

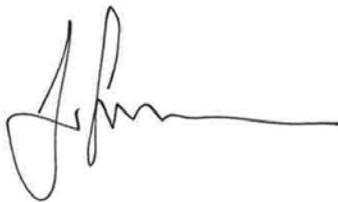
AGENDA

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 5 SEPTEMBER 2023

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



Jorde Frangoples
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Amon MP Representative	
& Member for Davidson Mr M Cross MP Representative	Mr Phil Corbett
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Ms Sally Claydon
Transport for NSW – Acting Manager – Network & Safety Services	Ms Vicky Walker
Transport for NSW – Safety Officer - Network	Mr Zak Ahmad
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic
Northern Beaches Police Command, Dee Why	Senior Constable Adam Castleden

Non Voting Members

Keolis Downer Northern Beaches Bus Operations	Mr James Makasiale
ComfortDelgro Company (ex Forest Coach Lines)	Mr Robert Bicakcian
Manly Warringah Cabs Cooperative Society Ltd	TBC
Cycling Representative	Edward Forrester

Officers

Director Transport and Assets	Mr Jorde Frangoples
Executive Manager - Transport and Civil Infrastructure	Mr Craig Sawyer
Manager – Transport Network	Mr Phil Devon
Traffic Engineering Coordinator	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Scipio Tam
Traffic Engineer	Ms Leila Kazemnezhad
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Brian Duong
Traffic Officer	Ms Jackline Shahho
Traffic Engineering Trainee	Mr Nicholas Murace
Traffic Officer	Mr Chin Gupta
Engineering Intern	Mr Jackie Ng
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Vicki Hart
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Manager - Rangers	Mr Darren Greenow
Coordinator - Rangers	Mr Michael Davey
Ranger	Mr Daniel Bekis
Specialist Administration Officer	Ms Caty Pilley

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

to be held on Tuesday 5 September 2023

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 am

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NEXT MEETING Tuesday 10 October 2023

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 1 AUGUST 2023

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 1 August 2023, 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

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	CARAWA ROAD AND ALFRED STREET CROMER - RAISED PEDESTRIAN CROSSING AT THE INTERSECTION AND CONNECTING FOOTPATHS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/444225
ATTACHMENTS	1 Carawa Road and Alfred Street - Plan 2 Carawa Road and Alfred Street - Table of Consultation

GEOCODES: -33.740322, 151.278379

REPORT

BACKGROUND

Council has received ongoing concerns from the community regarding speeding motorists and pedestrian safety for school children crossing at the intersection of Carawa Road and Alfred Street, Cromer.

LOCATION

- Carawa Road is Regional Road carrying high traffic volumes and links traffic from Willandra Road to Fisher Road.
- The road has a 50km/h speed limit, with some sections shifting to 40km/h during school zone times.
- The road is approximately 12m wide between kerbs, with a constructed footpath on one side of the road.
- Carawa Road is a Bus Route for the school bus services 600n, 601n, 605n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 684n, 697n, 698n, 706n, 720n, 725n, 728n, 732n, 752n, 753n, 768n, 774n, 781n. Carawa Road between Alfred Street and Tennyson Road is the bus route for the services 146, E79 and the 179 (which travels the route five minutes in peak hours).
- The surrounding area along Carawa Road is low-medium density residential housing with Cromer Public School within 300m walking distance.
- Alfred Street is a local road carrying low to medium traffic volumes and provides a north-south connection between Cromer and Narraweena. The road carriageway averages 9.6m.
- The speed limit of the road within this section is 50km/h.
- Alfred Street is a Bus Route for the 146 and E79 services and the school bus services 600n, 602n, 606n, 621n, 637n, 649n, 657n, 672n, 680n, 695n, 696n, 700n, 706n, 720n, 732n, 752n, 753n, 768n, 774n, 781n.
- The surrounding area along Alfred Street is low density residential housing.
- There is an existing Bus shelter to the east of the intersection on the southern side on Carawa Road.
- There is an existing Bus Stop to the south of the intersection on the western side of Alfred Street.

ISSUES

- Council was successful in obtaining funding under the 2022/23 Federal Government Safer Roads Black Spot Program for treatments to address targeted casualty crashes at these locations. The proposal for the Black Spot project was previously approved at the July 2023 Traffic Committee meeting. Although the proposals of the Black Spot Program were welcomed, requests were received to further improve pedestrian safety for school children crossing at the intersection of Carawa Road and Alfred Street, Cromer.
- Cromer Public School is a primary school catering for 5-12-year-olds.
- It is common for many local school children to walk or cycle to school, some of who walk or cycle without an attending adult.
- There is an existing pedestrian refuge with no holding bar to the north of the intersection on Alfred Street and pedestrian refuges with no holding bars to the east and west of the intersection on Carawa Road.
- Council at its July 2023 LocalTraffic Committee meeting, approved the installation of a raised pedestrian crossing to the south of the intersection on Alfred Street., however, this will require the relocation of the existing Bus Stop 26m south of its existing location on Alfred Street, Cromer.

PROPOSAL

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

- To upgrade the existing pedestrian refuge on Carawa Road to the west of the intersection with Alfred Street to a raised pedestrian crossing.
- To upgrade the existing Pedestrian Refuge on Alfred Street Road to the north of the intersection with Carawa Road to a raised pedestrian crossing.
- To relocate of the existing Bus Stop, 26m south of its existing location to supplement the installation of the raised intersection on Alfred Street south of the intersection, which was approved at the July 2023 LocalTraffic Committee Meeting

This proposal of upgrading the existing pedestrian refuges to raised pedestrians and the relocation of the bus stop will complement the approved 2022/23 Black Spot Program and will further improve pedestrian safety and assist with slowing down speeding motorists.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters were distributed by Council to 36 properties (which included Owners and Occupiers) within the immediate vicinity of the location providing notification of the proposed changes.

It appears that a concerned resident then further distributed the letter to others. A total 164 responses were originally received. Council reviewed all the responses, and a decision was made to include responses from the affected residents that live along Carawa Road and its adjoining side streets, as they too will be affected by the proposal. Responses received from residents who did not live locally (although comments were considered) were not included in the total count.

Council received 112 approved responses, **104 residents strongly supported** the proposal stating that this would be of great benefit for pedestrian safety, especially for children walking to school and the situation as it stands is very dangerous with multiple near miss accidents. Comments have been included in Attachment 2 – Table of Consultation.

Council received 3 responses that did not support or oppose the proposal, stating that the pedestrian crossings in isolation would not solve the issue of speeding motorists and that traffic calming needs to be investigated along the length of Carawa Road. Following the installation of the approved Black Spot Project and the proposed pedestrian Crossings (if approved), Council will further investigate the safety of walking paths to the local schools and will address the need for further traffic calming.

Only **5 residents did not support** the proposal. Some of the concerns raised were for loss of parking. Council has taken on board the concerns and has redesigned the proposal (where possible) to minimise the loss of parking.

The responses are noted in Attachment 2 – Table of Consultation

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Upgrade of the existing pedestrian refuge on Carawa Road to the west of the intersection with Alfred Street to a raised pedestrian crossing.
- B. Upgrade of the existing Pedestrian Refuge on Alfred Street Road to the north of the intersection with Carawa Road to a raised pedestrian crossing.
- C. Relocation of the existing Bus Stop, 26m south of its existing location to supplement the installation of the raised intersection on Alfred Street south of the intersection which was approved at the July 2023 Local Traffic Committee Meeting

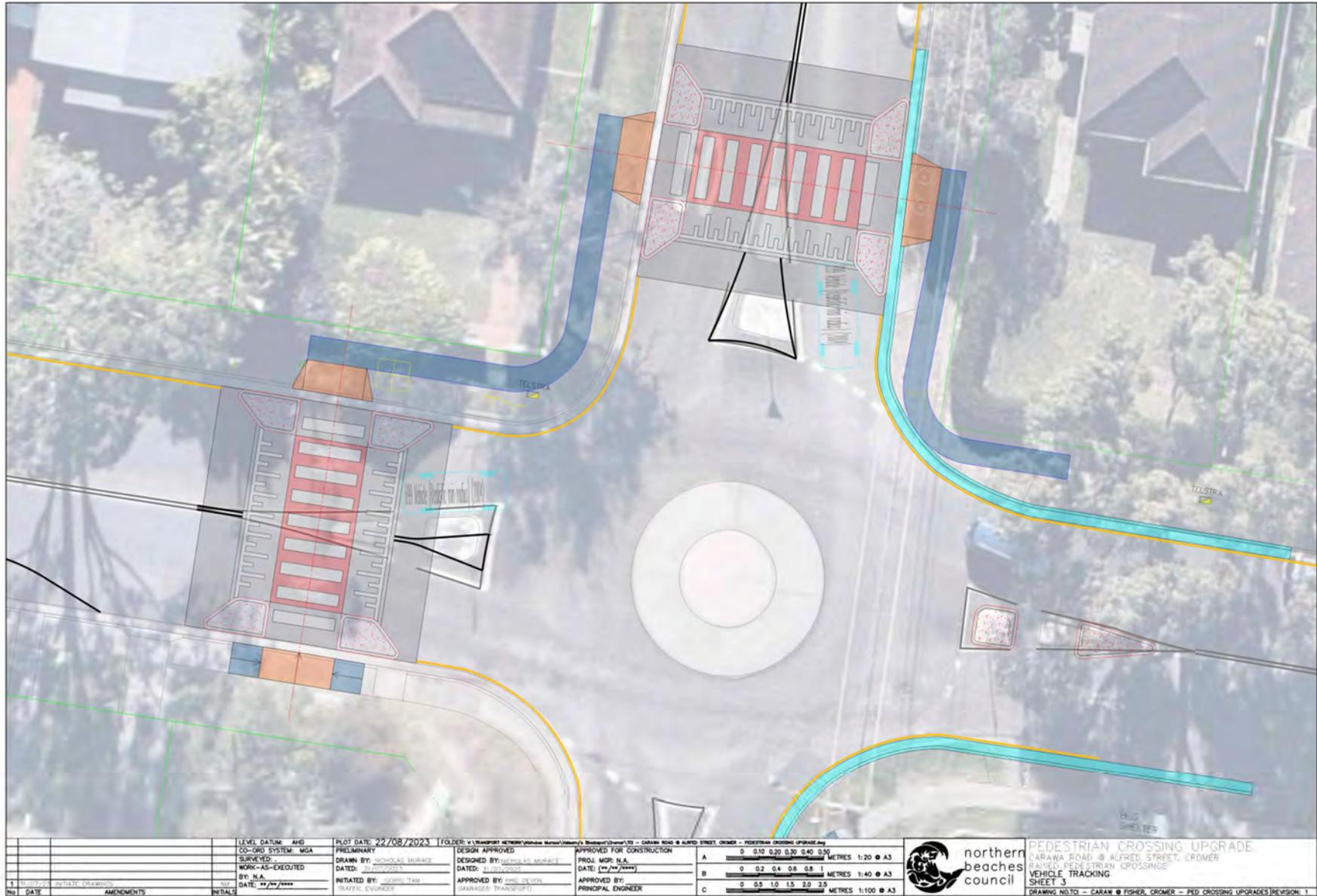


Table of Consultation

Address	Carawa Road and Alfred Street Intersection
Proposal	Raised Pedestrian Crossings and Bus relocation

Properties Consulted	36
Responses Received	112
Support	104
Conditional Support	3
Do Not Support	5

It appears that this letter was further distributed by a resident to other road users. Some letters received were from residents who lived outside of the local area and therefore were not included in totals.

