from 2 Dudley Street, towards the Sydney Road intersection. (See attached map).

When considering the proposal, the Traffic Committee will consider submissions from affected residents and business owners. If you would like to lodge an objection to this proposal, please submit a written response to:

[Chair- Traffic Committee
Northern Beaches Council
XXXX XXX XXXX XXX]

Submissions close on [xx date].

For more information, please contact [xxxxxxx] on [xxxxx] or via [xxxxxx].

Yours sincerely

[XXXXX]

ITEM 4.5 CORRIE ROAD, MANLY - NO STOPPING AND NO PARKING RESTRICTIONS**REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2017/388704****ATTACHMENTS 1 Corrie Road, North Manly - No Parking****UBD Ref: 177 M15****REPORT****BACKGROUND**

Council has received a request from Council's Waste Collection Service to place 'No Parking 6:00am-12midday Thursdays' in front of No.1 Corrie Road because parked cars do not allow them to easily access the below ground level garbage bin area for this new development as shown in the attached plan.

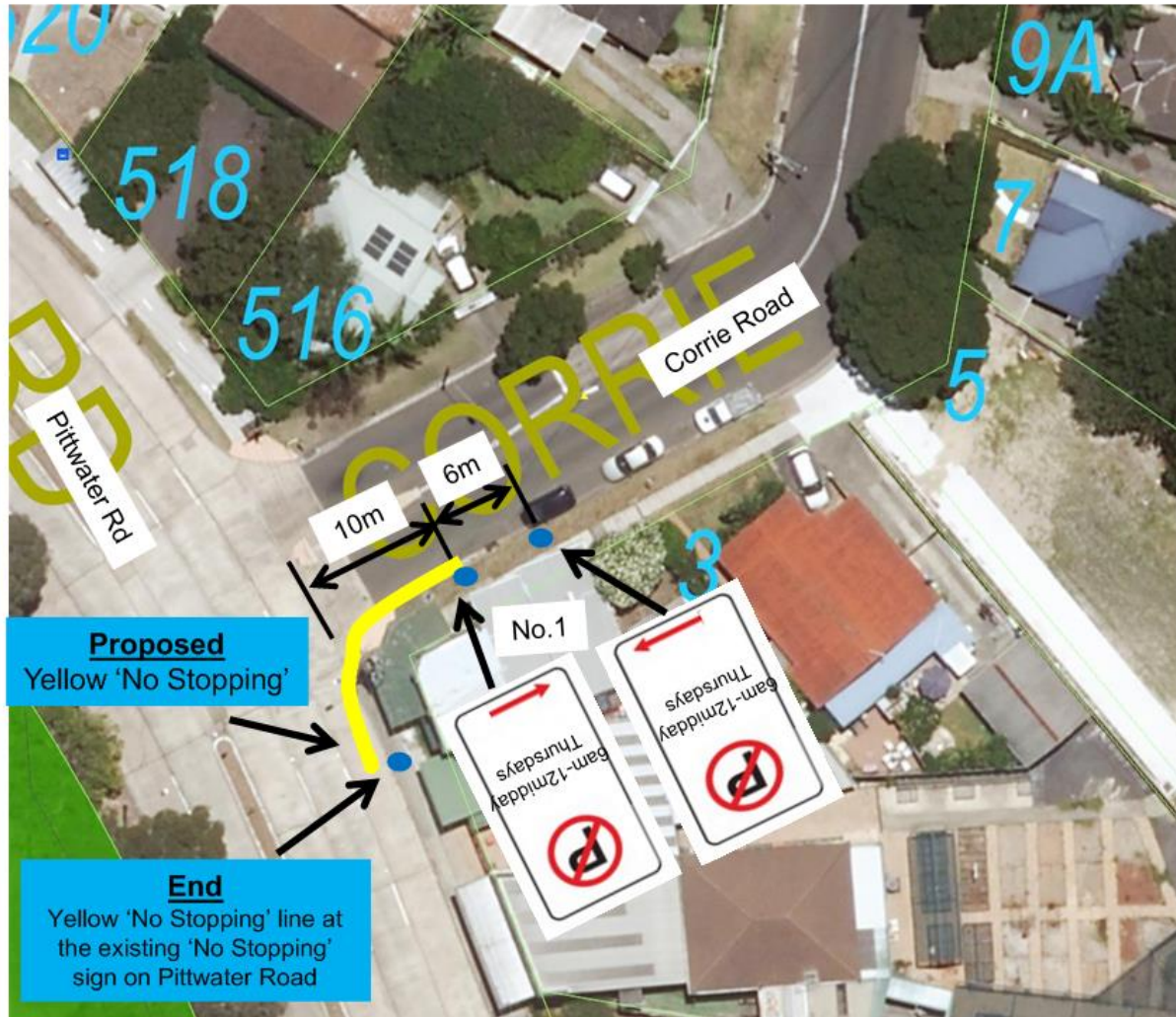
CONSULTATION

A resident consultation letter was sent to all local residents. No replies were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. A yellow 'No Stopping' edge line for the statutory 10m No Stopping distance on Corrie Road and Pittwater Road, Manly.
 - B. 6m of 'No Parking 6:00am-12midday Thursdays' to the east along Corrie Road from the end of the yellow 'No Stopping' edge line mentioned in (A) above.
-



PROPOSAL

CORRIE ROAD, NORTH MANLY
'NO STOPPING' & 'NO PARKING'



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ITEM 4.6	TASMAN ROAD, AVALON BEACH - PROPOSED NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/395496
ATTACHMENTS	1 Tasman Road - Plan

UBD Ref: 99 D16

REPORT

BACKGROUND

Council has received a request from Barrenjoey High School in Avalon Beach, for parking restrictions adjacent to the driveway located off Tasman Road, to improve driver visibility of pedestrians using the footpath when vehicles enter and exit the School.

LOCATION

- Tasman Road is a local road with a road pavement width of approximately 9.5m between kerbs.
- The section of Tasman Road under consideration is located within a School Zone with a reduced 40km/h speed limit.
- Barrenjoey High School is located on the western side of Tasman Road, and the Barrenjoey Montessori School is situated to the south-west of Barrenjoey High School.
- There is an existing footpath only on the western side fronting the School, and parking is unrestricted on both sides of the road.
- Avalon Beach and car park area is located at the southern end of Tasman Road. There is also a 90° angle parking area fronting the Reserve and southern boundary of Barrenjoey High School.

CONSULTATION

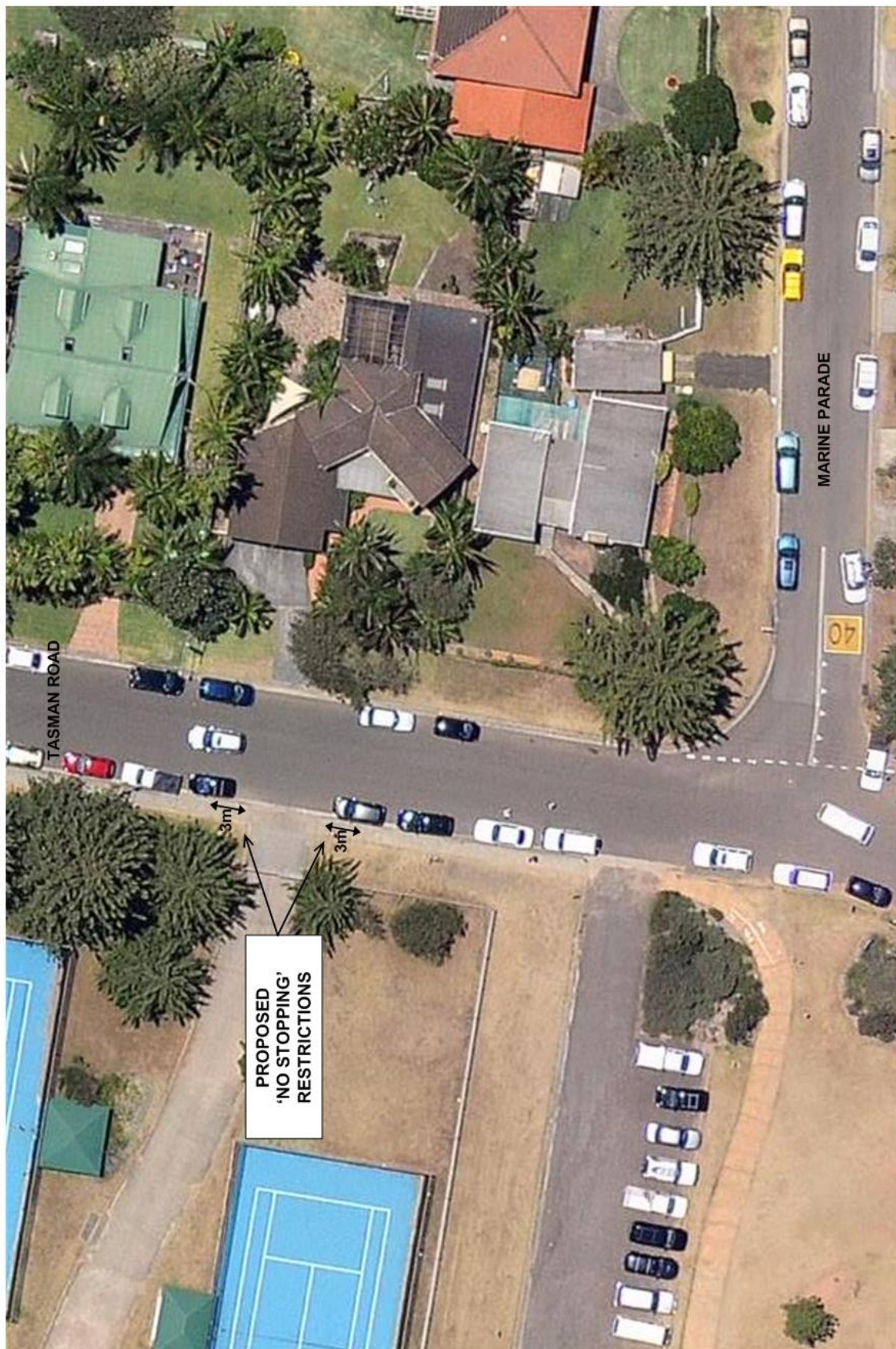
The proposed restrictions are only located on the western side of Tasman Road fronting the School and Council has consulted with the Principal of Barrenjoey High School who has indicated strong support for the proposed changes.

ISSUES

- The close proximity of the Schools, Reserve and Avalon Beach generate a high parking demand which overflows to Tasman Road when off street parking facilities are fully occupied.
- The area experiences very high pedestrian and vehicle movements during the morning drop off and afternoon pickup periods.
- The driveway off Tasman Road is used by a range of vehicles, including delivery and waste collection vehicles to the School.
- The legal parking of vehicles close to the driveway can cause difficulties for longer vehicles to access the site and also obstruct the visibility of pedestrians, especially School children using the footpath.
- Council proposes that 'No Stopping' restrictions be provided in Tasman Road, 3m either side of the driveway.
- It is considered reasonable that the request be granted as it will improve visibility and safety for pedestrians using the footpath near the School driveway.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 'No Stopping' restrictions, 3m either side of the School driveway located off Tasman Road, Avalon Beach, to improve safety and driver visibility of pedestrians using the footpath.



ITEM 4.7 **BEACON AVENUE, BEACON HILL - NO STOPPING
RESTRICITONS****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2017/388855****ATTACHMENTS** **1 Beacon Hill Road No Stopping Restrictions****UBD Ref: 177 J8 and 177 K9****REPORT****BACKGROUND**

Council has been requested to install 'No Stopping' restrictions around the two intersections between Beacon Avenue and Beacon Hill Road, Beacon Hill.

The residents stated that they do not have sufficient sight distance when exiting from either of the Beacon Avenue intersections onto Beacon Hill Road. Their concern is that traffic is moving fast along Beacon Hill Road in both directions which makes it difficult to judge when it is safe to turn left or right onto Beacon Hill Road.

They are requesting the same yellow 'No Stopping' edge lines that were provided at the Ryan Place / Beacon Hill Road intersection.

ISSUES

The issue is sight distance for traffic turning left or right from Beacon Avenue onto Beacon Hill Road.

CONSULTATION

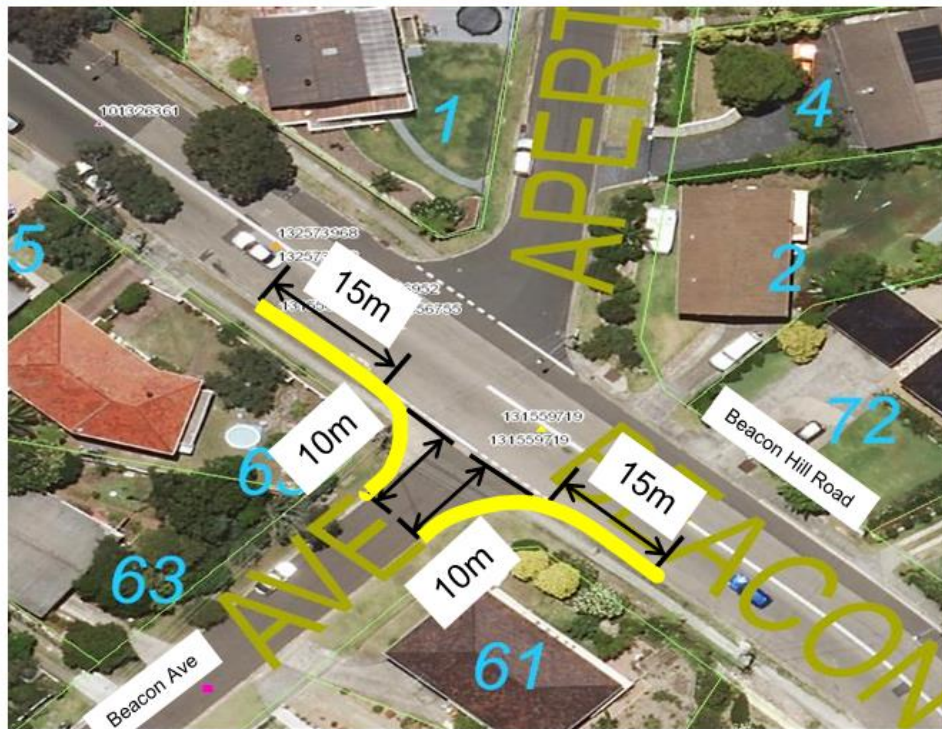
Resident Consultation letters were sent to all local residents within about 50m of each intersection. Council received three replies supporting the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of:

- A. Yellow 'No Stopping' edge lines at the northern intersection between Beacon Avenue and Beacon Hill Road, Beacon Hill:
 - (i) On both sides of Beacon Avenue for 10m from the intersection.
 - (ii) On western side of Beacon Hill Road, for 15m north of the intersection.
 - (iii) On western side of Beacon Hill Road, for 15m south of the intersection.

 - B. Yellow 'No Stopping' edge lines at the southern intersection between Beacon Avenue and Beacon Hill Road, Beacon Hill:
 - (i) On the northern side of Beacon Avenue for 17m from the intersection.
 - (ii) On the southern side of Beacon Avenue for 10m from the intersection.
 - (iii) On the western side of Beacon Hill Road for 18m north of the intersection.
 - (iv) On the western side of Beacon Hill Road for 17m south of the intersection.
-



PROPOSAL

BEACON AVENUE, BEACON HILL
NO STOPPING



ITEM 4.8	FORESTVILLE AVENUE, FORESTVILLE - EXTEND NO STOPPING PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/390307
ATTACHMENTS	1 Forestville Ave, Forestville - Extended No Stopping

UBD Ref: 176 D10

REPORT

BACKGROUND

Local residents on Forestville Avenue, Forestville, have approached Council several times to extend the 'No Stopping' restrictions on Forestville Avenue between Warringah Road and Riverhill Avenue, Forestville.

Forestville Avenue provides access to the Forestville Youth Centre, the Forestville RSL Club and the Forestville War Memorial Playing Fields all of which can be high generators of traffic at times.

Forestville Avenue is only 7m wide and access to and from the traffic lights on Warringah Road is severely restricted if cars are parked on both sides of the road.

ISSUES

The issue is traffic queuing on Forestville Avenue while waiting for the traffic lights on Warringah Road. This restricts the movement of traffic exiting Warringah Road when vehicles are parked on both sides of Forestville Avenue between Warringah Road and Riverhill Avenue.

The proposal is to extend the 'No Stopping' on the western side of Forestville Avenue all the way to the Riverhill Avenue intersection as shown on the attached plan. This would still permit limited parking on the eastern side of Forestville Avenue between driveways but it would remove approximately five parking spaces in front of No.s 8 and 10 Forestville Avenue.

The advantage of this option would be that vehicles queuing for the traffic lights would not restrict the movement of vehicles turning from Warringah Road into Forestville Avenue.

CONSULTATION

A resident consultation letter was sent to all residents within approximately 50m of the extended 'No Stopping' area.

Council received one reply from No.10 Forestville Avenue who supported the proposal and requested the 'No Stopping' restriction be extended to the southern boundary of her property opposite Riverhill Avenue. No.10 contacted her neighbour at No.8 who also supported this option.

No other replies were received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the extension of the 'No Stopping' parking restrictions by approximately 40m on the western side of Forestville Avenue from the northern side of No.6 Forestville Avenue to the southern side of No.10 Forestville Avenue, opposite Riverhill Avenue Forestville.



PROPOSAL

FORESTVILLE AVENUE, FORESTVILLE
EXTEND 'NO STOPPING'
PARKING RESTRICTIONS



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**ITEM 4.9 GOLF AVENUE, MONA VALE - PROPOSED CHANGES TO
PARKING RESTRICTIONS**

REPORTING OFFICER TRAFFIC ENGINEER

TRIM FILE REF 2017/403279

ATTACHMENTS	1 Golf Avenue, Mona Vale - Plan
	2 Golf Avenue - Site Photographs

UBD Ref: 138 J4

REPORT

BACKGROUND

- Council is reviewing the existing parking restrictions in Golf Avenue and Beeby Reserve Car Park, Mona Vale, due to the introduction of the B-Line which is scheduled to commence services in late 2017. The B-Line program will provide a frequent and reliable bus service which will significantly improve public transport between the Northern Beaches and the Sydney CBD.
- Transport for NSW and Northern Beaches Council have agreed to provide a commuter car park in Mona Vale to support the operation of the B-Line service. This will require the removal of the existing '4P 7:00am-6:00pm Mon-Fri' timed parking spaces in the Beeby Reserve car park to provide for unrestricted commuter car parking.

LOCATION

- Golf Avenue is a local road and no through road with a 50km/h speed limit.
- The Mona Vale Golf Course is located on the southern side of Golf Avenue, and there is pedestrian access to Mona Vale Beach at the eastern end of the road.
- The Mona Vale Park and Ride facilities are located in Kitchener Park, accessed from Pittwater Road.
- Beeby Reserve car park is located on the corner of Barrenjoey Road and Golf Avenue with access to the car park from the southern side of Golf Avenue. The current parking provides 36 unrestricted, 36 timed parking '4P 7:00am-6:00pm Mon-Fri', and 2 Disability Parking spaces. The Mona Vale Scout and Guides Hall are located adjacent to the car park.
- There is also an area located opposite Beeby Reserve car park, on the northern side of Golf Avenue, which provides parking for approximately 13 car park spaces (not line marked); however, this site is currently available for parking during the B-Line construction works.
- On street parking on the southern side of Golf Avenue is 90° angle parking (front or rear to kerb) for vehicles under 6m only, with sections of parallel parking where there is insufficient road width for angle parking. There are approximately 136 unrestricted car park spaces.

CONSULTATION

- Council consulted with owners/residents in Golf Avenue regarding a proposal for changes to the parking restrictions in the existing car parks and Golf Avenue, with a letterbox drop carried out in the street on 28 October 2017. Key stakeholders also included in the consultation were the Mona Vale Chamber of Commerce, Mona Vale Girl Guides, 1st Mona Vale Scout Group, Mona Vale Golf Club and Mona Vale Residents Association.
- The proposal included the following changes:
 - (i) Removal of existing '4P 7:00am-6:00pm Mon-Fri' timed parking restrictions in Beeby Reserve car park.

- (ii) Introduction of '4P 7:00am-6:00pm' parking restrictions in the car park located opposite Beeby Reserve car park (approximately 13 spaces).
 - (iii) Introduce '4P 7:00am-6:00pm' parking restrictions for on-street parking parallel located on the northern side between Barrenjoey Road and the driveway to No.s 4-10 Golf Avenue (approximately 17 spaces).
 - (iv) Introduce '4P 7:00am-6:00pm' parking restrictions for a section of 90° angled parking located on the southern side of Golf Avenue (approximately 13 spaces).
 - (v) Convert existing four parallel car park spaces on the southern side of the road to provide ten 90° angle parking spaces, by removal of some vegetation and trees.
- A total of 18 responses were received with 8 indications of support for the overall proposal and 10 objections. Only one respondent indicated concerns with respect to removal of some vegetation and trees to create the additional 90° angle parking spaces.
 - The 1st Mona Vale Scouts supported the proposal but raised concerns about the boom gates being installed for the commuter car park as this would affect access for parents that drive into Beeby Park and pick up/drop off their children outside the halls for dance lessons from 3:00pm every afternoon and all day Saturday.
 - The Mona Golf Club does not support the proposal as it does not believe the changes are sufficient to provide for the anticipated increase in demand for commuter parking from the B-Line. The Club does not believe that the car park opposite Beeby Reserve car park should be 4 hour timed parking as the area was previously used mainly by workers in the area. They also added that the car park, as well as the southern side of Golf Avenue fronting the Golf Course, should be resurfaced and line marked to formalise the area and maximise parking. The resurfacing and linemarking improvements were also suggested by many of the residents who indicated support for the proposal.
 - Those objecting to the proposal raised concerns with the demand for parking from commuters, and opposed the all day parking from commuters and business staff who work in the area. From the two objectors, one did not support timed parking near their property due to insufficient off street parking, while the other did not support the timed parking on weekends.
 - A number of residents requested either timed parking for non-residents, Resident Permits or Resident Parking only for the northern side of Golf Avenue.
 - Many of the objectors also indicated that the Golf club car park was inadequate for their staff and members and that the Golf club should increase the car park and provide alternative parking arrangements for staff on the course.
 - The long term parking of trailers in Golf Avenue was also a concern as they reduced the number of available parking spaces for other users with requests that they be banned from on-street parking.

ISSUES

- Parking usage in Golf Avenue is shared between residents, beach visitors and as an overflow parking area from the Golf Course. Bus commuters also park in Golf Avenue as an alternative to the Mona Vale Park and Ride facilities in Kitchener Park.
- There is a large demand for vehicle parking in the Mona Vale Commercial Centre and the demand for parking in Golf Avenue is expected to increase due to the introduction of the B-Line.
- Transport for NSW and Northern Beaches Council have agreed to provide a commuter car park in Beeby Reserve car park to support the operation of the B-Line service.
- Council has received several letters from workers in Mona Vale complaining about the lack of parking in Golf Avenue which has been further reduced due to the B-Line works.
- Residents in Golf Avenue have also written to Council for a number of years regarding the long term parking of vehicles and lack of on street parking for their visitors, in particular residents who live in apartment blocks No.s 4-10, 14-18 and 24-26 Golf Avenue who have also raised issues regarding difficulties exiting their driveways due to restricted sight distances from adjacent vehicles which park near their driveways all day.

- Parking in Golf Avenue is near capacity with only a small number of car park spaces available at most times. The unrestricted car park spaces in the Beeby Reserve car park are often full; however, the number of 4P is generally under utilised.
- The '4P 7:00am-6:00pm' parking restrictions provides shorter term parking for the area which includes users of Beeby Reserve and nearby facilities and shopping areas.
- Council has noted the concerns raised from the consultation and proposes amendments to the original proposal by changing the operation of the '4P 7:00am-6:00pm' timed parking restrictions to apply only on weekdays from Monday to Friday and to reduce the number of timed parking spaces by removing the restrictions in the 90° angle parking located on the southern side of Golf Avenue (refer Attachment 1).
- Changes to parking restrictions in Golf Avenue, on the public road, require the approval of the Traffic Committee.
- Council will also investigate additional changes within the Council car park areas to improve parking.
- It is considered reasonable that the request be granted as the changes will provide additional unrestricted parking to cater for the expected demand from the introduction of the B-Line. The timed parking restrictions would also improve amenity for residents, who have raised concerns in the past regarding the availability of parking for their visitors, providing short term parking during the restricted hours, whilst still enabling overnight parking for residents and parking on weekends.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee support the following changes to the parking restrictions on Golf Avenue, Mona Vale:

- (i) Introduce '4P 7:00am-6:00pm Mon-Fri' parking restrictions for on-street parking parallel located on the northern side between Barrenjoey Road and the driveway to No.s 4-10 Golf Avenue.
 - (ii) Convert existing four parallel car park spaces on the southern side of the road to provide ten 90° angle parking spaces by removal of some vegetation and trees.
-





Beeby Reserve Car Park



Golf Avenue looking south-east towards Mona Vale Beach

**ITEM 4.10 HAIGH AVENUE AND HAKEA AVENUE, BELROSE -
INTERSECTION TREATMENT****REPORTING OFFICER TRAFFIC ENGINEER****TRIM FILE REF 2017/392493****ATTACHMENTS 1 Haigh-Hakea Intersection Treatment****UBD Ref: 156 C15****REPORT****BACKGROUND**

A resident on the corner of Haigh Avenue and Hakea Avenue, Belrose, has requested Council to improve traffic safety at the intersection. The resident reported there were two recent car crashes at the intersection from southbound vehicles turning right from Haigh Avenue into Haigh Avenue at Hakea Avenue.

The resident mentioned that there have been many crashes at this corner over the years mostly by vehicles driven by young people driving too fast and cutting the corner.

The resident has requested that Council construct a roundabout at the intersection to control vehicle speed and the dangerous turning movement at the intersection.

ISSUE

Council has considered the roundabout as one option but would prefer to install two raised or painted medians as indicated on the attached plan to prevent right turning vehicles from cutting the corner.

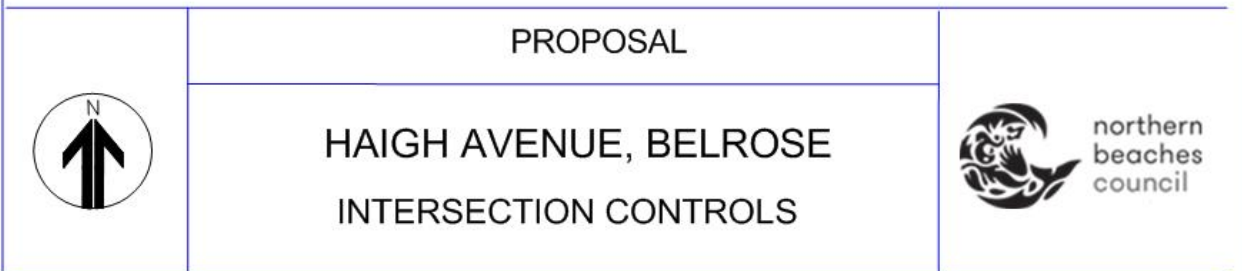
CONSULTATION

There has been no resident consultation at this time.

Council will undertake resident consultation when a detailed concept plan has been prepared.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of two medians at the intersection of Haigh Avenue and Hakea Avenue, Belrose, to control the right turn movement from Haigh Avenue to Haigh Avenue at Hakea Avenue, subject to a final design for the two medians being approved by a future Traffic Committee meeting.



ITEM 4.11

MCCARRS CREEK ROAD, CHURCH POINT - TRAFFIC CALMING MEASURES

REPORTING OFFICER

TRAFFIC ENGINEER

TRIM FILE REF

2017/392753

ATTACHMENTS

- 1 McCarrs Creek Road Traffic Calming - Plan**
2 McCarrs Creek Road Traffic Calming - Detail

UBD Ref: 158 C1

REPORT

BACKGROUND

Council, in conjunction with the RMS, NSW Police and local community groups, have been continually investigating measures to improve the safety of vehicles travelling along McCarrs Creek road between Terrey Hills and Church Point in response to significant concerns by the local community.

Over the past years various investigations and actions have been taken by all parties to attempt to reduce vehicle speeds and improve safety; however, McCarrs Creek Road is still concern amongst all stakeholders.

LOCATION

- McCarrs Creek Road, between Pittwater Road, Church Point and the Ku-ring-gai Chase National Park boundary near Church Point (Cicada Glen Creek), was reclassified from a State Road to a Regional Road on the 1st July 2012, with the transfer of care and control to the former Pittwater Council.
- McCarrs Creek Road provides a link between Barrenjoey Road in Mona Vale (via Pittwater Road), to Mona Vale Road in Terrey Hills.
- The section of McCarrs Creek Road under consideration is a Regional Road with a 50 km/h speed limit, located between the western end of the Church Point Reserve car park and Cicada Glen Creek.
- The existing road has a narrow road pavement with double separation lines in the center, no formal footpaths, and generally no kerb and gutter, except sporadic sections of dish drains.
- The road contains several sharp, alternating corners in succession.
- Parking is intermittent along this stretch of road with few areas available for parking on the road.
- There are a number of steep, skewed and concealed driveways which run off McCarrs Creek Road, providing access to single and multiple houses.
- The 155 156, L85 and E86 bus services, as well as school bus services, operate along McCarrs Creek Road.

CONSULTATION

Council has worked closely with the RMS, NSW Police, State Members and resident groups to continually review the safety of McCarrs Creek Road for vehicles, cyclists and buses. Traffic calming measures have been informally discussed with members of the Traffic Committee previously. Adjacent property owners and resident groups will be notified of the recommendation prior to implementation of the traffic calming measures.

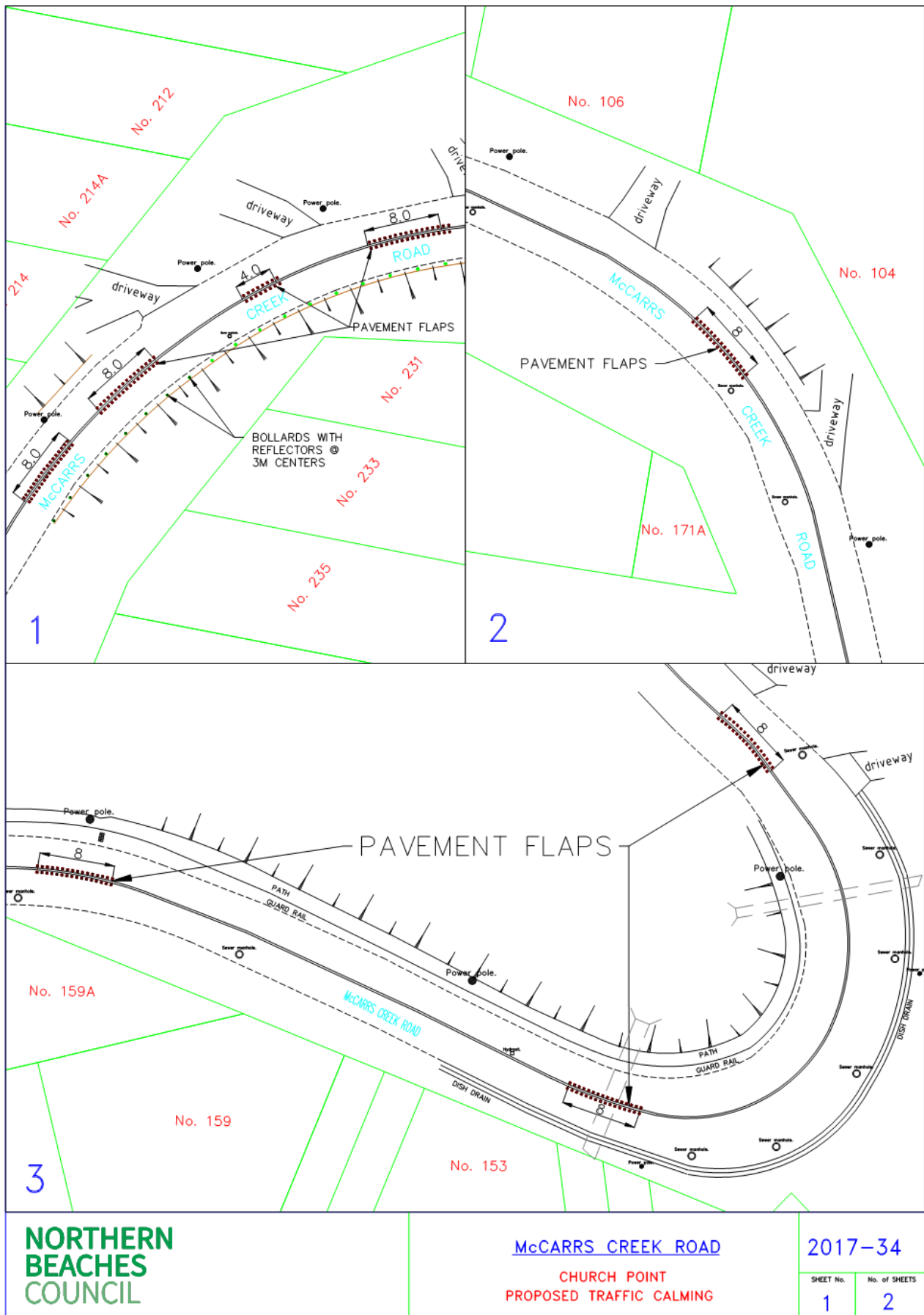
ISSUES

- Previous investigations by the RMS have indicated that traffic calming measures such as speed cameras, rumble bars/edge lines or cats eyes are not suitable for implementation on McCarrs Creek Road due to the narrow width of the road and curved alignment of the road.
- McCarrs Creek Road is a popular cycle route, particularly on weekends, so any traffic calming measures would have to be sympathetic to cyclists and be designed to not create any hazards for cyclists, motorcyclists, buses or other road users.
- Buses travel along McCarrs Creek Road which is a narrow road, particularly around corners.
- Council proposes to install painted traffic islands delineated by lane divider flaps at various locations along McCarrs Creek Road (See Attachment 1) to reduce the speeds of vehicles at critical points such as corners or long straights.
- It is considered that this measure will help reduce the speed of road users at dangerous points along McCarrs Creek Road without having a major impact on buses or cyclists (which other calming measures may have) or creating further safety hazards.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Traffic Committee supports the installation of painted traffic islands delineated by pavement flaps on McCarrs Creek Road, Church Point, at the locations shown on the attached plan.
 - B. That the community be informed of the changes and that they be implemented upon completion of the community consultation.
-





Cad File No: \Urban\Drawings - Current\McCarrs Creek\2016-34 Traffic Devices\2016-34 McCarrs Creek Road Traffic Calming Rev 1.dwg



2017-34

SHEET No.	No. of SHEETS
2	2

ITEM 4.12	ROSEBERRY STREET, BALGOWLAH - PROPOSAL TO IMPROVE PARKING, TRAFFIC AND SAFETY
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/392979
ATTACHMENTS	1 Proposal - Location, and Existing and Proposed Layout

UBD Ref: 197 K6

REPORT

BACKGROUND

Council has received a number of requests to improve the parking conditions outside Roseberry Street Shops, Balgowlah. After an investigation, Council considers that 90° angle parking is the appropriate option to satisfy the parking demand and minimise the disturbance to the traffic flow at the location. However, to improve access, traffic flow and safety Council proposes some modifications.

LOCATION

Roseberry Street, Balgowlah.

PROPOSAL

- Currently twelve 90° parking spaces (approximately 5.4m X 2.4m) are available in front of the shops.
- Shifting the double centre line (BB line) by 0.9m towards the east, which will then have the following outcomes:
 - (i) The northbound travel lane will increase in width from 3.1m to 4m.
 - (ii) The southbound traffic lane will decrease in width from 4.9m to 4m.
 - (iii) The existing 'No Stopping' zone on the eastern side will be extended by 10.8m towards north.
 - (iv) Conflicts between parked vehicles and through traffic will be reduced.
 - (v) More room for vehicles to manoeuvre in and out of the 90° angle parking spaces.
 - (vi) Efficiency of the nearby roundabout and through traffic flow will be improved.
 - (vii) Safety will be enhanced.
 - (viii) Two parallel parking spots will be lost.
- Retain seven bollards in-front of the first three parking spaces to protect the outdoor eating area and remove all other eighteen bollards in-front of the remaining nine parking spaces. Wheel-stops will be installed in all twelve parking spots at 0.8 m east of the existing alignment of the bollards which will result in the following outcome:
 - (i) Vehicles will tend to park hard up against the wheel-stops i.e. further off the through traffic lane than they do at present where vehicles tend to park some distance away from the bollards. Conflicts between parked vehicles and through traffic will be further reduced because of better regulated parking. Safety will be improved.
- Modify the existing signs on the western side of Roseberry Street to regulate 'Front to Kerb' parking and fixing the discrepancy of signage.
- Relocate both the existing 'No Stopping' and '1P' signs on the eastern side of Roseberry Street.

CONSULTATION

Council put forward the proposal to fifteen nearby businesses and received five responses. Four businesses support the proposal and one business is against the proposal and suggested another option which is not feasible and creates more conflicts.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Shifting the double centre line (BB line) by 0.9m towards the east.
 - B. Retaining seven bollards and removing eighteen bollards.
 - C. Installing Wheel-stops in all parking spots at 0.8m east of the existing alignment of bollards.
 - D. Modification of the existing signs on the western side of Roseberry Street, Balgowlah.
 - E. Relocation of the existing 'No Stopping' and '1P' signs on the eastern side of Roseberry Street, Balgowlah.
-

Proposal - Location and Existing & Proposed Layout

A. Works Location

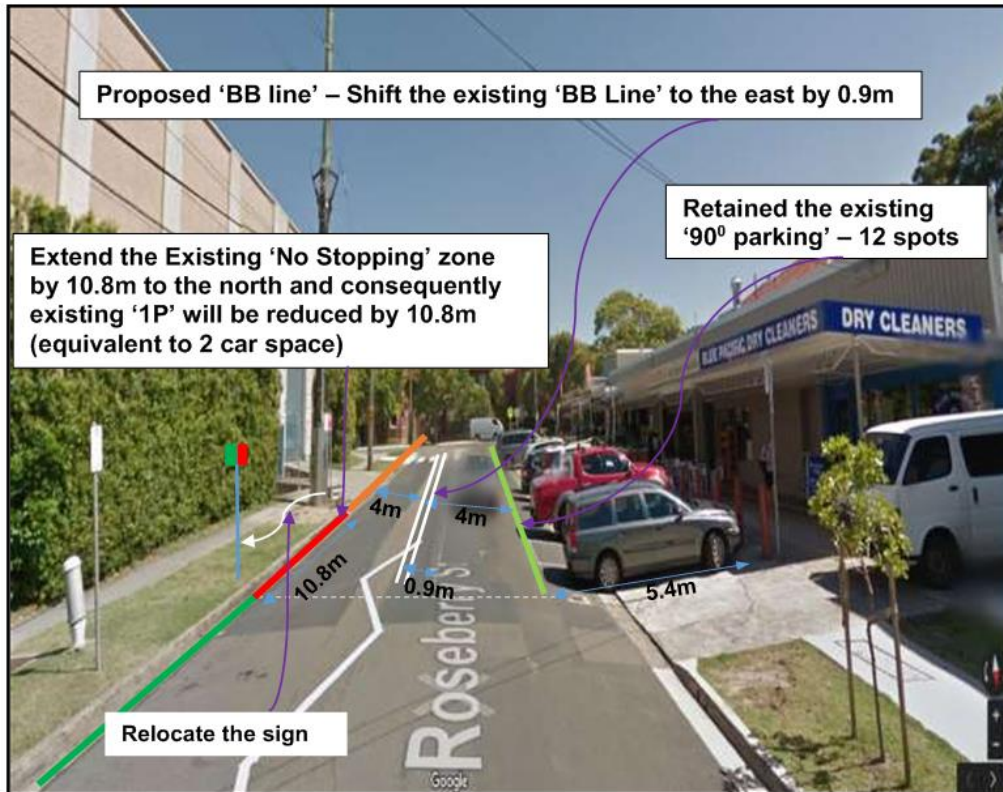


B. Existing Layout



C. Proposed Layout

Modification of Centre (BB) line and associated changes



Modifying Bollards and installing Wheel-stops



Modifying signs on western side of Roseberry Street



Replace with sign (1).
Also remove the graffiti on 'No Parking (Right)' sign.



Sign 1



Replace with sign (2) & (3)



Sign 2



Sign 3



Replace with sign (4)



Sign 4

Relocating sign on eastern side of Roseberry Street



ITEM 4.13	EVANS STREET AND LUMSDAINE DRIVE, FRESHWATER - PROPOSED ROAD WIDENING AND PEDESTRIAN REFUGE ISLAND
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/403151
ATTACHMENTS	1 Lumsdaine Drive, Freshwater - Plan 2 Evans Street, Freshwater - Plan 1 3 Evans Street, Freshwater - Plan 2 4 Evans Street, Freshwater - Key Plan 5 Civil Engineering Works

UBD Ref: 198 E2

REPORT

In December 2014 the former Warringah Council Development Assessment Panel approved the construction of a mixed use development at Lot 12 DP 1197725 80 Evans Street, Freshwater, (Harbord Diggers Memorial Club site) comprising of Seniors Housing, Registered Club, Childcare Centre and associated car parking and landscaping.

As part of the consent conditions of the above development DA2014/0875, the developer was to apply for civil designs and works for the road widening on Evans Street, construction of pedestrian refuge islands both on Evans Street and Lumsdaine Drive and other works within Council's road reserve.

The traffic related conditions raised as part of the development application was as follow:

A. Proposed Road Widening and Median Turning Centre Lane

A detailed design plan for the proposed widening of the carriageway and provision of three (3) lanes on Evans Street is to be submitted for Council's consideration and approval via the Warringah Traffic Committee. The following is to be addressed in the design:

- (i) The provision of a painted median turning centre lane is to separate the left turn into the entry driveway from the west bound traffic to overcome the shortage in stopping sight distance.
- (ii) The painted median turning centre lane is to be extended to the crest in Evans Street to ensure the visibility of the turning lane to west bound traffic.
- (iii) The width of the proposed carriageway in Evans Street and three (3) lanes is to accommodate buses and trucks servicing the area.
- (iv) The road widening on the northern side is to accommodate a 10m wide carriageway and provide for a 3m wide nature strip. Narrowing the width of the nature strip may be considered by Council provided it does not result in a width less than the current nature strip width if the road users' safety and landscaping are satisfactorily addressed. Any road widening requires the dedication of the club land as public road.
- (v) The proposed reconstruction of the north-eastern kerb return at the intersection of Evans Street and Carrington Parade needs to provide adequate grades for vehicular and pedestrian traffic.

- (vi) The width of the carriageway next to the loading dock driveway is to allow access for large rigid trucks.
- (vii) All costs of the road works and traffic improvements detailed above are to be borne by the applicant.
- (viii) A traffic control signage plan to effect the proposed three (3) lanes and proposed refuge islands is to be submitted for Council's consideration and approval via the Warringah Traffic Committee.

B. Proposed Refuge Islands

A detailed design plan for the proposed refuge islands in Evans Street at either end of the club and Lumsdaine Drive is to be submitted for Council's consideration and approval via the Warringah Traffic Committee. The following is to be addressed within the design:

- (i) The pedestrian refuge island on Evans Street at Carrington Parade is to be as close as possible to the stop lines at this intersection to achieve adequate pedestrian visibility and grades.
- (ii) The existing Jersey Safety Barrier along the south side of the intersection of Carrington Parade and Evans Street is to be adjusted to provide access to the pedestrian refuge. The gap for pedestrians in the safety barrier is to be a maximum of 1.5m.
- (iii) The refuge island at the eastern end of Evans Street near the Club's pedestrian access is to line up with the pathway on the opposite side of the club.
- (iv) The design of both refuge islands on Evans Street and Lumsdaine Drive is to comply with the RMS Technical Direction TDT 2011/01a Pedestrian Refuges.
- (v) Street lighting is to be provided at all proposed refuge islands in compliance with Australian Standards.
- (vi) All costs of the road works and traffic improvements detailed above are to be borne by the applicant.
- (vii) A traffic control signage plan to effect the proposed three (3) lanes and proposed refuge islands is to be submitted for Council's consideration and approval via the Warringah Traffic Committee.

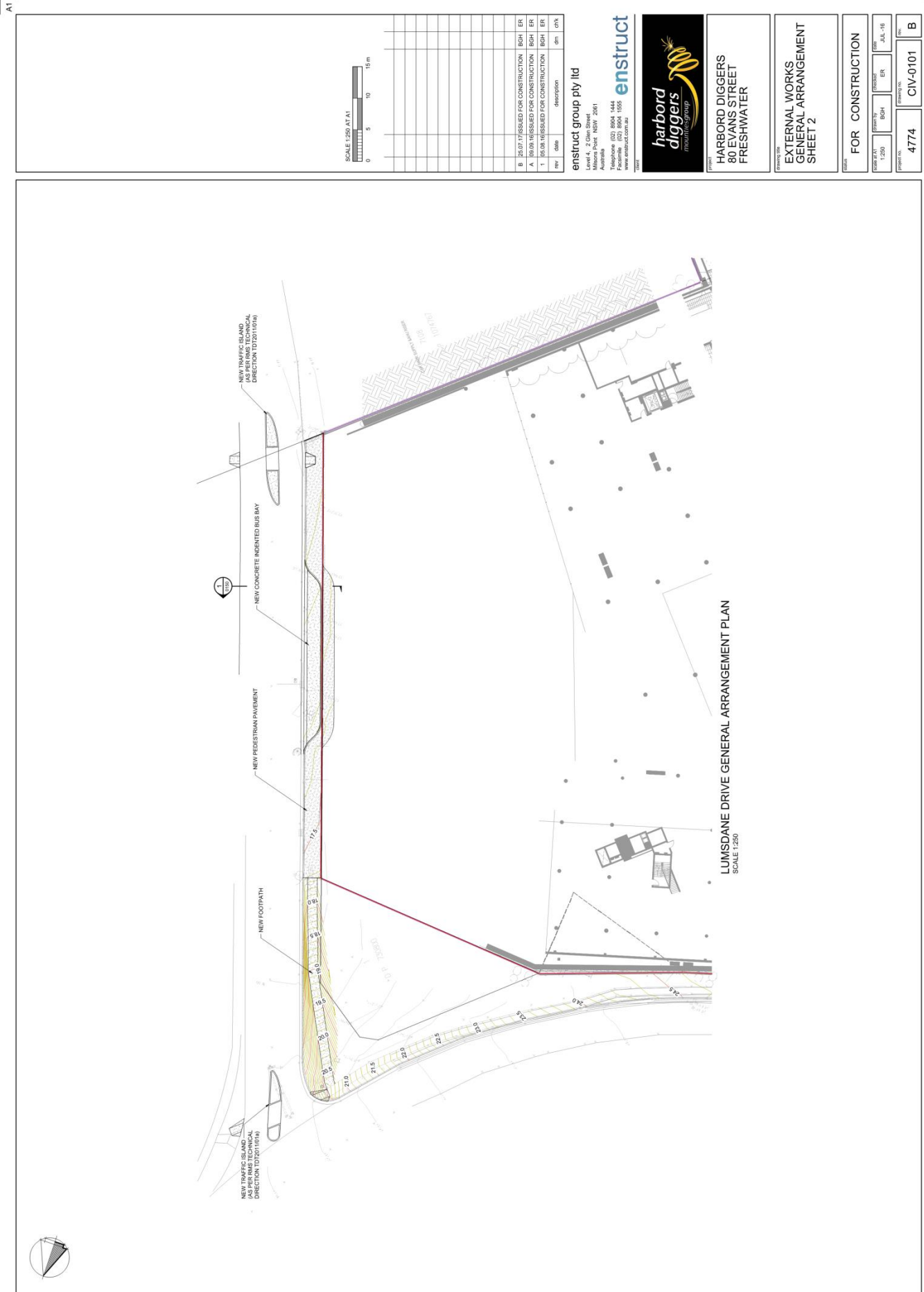
Details demonstrating compliance are to be submitted to Council and approved prior to the lodgement of the Construction Certificate with the Certifying Authority.

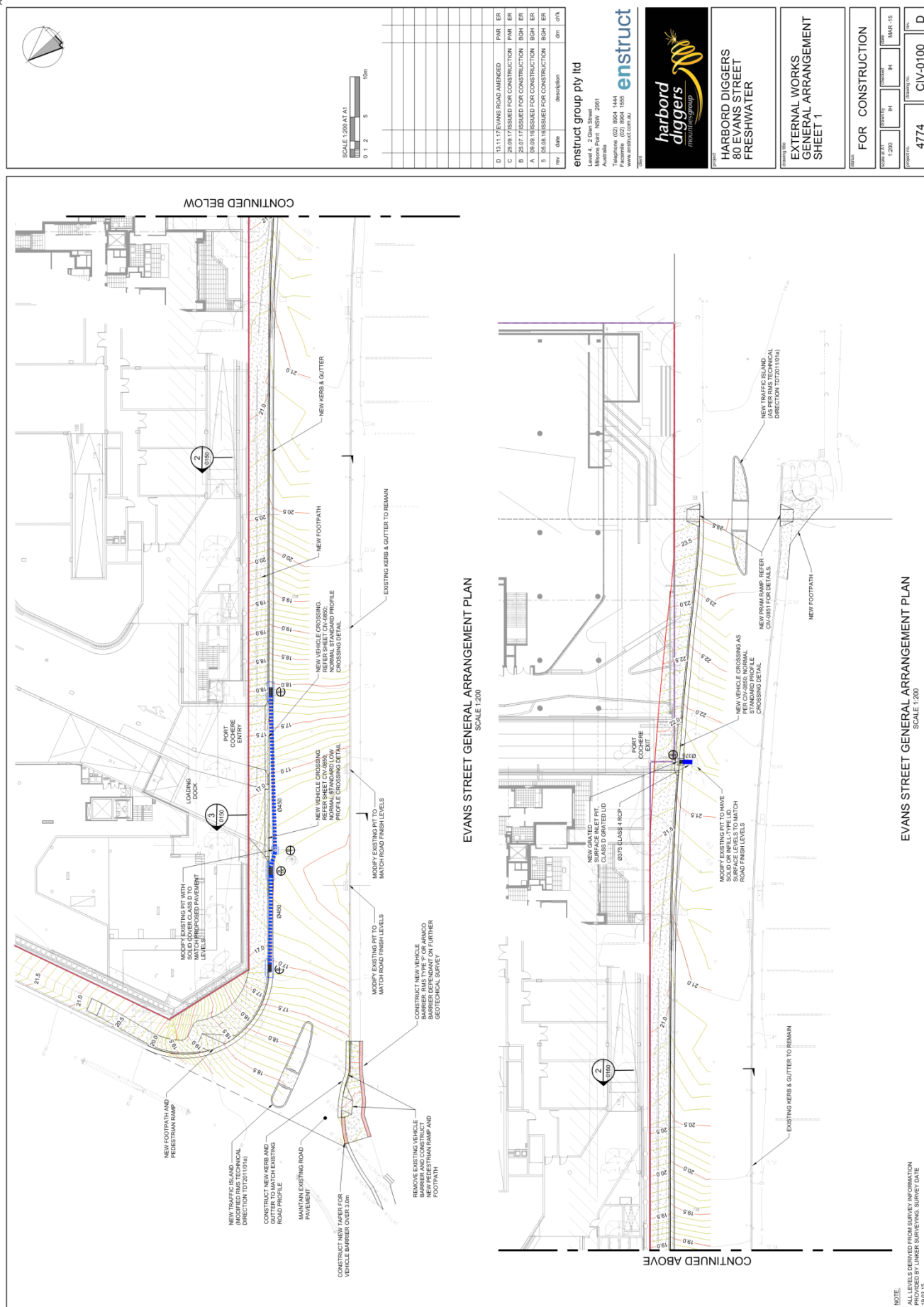
To satisfy the conditions the applicant has provided the drawings illustrating the proposed works. The plans have been provided in the attachment for Traffic Committee review.

RECOMMENDATION TO TRAFFIC COMMITTEE

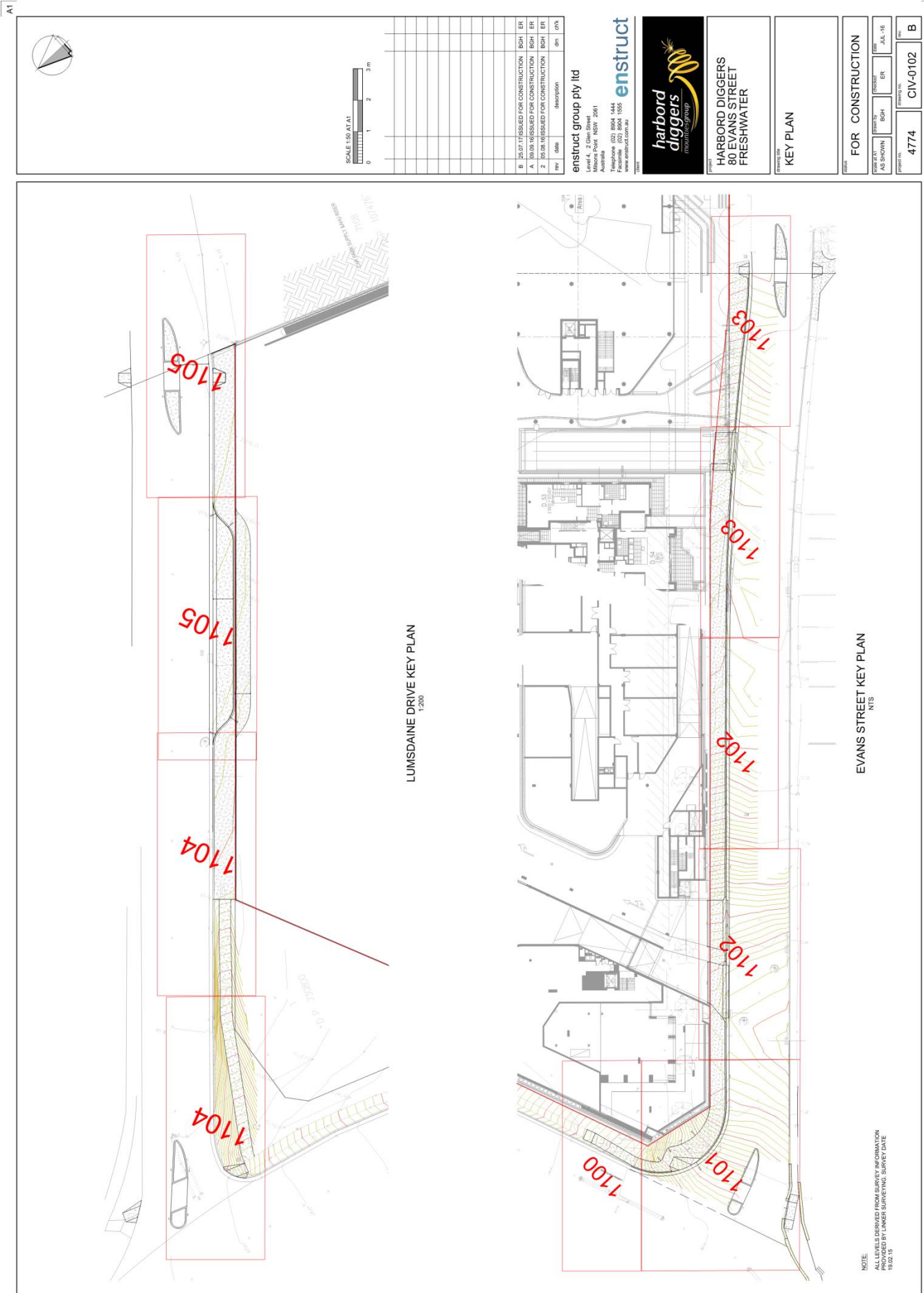
That the Traffic Committee supports the proposed civil designs and works including the road widening on Evans Street, Freshwater, construction of pedestrian refuge islands both on Evans Street and Lumsdaine Drive and associated linemarking and signage as shown in the attached plans.

The approval is subject to street lightings being designed and installed for the proposed pedestrian refuge islands in accordance with Australian Standards at no cost to Council.









enstruct

HARBORD DIGGERS CIVIL ENGINEERING WORKS



CIVIL ENGINEERING MAIN WORKS DRAWING LIST:

CIV-0000	COVER SHEET
CIV-0100	EXTERNAL WORKS GENERAL ARRANGEMENT SHEET 1
CIV-0101	EXTERNAL WORKS GENERAL ARRANGEMENT SHEET 2
CIV-0102	KEY PLAN
CIV-0105	EXTERNAL WORKS PAVEMENT PLAN
CIV-0120	EXTERNAL WORKS CONTROL STRINGS PLAN SHEET 1
CIV-0121	EXTERNAL WORKS LAND DEDICATION PLAN SHEET 1
CIV-0130	EXTERNAL WORKS LAND DEDICATION PLAN SHEET 2
CIV-0131	TYPICAL ROAD CROSS-SECTION
CIV-0151	EXTERNAL WORKS ROAD LONG SECTIONS SHEET 1
CIV-0201	EXTERNAL WORKS ROAD LONG SECTIONS SHEET 2
CIV-0202	EXTERNAL WORKS ROAD LONG SECTIONS SHEET 3
CIV-0203	EXTERNAL WORKS ROAD LONG SECTIONS SHEET 4
CIV-0204	EXTERNAL WORKS ROAD LONG SECTIONS SHEET 5
CIV-0250	EXTERNAL WORKS ENTRY CROSS-SECTIONS
CIV-0700	EXTERNAL WORKS ROAD CROSS-SECTIONS
CIV-0701	LUMSDAINE DRIVE PATH AND SECTION PLAN
CIV-0702	LUMSDAINE DRIVE PATH PROFILES
CIV-0750	EVANS STREET VEHICLE CLEARANCE SHEET 1
CIV-0751	EVANS STREET VEHICLE CLEARANCE SHEET 2
CIV-0800	EVANS STREET SETOUT PLAN ANALYSIS
CIV-0850	STANDARD DETAILS SHEET 1
CIV-0851	STANDARD DETAILS SHEET 2
CIV-0852	STANDARD DETAILS SHEET 3
CIV-0853	STANDARD DETAILS SHEET 4
CIV-1000	SIGNAGE AND LINEMARKING PLAN - EVANS STREET
CIV-1001	SIGNAGE AND LINEMARKING PLAN - LUMSDAINE DRIVE
CIV-1100	EXTERNAL WORKS EVANS STREET SETOUT SHEET 1
CIV-1101	EXTERNAL WORKS EVANS STREET SETOUT SHEET 2
CIV-1102	EXTERNAL WORKS EVANS STREET SETOUT SHEET 3
CIV-1103	EXTERNAL WORKS EVANS STREET SETOUT SHEET 4
CIV-1104	EXTERNAL WORKS LUMSDAINE DRIVE SETOUT SHEET 1
CIV-1105	EXTERNAL WORKS LUMSDAINE DRIVE SETOUT SHEET 2

rev	date	description	am	cm
B	26.07.17	ISSUED FOR CONSTRUCTION	IGH	ER
A	10.09.16	ISSUED FOR CONSTRUCTION	IGH	ER

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HARBORD DIGGERS
80 EVANS STREET
FRESHWATER

COVER SHEET

FOR CONSTRUCTION

PROJECT NO.	4774	PROJECT NAME	CIV-0000	REVISION	B
DATE		BY		DATE	
DESIGNED BY		CHECKED BY		DATE	
APPROVED BY		DATE		DATE	

ITEM 4.14	SEAFORTH CRESCENT, SEAFORTH - TEMPORARY ROAD CLOSURE
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/393083
ATTACHMENTS	1 Work Site 2 Traffic Management Plan (TMP)

UBD Ref: 196 P12

REPORT

BACKGROUND

Council received an application from Alert Traffic Control for a Stand Plant Permit approval to install a tower crane at 81 Seaforth Crescent, Seaforth. This work requires Seaforth Crescent, between Edgecliffe Esplanade and Princess Promenade, to be temporarily closed on 21 November 2017 between 9:00am and 5:00pm.

ISSUES

- Alert Traffic Control proposes to close Seaforth Crescent between Edgecliffe Esplanade and Princess Promenade on 21 November 2017 from 9:00am to 5:00pm. This closure is to install a tower crane onto the residential site at 81 Seaforth Crescent.
- Advanced warning signs about the road closure will be displayed.
- Trucks coming from the Spit Bridge along Seaforth Crescent will turn into Edgecliffe Esplanade and reverse back into the work site.
- Traffic volume is low hence vehicular and pedestrian impact of this closure is minor.
- Affected road users will be notified via letterbox drop ten days before the closure.
- Residents will be allowed entry and exit at all times. No driveway access is to be impeded.
- Pedestrians and cyclists are to be guided past the work area by traffic controllers.
- Emergency authorities will be notified about the closure and also will be allowed entry into closed area.
- No public transport will be affected.
- Taxis and heavy vehicles will be allowed and guided under traffic controllers' supervision.
- Approval is required by the Traffic Committee members and Council of the requested road closures shown in the submitted Traffic Management Plan (TMP) and Traffic Control Plan.

CONSULTATION

The applicant will notify emergency services, Police and affected road users about the road closure. Advanced warning signs about the road closure will be displayed.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the temporary closure of Seaforth Crescent between Edgecliffe Esplanade and Princess Promenade on 21 November 2017 between 9:00am and 5:00pm to enable the tower crane to be installed onto the residential site at 81 Seaforth Crescent, Seaforth, subject to the following conditions:

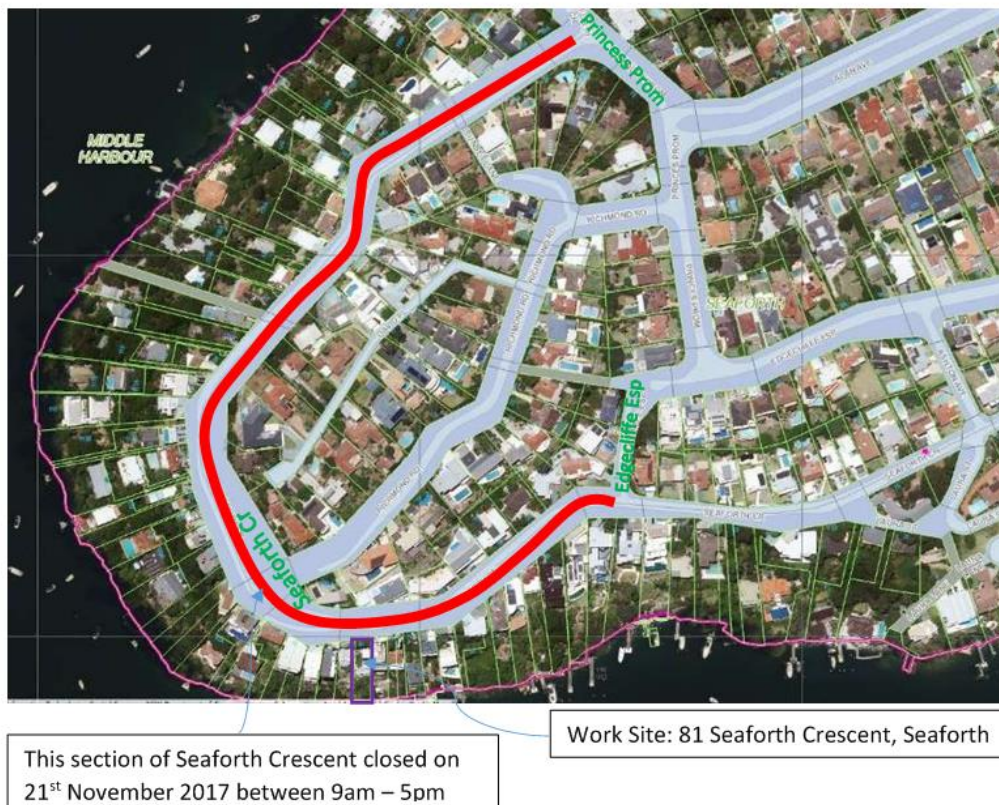
- (i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
 - (ii) That any traffic control is only to be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
 - (iii) That barriers and signs to be used in the road closures are to be to RMS standards.
 - (iv) That the road closure be staffed at all times to allow access for emergency vehicles and to ensure barriers are not moved.
 - (v) That the applicant advises the various emergency services of the closure.
 - (vi) That affected residents and road users are notified by a letterbox drop well in advance of the road closures with details of access restrictions.
 - (vii) That a copy of the Public Liability Insurance which covers the date of the road closure be provided.
-

WORK SITE

Figure 1: Locality



Figure 2: Arial View



ALERT

TRAFFIC CONTROL

PO Box 4171 Tregear NSW 2770**Mobile: 0423 661 607****Phone: 9864 0333****Fax: 9864 0433**

TRAFFIC MANAGEMENT PLAN FOR THE CLOSURE OF SEAFOT CRES. SEAFORTH .

Between Princes Prom and Edgecliffe Esplanade .

Scope of Works ; set a 130 T mobile crane outside # 81 Seaforth Cres to install a tower crane .

Date : *TUESDAY 21-11-17*

Times , 9am – 5pm .

Traffic management plan prepared by Mick Dorrington , RMS # 0015028035 , Expiry 21/5/2020.

Traffic management Plan format

A ; Description and detailed plan of proposed measures .

B ; Identification and assessment of impact of proposed measures .

C ; Measures to ameliorate the impact of re-assigned traffic .

D ; Assessment of public transport affected .

E ; Details of provisions made for emergency vehicle , heavy vehicles , cyclists and pedestrians .

F ; Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures .

G ; Assessment of proposed measures on traffic movements in adjoin Council areas .

H ; Public consultation process .

ALERT

TRAFFIC CONTROL

PO Box 4171 Tregear NSW 2770

Mobile: 0423 661 607

Phone: 9864 0333

Fax: 9864 0433

Traffic management Plan for the closure of Seaforth Street. Seaforth .

A ; Description and detailed plan of proposed measures .

Alert traffic Control proposes to close Seaforth Cres between Edgecliffe esp & Princes prom on Tuesday 21/11/2017 from 9.39am – 5pm . This closure is to install a tower crane onto the residential site of # 81 Seaforth Cres . Trucks are to come in from the Spit Bridge along Seaforth Cres , turn into Edgecliffe Esp & reverse back into position . This manoeuvre will be done under strict traffic control supervision & take approx. 3 minutes . Pedestrians are to be guided past work area .

B ; Identification and assessment of impact of proposed measures .

The section of Seaforth Cres to be closed between Princes promenade & Edgecliffe Cres has a low daily traffic flow & will have very little impact as residents will be allowed entry & exit at all times from properties . No driveway access is to be impeded . A letterbox drop is to be preformed before the closure to inform residents of location , date & time of closure .

C ; Measures to ameliorate the impact of proposed measures .

Advance warning signs are to be erected before the guidance of traffic . A letterbox drop is to be preformed 10 days before the closure . Informing residents of location , date & times of closure .

D ; Assessment of public transport affected .

Nil . No public transport will be affected by this closure . Emergency vehicles , residents & taxis will be allowed entry under traffic controllers supervision .

E ; Details of provisions made for emergency vehicles , heavy vehicles , cyclists & pedestrians .

Emergency authorities will be notified of the closures date , location & times . Emergency vehicles will also be allowed entry into closed area . Heavy vehicles will be guided to follow directional signs , Cyclists will be guided to use the footpath provided or guided to follow the directional signs . Pedestrians will be guided to use the other footpath provided past work area .

F ; Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures .

Nil affect on future developments due to this closure .

Traffic management plan for the closure of Seaforth Cres . Seaforth .

G ; Assessment of effect of proposed measures on traffic movements in adjoining Council .

Nil affect on adjoining Council areas as this is a very localised closure .

H ; Public Consultation process .

A letterbox drop is to be preformed 10 days & 3 days before this closure to inform residents of the location , times & date of closure .

Mick Dorrington

Director of Alert Traffic Control

ALERT

TRAFFIC CONTROL

PO Box 4171 Tregear NSW 2770

Mobile: 0423 661 607

Phone: 9864 0333

Fax: 9864 0433

To the residents of Seaforth Cres & Surrounds

Alert traffic Control would like to inform you of the closure of Seaforth Cres .

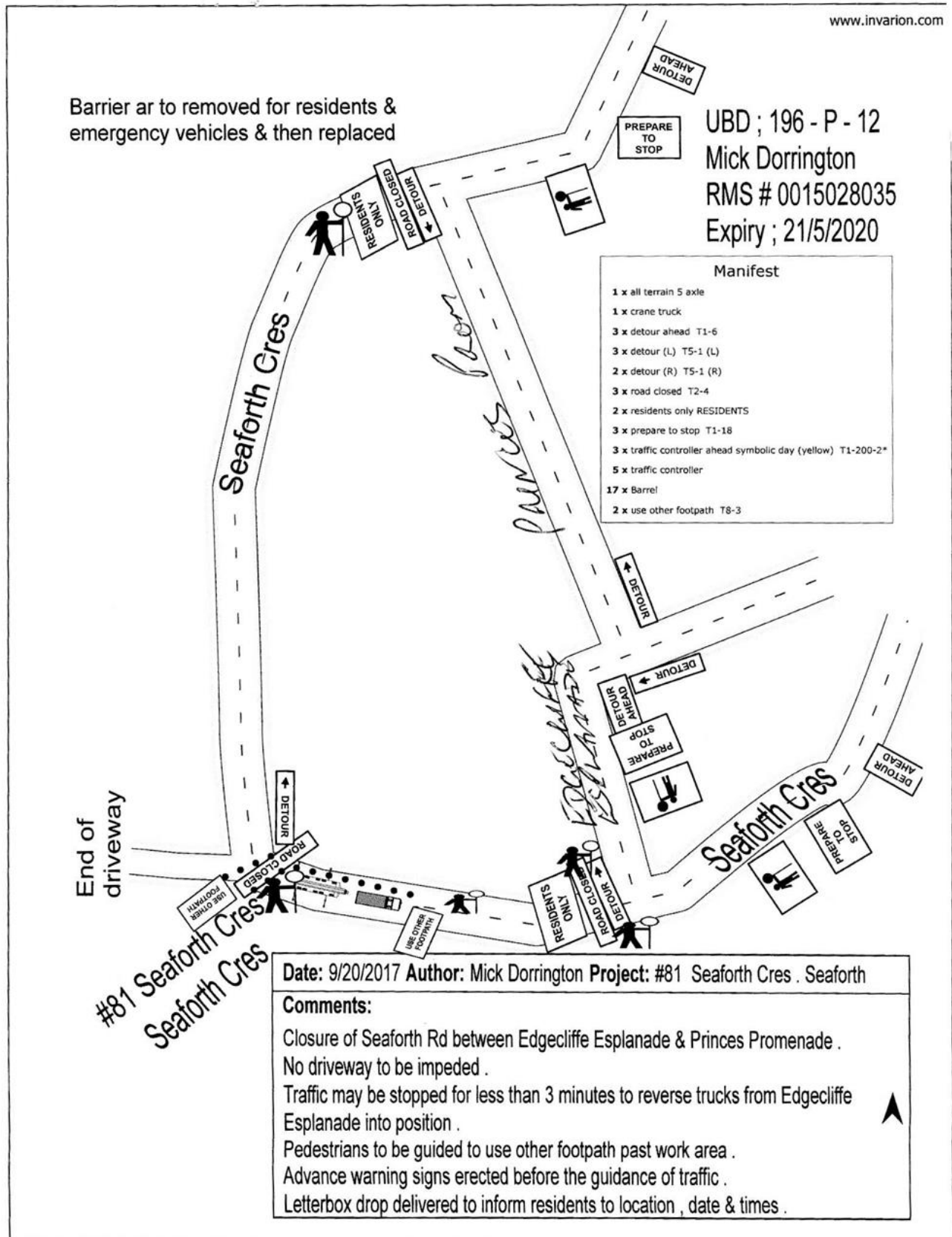
Date ; *TUESDAY 21-11-17*

Times ; *9AM - 5PM*

This closure is to install a tower crane onto the site of # 81 Seaforth Cres . Entry & exit from homes will be from the open end of Seaforth Cres from # 81 Seaforth Cres . Either Princes Promenade or Edgecliffe Esplanade . No driveway access is to be impeded with traffic controllers on site to assist at all times . For more information contact Mick on the numbers above .