These residents did not state that they opposed the installation of the pedestrian crossings but thought that the issue of speeding along Carawa road needs to be addressed.

Issue	Resident Comment	Council Response
Loss of Parking	A resident is concerned that this proposal makes street parking for the corner residents more difficult.	TfNSW sets the Technical Directions for the provision of safe and effective pedestrian facilities which includes the length of No stopping zones required to maintain adequate sight distance for Pedestrian Crossings and Pedestrian refuges which are similar. Currently a pedestrian refuge exists at the location of concern on Alfred Street north of the intersection. As it stands vehicles should not be parked within 20m on the approach to the pedestrian refuge and within 10m on the departure of the refuge. Nevertheless Council has reviewed the resident's concern for loss of parking and have amended the proposed design to include kerb extensions which reduces the length of crossing for pedestrians, this helps facilitate a reduction in the length of No Stopping Zone required.
Congestion	The proposed extra crossings will change the free flowing intersection into a bottleneck if people need to stop multiple times	Council has investigated the intersection and believes that the raised pedestrian crossings will have minimal impact on traffic flow. It will in fact meet Councils objectives, to encourage motorists to slow down and watch out for pedestrians and stop if pedestrians are crossing.
Speeding - request for 40Km Zone	Residents state that speed is a issue on Carawa Road and Alfred Street. There have been a few request from residents for Council to consider making Carawa Road a 40km zone. .	Council is currently investigating a proposal for 40Km zone for Cromer.
Traffic light	A resident suggested a traffic light is required at this location	Council has investigated the request, and believes that a roundabout is more suitable to address the needs and traffic conditions at this location. Nevertheless, residents can lodge their requests to Transport for NSW (TfNSW) as the location and phasing of Traffic lights is under the management of TfNSW.

Additional Traffic calming and pedestrian crossing	<p>One resident is concerned that Carawa Road is used constantly by large trucks. Many of the trucks are dual-trailer and all of them travel at unsafe and ever increasing speeds up Carawa Road on the approach to the Carawa Road/Alfred Street roundabout from the Fisher Road north/Carawa Road junction. Why have no traffic calming/safety measures been proposed on the eastern side (Fisher Road) approach to the Carawa Road/Alfred Street roundabout?</p>	<p>Council is closely monitoring Carawa Road. This proposal is in addition to the already approved Black Spot project. Once all facilities are installed Council will investigate the need for further traffic calming on Carawa Road to the east of the intersection. Council has amended the current design to include upgrading the existing pedestrian refuge which will include widening the concrete refuge and the painted area of the centre median. This will provide added pedestrian safety and narrow the road on the approach to the roundabout. The previously approved marked parking areas along Carawa road will also assist with narrowing the trafficable lane which should also assist with slowing motorists.</p>
Bus stop Relocation	<p>This location has a heavily used bus shelter. Resident is asking for the bus stop be moved further east and a raised crossing be placed on Carawa Road on the eastern side of the Carawa Road/Alfred Street roundabout?</p>	<p>Council is proposing to upgrade the existing pedestrian refuge which will include widening the concrete refuge and the painted area of the centre median. This will provide added pedestrian safety and narrow the road on the approach to the roundabout. Council is closely monitoring Carawa Road. This proposal is in addition to the already approved Black Spot project. Once all facilities are installed Council will investigate the need for further traffic calming on Carawa Road to the east of the intersection including the feasibility of relocating the bus stop.</p>
Change Roundabout design	<p>A resident is concerned over the existing roundabout as large vehicles continue to drive over the roundabout at speed. The roundabout is also driven over by</p>	<p>The existing roundabout was purposely designed to be mountable due the number of buses and waste services that require to turn through the roundabout and the constriction that the geometry of the road presents for those turning vehicles.</p>
Boats and Trailers	<p>A resident requests for notice to be given to boat/trailers/box trailers to move as they are making visibility turning out of Geelong & Davison very dangerous.</p>	<p>Council will separately investigate the issue of boat/trailers/box trailers along Carawa Road.</p>
Dangerous having three pedestrian crossing at the one location	<p>One resident is concerned that three pedestrian crossings at the approach and exit of the Carawa Rd will create a dangerous situation.</p>	<p>Council has proposed the raised pedestrian crossing and upgrade to the existing pedestrian refuge to improve safety for pedestrians including children who regularly walk to school. This proposal also addresses the issue of motorists speeding through the intersection on Carawa Road and Alfred Street.</p>
Stop signs	<p>A resident suggested stop signs at this location</p>	<p>Council has investigated the request and believes that a roundabout is more suitable to address the needs and traffic conditions at this location.</p>
One way or Emergency Vehicles Only/residents Only	<p>A resident suggested Council make Alfred st North a Emergency Vehicle only/resident only thoroughfare and make Alfred one way traffic.</p>	<p>Council is closely monitoring the intersection of Carawa Road and Alfred Street. This proposal is in addition to the already approved Black Spot project. Once all facilities are installed Council will investigate the need for further traffic calming on Alfred Street.</p>

Comments from Residents who support the proposal

- I think this is a great idea. I often walk along Carawa Road and it is very difficult to cross Alfred St.
- I agree that crossing this road is hazardous. Particularly when crossing Alfred on the southern side (going uphill). At most times of day and with or without kids. Don't know how kids are crossing this safely by themselves.
 - This will make walking my children to school so much safer
 - A child is going to be hurt or killed if something isn't done
 - We desperately need a safe place to cross Alfred Street. We walk to and from school (Cromer Public School) everyday and there is no safe place for us to cross.
 - I drive along this road regularly and at around 8.30am I have seen many families walking to school and trying to cross the road safely at this busy roundabout. It's very dangerous.
 - Needs to happen, I wait several minutes to cross the road with my children at times.
 - Please implement all the above as soon as possible for the safety of everyone in our community.
 - My children and I cross in this area most days and it is very dangerous. So much so they can't independently walk home from school
 - I fully support the pedestrian crossings
 - I drive through this intersection daily and have personally seen many near misses.
 - Great start, It is great that Council is looking into improving the safety pedestrians but also request for Council to look at Cromer as a whole, between little Willandra Road, Toronto, Carawa and Fisher Road, to look into measures to slow cars down and improve safety for the community.
 - Yes please.... We really need this upgrade. Safety for kids and all pedestrians.
 - I live on Alfred street and support this proposal. This is a very dangerous intersection, these crossings will promote greater pedestrian safety.
 - Finally, I've been messaging about the dangers of Alfred street for years. Lots of school buses in this vicinity. Fully support the proposed crossings.
 - Something needs to be done to make this safer.
 - Safety of children should always be the main priority
 - It was SUCH a relief to learn that the council is considering making safety improvements at this roundabout and I really hope that this is implemented. Thank you!
 - I use this intersection several times a day. I believe this proposal will improve the safety for both vehicles and pedestrians, particularly for children walking to Cromer Public School and to James Morgan Reserve.
- I have experienced close calls between pedestrians and vehicles here multiple times.
- Please, we desperately need this. •Accident waiting to happen Absolutely something is required at this intersection. So many families walk this way to Cromer public and such an unsafe intersection to cross. An important upgrade for safety on this busy roundabout
- we walk this way twice a day to and from school. I have seen many near misses personally and this crossing alone is what is preventing us from allowing our school age children to walk to school alone
 - This crossing is vital to the safety of our kids. This intersection is so dangerous.
 - In full support of this. So many kids walk this way to school.
 - This needs to be done before someone gets killed
 - It is totally unsafe for my children to walk to school currently. These upgrades will allow them to do this safely
 - As my son goes to cromer public and we walk him at times. It is very daunting and busy both from Alfred left and carawa with cars, buses and trucks. When people enter carawa road from Fisher road North they all gain speed up carawa road. This would also help slow traffic and obviously more important the busy pedestrians morning and afternoon crossing safety.
 - Lots of children in this area from both primary and high schools.
 - Needs action asap

ITEM 4.2	GLADSTONE STREET, NEWPORT - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/377095
ATTACHMENTS	1 Gladstone Street, Newport - Plan 2 Gladstone Street, Newport - Table Of Consultation

GEOCODES: -33.658345, 151.312461

REPORT

BACKGROUND

Council has received repeated concerns from residents regarding a section of unrestricted parking on the southern side of Gladstone Street, adjacent to Trafalgar Park Newport. The subject section road is being occupied to a significant extent by boats and trailers, some of excessive width. This reduces the road width, restricts visibility and impacts upon the safe passage of vehicles. Residents also advise that it is increasingly difficult for visitors to the reserve and those seeking to park for school pick-ups.

LOCATION

- Gladstone Street is a collector road with a 50km/h speed limit and a road pavement width of 10m between kerbs.
- The 199 Palm Beach to Manly Bus Service, the 190X Palm Beach to City Wynyard buos Service (Express Service) and school Bus Services operate along Gladstone Street.
- The proposed section of Gladstone Street intersects King and Stuart Street, Newport.
- Gladstone Street consists of low to medium density housing.
- Gladstone Street is in proximity of Newport Oval, Trafalgar Park and Newport Public School.

ISSUES

- The long-term parking of boat trailers, box trailers and vehicles affects the parking availability for residents and visitors.
- Illegal parking and lack of parking turnover limits on-street parking opportunities in the Newport Public School zone area.
- The parking of boat trailers affects visibility of schoolchildren crossing the road and the nearby Bus Zone.
- Abandoned vehicles and dumped waste.

PROPOSAL

Council has undertaken a review of the location and proposes to install an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction along the Gladstone Street frontage of Trafalgar Park, approximately 38m in length between the existing Bus Zone and Stuart Street, Newport.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 23 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction along the Gladstone Street frontage of Trafalgar Park, approximately 38m in length between the existing Bus Zone and Stuart Street, Newport

PROPOSED WORK

i. Install an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction outside Trafalgar Park on Gladstone Street, approximately 38 metres in length to the statutory restriction at the intersection of Stuart & Gladstone Street, Newport.