Thanking you for your co-operation & patience .

Mick Dorrington



ITEM 4.15	EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES - VARIOUS STREETS
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/393051
ATTACHMENTS	1 Meet Your Street - Traffic Control Plan (TCP)

UBD Ref

- 1) Birkley Road, Manly – 198 A7
- 2) Herbert Street, Manly – 197 Q7
- 3) Austin Street, Fairlight – 197 M8
- 4) Montauban Avenue, Seaforth – 197 A7
- 5) Seaview Street, Balgowlah – 197 G10
- 6) Golf Parade, Manly – 198 A5
- 7) Baltic Street, Fairlight – 197 P7
- 8) Quinton Road, Manly – 198 A7
- 9) Pacific Parade, Manly – 198 A6
- 10) Willawa Street, Balgowlah – 197 J15

REPORT

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

- (i) Birkley Road, Manly - between Herbert Street and Arthur Street on Saturday 2 December 2017 between the hours of 3:30pm and 7:30pm.
- (ii) Herbert Street, Manly - between the properties 1 and 33 on Saturday 2 December 2017 between the hours of 4:00pm and 8:00pm.
- (iii) Austin Street, Fairlight - between the properties 2 and 31 on Sunday 3 December 2017 between the hours of 3:00pm and 7:00pm.
- (iv) Montauban Avenue, Seaforth - between Clontarf Street and Fromelles Avenue on Sunday 3 December 2017 between the hours of 10:00am and 2:00pm.
- (v) Seaview Street, Balgowlah - between White Street and Upper Beach Street on Saturday 9 December 2017 between the hours of 3:00pm and 7:00pm.
- (vi) Golf Parade, Manly - between the properties 1 and 35 on Saturday 9 December 2017 between the hours of 4:00pm and 8:00pm.
- (vii) Baltic Street, Fairlight - on Saturday 16 December 2017 between the hours of 2:00pm and 5:00pm.
- (viii) Quinton Road, Manly - between Kangaroo Street and Sheridan Place on Saturday 3 February 2018 between 3:00pm and 7:00pm.

- (ix) Pacific Parade, Manly - between Balgowlah Road and 22 Pacific Parade on Sunday 17 December 2017 between the hours of 4:00pm and 8:00pm.
- (x) Willawa Street, Balgowlah - between Vista Avenue and Tabalum Road on Sunday 10 December 2017 between the hours of 4:00pm and 7:00pm.

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

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

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

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee approves the temporary road closures at:

- (i) Birkley Road, Manly - between Herbert Street and Arthur Street on Saturday 2 December 2017 between the hours of 3:30pm and 7:30pm.
 - (ii) Herbert Street, Manly - between the properties 1 and 33 on Saturday 2 December 2017 between the hours of 4:00pm and 8:00pm.
 - (iii) Austin Street, Fairlight - between the properties 2 and 31 on Sunday 3 December 2017 between the hours of 3:00pm and 7:00pm.
 - (iv) Montauban Avenue, Seaforth - between Clontarf Street and Fromelles Avenue on Sunday 3 December 2017 between the hours of 10:00am and 2:00pm.
 - (v) Seaview Street, Balgowlah - between White Street and Upper Beach Street on Saturday 9 December 2017 between the hours of 3:00pm and 7:00pm.
 - (vi) Golf Parade, Manly - between the properties 1 and 35 on Saturday 9 December 2017 between the hours of 4:00pm and 8:00pm.
 - (vii) Baltic Street, Fairlight - on Saturday 16 December 2017 between the hours of 2:00pm and 5:00pm.
 - (viii) Quinton Road, Manly - between Kangaroo Street and Sheridan Place on Saturday 3 February 2018 between 3:00pm and 7:00pm.
 - (ix) Pacific Parade, Manly - between Balgowlah Road and 22 Pacific Parade on Sunday 17 December 2017 between the hours of 4:00pm and 8:00pm.
 - (x) Willawa Street, Balgowlah - between Vista Avenue and Tabalum Road on Sunday 10 December 2017 between the hours of 4:00pm and 7:00pm.
-

I. STANDARD TRAFFIC CONTROL PLAN (TCP)

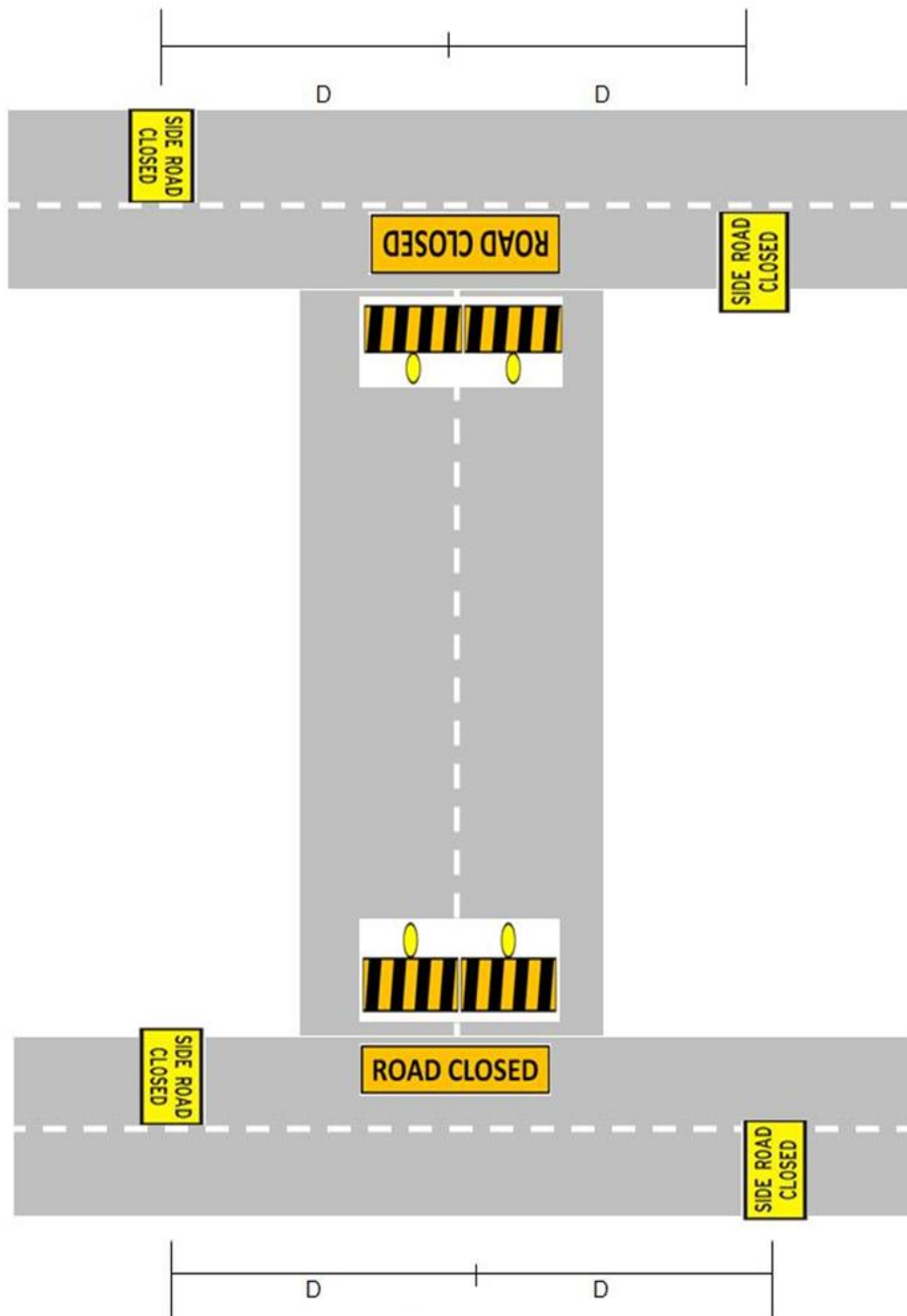
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are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

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

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

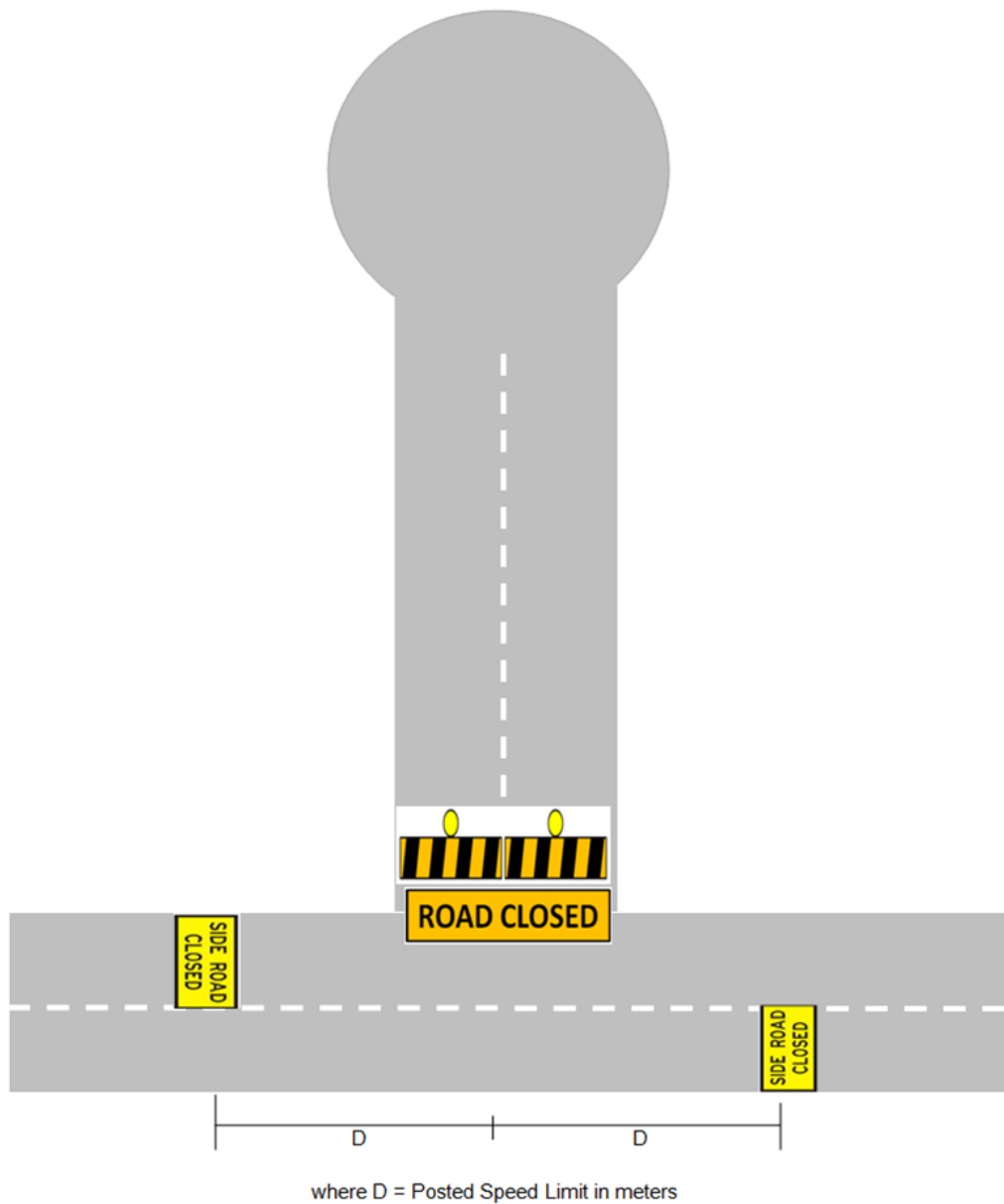
Table 1: Signing Schedule

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



where D = Posted Speed Limit in meters

Standard Traffic Control Plan (TCP) No. 1



Standard Traffic Control Plan (TCP) No. 2

NOTES:

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

II. STANDARD CONDITIONS

Resident Street Party Organiser will be responsible for:

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

Council's Events Team will be responsible for:

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

Council's Traffic Management Team will be responsible for:

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

Additional Terms and Conditions:

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

Signs to be used:

ROAD CLOSED SIGN – (T2 – 4)



SIDE ROAD CLOSED SIGN (T1 – 32)

ITEM 4.16	EVENT: THE SYDNEY MORNING HERALD SUN RUN - 3 FEBRUARY 2018 - DEE WHY BEACH TO MANLY BEACH
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2017/390578
ATTACHMENTS	1 2018 SMH Sun Run - Traffic Control Plans 2 2018 SMH Sun Run - Traffic Management Plan

UBD Ref: Various

REPORT

Fairfax Media Publications has submitted an application to conduct the Sydney Morning Herald Sun Run between Dee Why Beach and Manly Beach on Saturday 3 February 2018.

The proposal is a special event involving the closure of The Strand, Griffin Road, Carrington Parade and Queenscliff Road route and North/South Steyne in Manly. The Event is a Category 1 event as defined in the Special Event Guidelines published by Roads and Maritime Services (RMS). Consequently the Traffic Management Plan (TMP) for the event requires the approval of the RMS and the Transport Management Centre.

The Sun Run involves three routes consisting of a 10km Course Route, a 7.1km Course Route and a Biathlon Course Route run to be held between 5:00am and 10:30am on Saturday 3 February 2018. The applicant advises that there will be a total of up to 6,000 participants in the Sun Run.

In order to minimise the impact on the road network, roads will be progressively reopened at the time specified in the TMP or as directed by NSW Police.

The event is essentially the same as the event held in 2017 and follows the same route. In 2018 a biathlon event will be added which will comprise of a Run, Swim and Run. This will include running from Dee Why to Queenscliff Beach, completing a 500m swim, and then continuing to run to the finish line.

The applicant will advertise the event in the Sydney Morning Herald fourteen (14) days prior to the event and conduct a letterbox drop to affected residents. This information will include the times of the proposed road closures and contact details for the event organiser.

A Traffic Management Plan and the Traffic Control Plans are attached.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That it be noted that the proposed Sun Run is a Category 1 special event and requires the approval of Roads and Maritime Services (RMS) and the Transport Management Centre.
 - B. That the Northern Beaches Council Local Traffic Committee support the event in principle, 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 in the TMP are to be installed in accordance with Australian Standard 1742.3.
 - (iv) 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.
 - (v) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.
 - (vi) 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.
 - (vii) 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 and that the cover period expires no earlier than 5 February 2018.
 - (viii) 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.
 - (ix) The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
 - (x) The event organiser is to publish contact details for the event organiser and a course marshal who will be available on the day of the race. This information is to be included in the information delivered to residents.
 - (xi) The applicant advertises the event in the Sydney Morning Herald, fourteen days prior to the event, and conduct a letterbox drop to affected residents.
 - (xii) The information delivered to residents is to provide details of road closures, specifically an estimated time of closure and the nominated time when the roads will reopen.
 - (xiii) The applicant contact The State Transit Authority to arrange for additional bus services to and from the event.
 - (xiv) The event organiser arrange for a shuttle bus service to minimise the disruption to parking arrangements at the start and finish of the event.
 - (xv) The variable message signs (VMS) as shown in the TMP are to be positioned no earlier than 25 January 2018.
 - (xvi) Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.
- C. That the RMS Representative arrange for the Transport Management Centre (TMC) to incorporate Northern Beaches Council's conditions of approval in any approval of this event from the RMS or the TMC.
- D. That the Traffic Committee supports the event for the next five years and that the item is not to be resubmitted to the Traffic Committee during this period unless there are significant changes to the event.
-

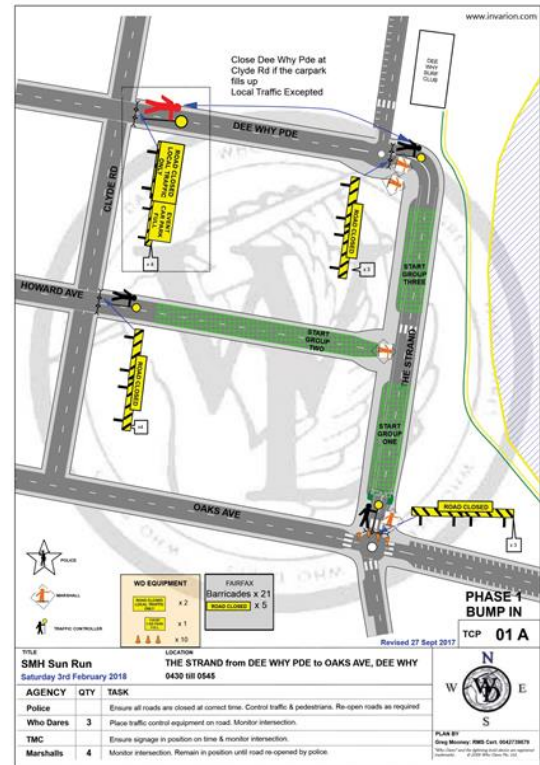
**2018 DEE WHY to MANLY
SUN RUN**

Saturday 3rd February 2018

TRAFFIC CONTROL PLANS

TCP 1 A DY Pde & The Strand
TCP 1 B DY Pde & The Strand
TCP 1 C DY Pde & The Strand
TCP 1 D DY Pde & The Strand
TCP 2 A Griffin Pacific to Banksia
TCP 2 B Griffin Pacific to Banksia
TCP 3 Griffin Undercliff to Headland
TCP 4 A Griffin Austin Ave to Pitt Rd
TCP 4 B Griffin Austin Ave to Pitt Rd
TCP 4 C Griffin Austin Ave to Pitt Rd
TCP 4 D Griffin Austin Ave to Pitt Rd
TCP 5 Pitt Rd from North Rd to Reid Ave
TCP 6 Parr Ave
TCP 7 Headland & Harbord Rds
TCP 8 A Griffin & Abbott
TCP 8 B Griffin & Abbott
TCP 8 C Griffin & Abbott
TCP 9 Abbott Rd at Spring Rd
TCP 10 Abbott Rd at Playfair Rd
TCP 11 A Abbott at Pitt Rd
TCP 11 B Abbott at Pitt Rd
TCP 11 C Abbott at Pitt Rd
TCP 12 Abbott Rd & Burilla Ave
TCP 13 Abbott Rd & Harbord Rds
TCP 14 Harbord Rd Brookvale
TCP 15 Harbord Rd & Wattle Rd Brookvale
TCP 16 Griffin Adams Gardere Ave DETOUR
TCP 17 Carington Pde Adina to Gardere
TCP 18 Griffin Adams Gardere Ave DETOUR
TCP 19 Carington Pde at Beach St
TCP 20 Carington Pde at The Drive
TCP 21 A Carington Pde St Lumsdanine Dr Evans St
TCP 21 B Carington Pde St Lumsdanine Dr Evans St
TCP 21 C Carington Pde St Lumsdanine Dr Evans St
TCP 21 D Carington Pde St Lumsdanine Dr Evans St
TCP 22 A Evans St to Charles to Oceanview
TCP 22 B Evans St to Charles to Oceanview
TCP 22 C Evans St to Charles to Oceanview
TCP 23 A Charles St Kooloora to Moore
TCP 23 B Charles St Kooloora to Moore
TCP 23 C Charles St Kooloora to Moore
TCP 24 Underwood Rd to Dowling St to Hill St
TCP 25 A Dowling St to Crown St to Cavill St
TCP 25 B Dowling St to Crown St to Cavill St
TCP 25 C Dowling St to Crown St to Cavill St
TCP 26 Cavill St to Dalley St
TCP 27 Queenscliff Rd to Greycliff St
TCP 28 Greycliff St to Bridge Rd
TCP 29 A North Steyne to Ceramic Ln
TCP 29 B North Steyne to Ceramic Ln
TCP 30 North Steyne from Pacific St to Pine St
TCP 31 A North Steyne from Carlton St to Denison St
TCP 31 B North Steyne from Carlton St to Denison St
TCP 32 A North Steyne from Raglan St to The Corso
TCP 32 B North Steyne from Raglan St to The Corso
TCP 33 North Steyne, South Steyne & The Corso
TCP 34 South Steyne & Wentworth St
TCP 35 Victoria Pde & Darley Rd
TCP 36 Victoria Pde & South Steyne
TCP 37 Ashburner St & South Steyne

As at 27 September 2017

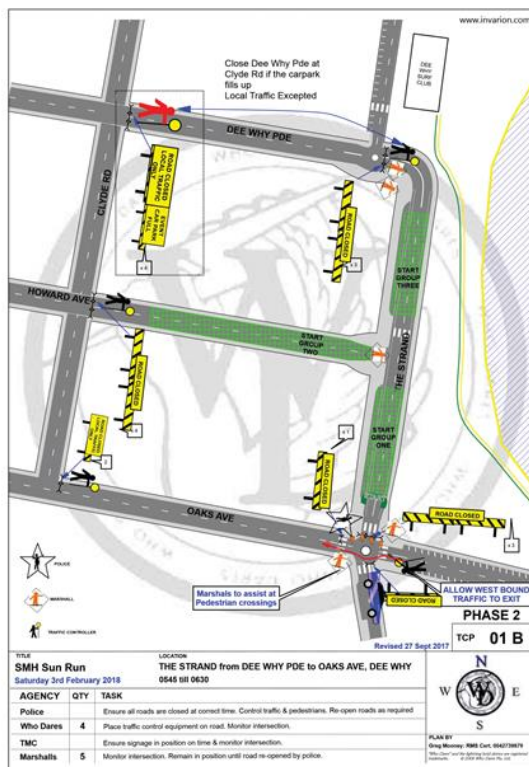


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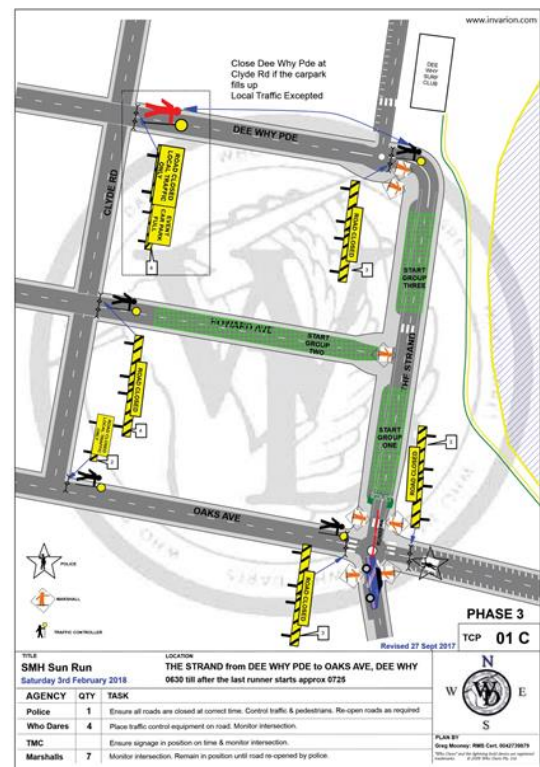
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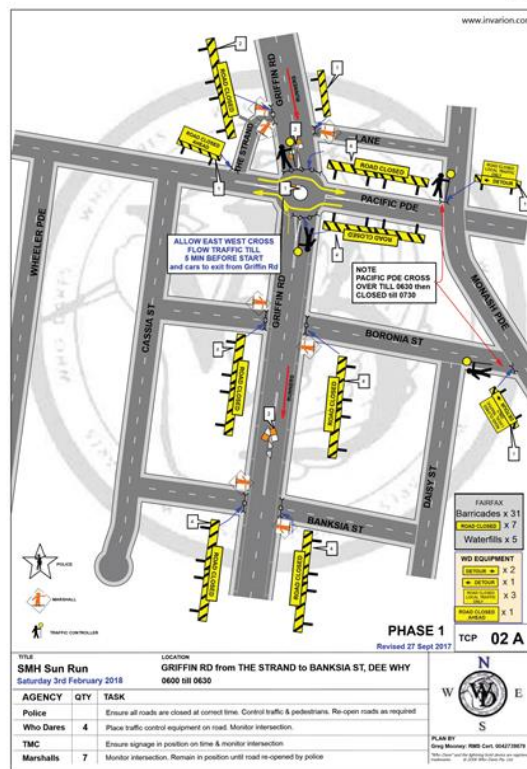
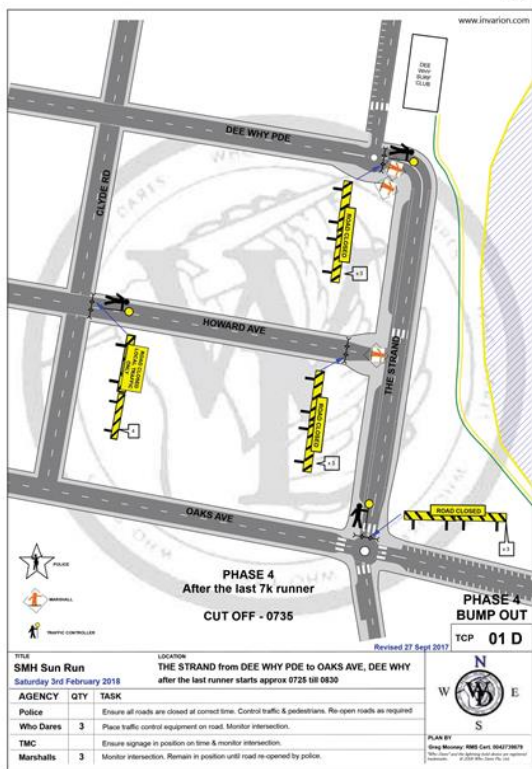


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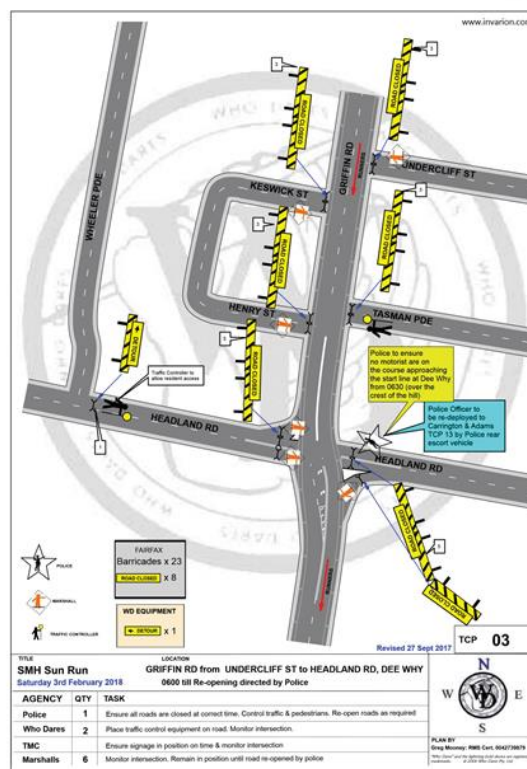
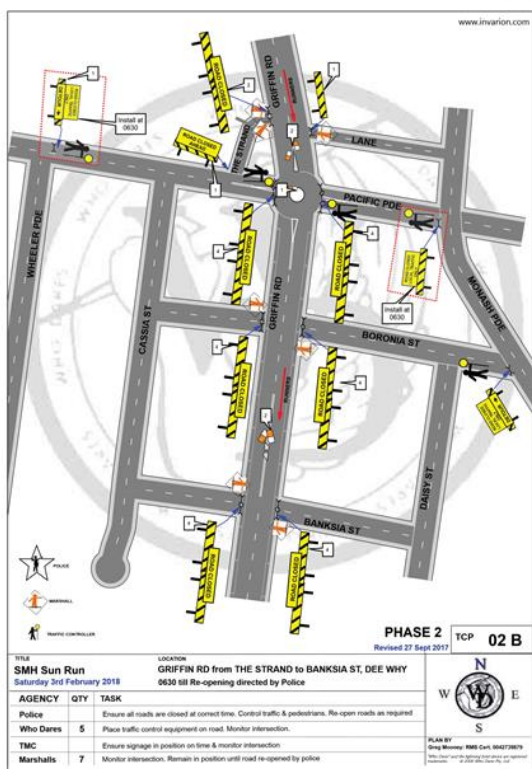
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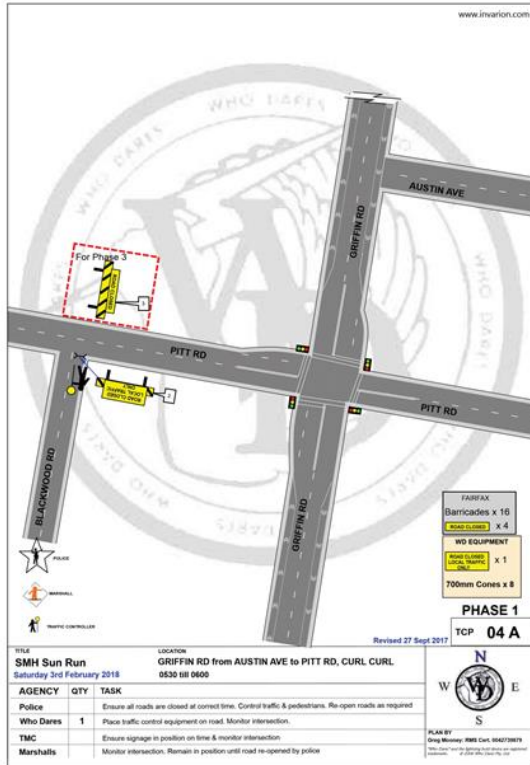


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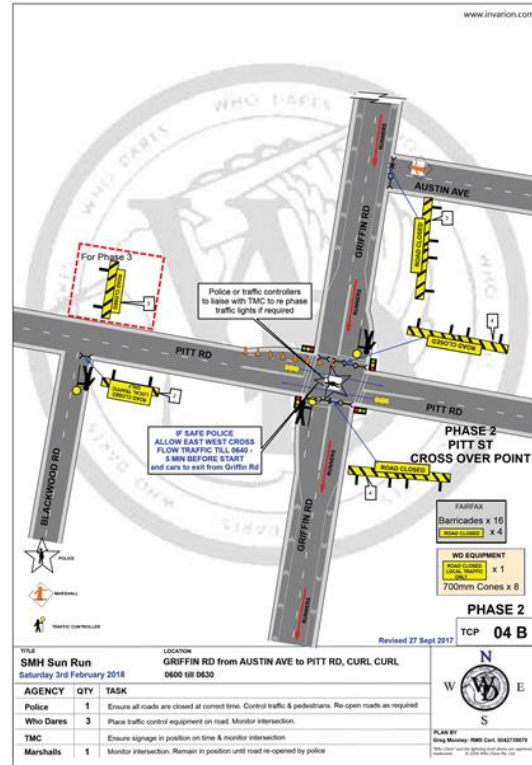
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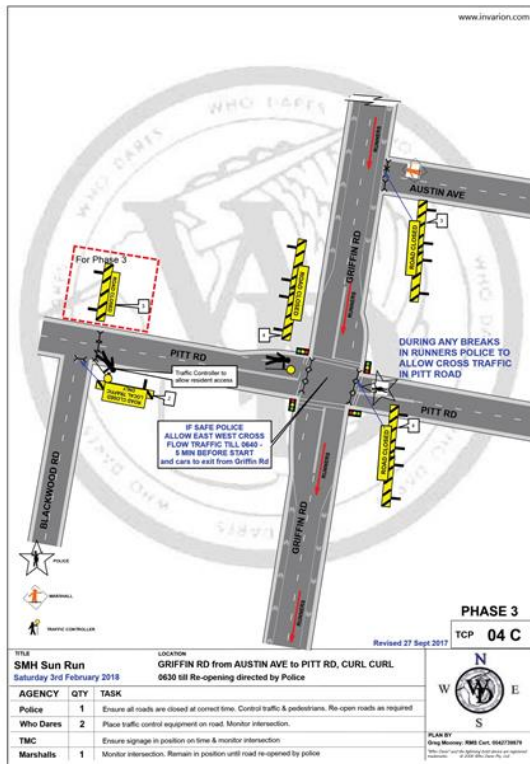
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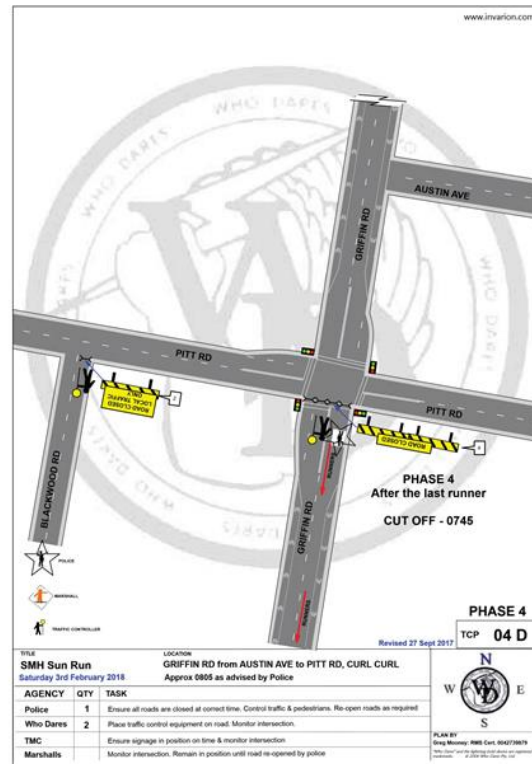
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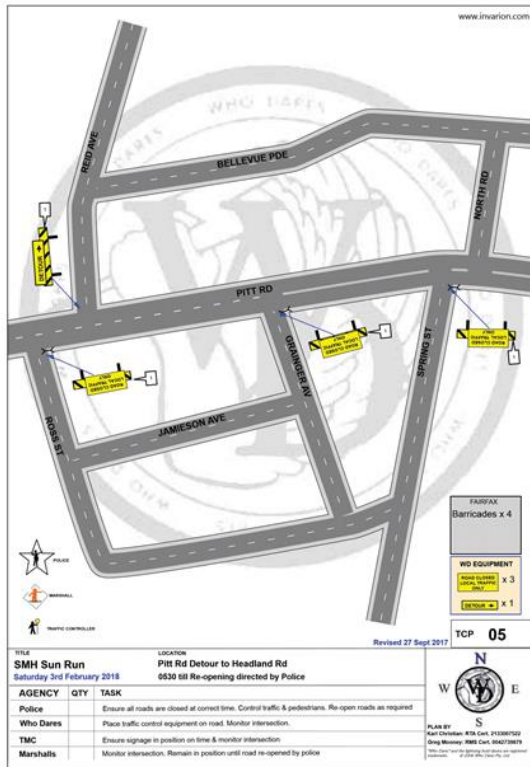
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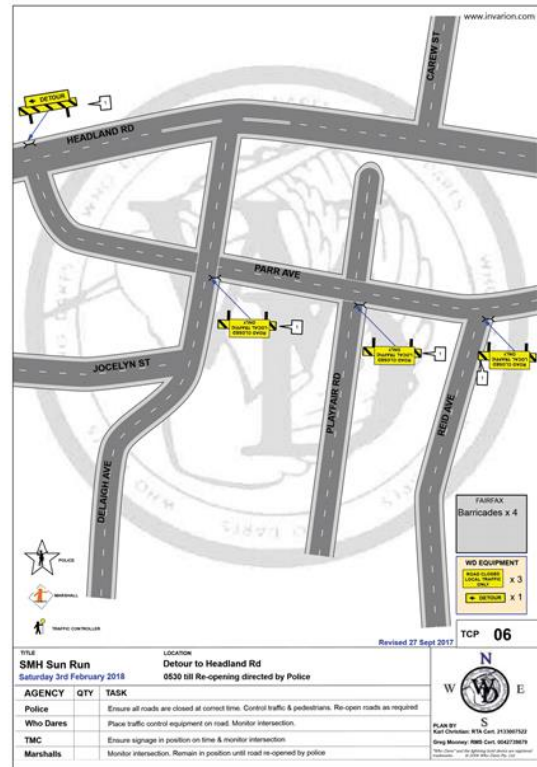


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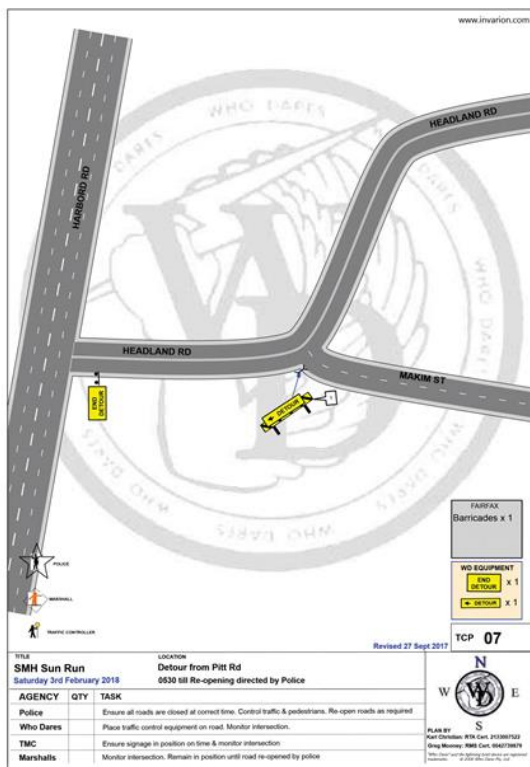
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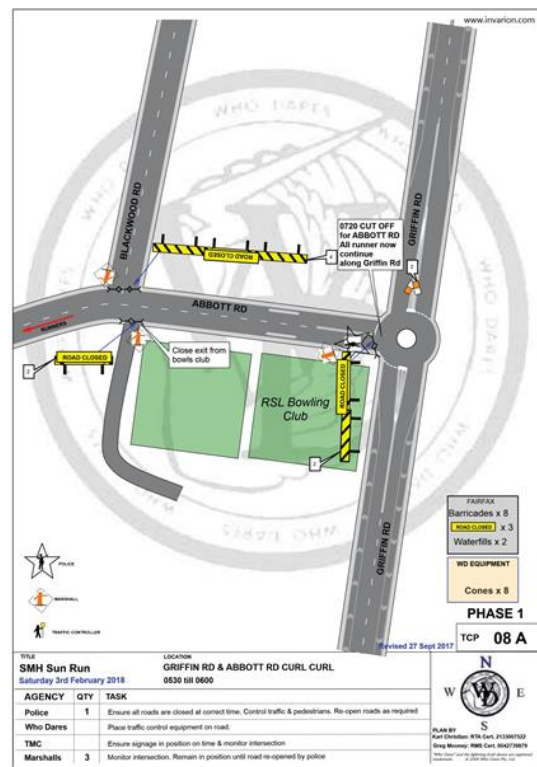
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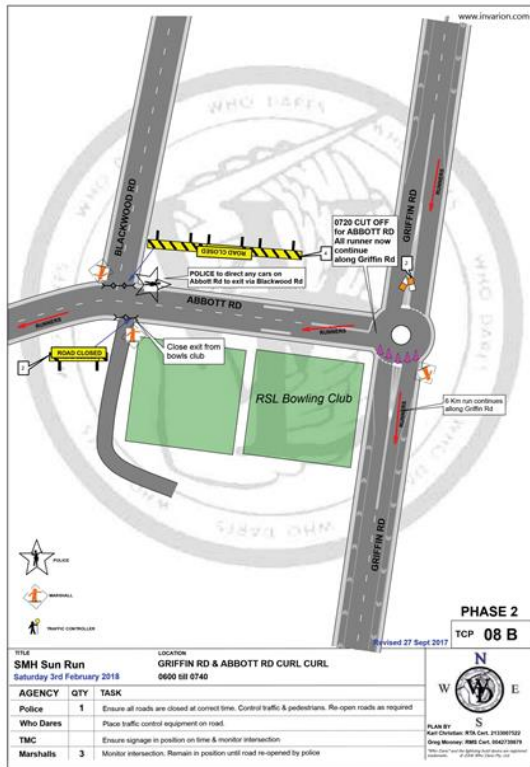
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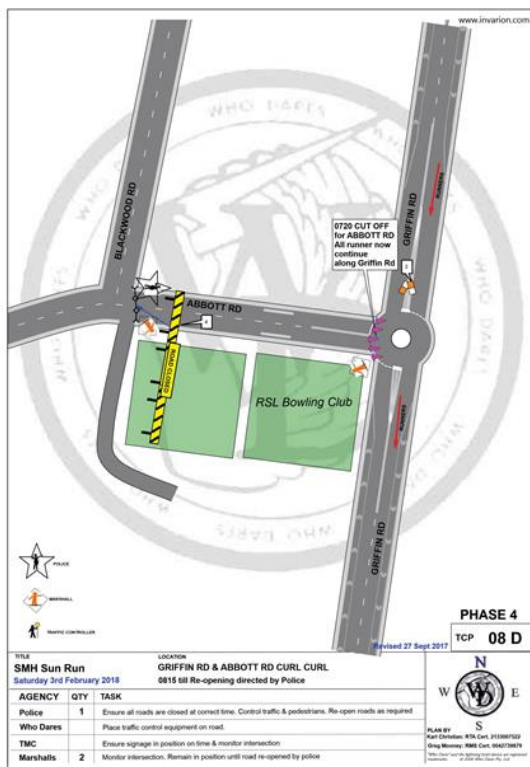
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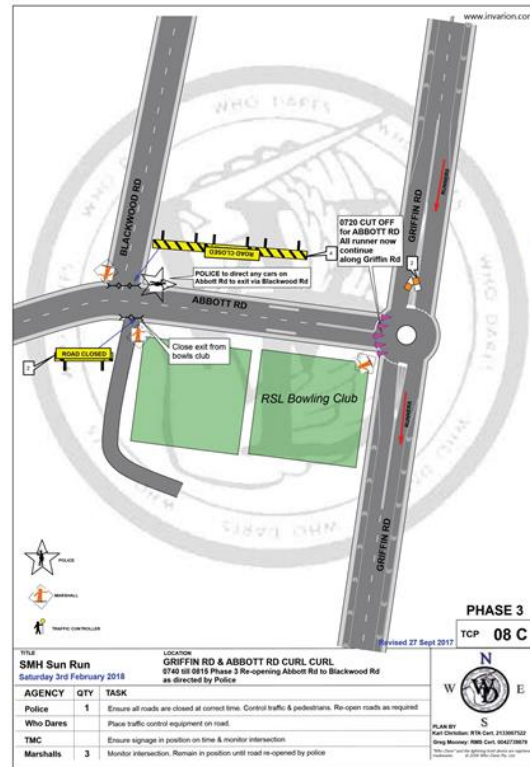
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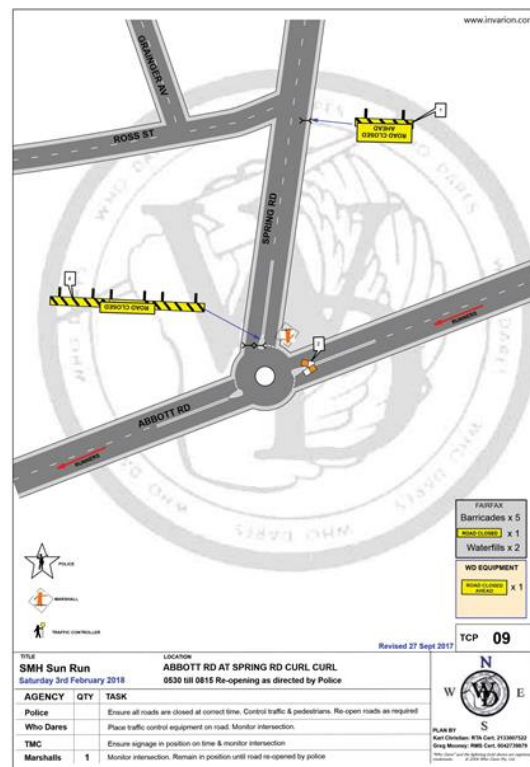
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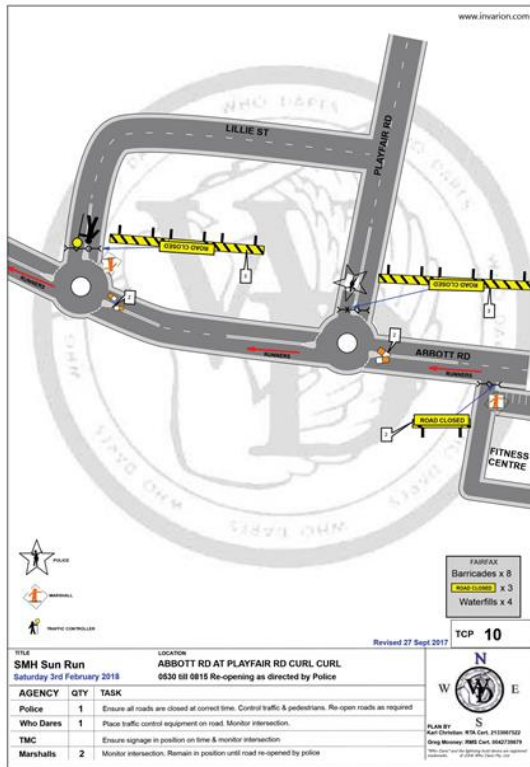
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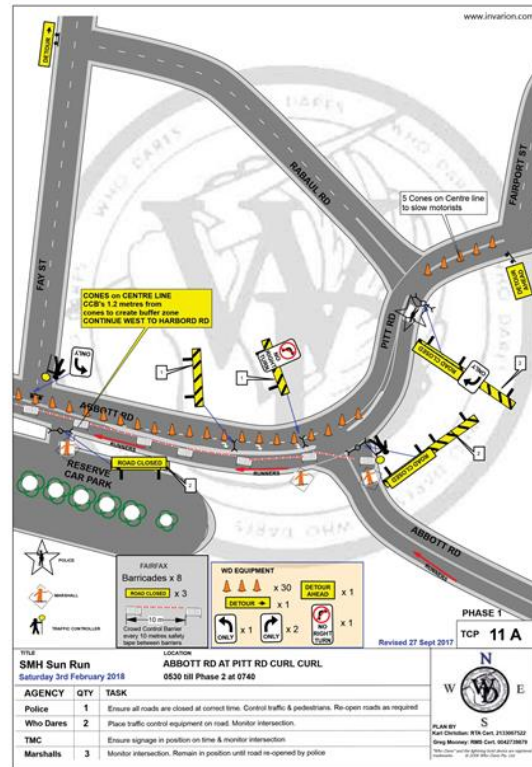


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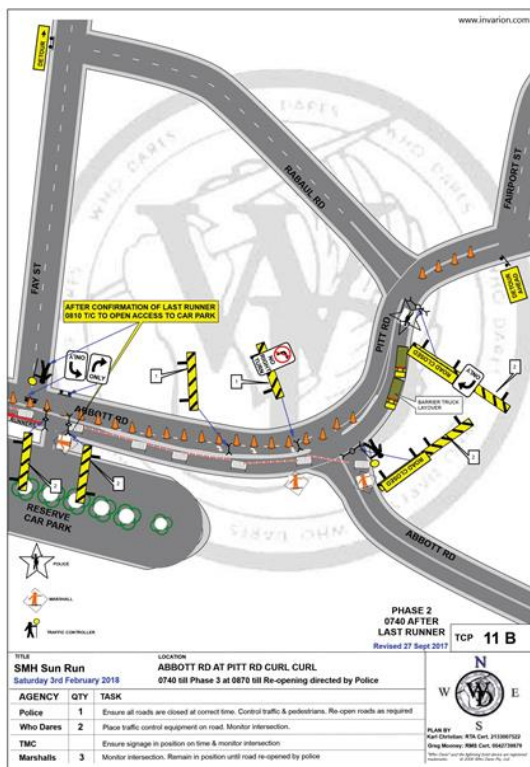
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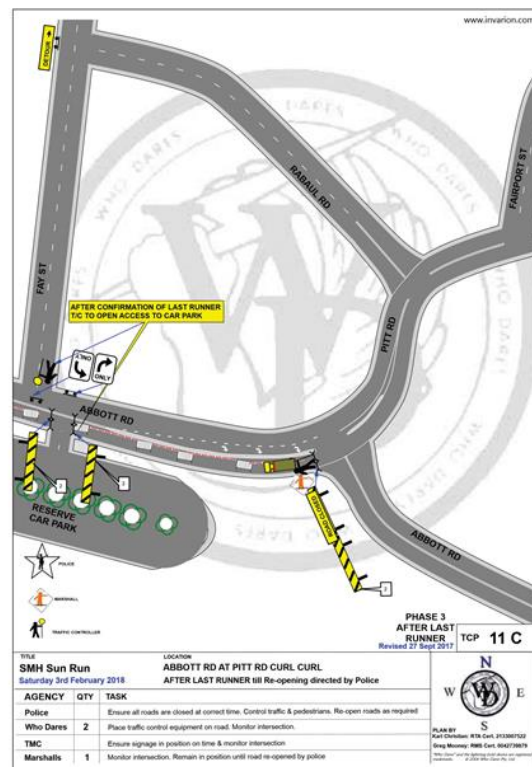
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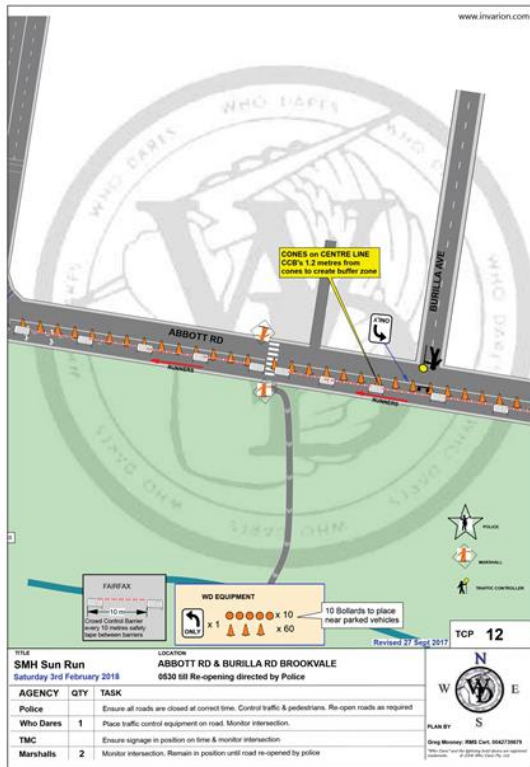
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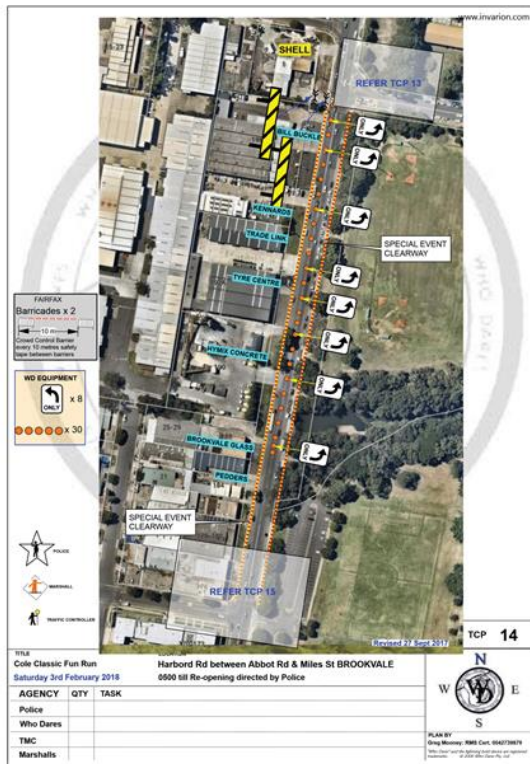
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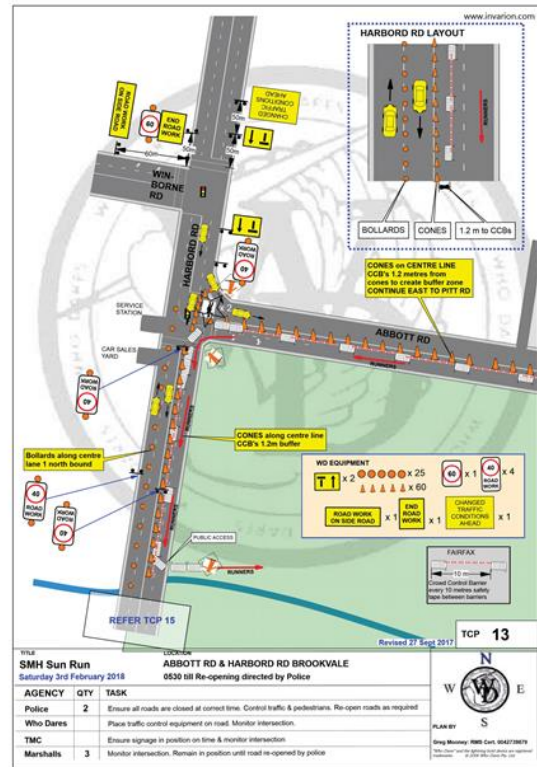
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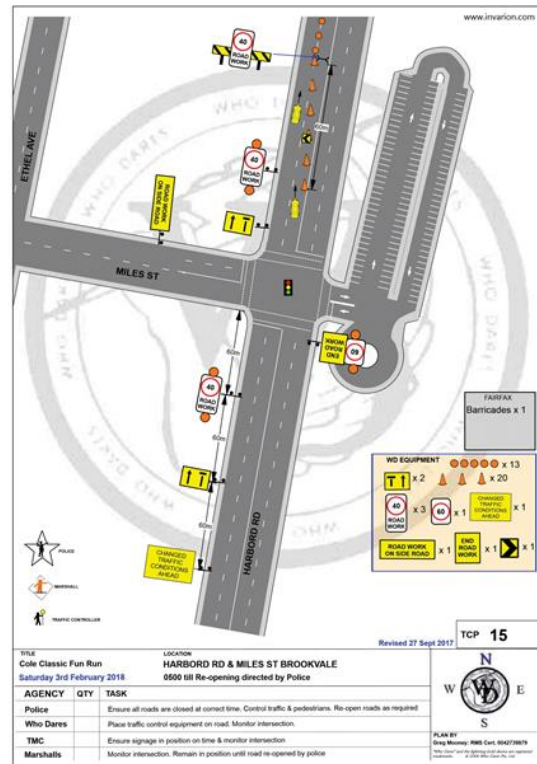
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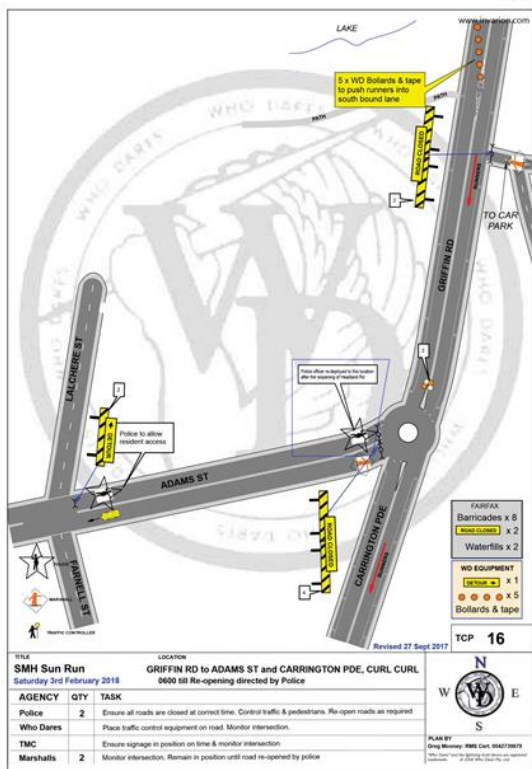
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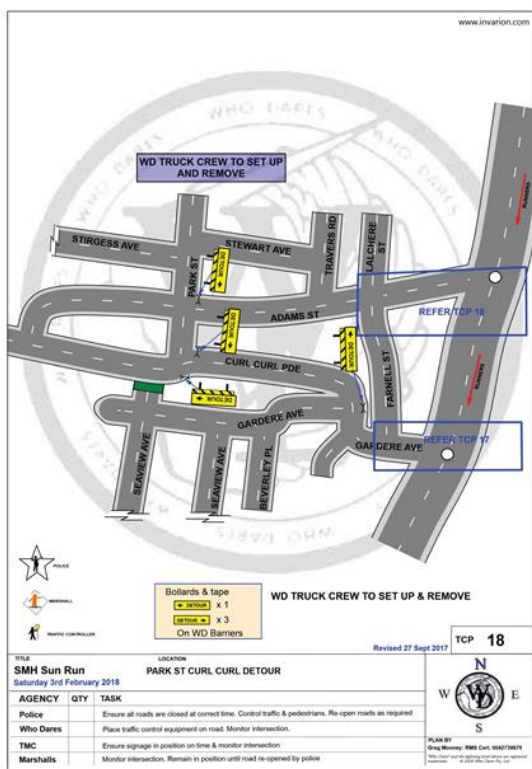
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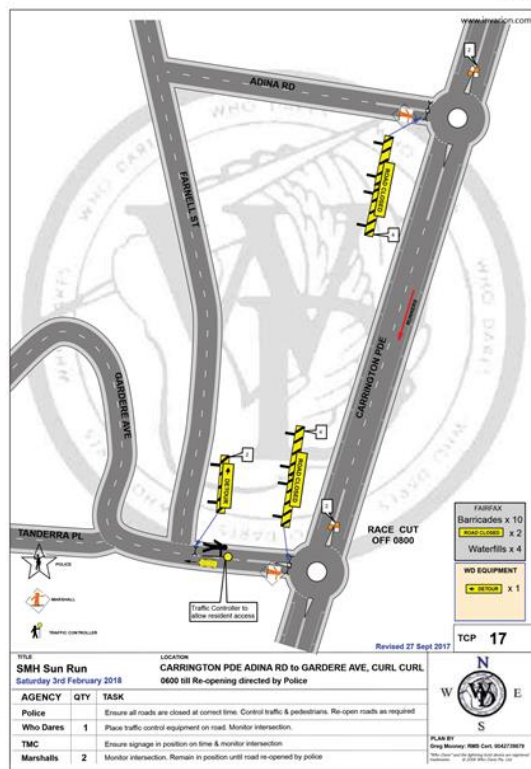
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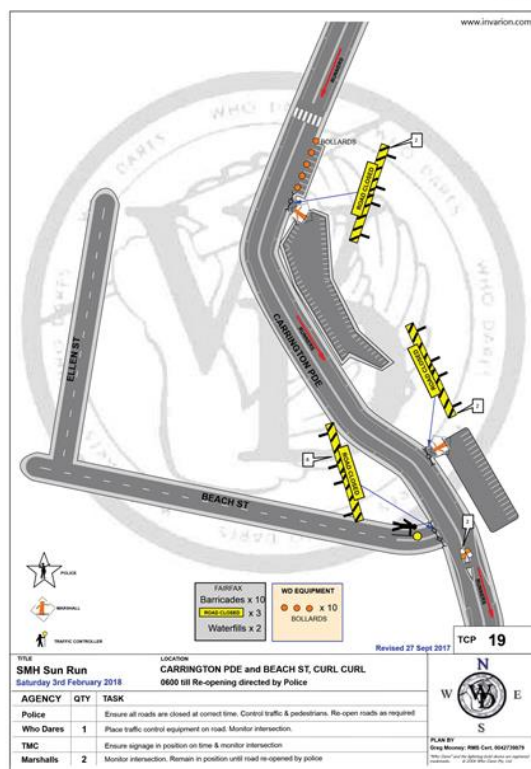
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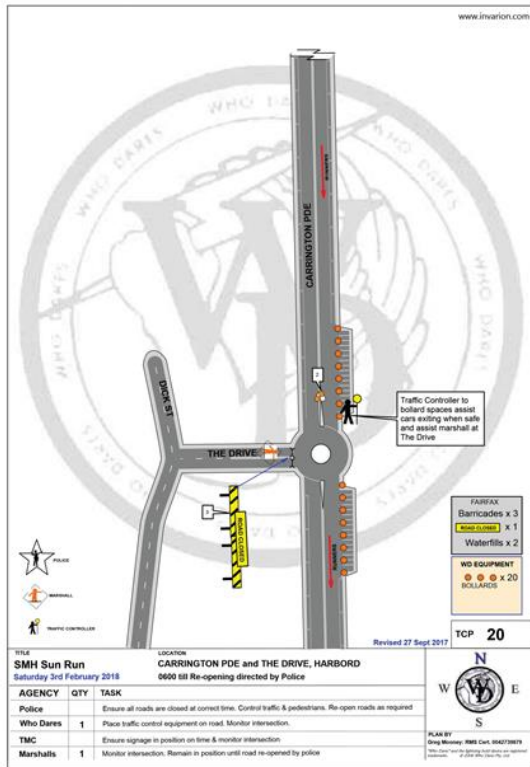
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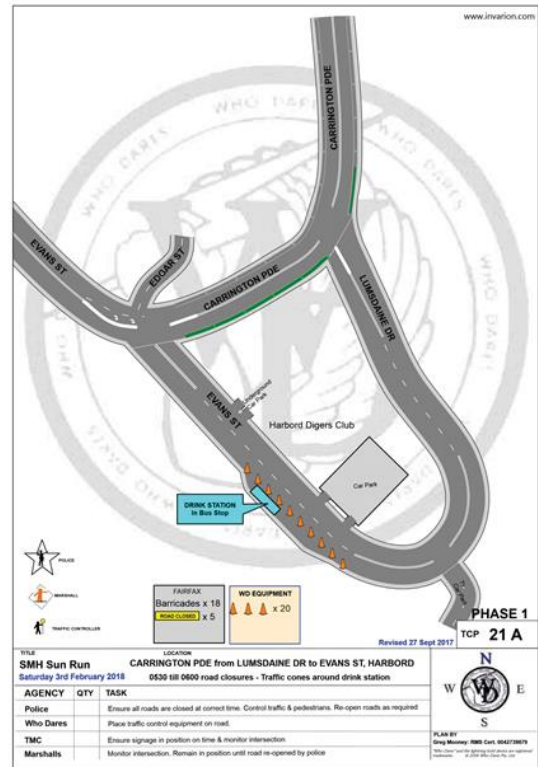