	PROPOSAL	 northern beaches council
	Gladstone Street, Newport Timed Parking	
	<div style="text-align: center;"> Drawn  </div> <div style="text-align: center;"> Approved  </div>	

Table of Consultation

Address	Gladstone Street, Newport
Proposal	Timed Parking

Properties Consulted	23
Responses Received	11
Support	10
Do Not Support	1

Issue	Resident Comment	Council Response
Affects Residents & Visitors	The proposal will result in box trailers and boat trailers being relocated into Stuart Street or in front of our property further down Gladstone Street.	<p>The proposal intends to improve on street parking availability, removing the limited parking availability caused by abandoned vehicles, boat and box trailers.</p> <p>Council Rangers are currently reviewing if they can investigate boat trailer or caravan per New rules for vehicles (attached), This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021.</p> <p>Council Rangers can investigate any abandoned vehicle and illegal parking requests. NSW Police can investigate road safety concerns.</p>
Loss Of Parking	If the trailers are to move to Stuart Street the situation will be worse as these streets provide parking for residents, school pickups and is narrow, therefore, waste operator access will be affected.	The box and boat trailers were condensed in the proposed area, however, Council will continue to monitor the location.
Additional Comments	A solution might be to introduce an eight hour restriction around Trafalgar Park, but, include resident permits like they do in the Manly area.	Due to the availability of off street parking, Gladstone and Stuart Street would not meet the Permit Parking guidelines consistent with the Road and Maritime Services Policy.

ITEM 4.3	EVENT: BEACH2BEACH CHARITY FUN RUN AND WALK - DEE WHY TO NEWPORT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/475361
ATTACHMENTS	1 Beach2Beach Charity Fun Run and Walk - Map 2 Beach2Beach Charity Fun Run and Walk - Traffic Guidance Scheme

GEOCODES: Various

REPORT

BACKGROUND

- Council received a submission from the Rotary Club of Brookvale for the running of the Beach to Beach Charity Fun Run and Walk (formerly Pub to Pub) over 13.5km from Dee Why Beach to Newport Beach.
- This will be the 29th year that the event will be held, which includes a 13km course from Dee Why Beach to Newport Beach, 6km from Warriewood to Newport Beach, and 3km from Mona Vale to Newport Beach
- It is estimated that over 4,500 participants will take part in the overall event.
- Previously, the Northern Beaches Council Local Traffic Committee noted and supported the events, with recommendations that the item not be required to be reported to the Local Traffic Committee for the next five years, unless there are any significant changes to the event on 3 July 2018.
- A new approval is required by the Local Traffic Committee and Council for the requested road closure. The Traffic Management Plan (TMP) is unchanged from the approved TMP submitted, with additional traffic controllers located at specific locations along the route. Extracts of the Traffic Management Plan are shown in Attachment 2.

LOCATION

- The event will begin at Dee Why Beach and conclude along Newport Beach, Newport.
- Details of the specific locations and the proposed route are outlined in the map in Attachment 1.

ISSUES

- There are no major changes to last year's event.
- Road closures to general traffic, with exceptions for residents, will apply to a number of local streets from 7:00am till 12:00pm. Reduced 40km/h speed zones will also apply on certain sections of roads. The Traffic Control Plans provide further details and show the traffic controls.
- The TfNSW will install special event clearways on the main roads along the eastern side of Barrenjoey Road from Palm Road, Newport to Grandview Parade, Mona Vale. It is suggested that the required event signage be installed on the Friday one week prior to the event, so that those who regularly use the area are aware of the event restrictions.
- Bus stops along the event route will be attended by Marshalls who will assist passengers and divert participants around the bus stops where possible.
- The Organiser proposes to use the NSW Rural Fire Service, marshals, and volunteers to keep runners on the footpath and to watch for drivers leaving driveways along the event route.

- A comprehensive awareness program to inform affected residents (especially those on the new event route) is required through direct letter box drops, newspaper advertisements, notifications displayed directly along trail sections, and VMS in advance of the event.
- It is considered that the proposed restrictions for the event will have a net safety improvement for participants and road users at a cost of minor inconvenience to the community in respect to access restrictions and additional travel times.
- The event is a Class 1 event under the TfNSW Special Event Guidelines for Special Event Planning and requires a Traffic Management Plan and Traffic Guidance Scheme and support by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be re-submitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, and relevant Bus Company to inform and notify all parties of the details of the event.
- The event organiser shall manage participants to gather and cross in organised groups under the guidance of traffic controllers along the route. This ensures safe and coordinated movement for all involved. The vehicles that are on the road have the right-of-way.
- Traffic controllers associated with the event must not cause traffic delays of more than 2 minutes or queues of longer than 100 metres. All traffic queues must be cleared and traffic returned to free flow conditions between stoppages.
- The event organiser shall manage the parking activity at the carparks at Mona Vale Beach, Walsh Street and Dee Why Beach and prevent the potential double parking or inconsiderate parking to occur blocking the circulating traffic flow.

PROPOSAL

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

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The traffic controls are temporary, however vehicular and cyclist access along the event path will be maintained.
- The event does not affect pedestrian facilities or impact walking paths.

CONSULTATION

Notification will be undertaken via a letterbox drop in the local area, advertising on Council's website and a press release.

The affected Bus Companies will be informed of the event. so that bus services can operate around this event and its associated times. Local Police and emergency services will be notified of the event and the temporary road closures over the event period.

Undertaken by the applicant, the information delivered to residents and/or businesses is to provide details of a manned contact number that will be available on the day of the event and specify an estimated time of closure and the nominated time when the roads will reopen.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

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

specify an estimated time of event and the nominated time when the roads will reopen

xv. Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.

- B. That the Applicant is required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval and send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, relevant Bus Company in advance of the event date to notify all parties of the details of the event and obtain approval as required.
- C. That the Traffic Committee notes the report and supports the events for the next five years, and that the item not be required to be reported back to the Traffic Committee during this period, unless there are any significant changes to the events.