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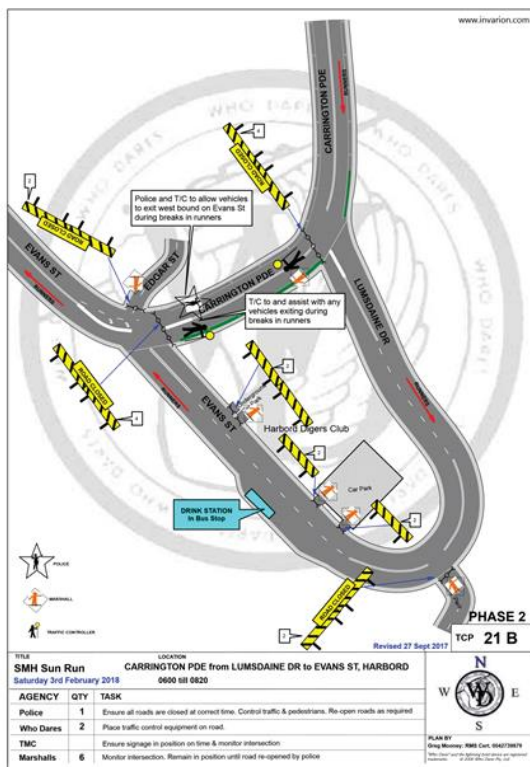
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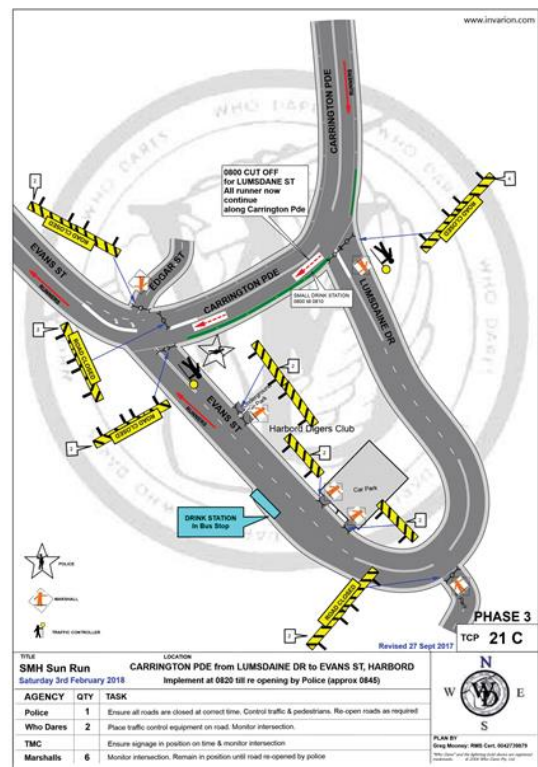
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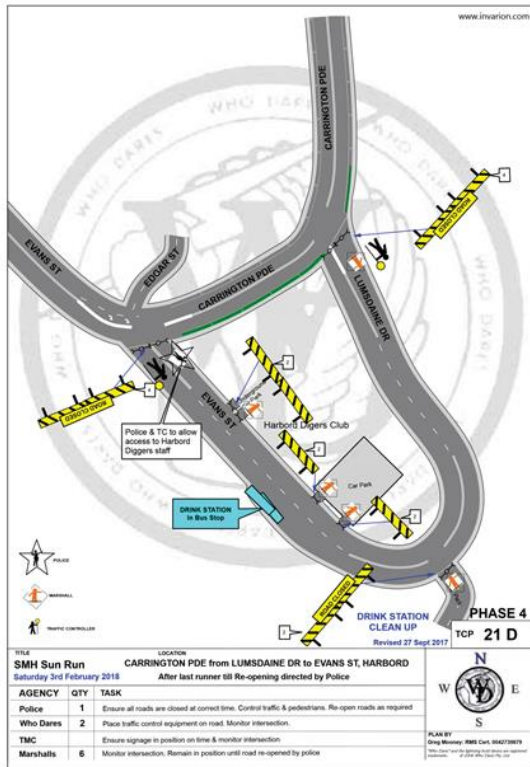
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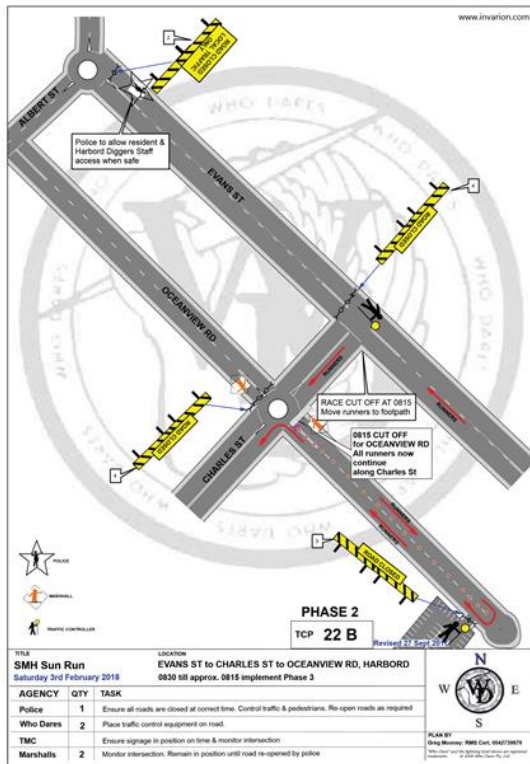
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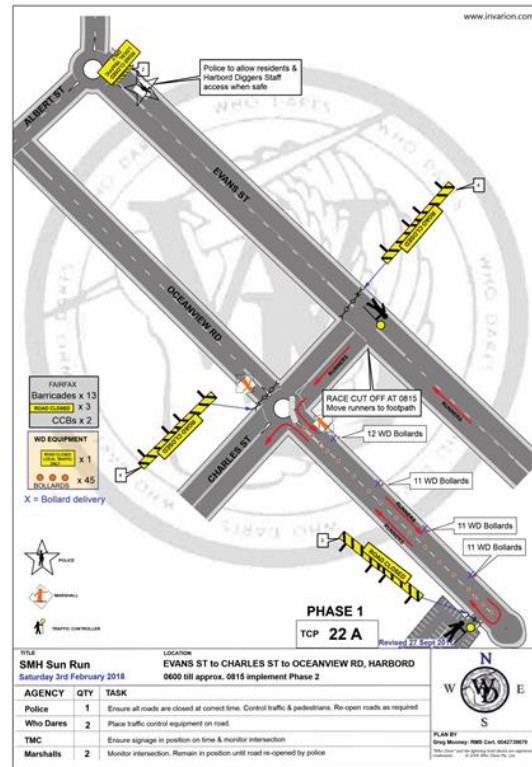
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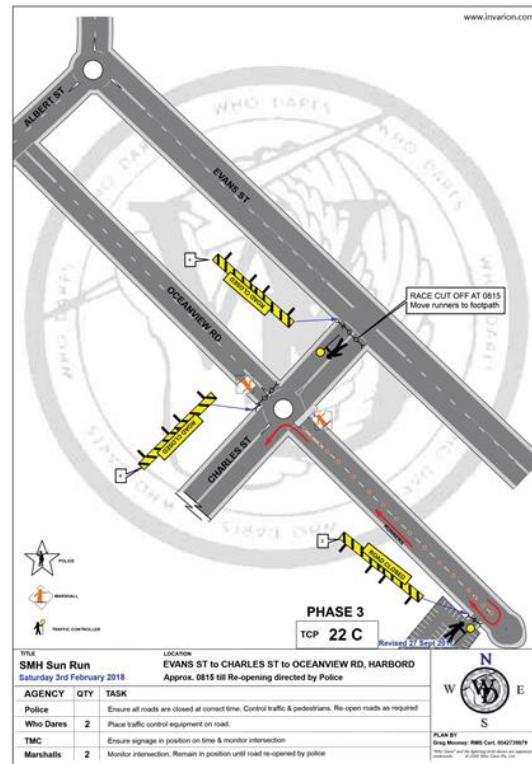
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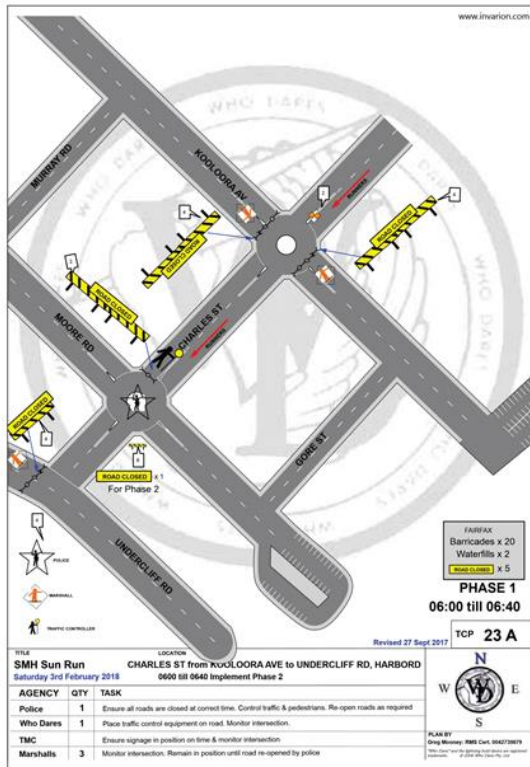
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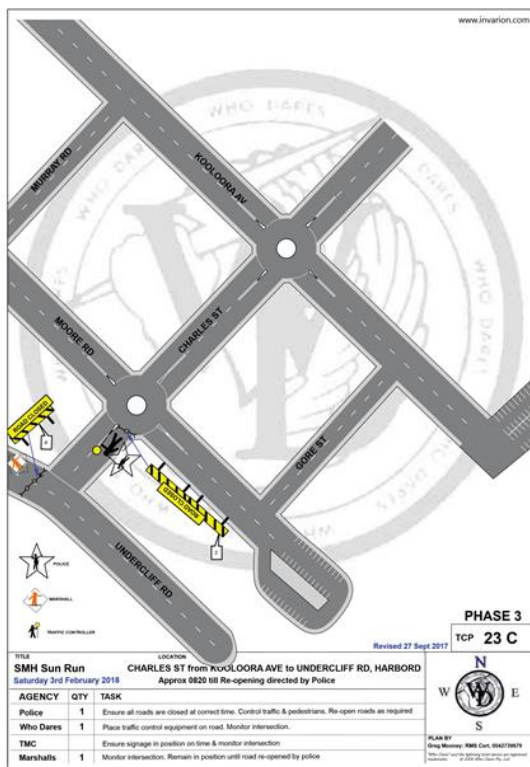
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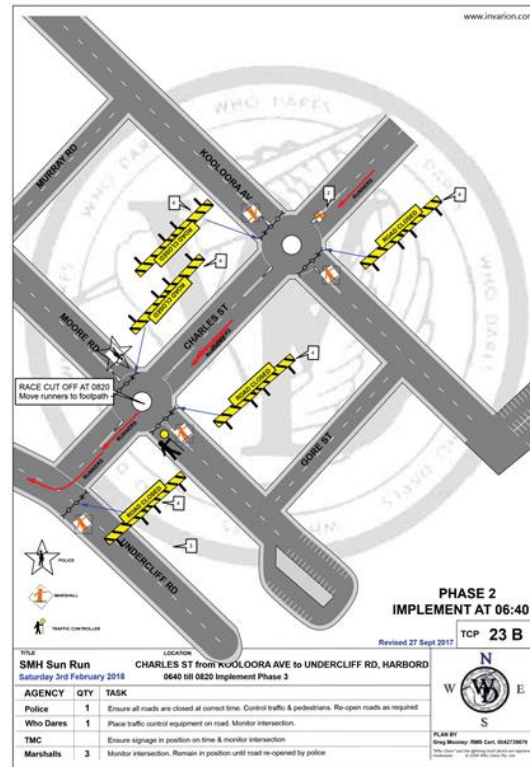
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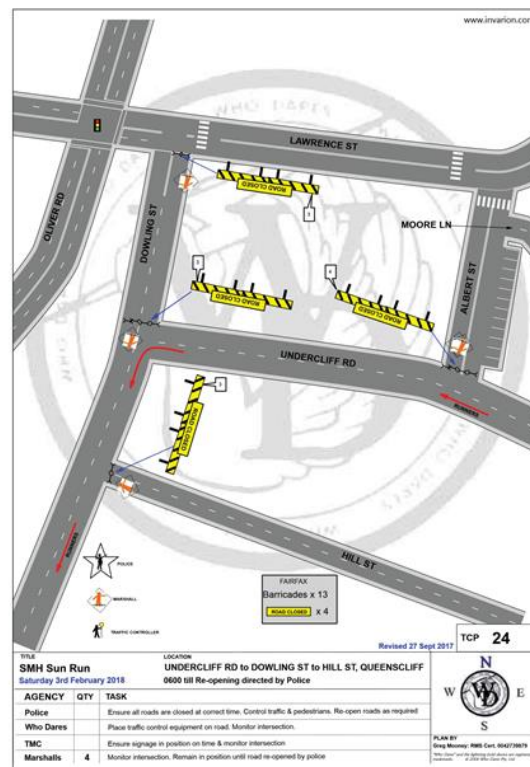
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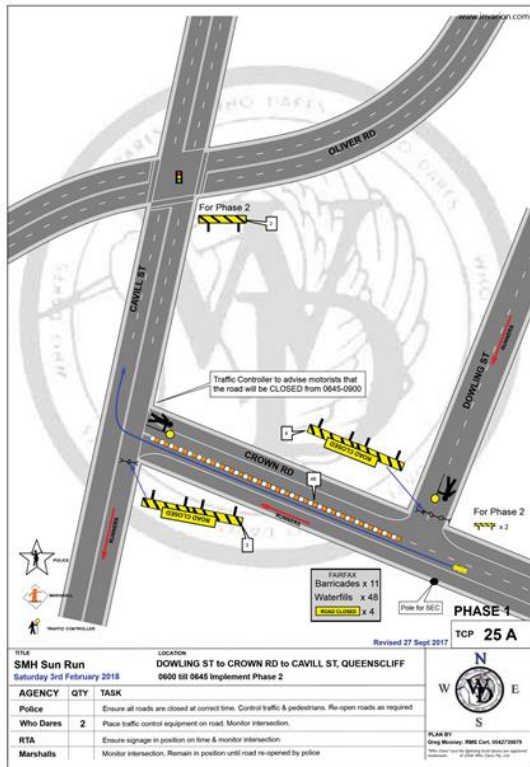
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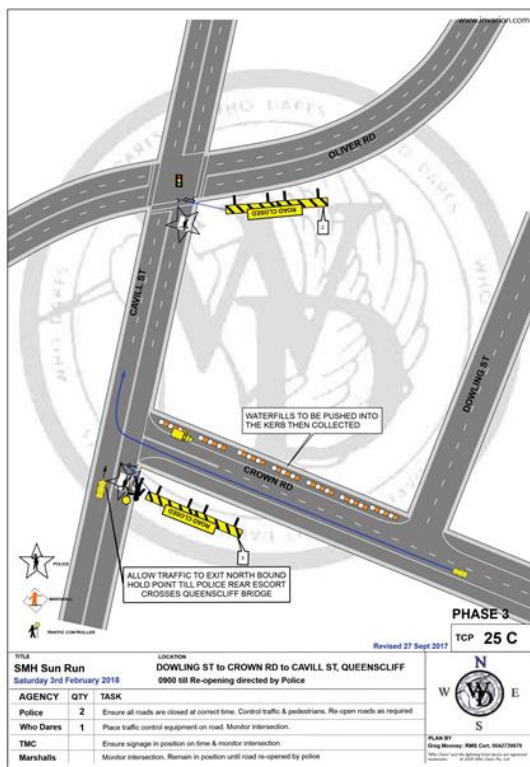
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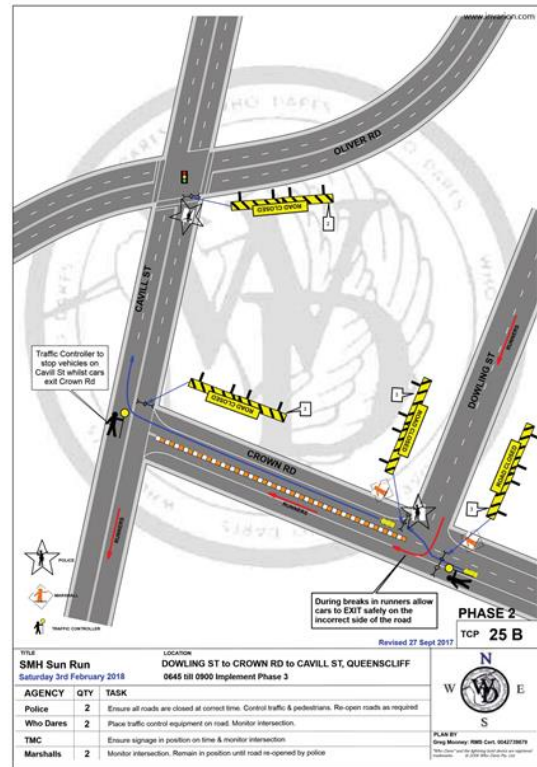
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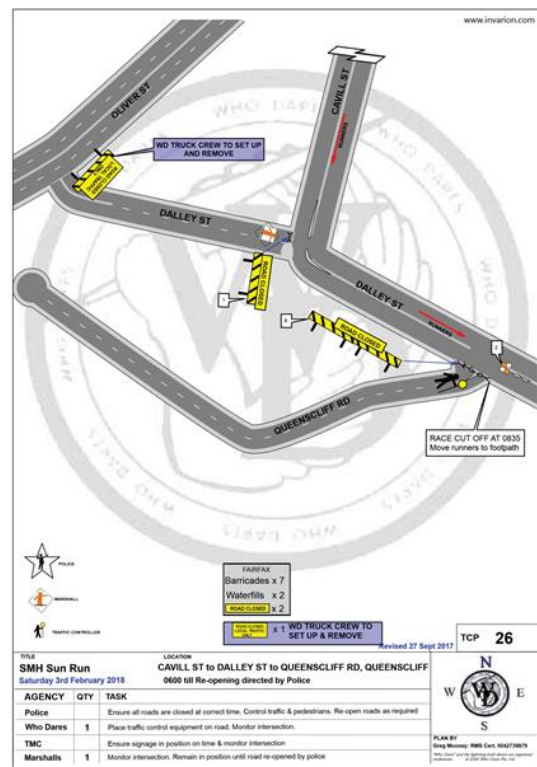
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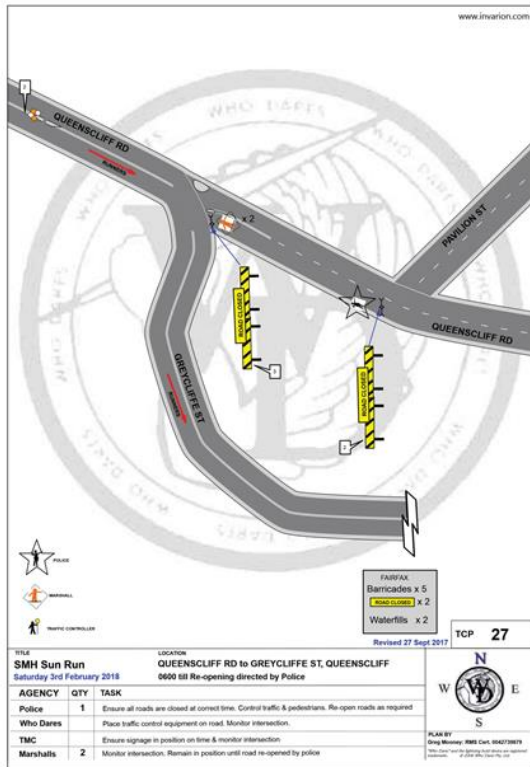
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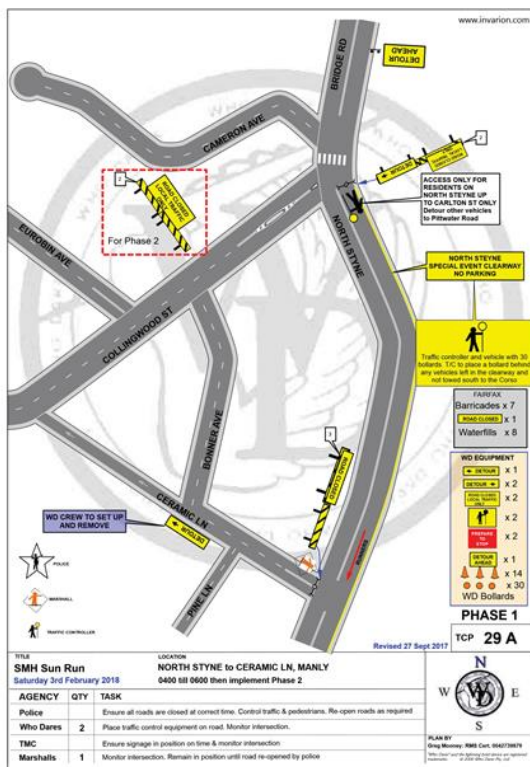
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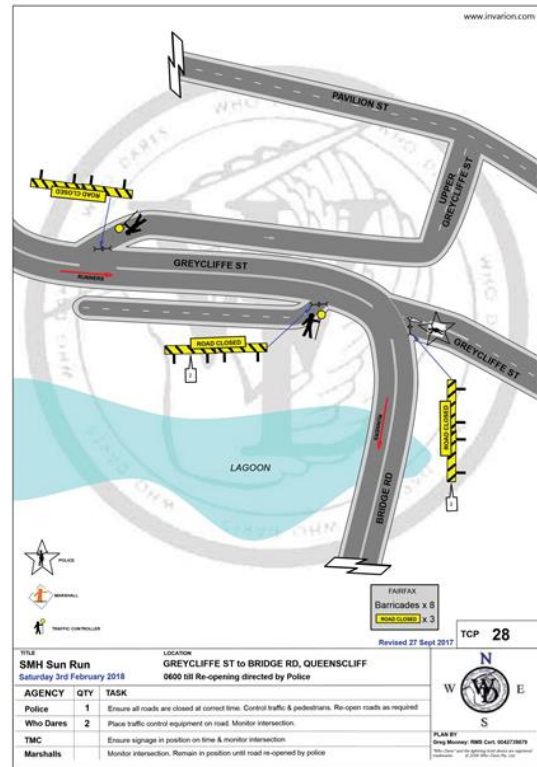
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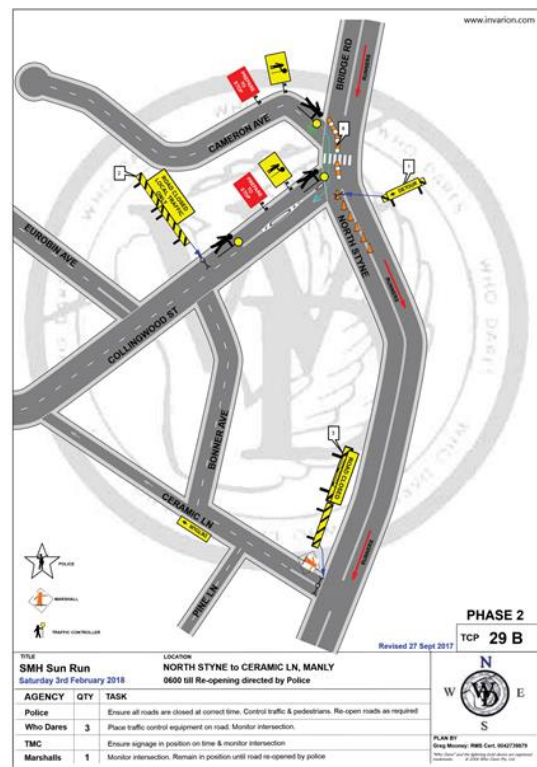
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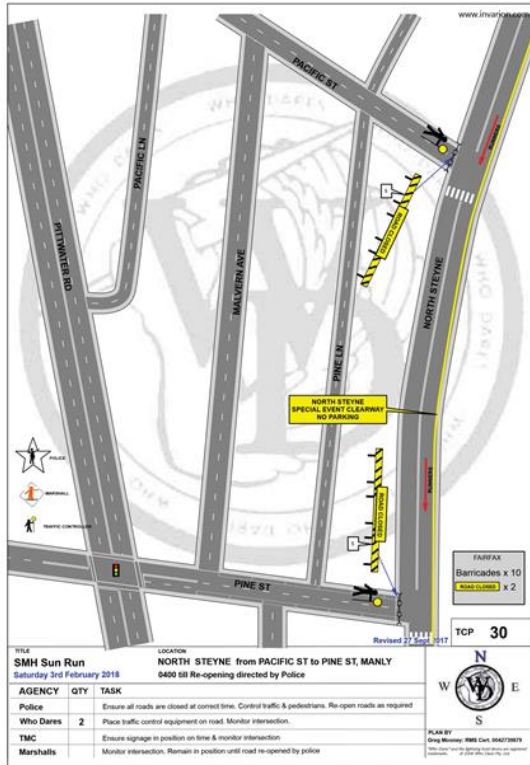
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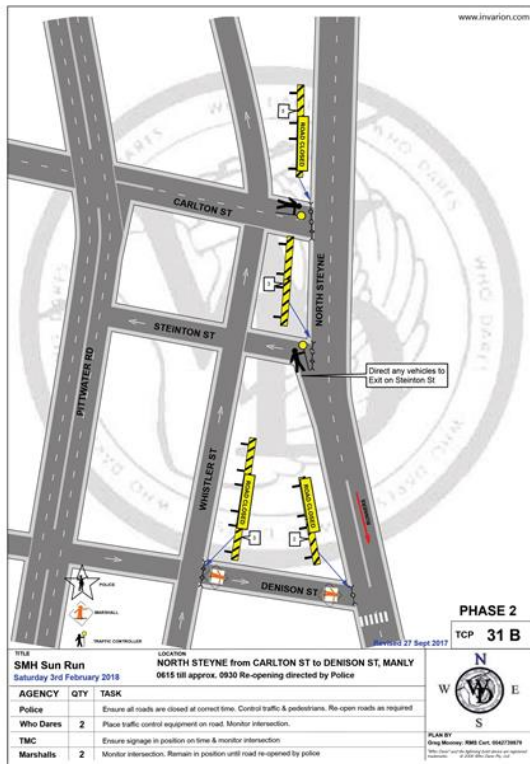
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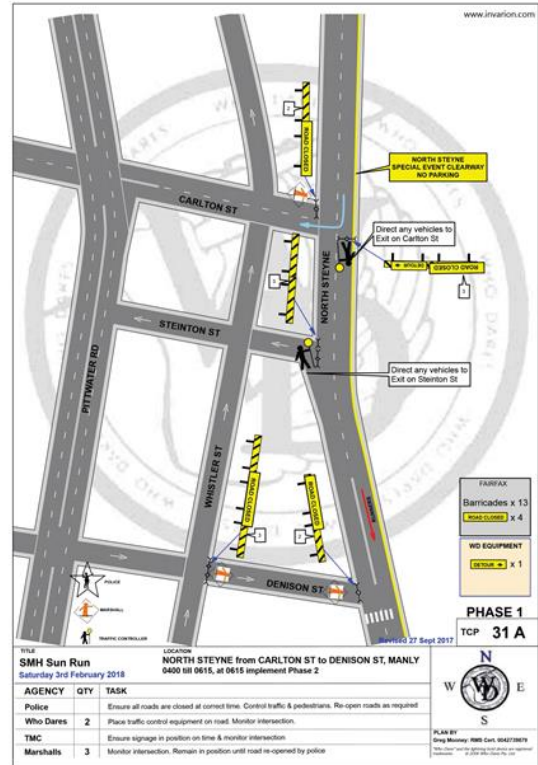
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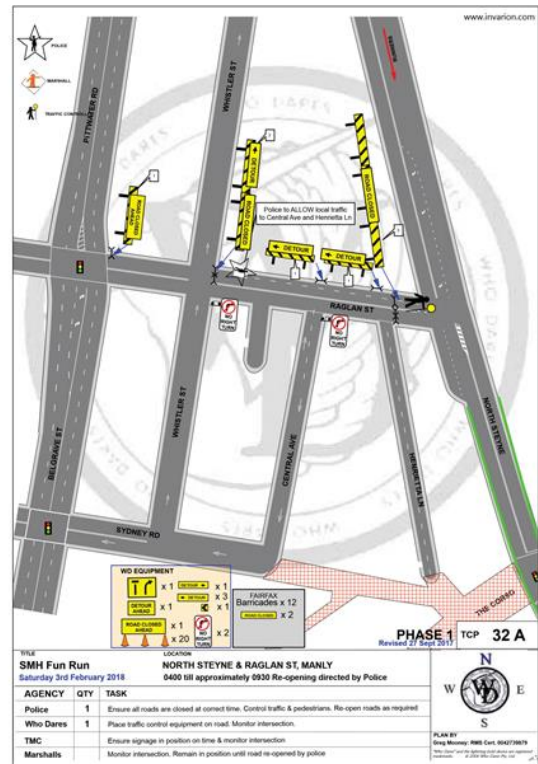
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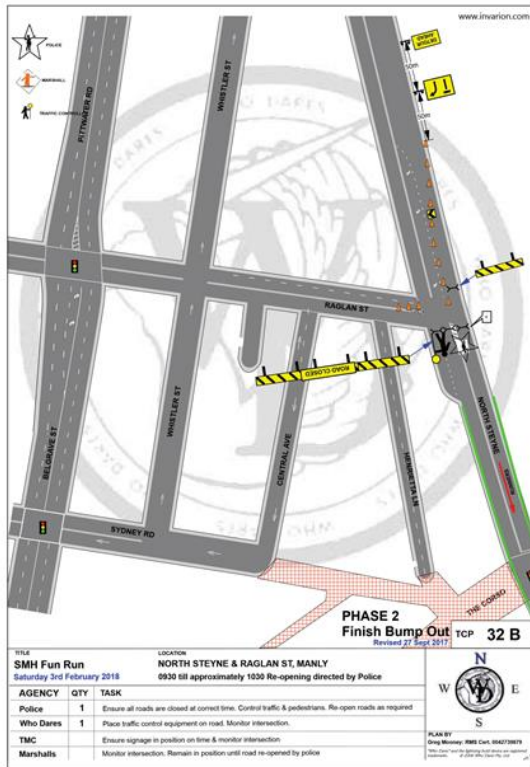
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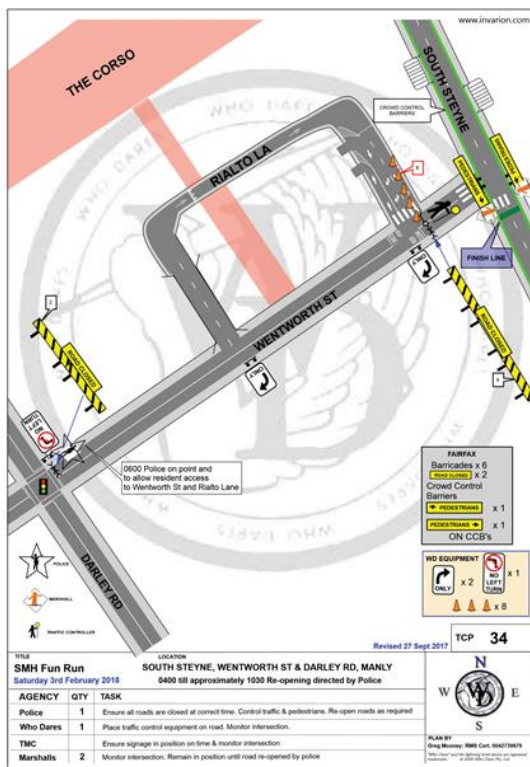
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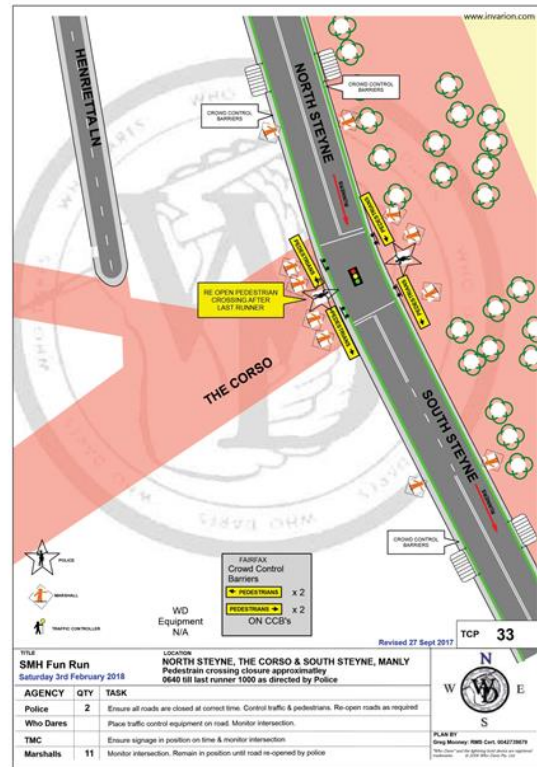
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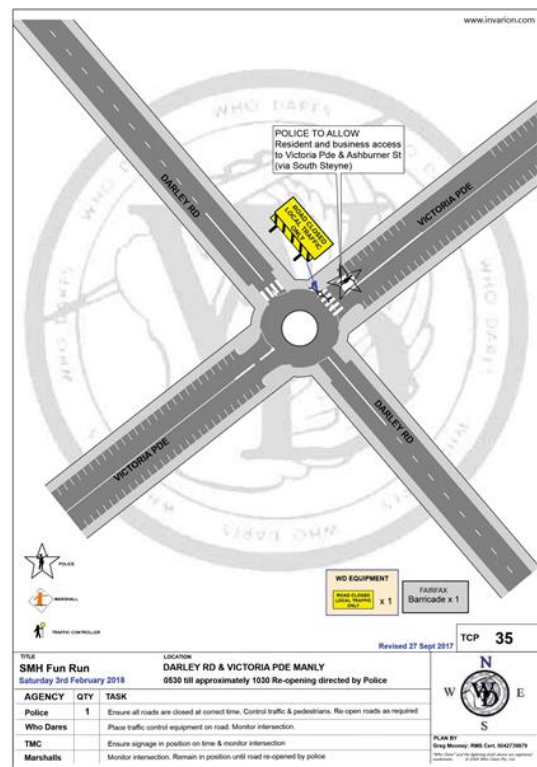
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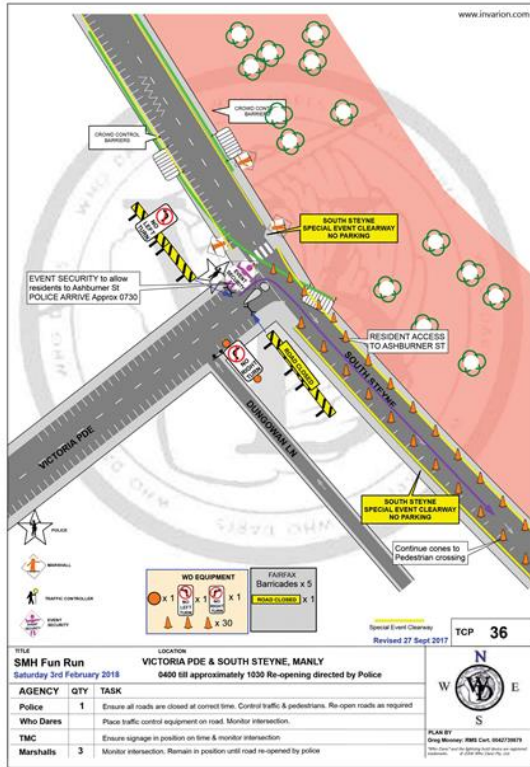
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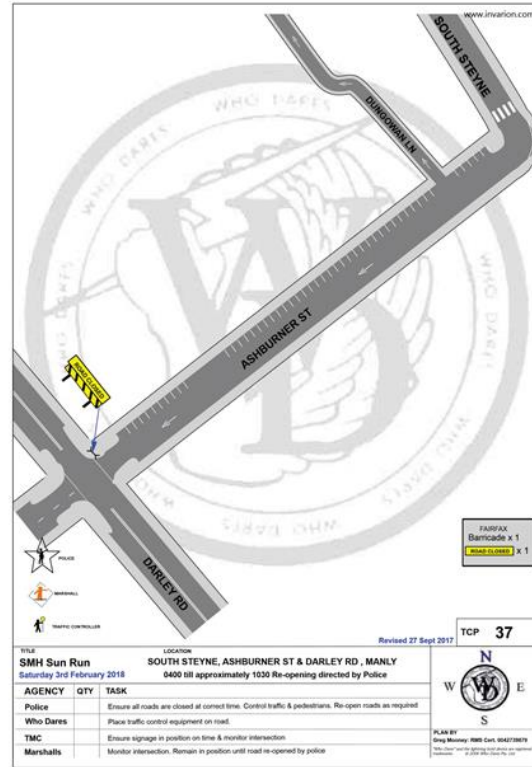
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10/10/2017

TMP Overview

Event Date: Saturday 3rd February 2018

Event Time: Event Operational 0500 – 1030

Event Organiser: Fairfax Events

TMP Version: 1

Revision Date: 29 September 2017

Document Author: Lauren Camino, Event Manager, Fairfax Events

This Traffic Management Plan is approved by:

Who Dares: Date:

New South Wales Police: Date:

Roads & Maritime Services: Date:

Northern Beaches Council: Date:

State Transit Authority: Date:

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Sydney Morning Herald Sun Run, Dee Why Beach to Manly Beach will operate.

Changes to the TMP require the approval of the NSW Police Force, the NSW Roads & Maritime Services, and Northern Beaches Council. All functional or single agency supporting plans are to recognise the primacy of this TMP and nothing contained in those plans may contravene any aspect of the TMP.

Signatories to this TMP should normally be the agency's senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

2018 SYDNEY MORNING HERALD SUN RUN

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TRAFFIC MANAGEMENT PLAN

SYDNEY MORNING HERALD SUN RUN DEE WHY to MANLY

Saturday 3rd February 2018

Version 1.1
29 September 2017

2018 SYDNEY MORNING HERALD SUN RUN

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1. **EVENT DETAILS**
 - 1.1. **Sydney Morning Herald Sun Run**

Start Marshalling Area: The Strand between Dee Why Parade and Oaks Avenue, and Howard Avenue.

Event HQ: Dee Why Surf Life Saving Club and adjacent grassed area.

Course: 10km & 7.1km - Dee Why to Manly

 Blathlon - Dee Why to Queenscliff to Manly

Finish: South Sleyne, Manly

Event Setup Time: from 0400

Event Start Time: 0645, 0720 & 0725

Event Finish Time: 1100

Start area road closure: 0430

Finish area road closure: 0400

Course road closures: from 0645

Cross over point: from 0620

Roads re-open in stages after the last runner passes. Refer to section 3.4 for details on runner timings.

Event Bump out: 3rd February (immediately following the event)

Number of Entrants anticipated: 6,000

Wheelchair athletes actively encouraged to participate.

The Event is on-street moving.
 - 1.2. **Planning Contacts**

Fairfax Events – 1 Darling Island Road, Pymont, NSW 2009
Sarah Young
Phone: 02 9282 3656
Mobile: 0412 727 656
Email: sarah.young@fairfaxmedia.com.au

Fairfax Events – 1 Darling Island Road, Pymont, NSW 2009
Lauren Camino
Event Manager
Phone: 02 9282 1250
Mobile: 0401 212 553
Email: lauren.camino@fairfaxmedia.com.au

Fairfax Events – 1 Darling Island Road, Pymont, NSW 2009
Christian Bucciarelli
Event Executive
Phone: 02 9282 2959
Mobile: 0433 307 197
Email: c.bucciarelli@fairfaxmedia.com.au

2018 SYDNEY MORNING HERALD SUN RUN

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Objectives of the TMP

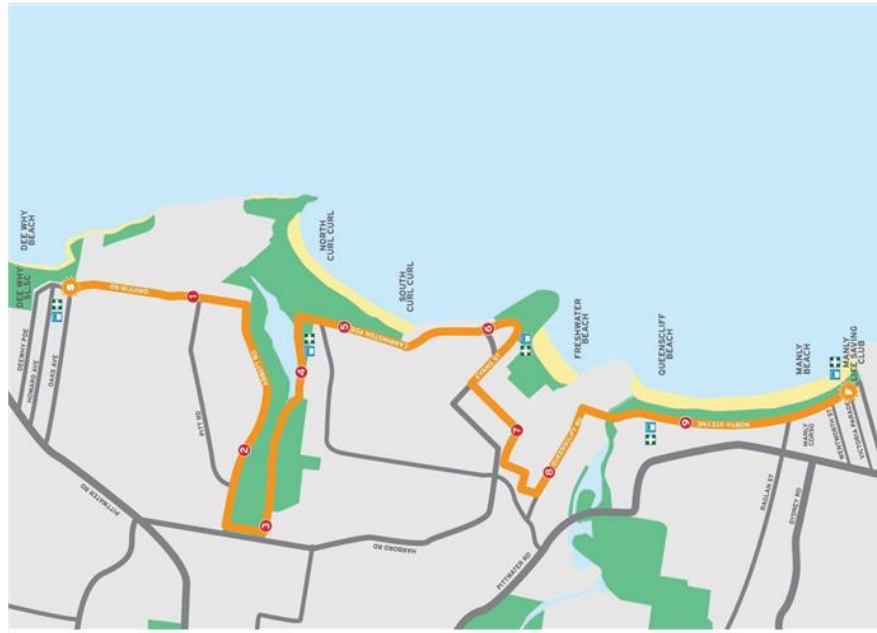
- To ensure that the Sydney Morning Herald Sun Run being held from Dee Why to Manly, is conducted in a safe manner with minimum disruption to the wider community.
- To provide a high level description of the various traffic, transport and pedestrian management to make this event a success.
- To provide a framework for each agency to use to develop their own plans.
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.