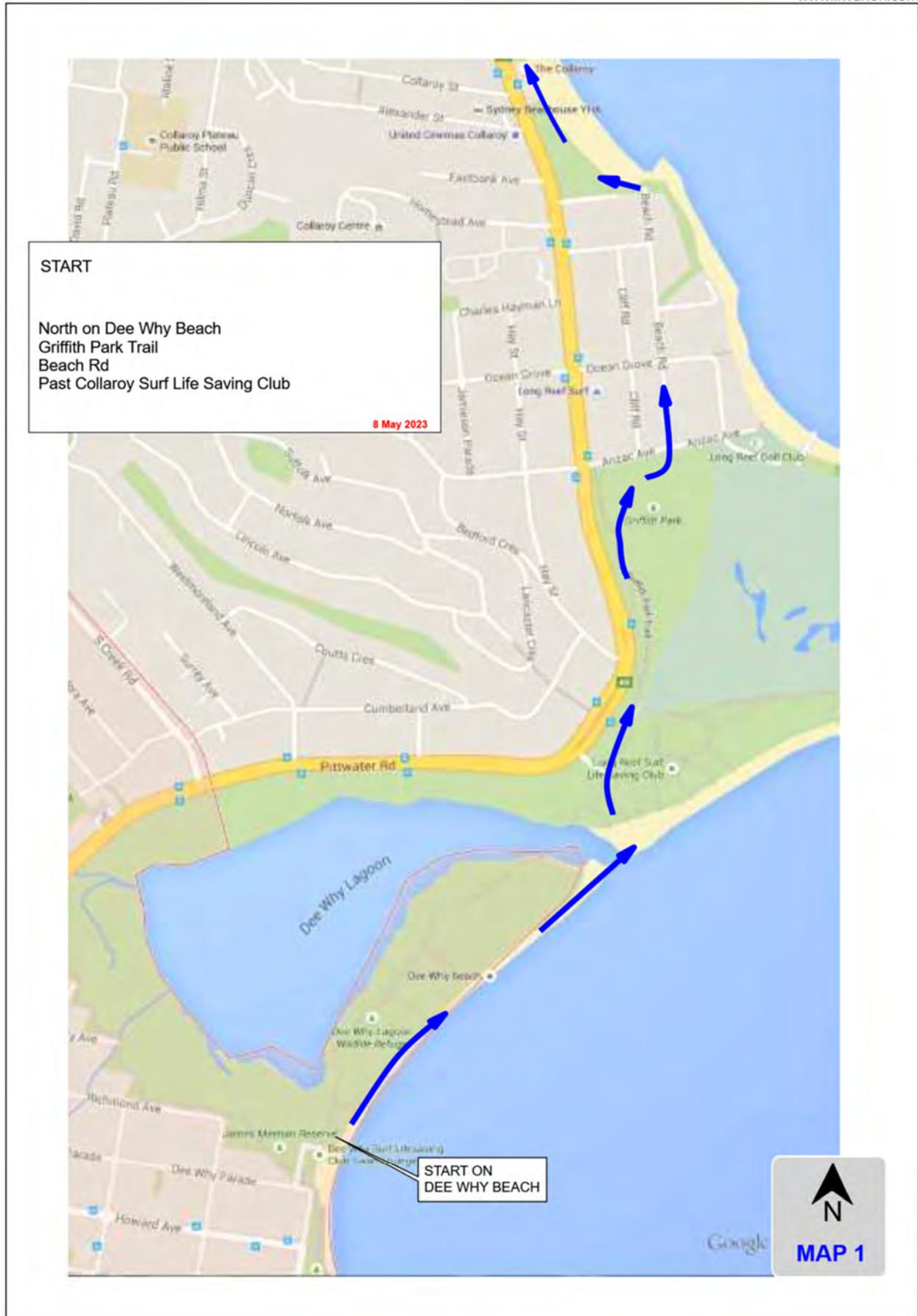
DEE WHY BEACH to NEWPORT BEACH

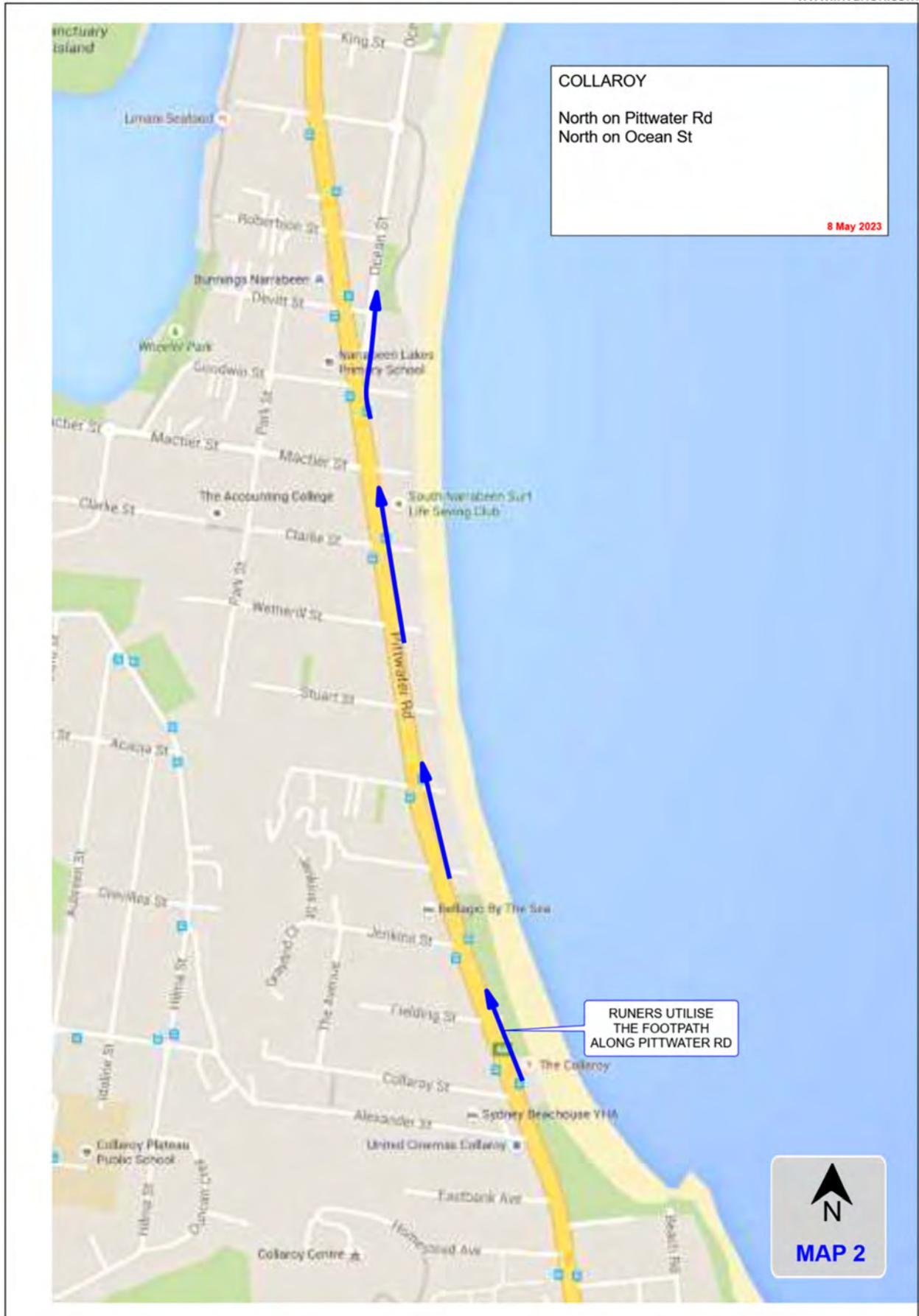
Sunday 27th August 2023

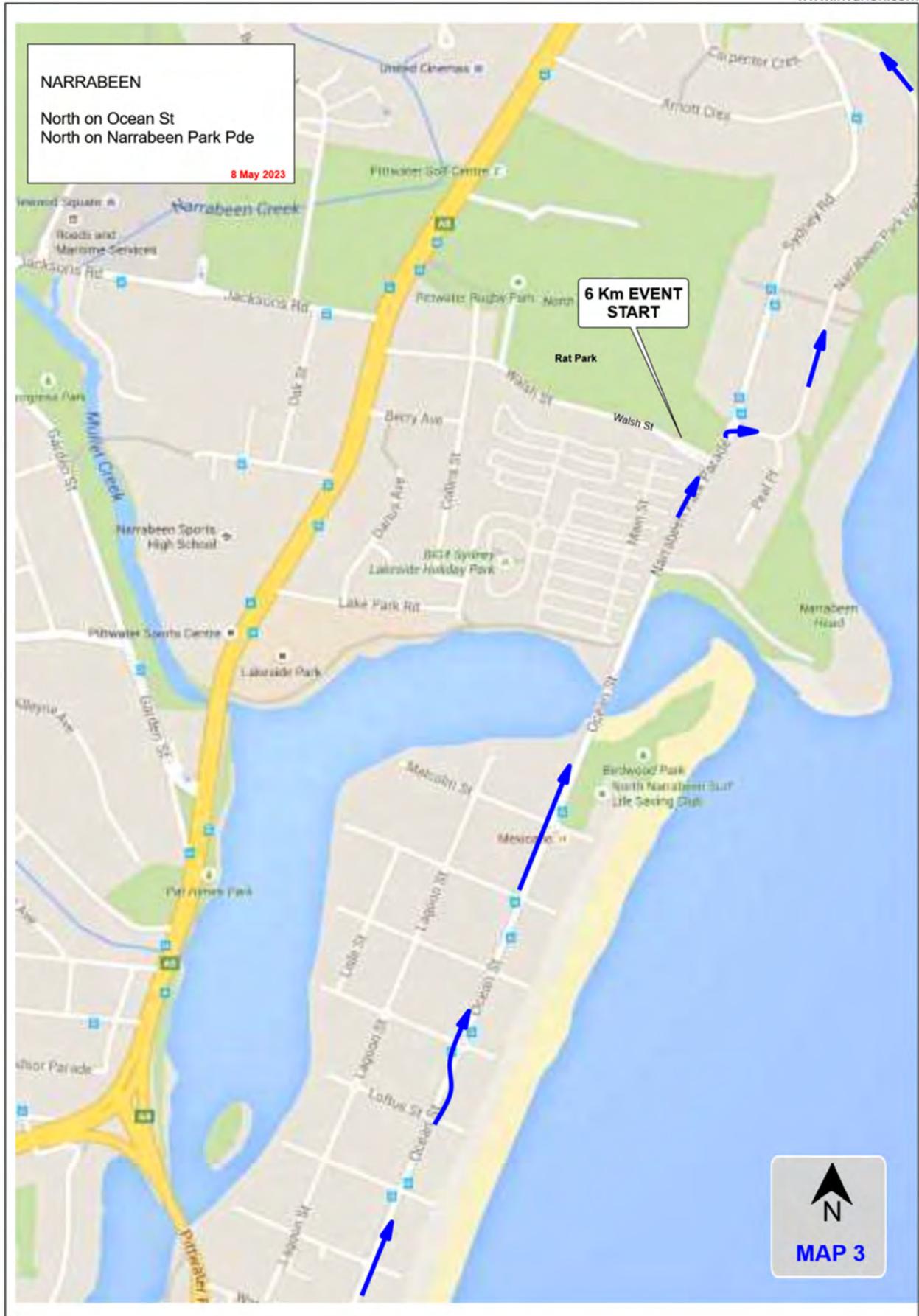
ROUTE MAPS

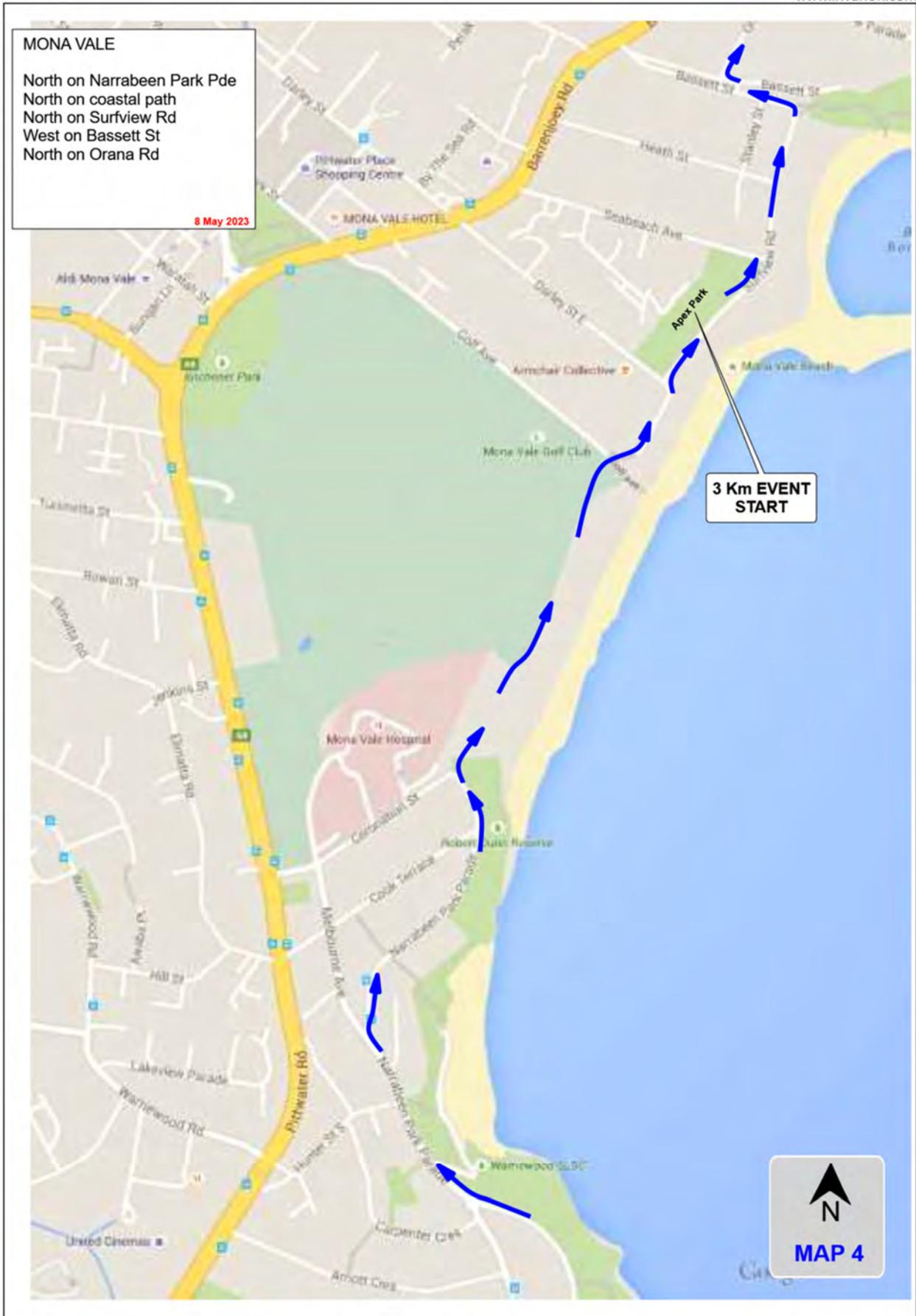
MAP 1	Dee Why Beach to Collaroy
MAP 2	Collaroy to Narrabeen
MAP 3	Narrabeen to Mona Vale
MAP 4	Mona Vale
MAP 5	Mona Vale to Newport Beach

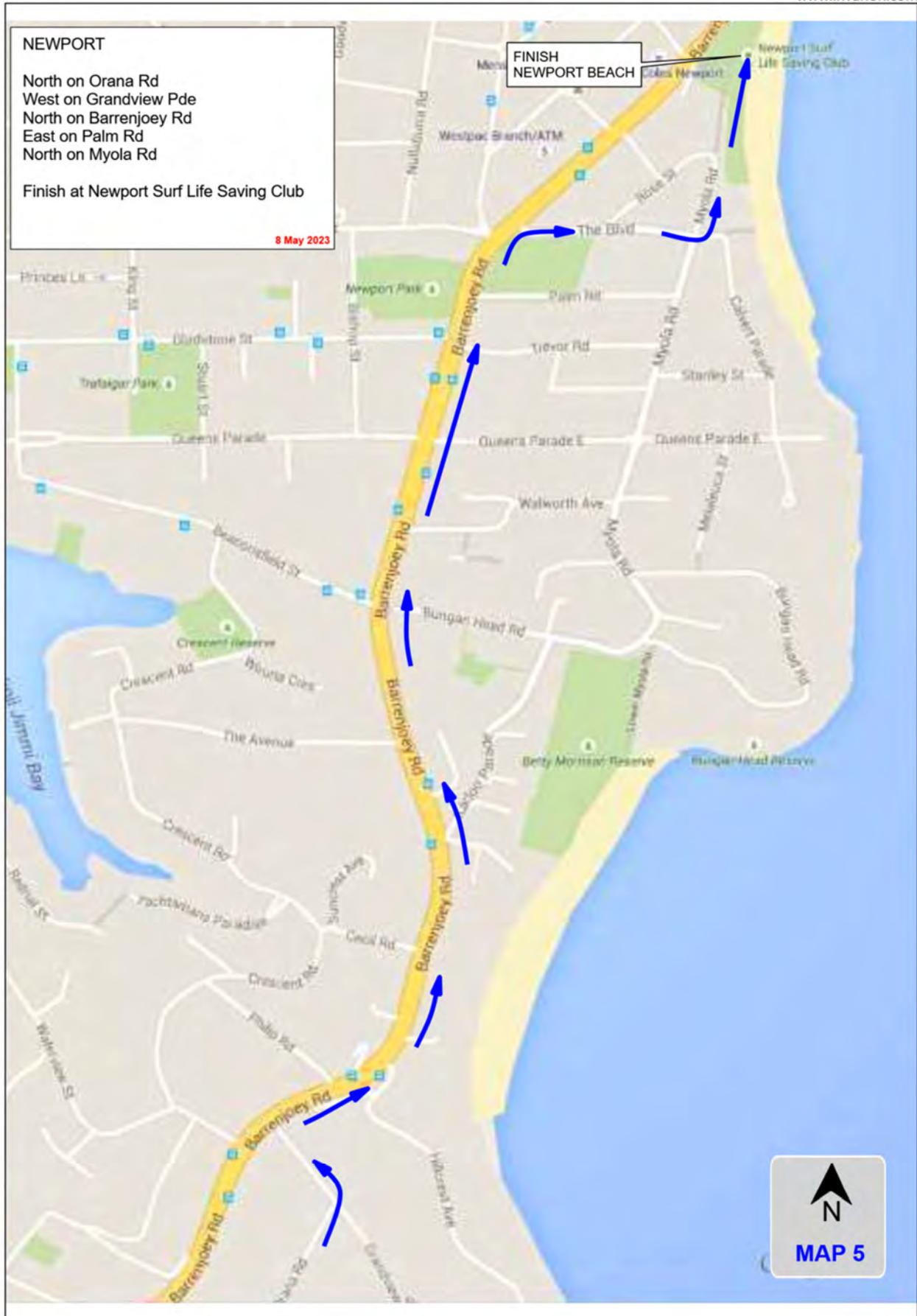
8th MAY 2023













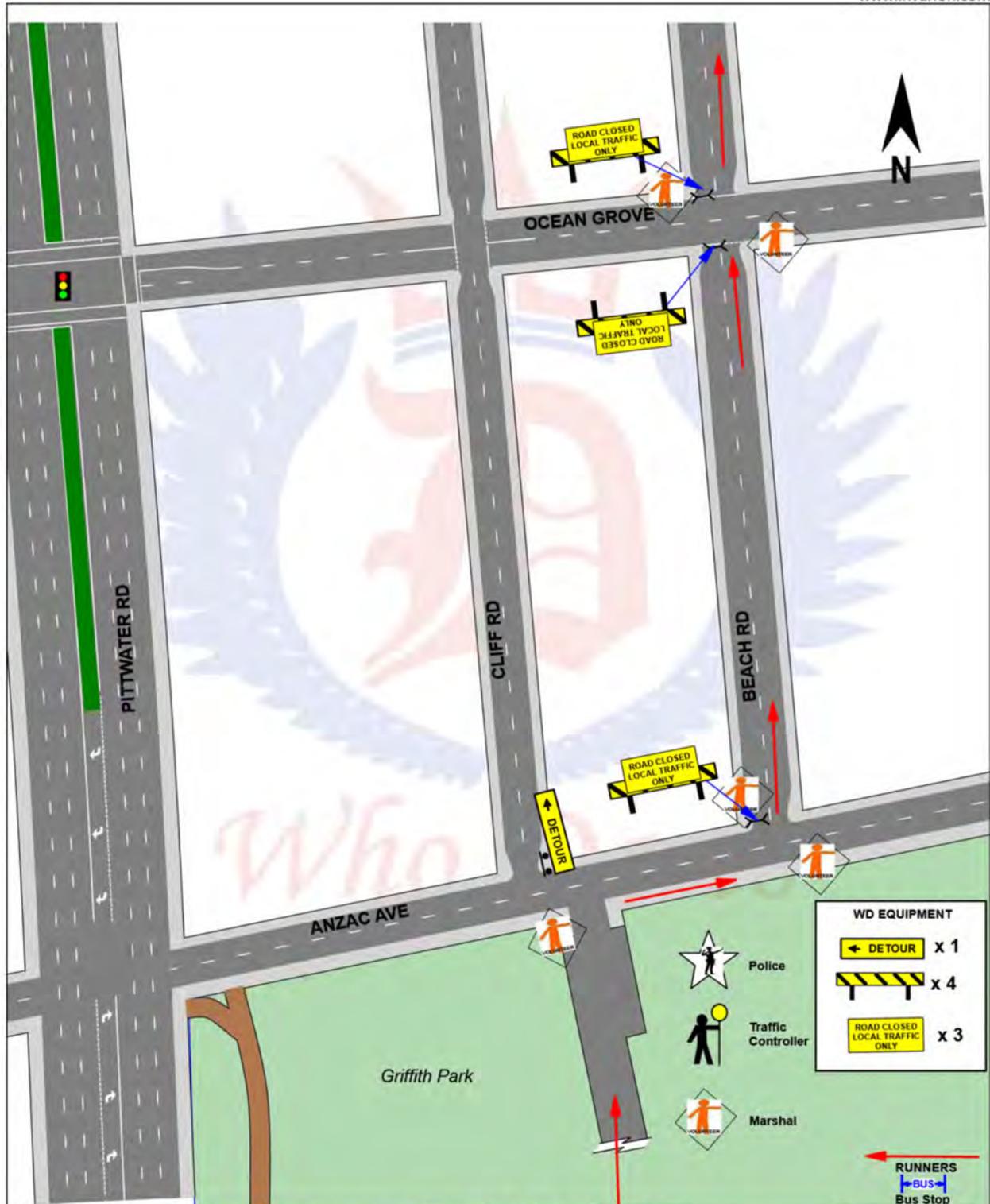
27th AUGUST 2023

Traffic Guidance Scheme

TGS 01	Pittwater Rd & Anzac Ave COLLAROY
TGS 02	Beach Rd COLLAROY
TGS 03	Pittwater Rd & Alexander St COLLAROY
TGS 04	Pittwater Rd & Collaroy St COLLAROY
TGS 05	Jenkins St to Ramsay St COLLAROY
TGS 06	Stewart St to Clarke St NARRABEEN
TGS 07	Mactier St to Goodwin St NARRABEEN
TGS 08	Ocean St NARRABEEN
TGS 09	Ocean St Robertson St to Narrabeen St NARRABEEN
TGS 10	Ocean St King St to Wellington St NARRABEEN
TGS 11	Ocean St Ablemarle St to Malcolm St NARRABEEN
TGS 12A	Narrabeen Park Pde NORTH NARRABEEN
TGS 12B	Narrabeen Park Pde NORTH NARRABEEN
TGS 13	Narrabeen Pk Pde & Carpenter Cr WARRIEWOOD
TGS 14	Coronation St MONA VALE
TGS 15	Surfview Rd & Darley St East MONA VALE
TGS 16	Surfview Rd & Seabeach Av MONA VALE
TGS 17	Surfview Rd & Bassett St MONA VALE
TGS 18	Orana Rd & Bassett St MONA VALE
TGS 19A	Grandview Pde & Barrenjoey Rd MONA VALE
TGS 19B	Grandview Pde & Barrenjoey Rd MONA VALE
TGS 20A	Hillcrest Av & Barrenjoey Rd NEWPORT
TGS 20B	Hillcrest Av & Barrenjoey Rd NEWPORT
TGS 21A	Barrenjoey Rd & Cecil Rd NEWPORT
TGS 21B	Barrenjoey Rd & Cecil Rd NEWPORT
TGS 22	Karloo Pde & Barrenjoey Rd NEWPORT
TGS 23	Walworth Av & Barrenjoey Rd NEWPORT
TGS 24	Queens Pde & Barrenjoey Rd NEWPORT
TGS 25	Palm Rd & Barrenjoey Rd NEWPORT
TGS 26	Myola Rd & Palm Rd NEWPORT
TGS 27	Myola Rd & The Boulevarde NEWPORT