2018 SYDNEY MORNING HERALD SUN RUN

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1.3. Event Maps

10km



2018 SYDNEY MORNING HERALD SUN RUN

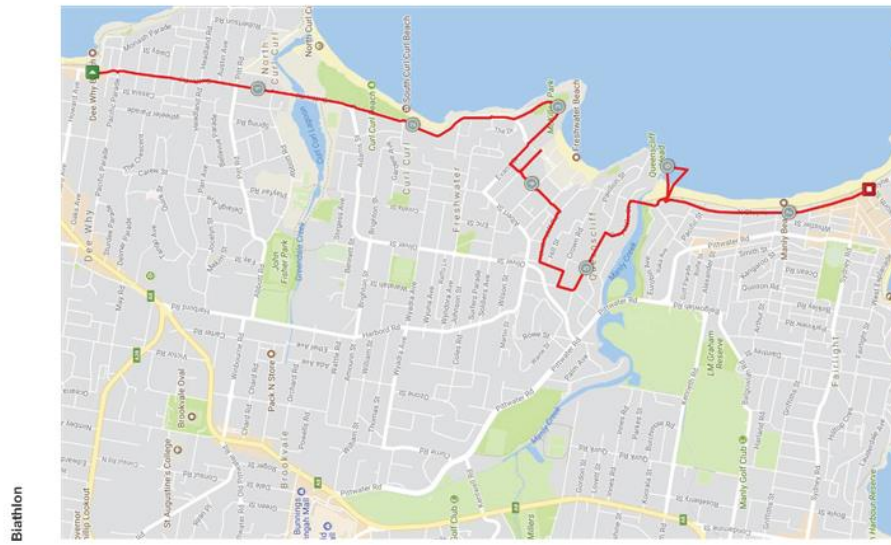
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External Agencies Contacts

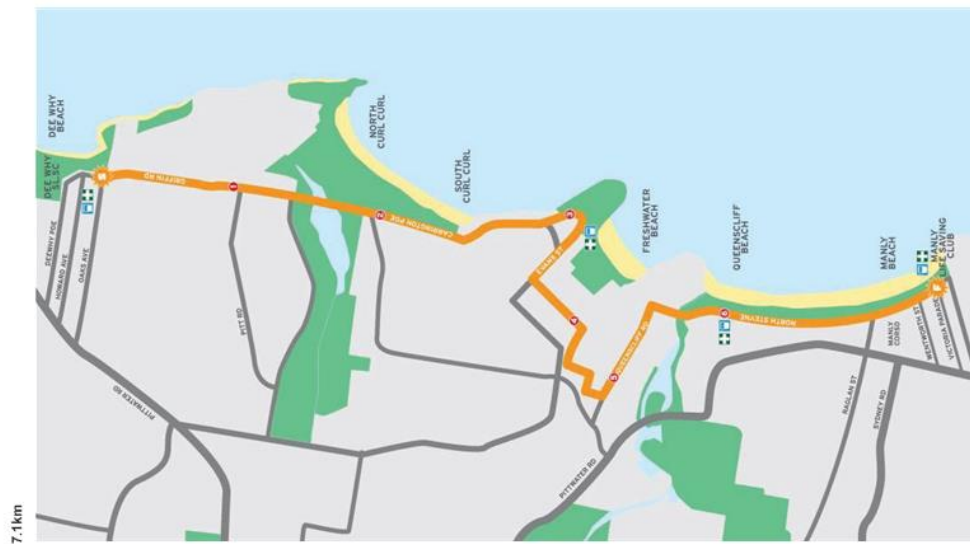
Name	Organisation	Position	Contact Number
Tatjana Vranjes Jakovljevic	TMC	Transport Operations Planning Manager	0403 088 061
Sgt Nino Jelovic	NSW Police	Traffic Sergeant	0457 845 049
James Brocklebank	Northern Beaches Council	Traffic Manager	02 9976 1434
Ray Carroll	State Transit Authority	Special Event Coordinator	0457 599 181
Lee Easton	St John Ambulance	Event Planner	02 9745 8706

2018 SYDNEY MORNING HERALD SUN RUN

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3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1. The Route:

Start marshal area: The Strand between Dee Why Parade and Howard Avenue
Start: The Strand

10km Course Route:

- The Strand between Dee Why Parade and Howard Avenue; continue south onto:
 - Griffin Road, turning right at:
 - Abbott Rd, turning left onto:
 - Harbord Road, turning left onto;
 - Pathway in John Fisher Park, turning right at the first bridge, and then left to continue out of the park and right onto:
 - Griffin Road, continue onto:
 - Carrington Parade, turning left onto:
 - Lumsdaine Drive, continue onto:
 - Evans Street, turning left at:
 - Charles Street, left onto
 - Oceanview road, turn around back onto
 - Charles Street, right:
 - Undercliff Road, left:
 - Dowling Street, right:
 - Crown Street, left:
 - Cavill Street, left:
 - Dalley Street, continue onto:
 - Queenscliff Road, continue onto:
 - Greycliff Street, continue onto:
 - North Steyne,
- Finish: North Steyne at Victoria Pde

7.1 km Course Route:

- The Strand between Dee Why Parade and Howard Avenue; continue south onto:
- Griffin Road, continue south onto:
- Carrington Parade, turning left onto:
- Lumsdaine Drive, continue onto:
- Evans Street, turning left at:
- Charles Street, left onto
- Oceanview road, turn around back onto

2018 SYDNEY MORNING HERALD SUN RUN

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2. RISK MANAGEMENT

2.1. Occupational Health & Safety - Traffic Control

Who Dares traffic controllers will deliver signage and maintain road closure point as per the Traffic Control Plans, along with volunteer marshals. Risk assessment plan to be forwarded. 2017 Risk Assessment attached.

2.2. Public Liability Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken on behalf of the organisers of the event. Current Certificate of currency attached.

2.3. Police

Police involved in event planning. User Pay Police services contracted.

2.4. Fire Brigades and Ambulance

Event Organisers will advise all emergency services of the event and associated road closures, contact details below

NSW Fire Brigade Metropolitan East Division

Phone: 02 9901 3539

Email: me2.account@fire.nsw.gov.au

NSW Ambulance Nickie Somerville Operational Logistics

Phone: 02 9779 3833

Email: nsommerville@ambulance.nsw.gov.au

2018 SYDNEY MORNING HERALD SUN RUN

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3.2. Parking

Reducing private vehicle use, increasing public transport use, and encouraging active transport means to the event is very important to the Event organisers.

Dee Why and Manly are major transport hubs and public transport is being promoted as the best method of travel to the event. Public transport options are promoted via the event website as well as highlighted in eDMs sent to participants.

It is estimated that 800 cars might require parking for the event, or require access to drop off participants.

Event Organisers will implement the following strategies to reduce and spread out the parking demand:

- Gear service provided to take participants belongings from Dee Why to Manly in an effort to reduce unnecessary travel between these suburbs where possible.
- Detailed Public Transport options will be advertised on the event website as well as highlighted in eDMs sent to participants.
- Event organiser will contract STA to supply charter buses to run a shuttle between Manly and Dee Why pre and post event. Manly Ferries will be contacted with regard to utilisation of services from Manly returning participants to the CBD.
- Local area parking is being investigated for parking options for entrants. The final outcome is still TBC at this stage.
 - o SLSC 200 marked spaces off Dee Why Pde.
 - o SLSC 100 grassed area (weather dependant) off Dee Why Pde.
 - o Dee Why RSL 100 spaces
 - o Manly Leagues Club 100 spaces
 - o Moolamba Rd car park 80 spaces.
 - o Kingsway car park behind the Civic Centre 140 spaces.
 - o Brookvale oval car park
 - o Dee Why YMCA
- Event organisers have approached Westfield Warringah Mall to investigate the potential of a special parking offer for event participants. The was not successful in 2017 but may be an option for 2018.
- Event organisers are in discussion with Uber as for 2017 for a discount offer for event participants with the aim of encouraging participants to use Uber as opposed to driving and parking their own vehicle.

2018 SYDNEY MORNING HERALD SUN RUN

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- Charles Street, right:
- Undercliff Road, left:
- Dowling Street, right:
- Crown Street, left:
- Cavill Street, left:
- Dalley Street, continue onto:
- Queenscliff Road, continue onto:
- Greycliffe Street, continue onto:
- North Steyne,

Finish: North Steyne at Victoria Pde

Biathlon Course Route:

- The Strand between Dee Why Parade and Howard Avenue, continue south onto:

- Griffin Road, continue south onto:
- Carrington Parade, turning left onto:
- Lumsdaine Drive, continue onto:
- Evans Street, turning left at:
- Charles Street, left onto
- Oceanview road, turn around back onto
- Charles Street, right:
- Undercliff Road, left:
- Dowling Street, right:
- Crown Street, left:
- Cavill Street, left:
- Dalley Street, continue onto:
- Queenscliff Road, continue onto:
- Greycliffe Street, continue onto:
- North Steyne, run onto
- **Queenscliff Beach for 500m swim, return to:**
- North Steyne

Finish: North Steyne at Victoria Pde

2018 SYDNEY MORNING HERALD SUN RUN

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3.4. Reopening roads after moving events

Race cut off times will be advised to participants in advance of the race day. These cut off times will be actively implemented, with runners asked to complete the run on the footpath if they fail to reach the cut off point by the advertised time. The proposed 2018 cut off points are listed below; these are the same as the 2017 cut offs.

Following the cut off time, any infrastructure will be removed immediately from the road, and once Police approval is given, that section of road will be reopened to traffic.

Race cut of times and locations:

Cut-off	Distance	Location	Cut off time
1	10km START	The Strand @ Oaks Ave	7:05am
2	1.3km (10k race)	Griffin Rd @ Abbott Rd	7:20am
3	7km START	The Strand @ Oaks Ave	7:35am
4	1km	Griffin Rd @ Pitt Rd	7:45am
5	2km	Carrington Pde @ Gardere Ave	8:00am
6	3km	Drink Station @ Lumsdaine Dr	8:00am
7	3.5km	Charles St @ Evans St	8:15am
8	4km	Charles St @ Moore Rd	8:20am
9	5km	Queenscliff Rd @ Dalley St	8:35am

The re-opening of the roads will be shortly after the advertised cut off times, a Police (to be confirmed) rear escort sweep vehicle will follow runners to the cut off points, directing any runners not able to make the cut off point to move to the footpath and removed from the competitive phase of the event.

Police will give approval to reopen the road after it has been cleared and checked.

- Further measures have been put in place to ensure roads are opened in a timely manner:
- Drink station has been located on Lumsdaine Dr to ensure that the clean up time does not affect the reopen of Carrington allowing traffic to re-enter the main road.
 - Minimal infrastructure will be used on course at road closures.
 - Maintaining full road closures also contributes to quick reopen of roads as partial road closures would require a significant amount of infrastructure to be installed and pickup, lengthen road closure times and delaying all road openings.

2018 SYDNEY MORNING HERALD SUN RUN

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3.3. Impact on/of Public Transport

3.3.1. STA BUSES – Non-Event

In 2017 the following bus routes were diverted. We are in discussions with STA to do the same in 2018.

The 136 will be diverted between 6:00am - 09:00am. The diversion is:
From Chatswood / Frenchs Forest as normal to St David Ave, Dee Why then turning right into Pittwater Road, Left into Harbord Road, Left into Brighton Street, Right into Oliver Street, Right into Wyuna Avenue, Left into Harbord Road, follow into Lawrence Street, Right into Cavill Street, Right into Oliver Street, Left into Pittwater Road to Manly. The 136 followed the reverse route out of Manly.

The 159 service from BV depot at 8:19am towards Dee Why will turn left into Pacific Pde instead right, bypassing The Strand/Howard Ave/Avon Rd portion of trip. If road opening go according to schedule it will not affect any other 159 services.

The first 3x 139 services to and from Manly will be cancelled and replaced with a loop service from Warringah Mall to Foam St.

Sydney Buses will provide supervision on the day, and will restore services as soon as possible.

3.3.2. STA BUSES – Event

Significant work has gone into looking at potential options, of which the most efficient, as deemed by the event organisers, will be implemented. The event organisers are currently liaising with Transport NSW and STA to investigate service options between Manly and Dee Why for pre and post race participant movements.

In previous years a shuttle service was implemented between Manly and Dee Why as well as additional morning services from Coojee, Bondi and Wynward to Dee Why. This will be implemented again in 2018.

2018 SYDNEY MORNING HERALD SUN RUN

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Partial road closures will be managed for residence access only, by the Police and Traffic controllers.

Blackwood Road	Between Abbots Road and Pitt Street	southbound
Delagh Avenue	Between Pitt Avenue and Jocelyn Street	southbound
Granger Avenue	Between Pitt Road and Jamison Avenue	southbound
Playfair Road	Between Pitt Avenue and Pitt Road	southbound
Reid Avenue	Between Pitt Avenue and Bellevue Parade	southbound
Ross Street	Between Pitt Road and Jamison Avenue	southbound
Spring Road	Between Abbots Road and Ross Street	southbound

Car parks with accesses from Abbots Road between Harbord Road and Griffin Road be closed from 5:30am to 8:45am.

- Dee Why RSL Bowling Club car park access
- John Fisher Netball Courts car park access
- John Fisher Park (Donzil Joyce, Reub Hudson) access to Reub Hudson will be managed from 7:40am

FROM 6 AM TO 9:00 AM

Boronia Street	Between Monash Parade and Griffin Road	westbound
Griffin Road	Between Pacific Parade and Adams Street	
Monash Parade	between Pacific Parade and The Strand Lane	northbound
Pacific Parade**	between Wheeler Parade and The Strand	eastbound
Pacific Parade**	Between Monash Parade and Griffin Road	westbound
The Strand Lane	between Pacific Parade and Griffin Road	both directions

** Vehicles crossover point until 6:30am

CURL CURL AND FRESHWATER

FROM 6AM TO 9:00 AM

Adams Street	between Lalchere Street and Griffin Road	eastbound
Carrington Parade	between Adams Street and Evans Street	both directions
Charles Street*	between Evans Street and Undercliff Road	both directions
Gardene Avenue	between Farnell Street and Carrington Parade	eastbound

2018 SYDNEY MORNING HERALD SUN RUN

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3.5. Traffic management requirements unique to this event

The Sun Run is a road based moving event. Full road closures along the course and traffic diversions are required for this event to take place in order to maintain a safe operating environment. As the event is being conducted on a Saturday morning at 6:45am, traffic flow in the area will be relatively low. The following describes the proposed traffic diversions and road closures for the road network.

A clearly defined course with a minimum width of 6m is required to ensure safe and enjoyable conditions for the runners.

Fairfax is committed to increasing the involvement of persons with disabilities who participate in our events. Therefore, the event needs to be conducted along an accessible course, on accessible surfaces (ie no sand, grass, or steps).

3.5.1. Road Closures

Roads will be progressively re-opened by TMC and Police after cleaning. Road closures to be in place:

DEE WHY AND NORTH CURL CURL

FROM 4 AM TO 9:00 AM

Dee Why Parade*	between Clyde Road and The Strand	both directions
Howard Avenue	between Clyde Road and The Strand	both directions
Oaks Avenue	between Clyde Road and The Strand	eastbound
The Strand	between Dee Why Parade and Pacific Parade	both directions

* Closure will be implemented once event car park is full

FROM 5:30 AM TO 8:45 AM

Albott Road	between Pitt Road and Griffin Road	both directions
Abbott Road	between Harbord Road and Pitt Road	westbound
Harbord Road	Between Abbots Road and Miles St	Southbound

FROM 5:30 AM TO 9:00 AM

Headland Road	between Wheeler Parade and Griffin Road	eastbound
Pitt Road*	between Blackwood Road and Griffin Road	both directions

* Closure will be implemented once event car park is full

2018 SYDNEY MORNING HERALD SUN RUN

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Evans Street	between Lumsdaine Drive and Charles Street	both directions
Evans Street	between Albert Street and Charles Street	eastbound

*** Vehicles crossover point until 6.40am

Partial road closures will be managed for residence access only, by the Police and Traffic controllers.

- Beach St
- Dick St
- Charles St Upper
- Ellen St
- Edgar St
- The Drive

FROM 6AM TO 10.00 AM

Lumsdaine Drive	between Carrington Parade and Evans Street	both directions
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*Access to Harbord Diggers Club will be managed from 8.30am

QUEENSClIFF

FROM 6AM TO 10.00 AM

Bridge Road	between Greycliffe Street and North Steyne	both directions
Cavill Street	between Crown Road and Dalley Street	both directions
Cavill Street*	between Oliver Road and Crown Road	southbound
Crown Road *	between Dowling Street and Cavill Street	both directions
Dalley Street	between Cavill Street and Queenscliff Road	both directions
Dowling Street	between Undercliff Rd and Crown Road	both directions
Dowling Street	between Lawrence Street and Undercliff Road	southbound
Greycliffe Street	between Queenscliff Road and Bridge Road	both directions
Queenscliff Road	between Dalley Street and Greycliffe Street	both directions
Queenscliff Road	between Greycliffe Street and Cavill Street	both directions
Undercliff Road	between Charles Street and Dowling Street	both directions

*vehicle crossover point managed by Police and traffic controllers

Partial road closures will be managed for residence access only, by the Police and Traffic controllers.

Dalley Street	between Oliver Street and Cavill Street	eastbound
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2018 SYDNEY MORNING HERALD SUN RUN

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Following streets will not be vehicle accessible between 6am and 10:00 am:

- Crown Rd
- Highview Ave
- Hill St
- Pavilion St
- Queenscliff Rd

MANLY

FROM 4 AM TO 9.30 AM

Collingwood St	between Bonner Ave and North Steyne	eastbound
Denison St	between Whistler St and North Steyne	both directions
North Steyne	between Bridge Road and Raglan Street	both directions
Raglan St	between Henrietta Ln and North Steyne	both direction
Raglan St	between Pitwater Rd and Henrietta Ln	eastbound

FROM 4 AM TO 11:00 AM

Ashburner St	between Darley Road and South Steyne	westbound
North / South Steyne	between Raglan Street and Ashburner Street	both directions
Rialto Lane	access from Wentworth Street	both direction
Victoria Parade*	between Darley Road and South Steyne	eastbound
Wentworth Street*	between Darley Road and South Steyne	eastbound

*managed vehicle access for residents and businesses by Police

3.6. Special event clearways

Special event clearways required - TMC to arrange. The following list shows the times and the locations of the Special Event clearways. The major (advanced) SEC signage and the road closure signage will go up about 10 days before the event. The minor (regulatory) SEC signage generally goes up about one or two days before an event. SEC signage will then be removed by TMC contractors post event. All SEC signage will include the date and time of the clearway.

TMC contract 8 tow trucks to service the towing from these clearways.

2018 SYDNEY MORNING HERALD SUN RUN

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FROM 4 AM TO 9 AM

DEE WHY AND CURL CURL

The Strand	between Dee Why Parade and Oaks Avenue	both sides
Harbord Rd	Between Abbott Road and path to Greendale Creek	Eastern side
Harbord Rd	Between Winbourne and Miles St	Western side

FRESHWATER AND QUEENSLIFF

Charles Street	between Oceanview Road and Evans Street	Western side
Crown Road	between Cavill Street and Dowling Street	Both sides
Dowling Street	between Undercliff Road and Crown Road	Eastern side
Evans Street	between Charles Street and Carrington Street	Northern side
Queenscliff Road	between Greycliff Street and 116 Queenscliff Rd	Southern side
Undercliff Road	between Charles Street and 52 Undercliff Rd	Northern side

MANLY

North Steyne	between Callingswood Street and Raglan Street	Eastern side
North Steyne	between Raglan Street and Victoria Parade	Both sides
North Steyne	Between Victoria Parade and Ashburner Street	Eastern side

Extra cones and/or bollards will be supplied and used to delineate any cars that remain parked in the Special Event Clearways.

You must not stop or park on a length of road where a special event clearway sign applies. The drivers of public buses, taxis and hire cars are permitted to stop when dropping off or picking up passengers. If your vehicle is left on a clearway it will be towed away, usually to a nearby street and fines apply.

3.7. Contingency plans

Construction taking place on day	All councils do a full check on permits issued for this time.
Heavy weather	The event will go on. Bureau of meteorology is a key contact in days leading up to event.
Accident on course	There are St. John positions and BERT teams on the course. In addition there is a Medical centre at the finish area and ambulances positioned around the course.
Absence of marshals and volunteers	Extra volunteers are invited to attend the day in case of no shows.
Block local resident access	Extensive letter box drops are done in areas where there are SECs.
	VMS and the media is used to notify residents of the date and times involved.

3.8. On course Infrastructure

Traffic management infrastructure will be delivered on the morning prior to the event, and put in place by qualified traffic controllers as per approved Traffic Control Plans (see attached).

Other race infrastructure to be in place once the roads have closed are described below.

Drink Stations

Drink Station	Location	Set Up	No of sides of road
1	John Fisher Park (off road)	5:30	0
2	Lumsdaine Drive, bus layover adjacent to the Harbord Diggers.	5:30	1
3	North Steyne	5:30	1

4. MINIMISING IMPACT ON NON-EVENT COMMUNITY & EMERGENCY SERVICES

4.1. Course Cross Over Points

The following course crossing locations are implemented in order to maintain vehicular egress from the North Curl Curl and Queenscliff Areas for as long as possible.

- The Strand at Oaks Ave Dee Why
- Griffin Rd at Pitt Rd, Curl Curl
- Charles St at Moore Rd, Freshwater
- Dowling St at Crown Rd, Queenscliff
- Cameron Ave to Collingwood St, Manly

These points will be managed by Police and traffic controllers to allow motorists to cross the course up to the latest possible time before the runners. Police and traffic controllers will allow motorists to cross the course when safe to do so during any gaps in the runners prior to the official re-opening.

4.2. Notification and Advertising Road Closures

Course route and road closure times will be advertised via:

4.2.1. Media Communications

Road closures or restrictions are advertised in the Herald Newspapers, and through a comprehensive list of other Fairfax and Council media outlets (at least 7days prior). All road closures, Special Event Clearways and detours are also advertised on the TMC website and the Sun Run website.

The TMC will highlight on a map the areas that are effectively closed (landlocked) as well as the actual road closures. In particular areas east of Griffin Road, Dee Why and parts of Queenscliff will be identified as closed on the map and each course cross over point will also be identified clearly on the map.

The TMC will also make sure that on the RMS/TMC websites and on the Live Traffic website the information about course cross over point has its own heading and section and is not included as a component of the clearway information. PDF versions of the TCPs for intersections where course cross over points are located should also be made available on the RMS/TMC website so that residents can view the cross over information.

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KM Marker Locations

Event	KM	Street	Cross Streets	Closest Address	Suburb
Both	Start	The Strand	Oaks Ave	9 The Strand	Dee Why
Both	1	Griffin Rd	Pitt Rd & Abbott Rd	39 Griffin Rd	North Curl
10km	2	Abbott Rd	Lillie St & Pitt Rd	98 Abbott Rd	North Curl
10km	3	Bike Path (North)	John Fisher Park	N/A	North Curl
10km	4	Bike Path (South)	John Fisher Park	N/A	North Curl
7km	2	Carrington Pde	Gardere Ave	68 Carrington Pde	Curl Curl
10km	5	Carrington Pde	Stewart House	44 Carrington Pde	Curl Curl
7km	3	Lumsdaine Dr	McKillop Park Car Park	Harbord Diggers	Freshwater
10km	6	Lumsdaine Dr	Evans St/Harbord Diggers	75 Evans St	Freshwater
7km	4	Charles St	Ocean View Rd/Kooloora Ave	25 Charles St	Freshwater
10km	7	Charles St	Kooloora Ave/Moore Rd	11 Charles St	Freshwater
7km	5	Dalley St	Queenscliff Rd	9 Dalley St	Queenscliff
10km	8	Queenscliff Rd	Dalley St	109 Queenscliff Rd	Queenscliff
7km	6	North Steyne	Ceramic Ln	124 North Steyne	Manly
10km	9	North Steyne	Pacific St	112 North Steyne	Manly

3.9. Traffic Management requirements unique to this event

TCP 11:

(Phase 1) Local Access will be possible Eastbound on Abbott Rd. Vehicles will then need to turn Left onto Blackwood Road and Left onto Pitt Rd for access.

At 7:40am (Phase 2), once the last runner has passed the entrance of Reserve Car Park, access to the carpark will be possible for sports team members travelling Eastbound on Abbott Rd or Southbound on Fay St.

At 7:45am (Phase 3), Abbott Rd west of Pitt Rd will remain closed. Westbound, Abbott Rd east of Pitt Rd will be open to local access in both directions, vehicles will be able to continue along Abbott Rd with no Access to Griffin Road or turn Right onto Pitt Rd. Abbott Road will completely re-open to the public at 8:45am

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4.2.2. Resident and Business Letterbox drops on January 22, 2018.

Letter box pamphlets are delivered to all residents and businesses along the course and in surrounding streets. This document outlines all of the road closures and Special Event Cleanways, and advises of towing procedures. Meetings/ phone communications are also held with many of the impacted parties.

The Letter box drop information will include specific information about road closures and effective road closures in each area and specific information about how residents can access the various course cross over points.

Effort has been made to minimise the number of streets that will experience a short period of time where they do not have road access. These residents will be advised well in advance of the situation so that they can plan ahead, and make alternative arrangements.

All Emergency Services agencies will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure at all times should an incident occur.

Letter Box Drop:

Size – A4, tri-fold

Quantity – 10,000

4.2.3. Business Consultation

As of November, the businesses along Harbord road directly affected by the proposed partial closure will be contacted by event organisers. In 2017 the partial closure did not affect their operations. The list of the businesses consulted is below.

- Shell Service Station
- Kmart Tyre Centre
- Bill Buckle Subaru
- Kennards Hire Brookvale
- Tradelink Plumbing Centre
- TLE Electrical
- Goodspanner Services/Tyre Centre
- Hymix Concrete
- Brookvale Glass
- Pedders Suspension

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4.3. Permanent Variable Message Signs

TMC Permanent Variable Message Sign's will be used to advise motorists of pertinent traffic information.

All traffic related messages displayed on VMS should be coordinated from the TMC.

Locations:

VMS No.	VMS_ID	Route/Name	Direction	LOCATION
VMS 1			Southbound	Cnr Pittwater Rd and Warringah Rd
VMS 2			Southbound	Burnt Bridge Creek deviation

4.4. Portable Variable Message Signs

Suggested Portable VMS Locations:

1. Dee Why Pde at James Meehan Res, Dee Why - showing to eastbound traffic.
2. Bridge Rd 25 metres south of the bridge opposite surf club North Steyne – showing to northbound traffic.
3. Sydney Rd in parking lane facing eastbound traffic opposite James Street (outside Ivanhoe Park)
4. North Steyne, Manly (opposite Collingwood St) facing southbound traffic. Locate on the corner edge of the parking bay on the eastern side of the road, placed at 45 degrees angle facing the traffic.
5. North Steyne (opposite Raglan St) facing northbound traffic. Locate on the corner edge of the parking bay on the eastern side of the road, placed at 45 degrees angle facing the traffic.
6. Harbord Rd North of Headland Rd facing Southbound traffic
7. Harbord Rd South of Headland Rd facing Northbound Traffic

Message	
Portable VMS 1 and 2 27/01/2018 TO 3/02/2018	Portable VMS 3 27/01/2018 TO 3/02/2018
DY - MANLY SUN RUN SAT 3 FEB	DY - MANLY SUN RUN SAT 3 FEB

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APPENDIX

A1. Physical survey of the route

Item	Verified	Action Taken
All one way streets are as described	<input checked="" type="checkbox"/>	
Block access to local businesses	<input checked="" type="checkbox"/>	Local Businesses will be aware of the road closures
Block Ambulance access	<input checked="" type="checkbox"/>	All Emergency Services notified of event. Police to facilitate emergency vehicle access
Block local resident access	<input checked="" type="checkbox"/>	Limited access provided under police or nominated traffic management contractor control
Block Police vehicle access	<input checked="" type="checkbox"/>	Police to facilitate access
Block public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic diversion
Restricted movements – banned turns, heavy/high vehicles	<input checked="" type="checkbox"/>	Intersections under Police/Traffic Controller
Signalised intersections	<input checked="" type="checkbox"/>	To be managed by RMS
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of standard road closures

A2. Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme Weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> Yes	Police will be on-site

A3. Attachments

Traffic Control Plans - 1 to 34
Risk Assessment

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Message
<div> <div> ROAD CLOSURES 4AM – 10:30AM EXPECT DELAYS </div> <div> NTH STEYNE CLOSED 4AM – 10:30AM </div> </div>
<div> <div> Portable VMS 4 AND 5 29/01/2018 TO 03/02/2018 </div> <div> CHANGED PARKING CONDITIONS CLEARWAY SAT 3 FEB 4AM – 9AM </div> </div>
<div> <div> Portable VMS 6 AND 7 29/01/2018 TO 03/02/2018 </div> <div> DY - MANLY SUN RUN SAT 3 FEB NO ACCESS TO BEACHES LOCAL ACCESS VIA HEADLAND RD </div> </div>

4.5. Emergency Vehicle Access

All Emergency Services agencies will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure at all times should an incident occur.

5. EXECUTION

This TMP has been developed in consultation with the RMS, the NSW Police, Northern Beaches Council and the STA.

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ITEM 4.17	EVENT: FORESTVILLE SCHOOL FUN RUN - 18 MARCH 2018 - FORESTVILLE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2017/386541
ATTACHMENTS	1 Consolidated TMP - Forestville Fun Run 2 Certificate of Currency - Forestville Fun Run

UBD Ref: 176 D12

REPORT

Forestville Public School has submitted an application to hold their annual Fun Run event on Sunday 18 March 2018.

The Fun Run is a Class 3 event as defined in the Roads and Maritime Services (RMS) Special Event Guidelines. The required Traffic Management Plan (TMP) including the Traffic Control Plans and other relevant information are attached.

The Fun Run involves three runs consisting of a 2km, 5km, and 10km run to be held between 7:00am and 11:00am on Sunday 18 March 2017. The applicant advises that there will be a total of up to 1200 participants in the Fun Run with 500 participants expected to take part in the 2km, 500 in the 5km and 200 in the 10km run. All events start and finish within the Forestville Public School.

All Fun Run routes will take place along footpaths and the Forestville War Memorial Playing Fields. There is no running along carriageway roads; however, there are a number of road crossings involved which will be under stop and go control by accredited traffic controllers. Marshals will also be utilised to assist participants at road crossings.

The Fun Run is to be conducted in the same format as was approved for 2017 event.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Forestville School Fun Run for 18 March 2018 be approved subject to the following conditions:
- (i) That the applicant undertakes notification to affected residents, businesses, churches and bus operators.
 - (ii) Approval is obtained from NSW Police to hold the event.
 - (iii) All barricades and necessary signposting shall be provided by the event organiser and maintained during the period of the event by RMS accredited traffic controllers or Police engaged by the applicant.
 - (iv) All traffic control devices are to be installed in accordance with Australian Standard 1742.3.
 - (v) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.

- (vi) The event organiser shall indemnify 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 and that the cover period expires no earlier than 20 March 2018.
 - (vii) 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.
 - (viii) The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers, and Council reserves the right to cancel or amend the conditions of approval at any time.
- B. That the Traffic Committee supports the event for the next five years and that the item is not to be resubmitted to the Traffic Committee during this period unless there are significant changes to the event.
-



TRAFFIC MANAGEMENT PLAN

Sunday 18th March 2018

PREPARED ON BEHALF OF



Forestville Public School

BY
WHO DARES PTY LTD
Version 1.0
9th August 2017

TRAFFIC PLANNERS
SAFETY CONSULTANTS
SECURITY CONSULTANTS

SHED 8/1 CANAL ROAD
LEIGHARDT 2040
P.O. BOX 187
FIVE DOCK 2046

Fax: 02 9569 9933
Ph: 02 9569 9932

FORESTVILLE SCHOOL FUN RUN TMP
9th AUG 2017 - VERSION 1.0

Event Organiser: Forestville Public School

Document Author: Glenn Armstrong
Who Dares Pty Ltd
Design & Inspect Traffic Control Plans
Certificate: (Orange Card) 0033208347
Phone 9569 9922

Version Control

Version	Date	Status	Comments
Draft 1.0	9 Aug 2017	Draft	First Draft

FORESTVILLE SCHOOL FUN RUN TMP
9th AUG 2017 - VERSION 1.0

1. EVENT DETAILS

1.1 Event summary

Event Name	Run Forest Run – Forestville Fun Run and Fair.
Event Date:	Sunday 18th March 2018
Event Start Time:	08:00 hours
Event Finish Time:	11:00 hours
Event Set Up Time:	06:00 hours
Event Pack Down Finish Time:	12:00 hours
Event is:	Fun Run

1.2 Contact Names

Transport for NSW – Local RMS Representative

Nazli Doraji
Phone 131 782
Fax
E-mail nazli.doraji@rms.nsw.gov.au

POLICE – Northern Beaches

Sgt Nino Jelovic
Phone 02 9971 3327
Fax
Mobile
E-mail jeloinin@police.nsw.gov.au

Northern Beaches Council -

Allison Cooper
Sports and Open Space
Officer
Phone 02 9942 2111
Fax
Mobile
E-mail Allison.cooper@northernbeaches.nsw.gov.au

Forestville Public School

Emma Thompson
P & C Vice President
Phone 0408 987 713
Mobile
E-mail emma_thompson@mac.com

Who Dares Pty Ltd – Traffic Consultants

Glenn Armstrong
Operations Manager - Film
Phone 02 9569 9922
Mobile 0438 426 433
E-mail glenn@whodares.com.au

FORESTVILLE SCHOOL FUN RUN TMP
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2. RISK MANAGEMENT - TRAFFIC

2.1 Occupational Health & Safety – Traffic Control

Refer Annex 1

2.2 Public Liability Insurance

A \$20,000,000 Public Liability Insurance Certificate has been undertaken on behalf of the organisers of the event by Forestville Public School. The Transport Management Centre (TMC), Roads and Maritime Services (RMS) and Transport for NSW (TFNSW), must be listed as interested parties on this policy. Refer Annex 2

2.3 Police

Northern Beaches Local Area Command is to be notified of the event and a Public Assembly Form submitted to Police.

2.4 Fire and Rescue NSW and NSW Ambulance

Fire and Rescue NSW and NSW Ambulance will be notified in writing of the event by the event organiser.

3. TRAFFIC AND TRANSPORT MANAGEMENT

3.1 Event description

This will be the 4th year for this event. It is designed as a school fun run with a purpose of raising valuable funds for the school. The participants will be running on the footpaths. The TMP and supporting TCP's show where runners will be assisted across roads via stop/slow traffic control with the assistance of event marshals. To do this as safely as possible runners will be diverted from the intersections of larger roads into the minor roads via bollards, tape and event marshals and crossed under the direction of the traffic controller's onsite. It is proposed to have three sub events with in the event, a 10km run starting at 08:00hrs, a 5km run starting at 09:00 hrs and a 2km run starting at 10:00hrs. It is expected that up to 1,200 participants will register to run, 500 in the 2km, 500 in the 5km and 200 in the 10km.

FORESTVILLE SCHOOL FUN RUN TMP
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3.2 The 5 and 10km Route

This route will be the same as last year's event. The 3 different events will start inside the school premises and runners will exit the gates onto Melwood Ave and turn left, they will then cross the pedestrian crossing on Melwood Ave from east to west and head south to Riverhill Ave where runners will turn right and stay on the northern footpath. At the end of Riverhill Ave runners will cross Forestville Ave and turn left to head south and into the Forestville War Memorial Playing Fields.

Runners will follow paths through the park before exiting at the driveway entrance back onto Melwood Ave where they will turn right to continue south on Melwood Ave staying on the western footpath.

The runners will then cross Lanford Ave, Killara Ave and Finlan Ave and continue down to Downpatrick Rd, at the roundabout the runners will cross from the southern side of Melwood Ave to the northern side with assistance of traffic control. They will continue east on Melwood Ave until the intersection of Starkey St where they will turn left and head north up Starkey St staying on the western footpath.

They will cross Greystones Rd, Tobora St, Keegan Pl, Wirrida Way, Cannons Pde and then turn left into Violet Ave and cross from the southern footpath to the northern footpath and head west.

At the intersection of Violet Ave the runners doing the 5km run will turn right and then cross Darley St from west to east and then head north where they will turn left into the school gates and proceed to the finish line.