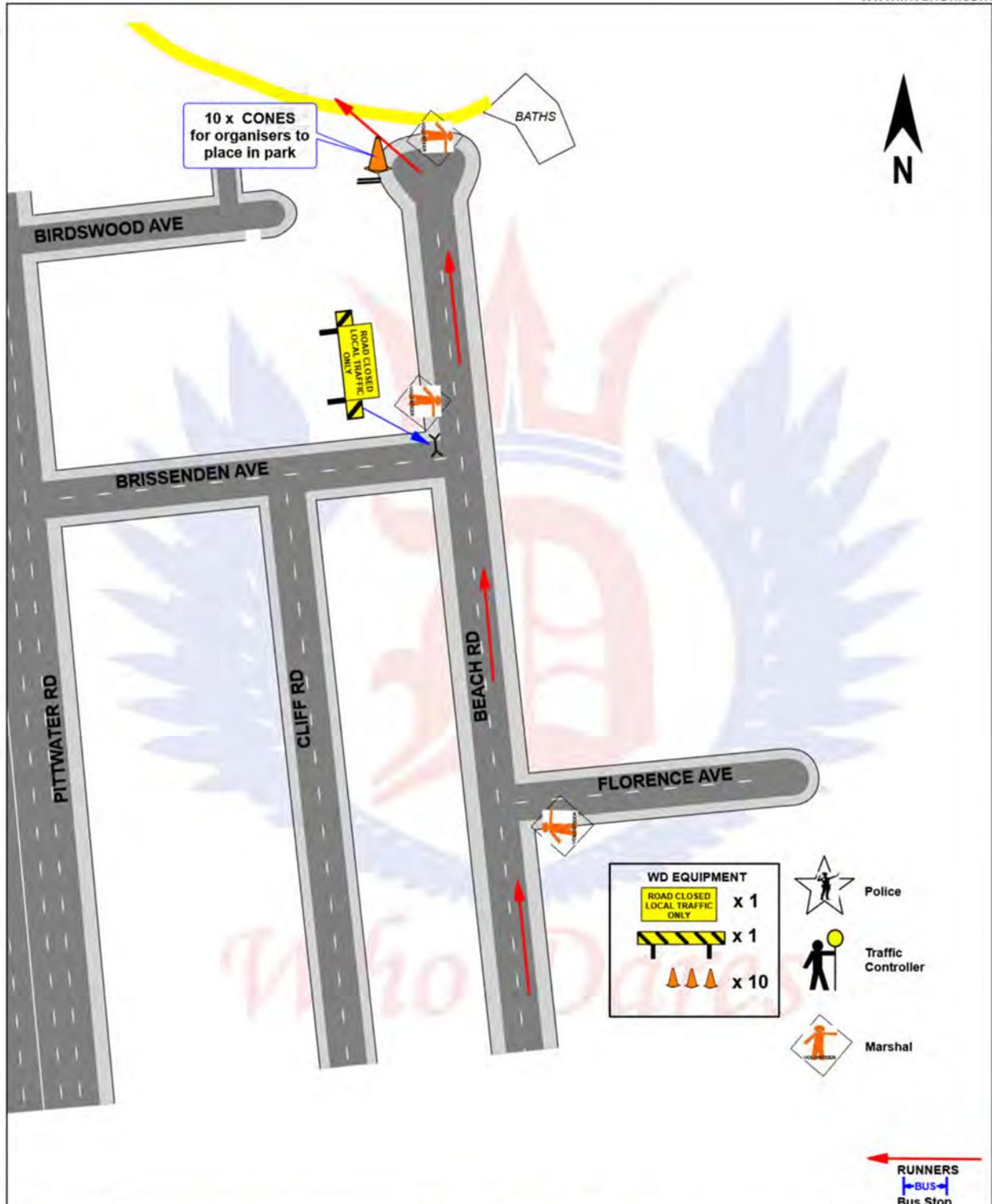
DEE WHY LAGOON OPEN CONTINGENCY

TGS 101	CONTINGENCY Hawkesbury Ave & Pittwater Rd DEE WHY
TGS 102	CONTINGENCY South Creek Rd & Pittwater Rd DEE WHY
TGS 103	CONTINGENCY Bedford Cr & Pittwater Rd COLLAROY



AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach		TGS	01
POLICE				Anzac Ave & Beach Rd COLLAROY		Traffic Signals	n/a
TfNSW				Resident only access to Beach Rd		Event Date	27 Aug 2023
WHO DARES	Deliver Equipment		0700-0930			Scale	Not to scale
MARSHAL	Maintain Road Closure Points	Direct Runners	0730-0930 x 5			Drawn by	Greg Mooney PWCC Cert. 9927716
				Checked by Glenn Armstrong 0026337	REVISED 8 MAY 23		

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW			
WHO DARES	Deliver Equipment		0730-0930
MARSHAL	Maintain Road Closure Points	Direct Runners	0730-0930 x 3

Beach 2 Beach

Beach Rd COLLAROY

Resident access only to Beach Rd and Florence Ave

Checked by Glenn Armstrong 0026337

REVISED 8 MAY 23

TGS 02

Traffic Signals	n/a
Event Date	27 Aug 2023
Scale	Not to scale
Drawn by	Greg Mooney
PNW Cert.	9827718

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WD EQUIPMENT
N/A



AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW			
WHO DARES			
MARSHAL	Monitor Runners		0700-0930 x 2

Beach 2 Beach
Pittwater Road Collaroy
Runners remain on footpath

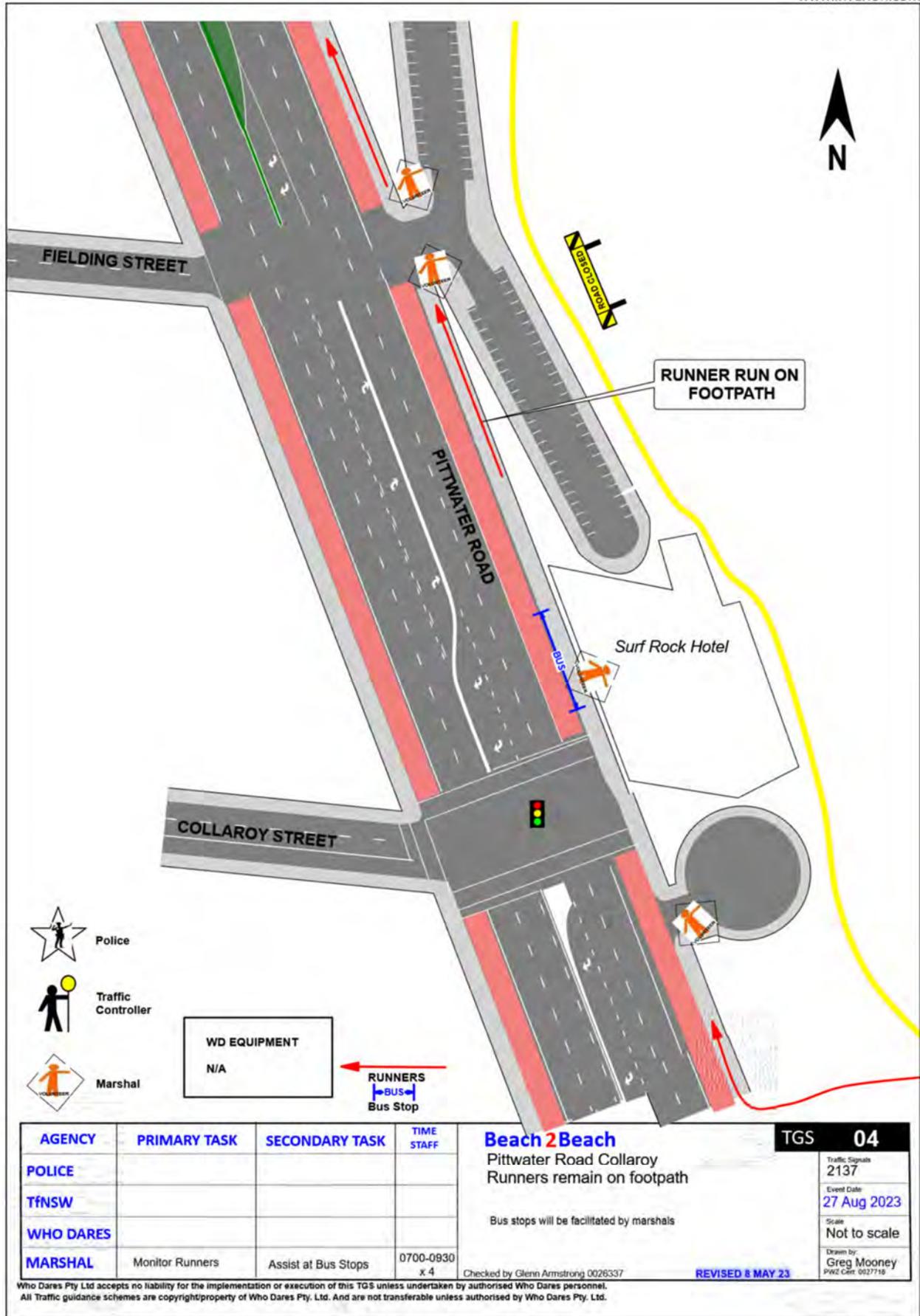
Bus stops will be facilitated by marshals

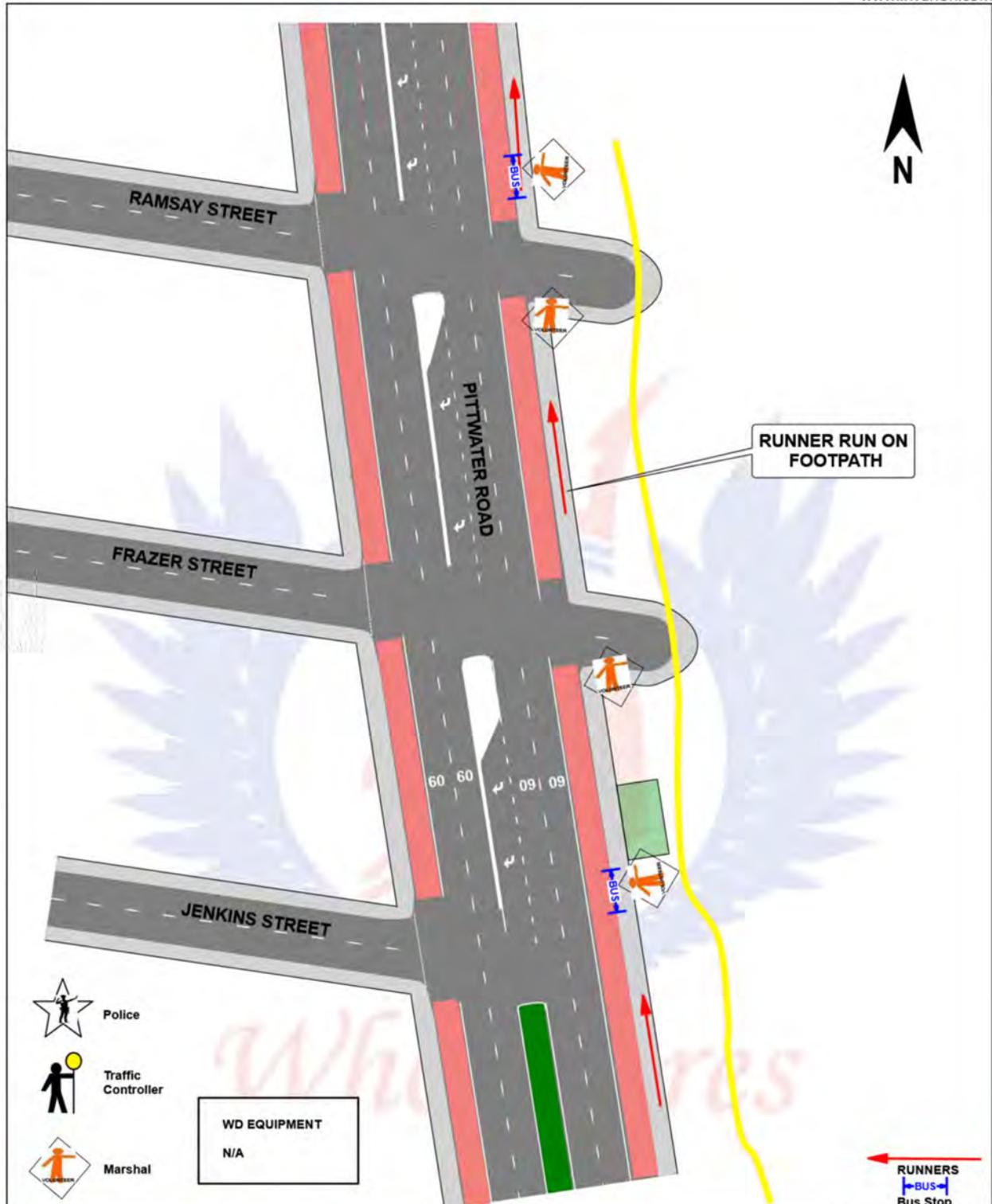
Checked by Glenn Armstrong 0026337

REVISED 8 MAY 23

TGS	03
Traffic Signals	n/a
Event Date	27 Aug 2023
Scale	Not to scale
Drawn by	Greg Mooney PWCC Cert. 9927716

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW			
WHO DARES			
MARSHAL	Monitor Runners	Assist at Bus Stops	0700-0930 x 4