Runners in the 10km run after crossing Darley St will turn left on Darley St and then right into Bushlands Ave and stay on the northern footpath till they reach Melwood Ave, they will turn right onto Melwood Ave and head north to the pedestrian crossing where they will cross Melwood Ave from west to east again and then complete another lap of the same course. On the 2nd return to Darley St they will turn right after crossing Darley St and head north, they will turn left into the school gates and proceed to the finish line.

3.3 The 2km Course

This route will also be the same as last year's event. Runners will exit the school gates on Melwood Ave and turn left, they will then cross the pedestrian crossing on Melwood Ave from east to west and head south to Riverhill Ave where runners will turn right and stay on the northern footpath. At the end of Riverhill Ave runners will cross Forestville Ave and turn left to head south and into the Forestville War Memorial Playing Fields.

Runners will follow paths through the park before exiting at the driveway entrance back onto Melwood Ave where they will turn left and head north, runners will then cross Melwood Ave from west to east and into Bushlands Ave and continue east along the northern footpath, when they reach Darley St they will be turned left into Darley St where they will continue north and then turn left into the school gates to proceed to the finish line.

FORESTVILLE SCHOOL FUN RUN TMP
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4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

4.1 Advise the traffic management arrangements

All residents will be notified of the event through:

- Letterbox drop will be conducted for impacted residents along the routes at least two weeks prior to the event.
- Newspaper notifications will be placed in the local newspaper at least two weeks prior to the event.

4.2 Portable variable message sign

No portable VMS boards will be used for this event.

5. PRIVACY NOTICE

The "Personal Information" contained in the completed Transport Management Plan may be collected and held by the NSW Police, the NSW Roads and Maritime Services (RMS), or Local Government.

I declare that the details in this application are true and complete. I understand that:

The "personal information" is being collected for submission of the Transport Management Plan for the event described in Section 1 of this document;

I must supply the information under the Road Transport Legislation (as defined in the Road Transport (General) Act 1999) and the Roads Act 1993;

Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding;

The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information";

The "personal information" held by the Police, RMS or Local Government may be disclosed inside and outside of NSW to event managers or any other person or organisation required to manage or provide resources required to conduct the event or to any business, road user or resident who may be impacted by the event;

The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

FORESTVILLE SCHOOL FUN RUN TMP
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3.4 Detours

No detours are required for this event.

3.5 Cleaning

Forestville Public School volunteers will that any rubbish produced by the events drink stations will be collected and disposed of correctly.

3.6 Public Transport

Bus route 278 Chatswood - Killarney Heights and Forestville Shuttle that travels north along Melwood Ave may experience slight delays due to intermittent traffic control on Melwood Ave. Traffic control will give priority to buses to get them through as quick as possible.

3.7 Parking

Participants will be asked to park on Warringah Rd north of Darley St. Participants will also be asked not to park where they will be on the course or may turn onto the course when leaving. Self-generated parking and vehicle congestion can impact negatively on events. Participants will be asked to park on Warringah Rd in a manner that will enable them to drive off without that negative impact.

3.8 Construction, traffic calming and traffic generating developments

At present there are no indication of construction works that will be impact the event.
There are no traffic calming devices or traffic generating developments along the route.

3.9 Traffic Control

Authorised traffic controllers will install signage and maintain closure points as per the Traffic Control Plans.

3.10 Contingency Plans

Issue/Risk	Applicable	Action Taken
Heavy Weather	<input checked="" type="checkbox"/> Yes	Only in Extreme weather conditions would this event not take place
Accident on the route	<input checked="" type="checkbox"/> No	Standard
Breakdown of vehicle or heavy vehicle	<input checked="" type="checkbox"/> No	Standard
Security of participants	<input checked="" type="checkbox"/> No	Standard

3.11 Heavy Vehicle Impacts

There should be no impact to heavy vehicles

3.12 Special Event Clearways

There should be no impact to heavy vehicles.

FORESTVILLE SCHOOL FUN RUN TMP
9th AUG 2017 - VERSION 1.0

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6. APPROVAL

TMP Approved by: _____ Date: _____

Event Organiser - Forestville Public School

7. AUTHORITY TO *REGULATE TRAFFIC

Council's traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ Date: _____

Northern Beaches Council

The RMS's traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of traffic authorised by: _____ Date: _____

Road and Maritime Services

* "Regulate traffic" means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act, 1993). Council and RMS require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.

FORESTVILLE SCHOOL FUN RUN TMP
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8. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one way streets are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input type="checkbox"/>	Local Businesses will be aware of the Traffic control arrangements for the event.
Blocked Ambulance access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked local resident access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked Police vehicle access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked public transport access	<input checked="" type="checkbox"/>	None known due to traffic.
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/>	Instructions under Traffic Control.
Road signage – existing/temporary	<input type="checkbox"/>	
Signalised intersections	<input type="checkbox"/>	To be managed by TMC.
Traffic generators – shopping centres, schools, churches, industrial areas, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of the Traffic control arrangements for the event.

9. Attachments

- Annex 1 – Traffic Control Measures Checklist
- Annex 2 – Public Liability Insurance
- Annex 3 – Road Occupancy License application
- Traffic Control Plans
- WD/MelwoodAve/RFR/GA2346-1
- WD/MelwoodAve/RFR/GA2346-2
- WD/MelwoodAve/RFR/GA2346-3
- WD/MelwoodAve/RFR/GA2346-4
- WD/MelwoodAve/RFR/GA2346-5
- WD/MelwoodAve/RFR/GA2346-6
- WD/MelwoodAve/RFR/GA2346-7
- WD/MelwoodAve/RFR/GA2346-8
- WD/MelwoodAve/RFR/GA2346-9
- WD/MelwoodAve/RFR/GA2346-10

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TRAFFIC CONTROL MEASURES CHECKLIST

ANNEX 1

This checklist can help you implement effective control measures in your workplace.
Using this checklist is not mandatory—you can use whatever means are most useful and practical to identify the traffic control measures to be used specific to your workplace.

CONSIDER THE FOLLOWING	Yes	No	Comments Action
Separation			
Are separate entries and exits provided for vehicles and pedestrians including visitors?	<input checked="" type="checkbox"/>		
Do the entries and exits protect pedestrians from being struck by vehicles?	<input checked="" type="checkbox"/>		
Does the layout of the workplace effectively separate pedestrians, vehicles and powered mobile plant?	<input checked="" type="checkbox"/>		
Are systems in place to keep pedestrians and moving vehicles or plant apart like physical barriers, exclusion zones and safety zones?	<input checked="" type="checkbox"/>		
Vehicle routes			
Are the roads and pathways within the workplace suitable for the types and volumes of traffic?	<input checked="" type="checkbox"/>		
Are loading zones clearly marked?	<input checked="" type="checkbox"/>		
Do vehicle route designs take into account vehicle characteristics under all conditions, for example emergency braking, running out of fuel or adverse weather?	<input checked="" type="checkbox"/>		
Are there enough parking places for vehicles and are they used?	<input checked="" type="checkbox"/>		
Are traffic directions clearly marked and visible?	<input checked="" type="checkbox"/>		
If a one way system is provided for vehicle routes within the workplace is it properly designed, signposted and used?		N/A	
Are vehicle routes wide enough to separate vehicles and pedestrians and for the largest vehicle using them?	<input checked="" type="checkbox"/>		
Do vehicle routes have firm and even surfaces?	<input checked="" type="checkbox"/>		
Are vehicle routes kept clear from obstructions and other hazards?	<input checked="" type="checkbox"/>		
Are vehicle routes well maintained?	<input checked="" type="checkbox"/>		
Do vehicle routes avoid sharp or blind corners?	<input checked="" type="checkbox"/>		

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CONSIDER THE FOLLOWING	Yes	No	Comments Action
Pedestrian routes			
Are pedestrian walkways separated from vehicles?	<input checked="" type="checkbox"/>		
Where necessary are there safe pedestrian crossings on vehicle routes?	<input checked="" type="checkbox"/>		
Is there a safe pedestrian route which allows visitors to access the site office and facilities?	<input checked="" type="checkbox"/>		
Are pedestrian walkways clearly marked?	<input checked="" type="checkbox"/>		
Are pedestrian walkways well maintained?	<input checked="" type="checkbox"/>		
Vehicle movement			
Have drive-through, one-way systems been used to reduce the need for reversing?		N/A	
Are non-essential workers excluded from areas where reversing occurs?		N/A	
Are vehicles slowed to safe speeds, for example speed limiters on mobile plant or chicanes on vehicle routes?	<input checked="" type="checkbox"/>		
Do drivers use the correct routes, drive within the speed limit and follow site rules?	<input checked="" type="checkbox"/>		
Signs			
Are there speed limit signs?	<input checked="" type="checkbox"/>		
Are there clear warnings of powered mobile plant hazards?		N/A	
Is there clear signage of pedestrian and powered mobile plant exclusion zones?		N/A	
Is there enough lighting to ensure signs are visible, particularly at night?	<input checked="" type="checkbox"/>		
Warning devices			
Are flashing lights, sensors and reversing alarms installed on powered mobile plant?		N/A	
Information, training and supervision			
Do powered mobile plant operators have relevant high risk work licences? Are they trained in operating the particular model of plant being used?		N/A	
Have workers received site specific training and information on traffic hazards, speed limits, parking and loading areas?	<input checked="" type="checkbox"/>		

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CONSIDER THE FOLLOWING	Yes	No	Comments Action
Is information and instruction about safe movement around the workplace provided to visitors and external delivery drivers?		<input checked="" type="checkbox"/>	
Is the level of supervision sufficient to check traffic movement and ensure safety of pedestrians and drivers?	<input checked="" type="checkbox"/>		
Personal Protective Equipment			
Is PPE like high visibility clothing provided and used where necessary?	<input checked="" type="checkbox"/>		
Vehicle safety			
Have vehicles and powered mobile plant been selected which are suitable for the tasks to be done?	<input checked="" type="checkbox"/>		
Do vehicles have direct visibility or devices for improving vision like external and side mirrors and reversing sensors?		<input checked="" type="checkbox"/>	
Are vehicles fitted with effective service and parking brakes?	<input checked="" type="checkbox"/>		
Do vehicles and powered mobile plant have seatbelts where necessary?	<input checked="" type="checkbox"/>		
Is there a regular maintenance program for all vehicles and powered mobile plant?	<input checked="" type="checkbox"/>		
Is there a system for reporting faults on all vehicles and powered mobile plant?	<input checked="" type="checkbox"/>		
Do drivers carry out basic safety checks before using vehicles?	<input checked="" type="checkbox"/>		
Are there any other control measures that should be implemented to manage risks at your workplace?		<input checked="" type="checkbox"/>	

FORESTVILLE SCHOOL FUN RUN TMP
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PUBLIC LIABILITY INSURANCE

Forestville Public School to supply 2018 document when available.

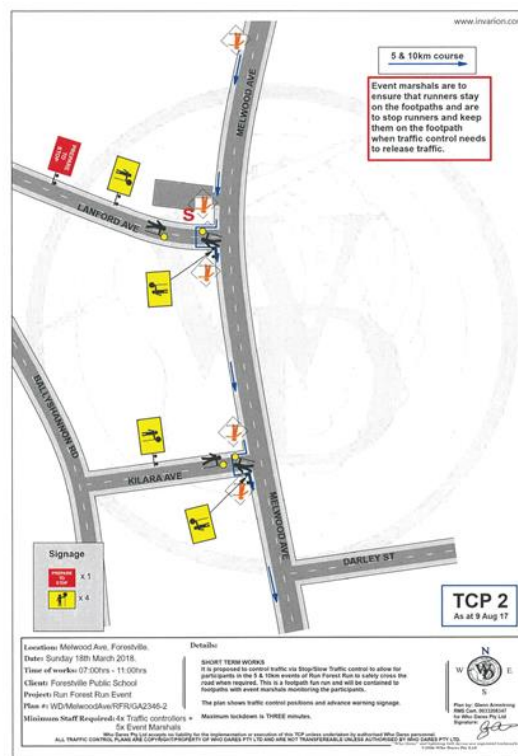
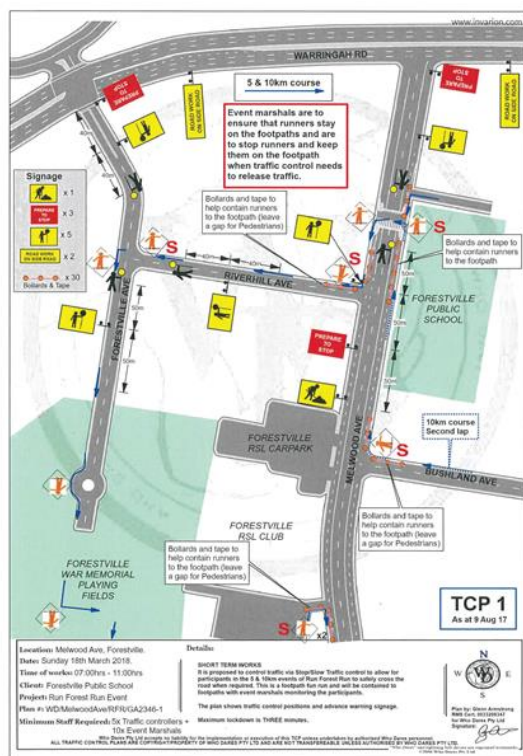
ANNEX 2

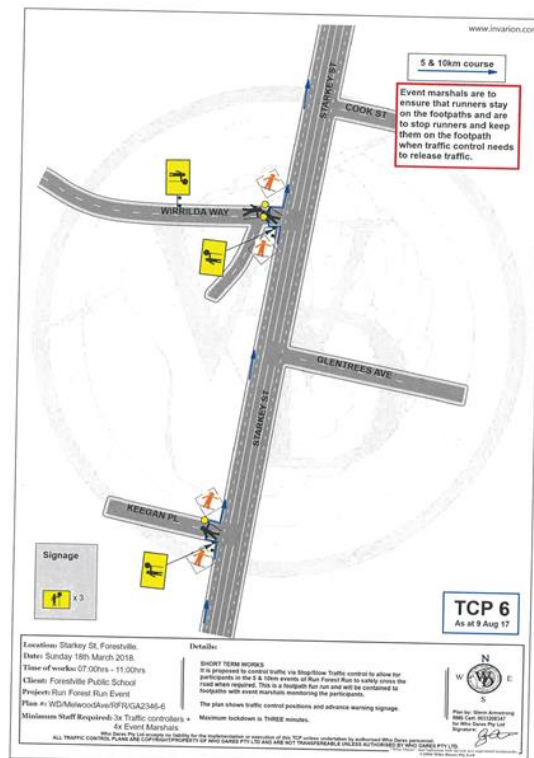
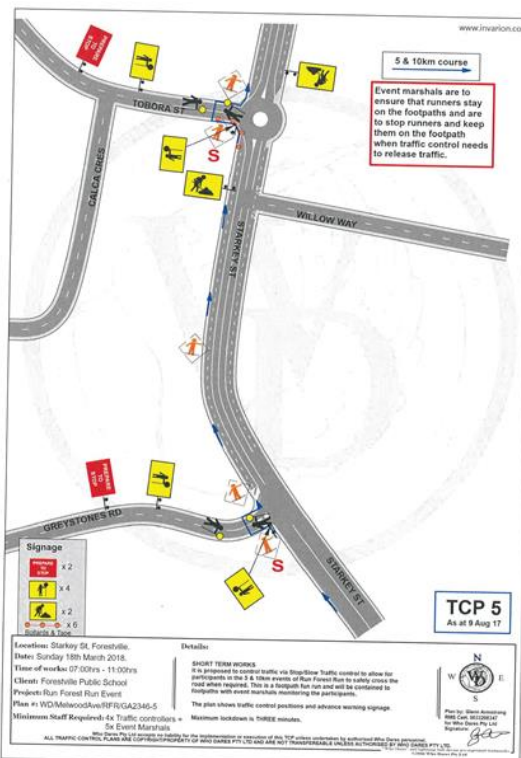
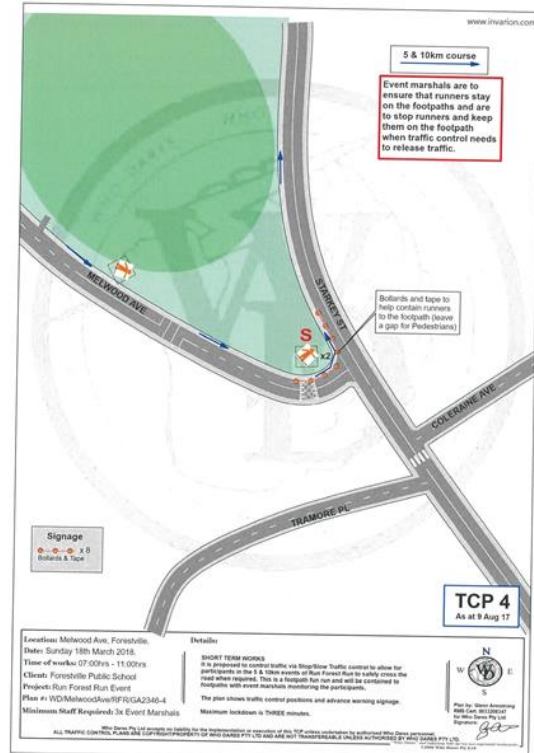
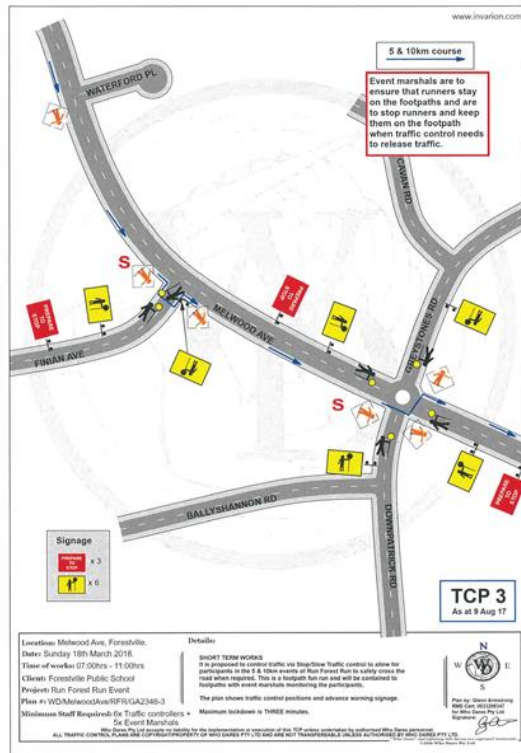
ANNEX 3
ROAD OCCUPANCY LICENCE (ROL)

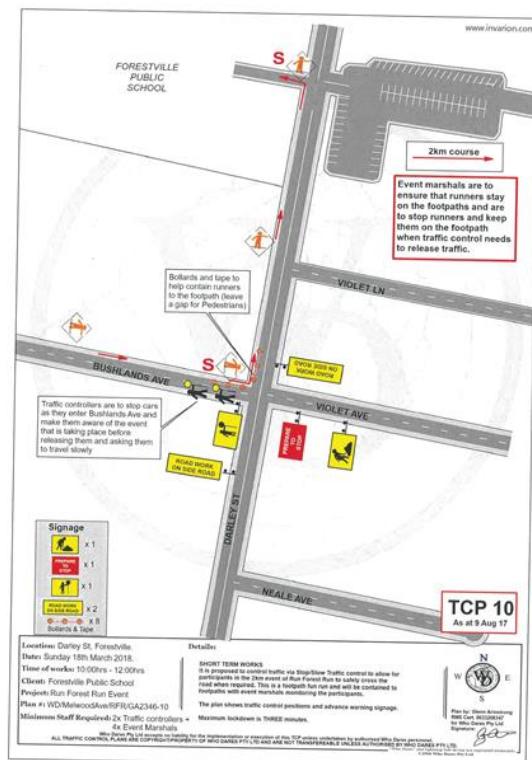
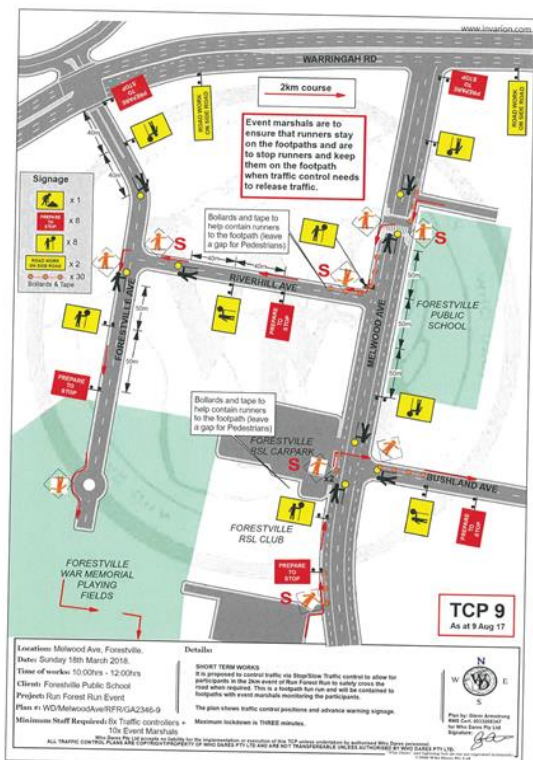
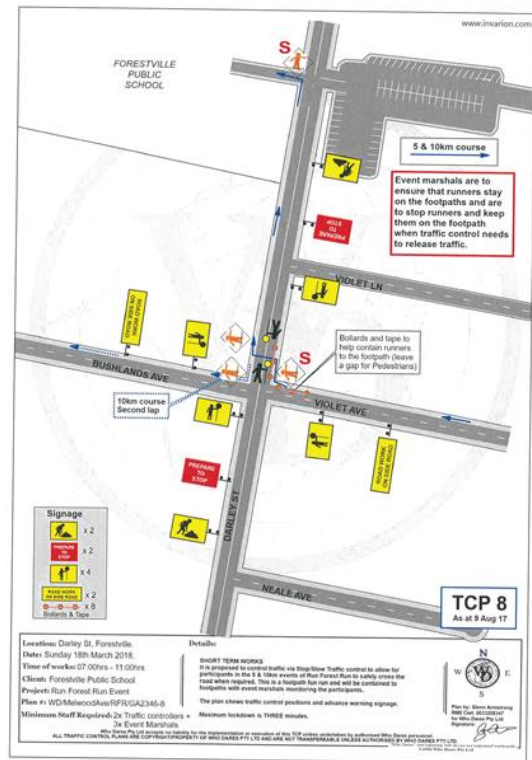
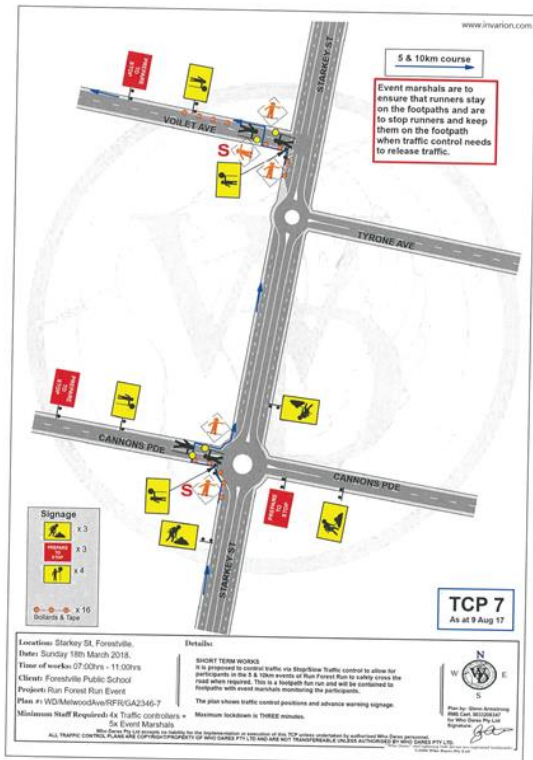
(When approved attach copy here)

FORESTVIEW SCHOOL FUN RUN TRAP
SEP AUG 2012 - VERSION 1.0

22

FORESTVILLE SCHOOL FUN RUN TMP
 30 AUG 2012 - VERSION 1.0







Certificate of Currency

General Public Liability Insurance

Date: 1 Sep 2017

The policy is current as at the date of Issue. Whilst due date has been indicated it should be noted that this policy may be cancelled in the future. All policies commence on the specified date irrespective of purchase date.

Policy Number: 10M 9907324

Insurer: CGU Insurance

Insured: Forestville Public School P&C Association

Limit of Liability: \$50,000,000.00 any one occurrence

Interested Party: Northern Beaches Council and Roads and Maritime Services

Wording: As per Federation of Parents and Citizens Associations Group Scheme

Territorial Limit: Anywhere in Australia

Event Title: Run Forest Run - Forestville Fun Run & Fair

Event Date: 18 March 2018

Note: P&C Federation hopes the event is successful and thanks you for your contribution to public education.

Please note this certificate of currency is issued to the P&C Association, any third party contractors are required to present their Certificate of Currency for public liability insurances to the P&C Association.

Where an event has alcohol service (sold or consumed) the P&C Association must ensure that legislative requirements are complied with.

All enquiries should be directed to Federation of Parents and Citizens Associations of New South Wales (P&C Federation)
Ph: 1300 885 982 / Fax: 1800 655 866 / Email: insurance@pandc.org.au



ITEM 4.18 **EVENT: CLIFF SIDE FUN RUN - 18 MARCH 2018 - COLLAROY**
REPORTING OFFICER **TRAFFIC OFFICER**
TRIM FILE REF **2017/394273**
ATTACHMENTS **1 Cliff Side Fun Run - TMP**

UBD Ref: Various

REPORT

Avaal Group has submitted an application requesting the temporary closure of Beach Road, Ocean Grove and Seaview Parade, Collaroy, to hold their Cliff Side Fun Run event on Sunday 18 March 2018.

Beach Road, Ocean Grove and Seaview Road are Local Roads in the Sydney Road Hierarchy Plan and carry relatively low volume of traffic. The closure of the roads between 6:00am to 12:00pm would not have a major impact on local traffic but would temporarily impact on access to private properties.

The event is a Category 3 event under the Roads and Maritime Services (RMS) Special Event Guidelines which can be undertaken under Council and Police approval. The required Traffic Management Plan (TMP) including the Traffic Control Plans and other relevant information are attached.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Cliff Side Fun Run for 18 March 2018 be approved subject to the following conditions:
- (i) That the applicant undertake notification to affected residents and businesses.
 - (ii) That the applicant liaise with local residents and the Council Waste Collection Department to manage access to the private properties of Beach Road, Florence Avenue, Ocean Grove and Seaview Parade, Collaroy.
 - (iii) The information delivered to residents is to provide details of road closures, specifically an estimated time of closure and the nominated time when the roads will reopen.
 - (iv) Approval is obtained from NSW Police to hold the event.
 - (v) All barricades and necessary signposting shall be provided by the event organiser and maintained during the period of the event by RMS accredited traffic controllers or Police engaged by the applicant.
 - (vi) All traffic control devices are to be installed in accordance with Australian Standard 1742.3.
 - (vii) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.
 - (viii) 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.
-

- (ix) The event organiser shall indemnify 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 and that the cover period expires no earlier than 20 March 2018.
 - (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, and Council reserves the right to cancel or amend the conditions of approval at any time.
- B. That the Traffic Committee support the event for the next five years and that the item is not to be resubmitted to the Traffic Committee during this period unless there are significant changes to the event.
-



Cliff Side Fun Run – March 18 2018

Traffic Management Plan in accordance to AS1742.3 and RMS guidelines

Traffic Controllers

1. Equipment

Cliff Side Fun Run ACTION:

Traffic controllers will wear RMS guidelines approved high visibility clothing and shall control traffic using a STOP/SLOW bat. The PREPARE TO STOP (T1 – 18) and Traffic Controller sign (T200-2) must be used to give advance warning of the presence of a traffic controller to warn motorists traffic may be required to stop at the traffic controller location.

2. Training

Cliff Side Fun Run ACTION:

The 6 Traffic controllers shall be appropriately trained in their duties and certified as competent. The minimum requirement is to have satisfactorily completed RTA's training course – Traffic Controllers.

3. Visibility

Cliff Side Fun Run ACTION:

Traffic Controllers shall not be located in positions where the sight distance between them and the oncoming traffic is less than 1.5m.

4. Positioning

Cliff Side Fun Run ACTION:

Each Traffic Controllers, duty is to remain at the head of the traffic while traffic is stopped.

5. Communication

Cliff Side Fun Run ACTION:

Where traffic controllers cannot see or hear each other, additional Traffic Controllers, placed within sight of the original Traffic Controllers, or portable two way radios will be used for communication between them.

Period of duty

Cliff Side Fun Run ACTION:

Traffic Controllers shall be relieved after 2 hrs of work and may be either rested or placed on other duties for a period of at least 15 minutes before being returned to traffic control duties.

Number of Traffic Controllers

One Traffic Controller will assess gaps in oncoming traffic - To assess gaps in oncoming traffic, the Traffic Controller shall be able to see at least 300m plus the length of the work area.

2 lane/2 way roads

One Traffic Controller is required where it is necessary to periodically stop traffic in one direction provided traffic in the opposing direction is not affected.

Where the work closes or restricts one travel lane, and both directions of traffic use the other travel lane which remains unobstructed:

- No Traffic Controllers are required where:
 - ADT is less than 100 vehicles per day, and
 - each entry to the area is visible from the other end, and
 - The area is shorter than 100 m.
- One Traffic Controller is required where:
 - ADT is 1,500 vehicles or less, and
 - Sight distance from the Traffic Controller exceeds the minimum in Table 8.1.

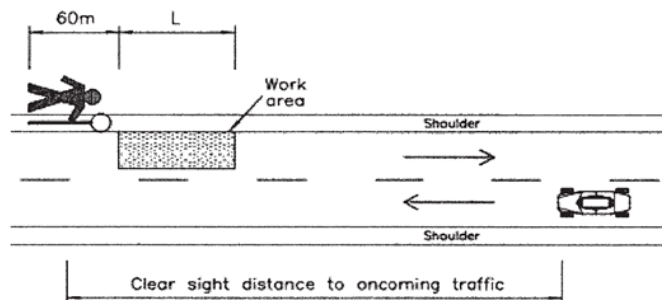


Figure 8.1 Traffic Controller minimum sight distance

Instructions for traffic controllers

A Cliff Side Fun Run ACTION:

Traffic Controller will:-

- Wear the approved high visibility external clothing at all times
- Ensure that PREPARE TO STOP and traffic controller symbolic signs are in place and located in accordance with the TCP
- Stand, if possible, where he or she can see the end of the work and any other Traffic Controller and where the sight distance to oncoming traffic is at least 1.5m. Traffic Controllers shall ensure that they are able to signal each other either directly or by using two way radios, an intermediate person or other means. All radios shall be confirmed to be in working order before going to the work site.



- Stand facing the traffic, but just outside the travel path so that he or she can be seen for a minimum of 1.5m in advance by oncoming traffic
- Not obstruct the motorists view of other signs and devices or be hidden by them
- Always stand so that a clear escape path is available
- Once the first vehicle has stopped, change position if necessary, in order to be clearly visible to following traffic. The Traffic Controller shall stay at the head of the traffic queue and stand alone, never permitting people to group around.
- Give definite and clear signals to:-
 - **stop traffic** – turn the **STOP/SLOW** bat to **STOP** and raise
 - the free arm into the stop signal position with the palm of the hand towards the traffic
 - **allow traffic to proceed** – check that all traffic from the other end of the work site has passed, then turn the **STOP/SLOW** bat to **SLOW** and with the other hand give the **GO** signal
 - **Slow traffic** – show the **SLOW** side of the **STOP/SLOW** bat, extend the free arm and wave arm up and down.
- Stand clear of traffic when allowing it to proceed
- Not leave his or her post until directed by the Works Supervisor or Team Leader, or relieved by another Traffic Controller
- Be courteous at all times in dealing with the public. If requested, inform the driver of the reason for, and possible length of the delay, but be brief. If provoked by unreasonable behaviour, exercise restraint.
- Remove or cover the **PREPARE TO STOP** and traffic controller symbolic signs when traffic control is discontinued or during brief breaks such as lunch
- Report irresponsible motorists immediately. The Police will deal with them if you can report quickly

NOTE:

The traffic controller ahead signs are:

- **day use** – black symbol on fluorescent/retroreflective red or yellow background



Traffic Management

In accordance to AS1742.3 and RMS standards

AVAAL 4 Life Foundation and Mona Vale Surf Club are committed to the provision of a safe and healthy workplace for all volunteers and participants. To meet this commitment, AVAAL 4 Life Foundation and Mona Vale Surf Club we will endeavour to eliminate or manage risks to health and safety through the implementation of effective traffic management.

1 Scope / Purpose

This document has been designed to provide AVAAL 4 Life Foundation and Mona Vale Surf Club, which have responsibilities to manage traffic, with an easily accessible traffic management template.

2 Details

This Traffic Management Plan (TMP) has been developed in consultation with workers operating in the area that the TMP is being developed.

Traffic Management Plan:

Name:	Cliff Side Fun Run
Location:	Long Reef Headland
Date:	18.03.18

Distribution Centre

The following controls have been implemented to ensure that deliveries of various items to the workplace is undertaken in a safe manner:

- Designated courier and/or delivery drop off points are located at: - Long Reef Headland
- Courier and/or delivery drop off points are clearly marked by:
 - Signage and Personnel Directing the Drop offs
- Speed limits are set at (km/hr) with clearly displayed signage located at: - 20km's.
- Speed controlling devices are in place to restrict vehicle speed on site:
 - Stop Go Signs will be used in this management
- Other considerations that may need to be documented?
 - Internal roadways

Parking arrangements



The following safety arrangements and features are in place to minimise the risks associated with vehicle parking:

- Car parking areas are clearly designated with marked parking bays and signage displayed in the following areas:
 - Griffith Park and Fishermans Beach
- Other considerations or risk controls are located at the Boat Launch Ramp
 - RMS Ticketed - Registered Stop Go Controllers will be at each Parking Traffic Movement Control Point.