Beach 2 Beach
Pittwater Road Collaroy
Runners remain on footpath

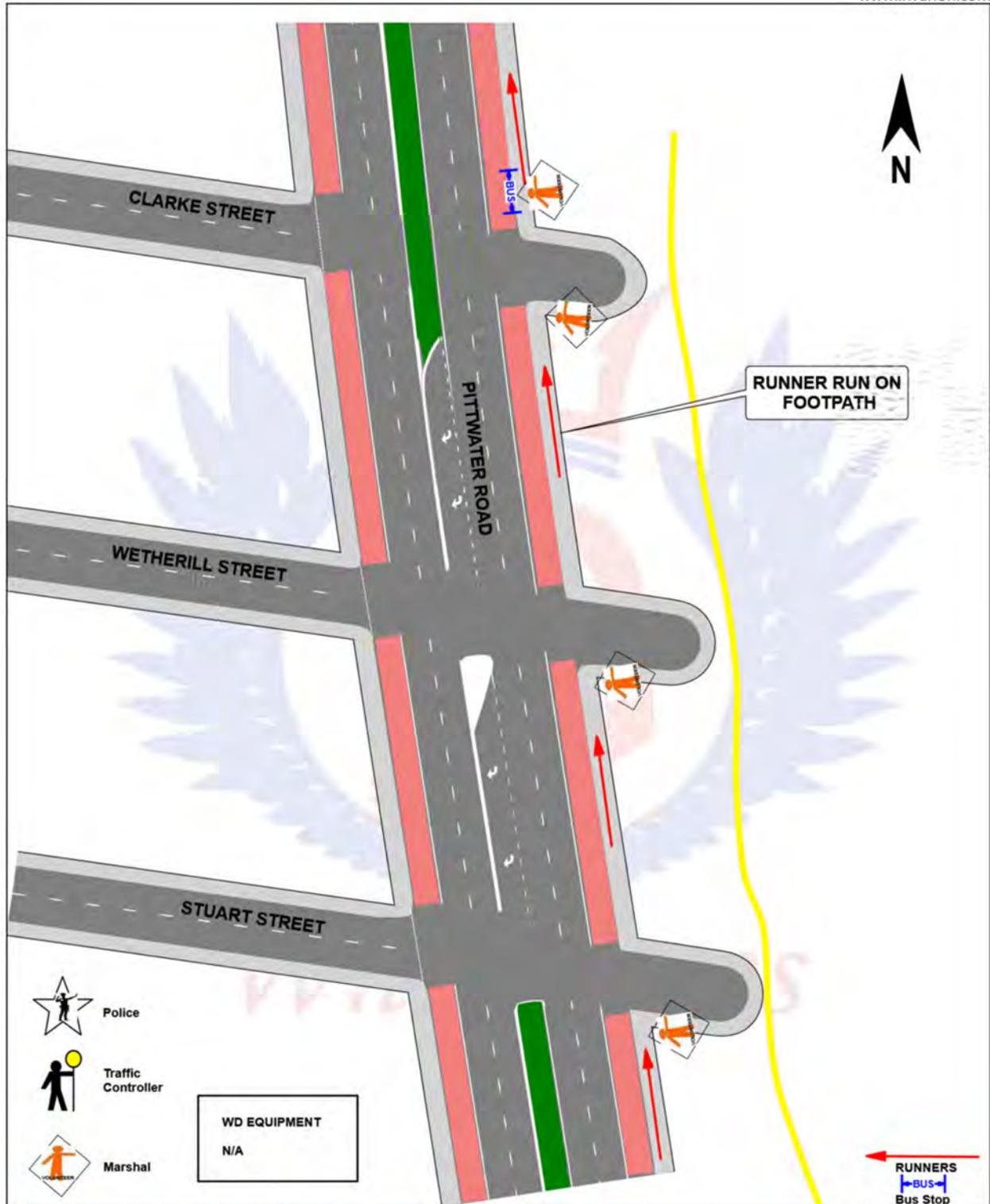
Bus stops will be facilitated by marshals

Checked by Glenn Armstrong 0026337

REVISED 8 MAY 23

TGS	05
Traffic Signals	n/a
Event Date	27 Aug 2023
Scale	Not to scale
Drawn by	Greg Mooney PWZ Cert. 8027718

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-  Police
-  Traffic Controller
-  Marshal

WD EQUIPMENT
N/A

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW			
WHO DARES			
MARSHAL	Monitor Runners	Assist at Bus Stops	0700-0930 x 4

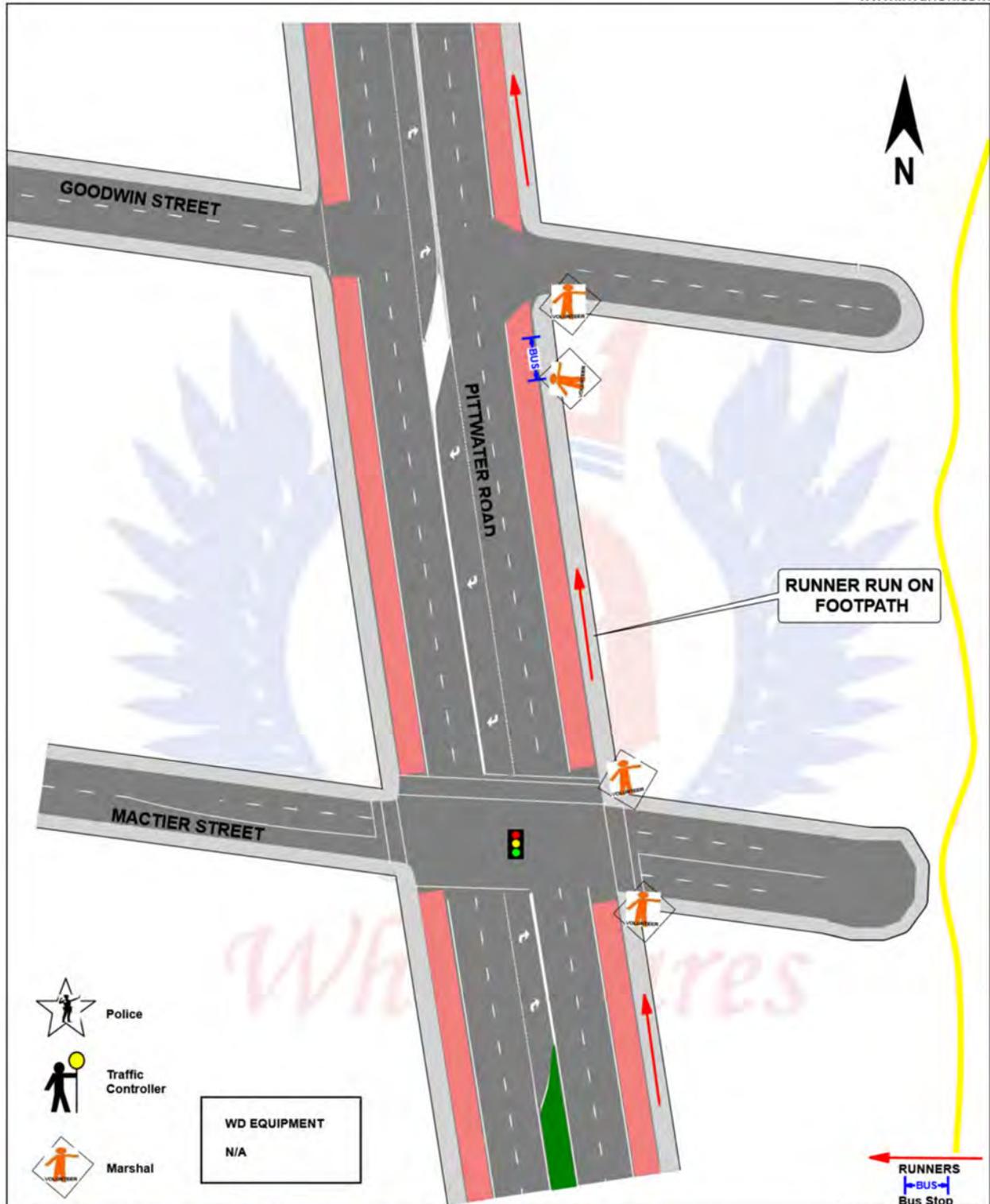
Beach 2 Beach
Pittwater Road Collaroy
Runners remain on footpath

Bus stops will be facilitated by marshals

Checked by Glenn Armstrong 0026337

TGS	06
Traffic Signals	n/a
Event Date	27 Aug 2023
Scale	Not to scale
Drawn by	Greg Mooney PINC Cert. 9827718

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- Police
- Traffic Controller
- Marshal

WD EQUIPMENT
N/A

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW	Monitor altered road conditions		
WHO DARES	Deliver Equipment		0700-0930
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0700-0930 x 4

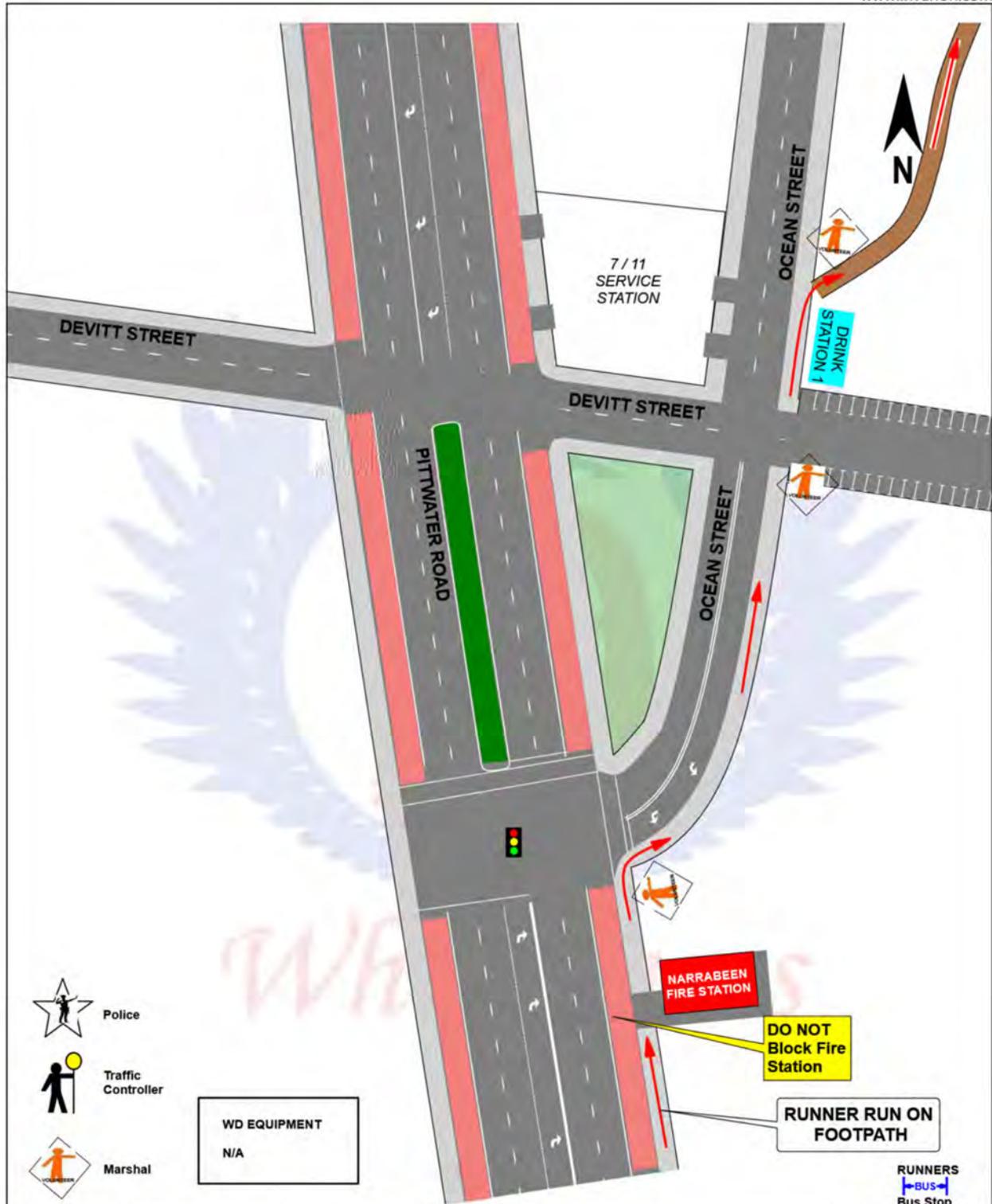
Beach 2 Beach
 Pittwater Road Collaroy
 Runners remain on footpath