Special Events (Sporting Events)

The following safety arrangements and features are in place to minimise the risks associated with special events in conjunction with previously documented control measures:

- Appropriate numbers of traffic controllers and traffic control devices will be in place for all special events to restrict/direct traffic to and from the area;
- Other considerations or risk controls that need to be documented:
 - ☐ Pedestrian only pathways

SITE LAYOUT



3 Version Control Table

Version Control	Release Date	Author/Reviewer
1	18feb17	Gareth Pike

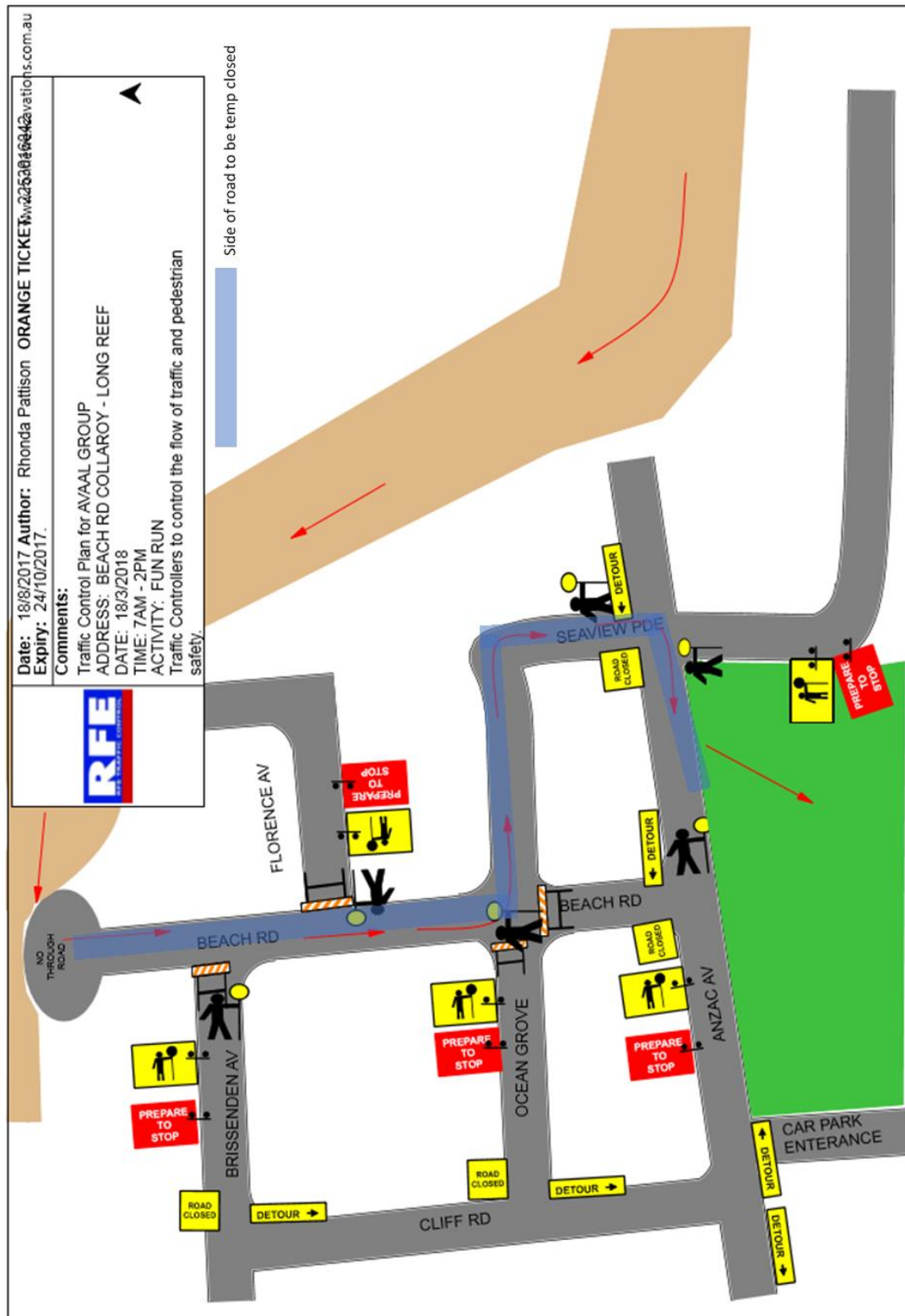
Gareth Pike
Cliff Side Fun Run – Director

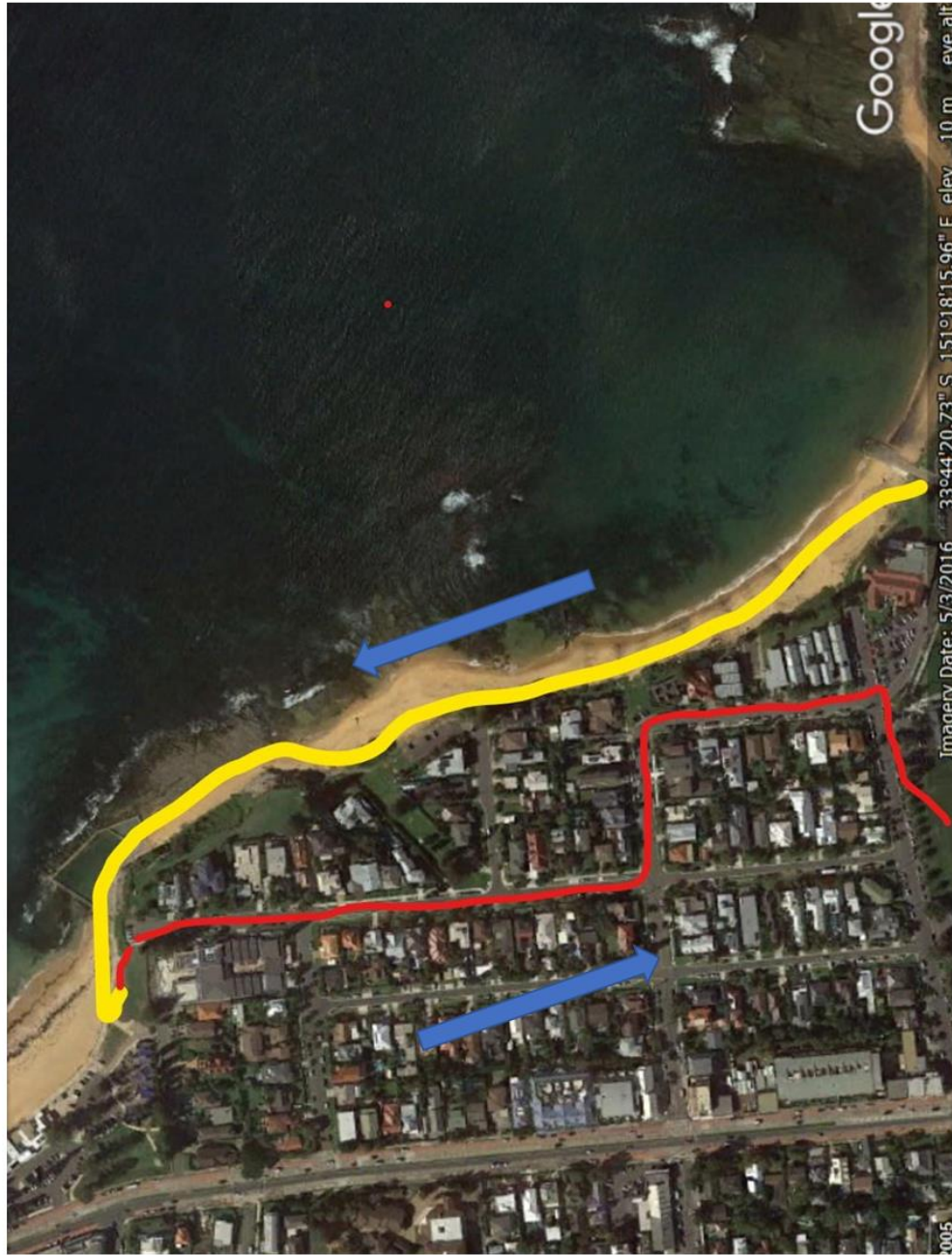
Date

-----RHONDA PATTISON-----

RMS Certified – Certificate Number -
225016842 EXPIRY DATE 24/10/2017

-----7/3/2017----- Date





Cliff Side Fun Run 2018

Course Outline

- Yellow is the Northbound Run
- Red is the Southbound Run

ITEM 4.19	EVENT: MANLY WARRINGAH CYCLING CLUB 2018 ROAD CYCLE RACING PROGRAM - KU-RING-GAI CHASE NATIONAL PARK
REPORTING OFFICER	TRAFFIC ENGINEER
TRIM FILE REF	2017/381281
ATTACHMENTS	1 MWCC Reduced Traffic Management Plan 2 Ku-Ring-Gai Chase National Park - Route for Race.pdf

UBD Ref: 117 F10

REPORT

Council has received correspondence from Mr Richard Saunders, Treasurer of the Manly Warringah Cycling Club (MWCC), seeking approval of the Club's 2018 Road Cycle Racing Program in the Ku-Ring-Gai Chase National Park. The routes will involve the use of General San Martin Drive and West Head Road, which are 'Tourist' roads under State responsibility.

The races are to be conducted on Sundays as shown in the table below, subject to weather conditions and fire bans. In the case of total fire ban days and extreme days causing the park road closure, MWCC will seek permission from National Parks to roll over to the next free date. The Northern Beaches Local Area Command Traffic Sergeant is to be advised prior to the proposed event date.

11 February 2018	19 August 2018
8 April 2018	9 September 2018
13 May 2018	21 October 2018
10 June 2018	11 November 2018
8 July 2018	9 December 2018

MWCC uses General San Martin Drive and West Head Road, from the top information box through Akuna Bay to West Head Road and return, for the race course. The Resolute Track car park forms the northern turnaround point. The Akuna Bay/West Head intersection and Resolute Track car park are utilised as a West Head Lap. The top information box at Terrey Hills is utilised as an administration/assembly point and also the race finish location. The course is approximately 48km in length. If needed, the administration/assembly point can move between Terrey Hills playing fields and the top box. Commissionaires will brief the riders about a neutral roll out until Illawong Bay.

Races will commence at 6:00am and conclude before 10:00am. Further details are included in the attached Traffic Management Plan.

An electronic copy of the Traffic Management Plan submitted for the events has been separately circulated to the Traffic Committee's members with the agenda.

RECOMMENDATION TO TRAFFIC COMMITTEE

- A. That the Committee has no objections to the Traffic Management Plan (TMP) submitted by the Manly Warringah Cycling Club subject to following conditions:
- (i) That approval is obtained from NSW Police to hold the event.
 - (ii) That approval is obtained from Roads and Maritime Services (RMS).
 - (iii) That approval is obtained from NSW National Parks and Wildlife Service.
 - (iv) That the event organiser shall close the roads in accordance with the approved TMP, unless otherwise directed by Police / authorised Council Rangers.
 - (v) 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.
 - (vi) All traffic control devices are to be installed in accordance with Australian Standard 1742.3.
 - (vii) 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.
 - (viii) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.
 - (ix) All barriers and signs associated with the event shall be removed at the times nominated to reopen the street to normal traffic.
 - (x) The event organiser shall indemnify 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 and that the cover period expires no earlier than 10 December 2018.
 - (xi) The event organiser shall be responsible for the reimbursement of the cost of repair of any damage caused to the public way, or as a result of the activities.
 - (xii) The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
 - (xiii) Council reserves the right to cancel or amend the conditions of approval at any time.
- B. That the the Manly Warringah Cycling Club submit the Traffic Management Plan to the Roads and Maritime Services for approval.
-

Appendix 1 – Manly Warringah Cycle Club Traffic Management Plan
Manly Warringah Cycle Club
Road Cycle Race Traffic Management Plan

Introduction

The following organisation	Manly Warringah Cycle Club (MWCC)
Postal Address of applying organisation	P O Box 281 Cremorne, NSW, 2090
Contact name of person making or regarding information within the application	Richard Saunders
Wishes to make application to conduct the following event	MWCC 2018 Cycle Road Racing at Akuna West Head.
Enter event name here	MWCC 2018 Cycle Road Racing
Wet weather and/or a total fire ban lock out, Event rolls over to the next free date. MWCC will advise.	11 February 2018 13 April 2018 13 May 2018 10 June 2018 13 July 2018 19 August 2018 19 September 2018 21 October 2018 11 November 2018 19 December 2018

Included in this application are the following documents:

Document Name	Yes / No
Traffic Management Plan	Yes
Location Maps	Yes
Insurance Certificate of Currency	Yes 2017
Council letter of Approval	Yes
Cycling NSW Racing Sanction	Yes
Notice of Intention to Hold a Public Meeting	Yes
Traffic Control advice	yes
Doc Submitted to the Transport Management Centre(TMC) by MWCC	yes
Police Special Traffic Conditions	Yes

SIGNATURE
Signed Richard Saunders
Date: 22 September 2017

.....IMPORTANT.....

All Cycling New South Wales Clubs Are Requested To Post A Copy Of This Application To Cycling New South Wales For Record Keeping As Well As The Bodies Shown Over page That It Has Been Prepared For, i.e. Police, Local Council And RMS.

The purpose of this Traffic Management Plan is to ensure that traffic is managed in a way that:

1. Provides maximum safety for event participants, spectators and employees
2. Allows the event to proceed with minimum impact to the local amenity
3. Reduces as much as possible the traffic impact on the non-event community.

These are the names of those responsible for organising and approving the event

Contact	
Event Liaison	Mwcc President Jim Buda 0414303623 MWCC Race Director Richard Saunders 0419 909126 Chief Race Commissare Antoni Mikac 0414532346
Traffic control	Philip Clift Area Supervisor Central Coast Workforce Road Services Pty Ltd 1/14 Reliance DR Tuggerah NSW 2259 T: 1300306830 F: 02 43224430 M: 0409 447 899 E: Philip.Clift@workforce.com.au W: www.workforce.com.au
NSW Police: Assistant Commissioner, Sydney Region	Traffic Sergeant LAC David Gilligan
Northern Beaches Council	
RMS	Alex Coates
Department of Environment, Climate Change and Water, NPWS	Penny Stringer Events Officer Customer Experience Division Office of Environment & Heritage P: 02 9585 6528 M: 0455 077 554 penny.stringer@environment.nsw.gov.au
Northern Beaches Area	On behalf of Kur-ring-gai Chase Area Meirio North East Region NSW National Parks and Wildlife Service Office of Environment and Heritage PO 134 Forestville NSW 2087

2018 MWCC Application to conduct bicycle racing at Kur-ring-gai Chase National Park

Manly Warringah Cycle Club Road Cycle Race Traffic Management Plan

The event is considered to be a Class 2 race event in accordance with the New South Wales Guidelines for Bicycle Road Races, 1 January 2004, section 9.

Event Name	MWCC 2018 Road Racing Program
Event Location	Akuna Bay and West Head Road, Kur-ring-gai Chase, NSW
Event Organiser	Jim Buda (president Manly Warringah Cycling Club)
Document Author	Richard Saunders (club treasurer) and Peter McNamara (Race Liaison)
Event Date and Time	Sunday mornings between 6:00am and 10:00am

Approvals

This Traffic Management Plan is approved by:

	Signature	Date
Race Director, MWCC		22 September 2017
Cycling NSW	Sanction for 2017 attached. 2018 will be issued prior to the conduct of any 2018 races	22 September 2017
NSW Police, Northern Beaches local area Command	Application made to Local Area Command	22 September 2017
Northern Beaches Council	Application made September 2017	22 September 2017
Roads & Maritime Service	Application will be made concurrently with the application to NSW Police	22 September 2017

Approval of this TMP does not imply approval of the associated Traffic Control Plans.

Authority of the TMP

When approved by the relevant authorities, this Traffic Management Plan (TMP) becomes the prime document detailing the traffic arrangements under which an event is to proceed. Changes to the TMP require the approval of the Police, the RTA and Local Council, where required. All functional or single agency supporting plans are to recognise the primacy of the TMP and nothing contained in those plans may contravene any aspect of the TMP.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP. However, the Police will make every effort to inform other agencies about the nature of the incident and the Police response.

2018 MWCC Application to conduct bicycle racing at Kur-ring-gai Chase National Park

4.5	Restricted movements such as banned turns, heavy/high vehicles?	No
5 Public safety - Event Organiser (Event Organiser to complete)		
5.1	Steps to safely separate people from traffic. As Event Organiser A Traffic Control Plan (TCP) that conforms with Australian Standard AS1742.3 will be in effect during this event.	Yes
5.2	Traffic Control Devices: As Event Organiser Traffic control devices will be erected as indicated on the route map including signs (e.g. lane closed ahead, merge right) and the placement of cones and barriers.	Yes

Note: Council, Police or the RMS does not approve TCPs.

1 Requirements for all level 1 events (Council, Police, Event Organiser to complete)		
1.1	The route or location. As event organiser has a map of the route or location been provided. Identifying one way streets, the number of lanes, street signage, traffic signals and turning lanes. Refer to Appendix 2.	Yes
1.2	Police agree with proposed route/location	Yes
1.3	Councils Agree with proposed route/location	Yes
2 Event Physical survey of route or location (Event Organiser to complete) Item		
2.1	Are one way streets as described in 1.1?	-
2.2	Is the number of lanes as described in 1.1	NA
2.3	Is street signage as described in 1.1	Yes
2.4	Are the traffic signals as described in 1.1	Yes
2.5	Are the turning lanes as described in 1.1	Yes
2.6	Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc? i.e. does event absolutely require a State Road?	Yes
2.7	Will traffic movement contrary to any police be required?	No
3 Will the event block (Event Organiser to complete)		
3.1	access to places of worship?	No
3.2	access to local businesses?	No
3.3	ambulance access?	No
3.4	fire station access?	No
3.5	heavy vehicle access?	No
3.6	hospital access?	No
3.7	local resident access?	No
3.8	Police vehicle access?	No
3.9	a public facility (football oval, etc)?	No
3.10	public transport access?	No
4 Are any of the following evident: (Event Organiser to complete)		
4.1	construction activities in the area?	No
4.2	traffic calming devices?	No
4.3	traffic generators such as shopping centres, schools, churches, industrial area, hospitals?	No
4.4	tidal flows?	No

2018 MWCC Application to conduct bicycle racing at Kurrig-gait Chase National Park

2018 MWCC Application to conduct bicycle racing at Kurrig-gait Chase National Park

6	Under the Summary Offences Act 1998 - Section 23, Police require a completed Schedule form: "Notice of Intention to Hold a Public Assembly".	-
6.1	Responsibility: As Event Organiser completed and submitted to Police. Refer to Appendix 6	Yes
6.2	Responsibility: Police Approve public assembly	Yes
7	Liability insurance (Event Organiser to complete)	-
7.1	The policy indemnifies Local Council, the RTA and any other Trust or Authority involved in the event. The level determined is appropriate and set in accordance during discussions with local Council. Note: Local Council has set the level of public liability insurance commensurate with the risk.	Yes
7.2	As Event Organiser Certificate of Currency of Public Liability Insurance attached. Refer to Appendix 4	Yes
8	Minimising the impact on the non-event community (Event Organiser to complete)	-
8.1	Access for local residents, businesses, hospitals and emergency vehicles	-
8.1.1	Is there impact of this event on local residents, businesses, hospitals and emergency vehicles?	No
8.1.2	If the event restricts access, please advise how you plan to manage this. Non-Event Community Plan attached	NA
9	Advertise traffic management arrangements (Event Organiser to complete)	-
9.1	Has a suitable medium been used to advise the non-event community beforehand (i.e. Add in the local newspaper advertisements for the event itself. For example, a paragraph at the bottom of the advertisement could describe traffic restrictions, parking, public transport arrangements, expected delays and so forth. Does this apply. Means by which advertising proposed: Letter box drop, Newspapers, Radio/television, Other: State which: The event will be advertised in the local newspaper, MWCC will place a notice in the local newspaper and on a local community notice board in Kari-gat Chase advising the race times, dates and MWCC contact details in January 2018.	Yes
10	Permanent Variable Message Signs (Council and or RTA to complete)	-
10.1	Council Construct and display traffic management messages for council controlled VMS	NA
10.2	RTA Construct and display traffic management messages for RTA controlled VMS	NA
11	Portable Variable Message Signs (Event Organiser to complete)	-
11.1	As Event Organiser do you intend to hire portable VMS to advise road users of altered traffic conditions leading up to, during and after an event. (Note: The message format and the physical location of the VMS will conform to RTA Standards. These standards are primarily for safety reasons.)	No
11.2	As Event Organiser do you require RTA Supply of RTA VMS Standards	No
12	Planning (Event Organiser to complete)	-
12.1	Contingency plans As Event Organiser we have considered the things that can affect traffic management before, during or after the event. Consideration was given to the following and items shown as "Yes" were deemed to require action by the Organiser.	Yes
12.1.1	Heavy weather	Yes
12.1.2	Lightning, hail, etc.	Yes

2018 MWCC Application to conduct bicycle racing at Kari-gat Chase National Park

12.1.3	Poor lighting	Yes
12.1.4	Flood hazard on the route	Yes
12.1.5	Flood hazard at the parking area	No
12.1.6	Parking during wet weather	No
12.1.7	Bush fire hazard	Yes
12.1.8	Accident occurs on the route	Yes
12.1.9	Breakdown of tow truck	No
12.1.10	Absence of volunteers	Yes
12.1.11	Slow participants	Yes
12.1.12	Delayed start to the event	Yes
12.1.13	Cancellation of the event	Yes
12.2	As Event Organiser the necessary traffic management contingency plan is shown below in 12.2.1	-
12.2.1	Heavy Weather: Where heavy weather occurs or may occur the Event Organisers will discuss the situational risk with the Commissaire, where either party may cancel the event. Lightning, hail, etc.: Where lightning, hail occurs or may occur the Event Organisers will discuss the situational risk with the Commissaire where either party may cancel the event. Flood hazard on the route: Where flood hazard occurs or may occur the Event Organisers will discuss the situational risk with the Commissaire where either party may cancel the event. Bush fire hazard: Where a bush fire hazard occurs or may occur the Event Organisers will discuss the situational risk with the Commissaire where either party may cancel the event. MWCC understands that the local Rural Bushfire Brigade do conduct hazard reduction burning on behalf of NPWS and events may be directed to be cancelled. Accident on route: MWCC will have two-way radio communications between the Commissaire, Race Starter and Marshalling points, so that if there are incidents they can be acted upon quickly. Volunteers will be placed at the accident scene to marshal riders around the accident, which will be declared a neutral zone where no racing activities are to be undertaken and if the accident is severe the event will be cancelled at the race Commissaires discretion. Absence of volunteers: Have secondary volunteers nominated, for Traffic Marshals there approximately 10 in the club who also race and on some occasions the TM has sacrificed a race to ensure others can participate. Where insufficient event staff are not available as per T.O.P. the Race Director, Event Organiser or Commissaire shall not permit the event to start or continue. Slow participants: At the race Commissaires discretion, a sweep vehicle may pick up slow participants, or, the Commissaire may remove the participants from the event. Delayed start to the event: The race durations will be reduced to ensure that the race completes within the allocated event window of 06:00 am to 10:00am. Cancellation of the event: Inform participants on the day or if known in advance the MWCC web site will have the events cancellation details. Also refer to the Risk Assessment at Appendix 3.	-
13	Volunteers (Event Organiser to complete)	-

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Appendix 3--Race Course Maps and Operational Aspects

Race length is 1- 5 laps. Start at approx 6.00 am onwards (depending on sunrise)

West Head Road will be closed between the intersection of West Head Rd & Liberator General San Martin Drive (Southern Point) and the intersection leading into the Resolute Bay Picnic Area (North point), and accordingly there are no interactions between unsupervised vehicles of the public and race competitors. These two closures are controlled by duly authorised RMS traffic controllers.

Start Point. Either Elvina Track Car Park or Resolute Bay Picnic Area Car Park (the best option shall be determined by the Race Director depending upon weather and race format for the day).

Course heads south to Southern turn point prior to the intersection of West Head Rd & Liberator General San Martin Drive.

Course heads North to Resolute picnic area using West Head Rd.

North U - Turn Resolute amenity block car park.

Finish heading North at Elvina Track car park approx. 1.5 km north on West Head Rd, or at the top of the hill prior to the Resolute Bay Picnic Area Car Park.

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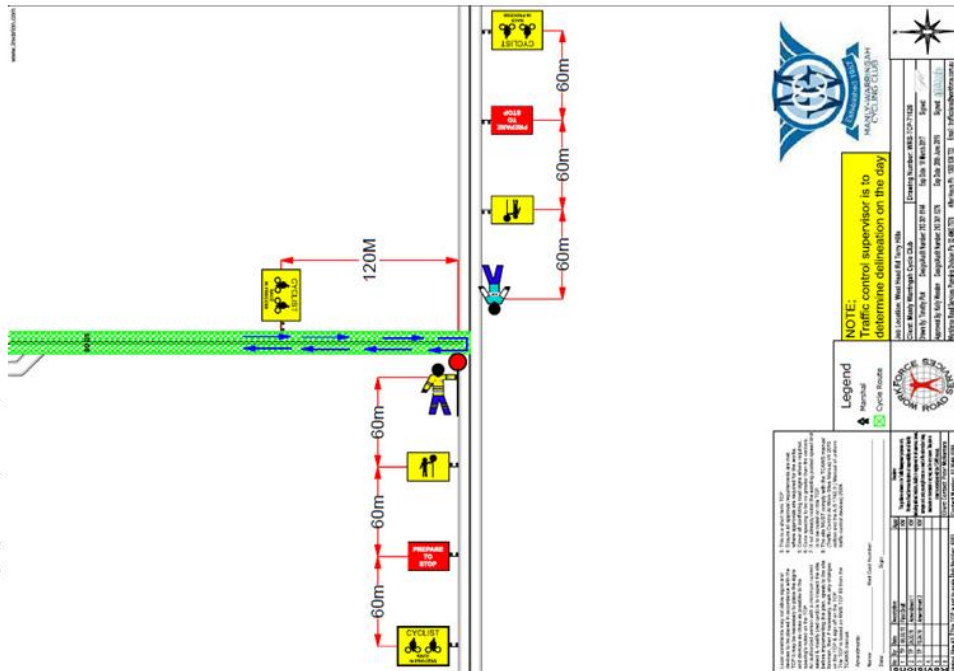
2018 MWCC Application to conduct bicycle racing at Kurrig-gait Chase National Park

13.1	As Event Organiser, is documentation available for volunteers regarding traffic control duties. For example, volunteers to erect cones or barriers. (Note that if you plan to use untrained volunteers for traffic control duties, those duties can only be associated with traffic control devices, not drivers or riders.)	Yes
13.2	As Event Organiser are contingency plans required for personnel who fail to show on the day. A backup / reserve list shall be in place, where insufficient event staff are not available as per TCP, the Race Director Event Organiser or Commissaire shall not permit the event to start or continue.	Yes
14	Traffic Management (Police, Local Council and Event Organiser to complete)	-
14.1	Council-specified traffic management conditions	-
14.1.1	Local Council has supplied to the Event Organiser Special Traffic Conditions	No
14.1.2	As Event Organiser, Local Council Special Traffic Conditions is to be managed by (to be completed by Event Organiser if advised, if insufficient space and attachment required, indicate at 14.1.3	NA
14.1.3	As Event Organiser we have re-submitted a plan to comply with Council-specified traffic management conditions.	NA
14.2	Police requirements	
14.2.1	Police have supplied to the Event Organiser "Special Traffic Conditions".	No
14.2.2	As Event Organiser, Police Special Traffic Conditions is to be managed by (to be completed by Event Organiser if advised, if insufficient space and attachment required, at 14.2.3):	Yes
14.2.3	1. Race organiser to formally advise Northern Beaches LAC Police of the Commissaires name and mobile phone number for each race day. 2. That the NSW Police needs to be jointly indemnified under your Public Liability insurance, in item # 7 The Event Organiser and Commissaire (in order of authority) are responsible for the overall conduct of the race and are to ensure that the Police Special Traffic Conditions are met.	1. MWCC will provide a Commissaire schedule. 2. NSW Police will be indemnified
14.2.4	Refer to Appendix 7 for Police Special Traffic Conditions with MWCC Response As Event Organiser we have re-submitted a plan to comply with Police specified Special Traffic Conditions	NA
15	Public transport (Event Organiser to complete)	-
15.1	As the Event Organiser we have where practicable given emphasis to the benefits of public transport to attend the event	No
15.2	Is this event being promoted through: Letter box drop, Newspapers, Radio/Television, Other, indicate in 15.2.1	No
15.3	Is this event being promoted by other means	Yes
16	Parking (Event Organiser to complete)	-
16.1	As Event Organiser consideration is required for special parking for cars, buses and essential or emergency vehicles	Yes
16.2	Special Parking is indicated on event location map	Yes
17	Reopening roads after cycling events (Event Organiser to complete)	-
17.1.1	As Event Organiser the items listed below and attached indicate time appropriate to the reopening of roads.	10.00am
17.1.2	Start point last participant departure am/pm	6.00 am

1 – Liberator General San Martin Drive - West Head Intersection.

The West Head Akuna Intersection is the entry point to West Head Rd and is 60 km/hr Zone thru the Intersection. The operational aspects:

- RMS accredited Stop/slow Traffic control is present and the road is closed at this point.
- Event signage will be placed as per the associated TCP



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2 – Resolute Bay – Northern Turnaround Point

The Resolute Track car parking / turning bay is utilised as the turnaround point for the northern end of the event circuit. The West Head Rd goes from an 80 km/hr to 60 km/hr zone approximately one hundred metres before the Resolute Track car park exit. The operational aspects:

- Stop/slow RMS Traffic controller is located here and the road is closed at this point.
- Event signage will be placed as per the associated TCP



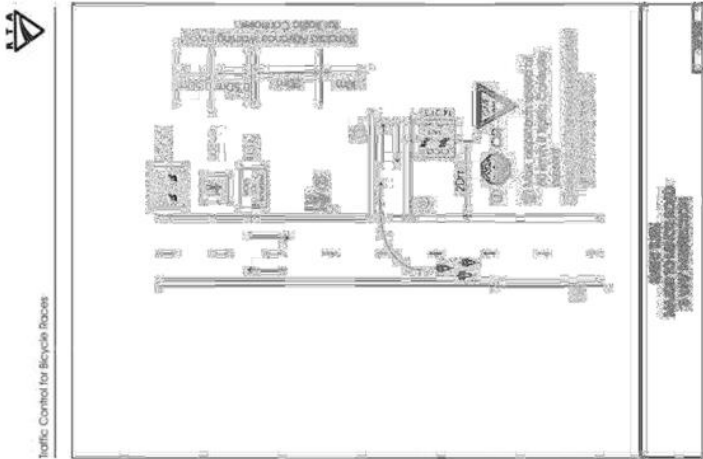
Figure 1 – Resolute Track turnaround point - northern end of event course

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Figure 2 - Turnaround point - Northern end, rider exiting onto the event course

Figure 3 – TOP of Resolute Track car park/ turning bay
Michael Comer Evolution Traffic Control Pty Ltd Licence 2246031605



TCP 0100

Appendix 4 - Event Route Signage and Traffic Controller Table

Signage Description Quantities					
Route Location	Traffic Controller	Prepare to Stop	Flagman Ahead	Caution Cyclist Race In Progress Or Cyclists Turning 50 m	Stop/slow Traffic Control Marshal

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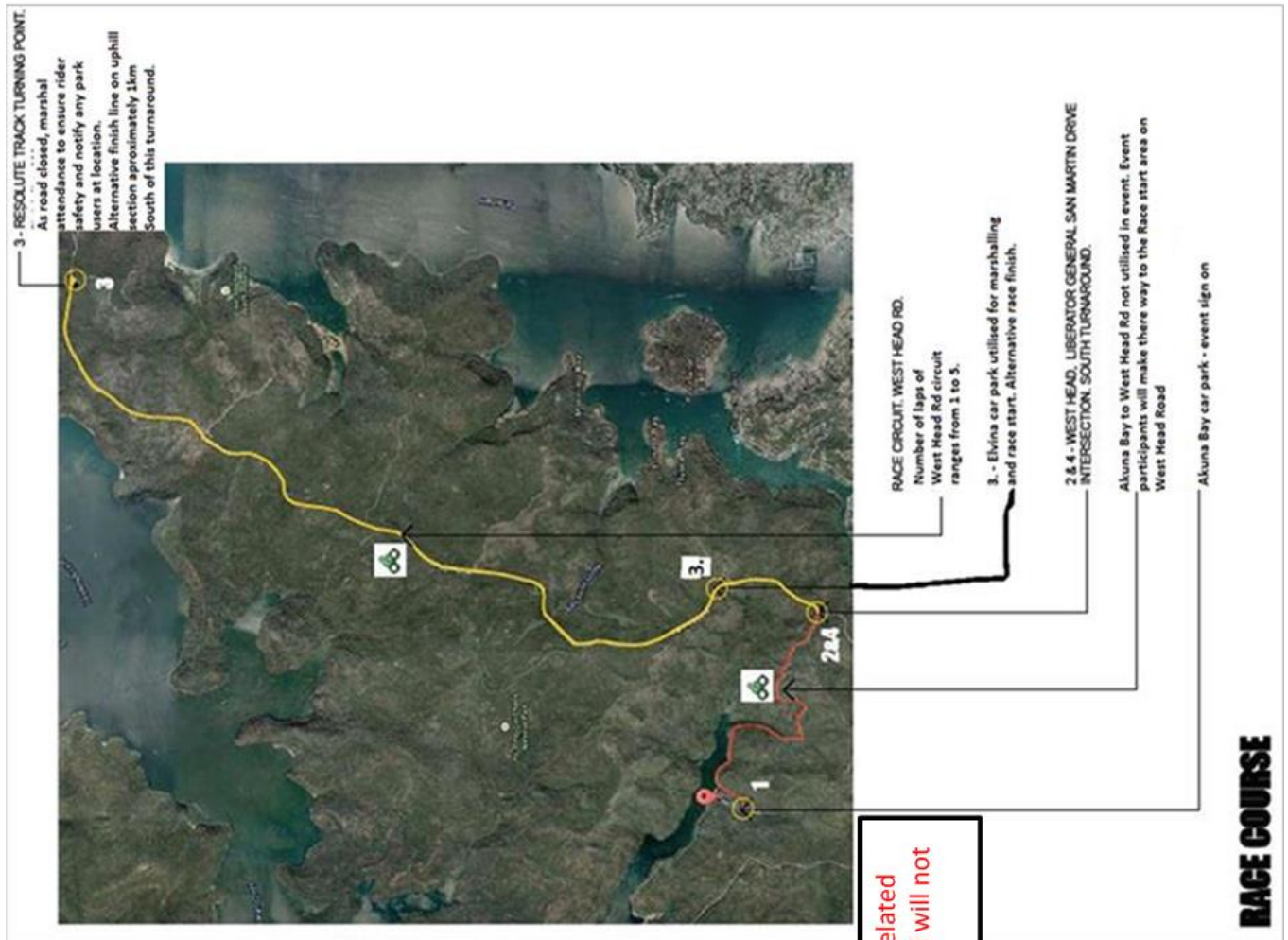
Appendix 5 – Insurance Certificate of currency

Certificate has been requested from Cycling NSW that names the interested parties and will be forwarded on receipt (issued December each year). The Certificate is issued in late November each year.

Resolute north turnaround	Yes	Yes	Yes	1* cycle race in progress 1* cyclists turning 50 m	Yes
West head intersection South turnaround	Yes	Yes	2	2* cycle race in progress 1* cyclists turning 120 m	Yes East side of intersection

2018 MWCC Application to conduct bicycle racing at Ku-ring-gai Chase National Park

2018 MWCC Application to conduct bicycle racing at Ku-ring-gai Chase National Park



ITEM 4.20 **REQUEST FOR WORKS ZONE**
REPORTING OFFICER **CONTRACTOR - TRAFFIC OFFICER**
TRIM FILE REF **2017/391119**
ATTACHMENTS **1 Works Zone at 184 Wyndora Avenue, Freshwater**
2 Works Zone at 24 Beach street, Curl Curl

UBD Ref: 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 Works Zone periods prior to the expiry date. The extension is subject to approval by Council's Traffic Engineer.

Address	Applicant	Works Zone length, time & location	Requested period
184 Wyndora Avenue, Freshwater NSW 2096	IPM Holdings Pty Ltd	Length: 30m Time: 7:00am - 5:00pm Mon-Fri 8:00am – 1:00pm Saturday Location: On McDonald Street, Freshwater (Opposite of 17 McDonald Street) (See Attachment 1)	02 October 2017 – 12 March 2018
24 Beach Street, Curl Curl NSW 2096	Whitcon Pty Ltd	Length: 15m Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday Location: 24 Beach Street, Curl Curl (See Attachment 2)	12 October 2017 - 13 December 2018

RECOMMENDATION TO TRAFFIC COMMITTEE

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