Bus stops will be facilitated by marshals

Checked by Glenn Armstrong 0026337 **REVISED 8 MAY 23**

TGS 07
Traffic Signals n/a
Event Date 27 Aug 2023
Scale Not to scale
Drawn by Greg Mooney PWZ Cert: 9027718

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-  Police
-  Traffic Controller
-  Marshal

WD EQUIPMENT
N/A

NARRABEEN
FIRE STATION

DO NOT
Block Fire
Station

RUNNER RUN ON
FOOTPATH

RUNNERS
BUS STOP

AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW	Monitor altered road conditions		
WHO DARES			
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0700-0930 x 3

Beach 2 Beach
Pittwater Road Collaroy
Runners remain on footpath

Bus stops will be facilitated by marshals

Checked by Glenn Armstrong 0026337

TGS 08

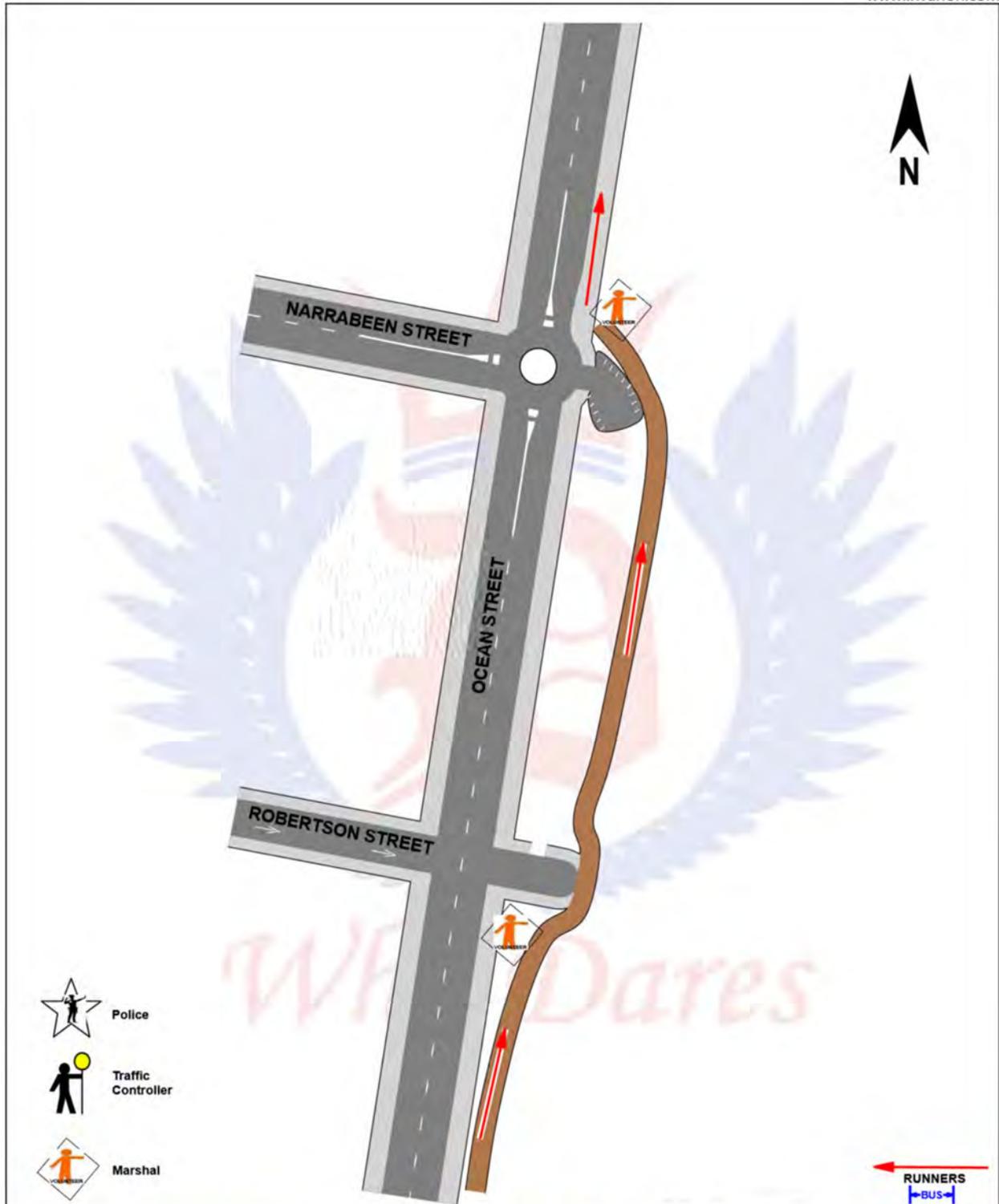
Traffic Signals
3171

Event Date
27 Aug 2023

Scale
Not to scale

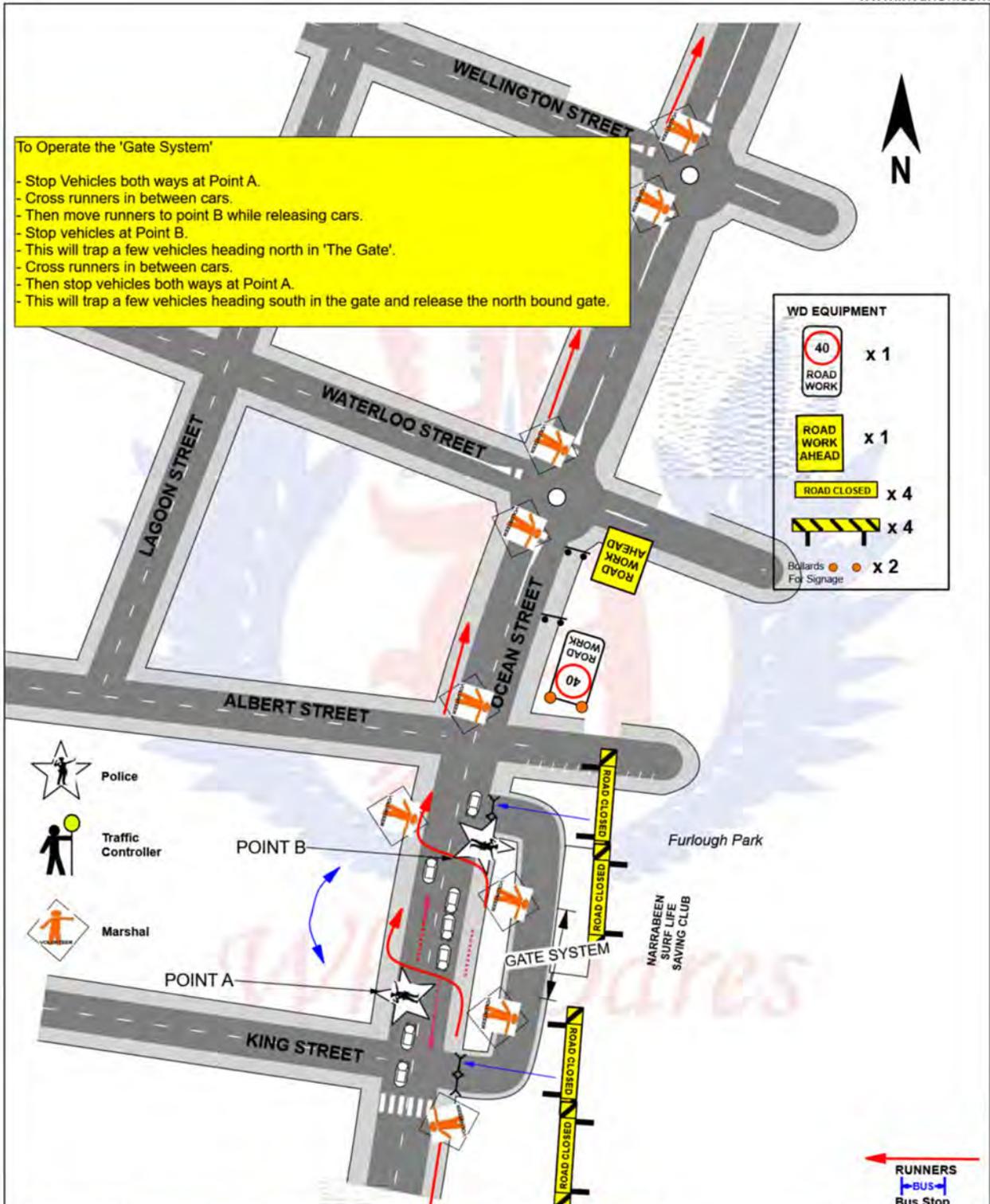
Drawn by
Greg Mooney
PWZ Cert. 9827718

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach		TGS	09
POLICE				Ocean St Narrabeen Closure lane 1 south bound Bollards are placed centre of lane 1. The intention is that runners use footpath however 1/2 lane buffer is being created for over spill. Bus stops will be facilitated by marshalls. Checked by Glenn Armstrong 0026337 REVISED 8 MAY 23		Traffic Signals n/a	
TfNSW	Monitor altered road conditions					Event Date 27 Aug 2023	
WHO DARES	Deliver Equipment		0730-0930			Scale Not to scale	
MARSHAL	Maintain Road Closure Points		0730-0930 2			Drawn by Greg Mooney PWC Cert. 9927718	

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE	Assist runners across road		0730-0930 2
TfNSW	Monitor altered road conditions		
WHO DARES	Deliver Equipment		0730-0930
MARSHAL	Maintain Road Closure Points		0730-0930 6

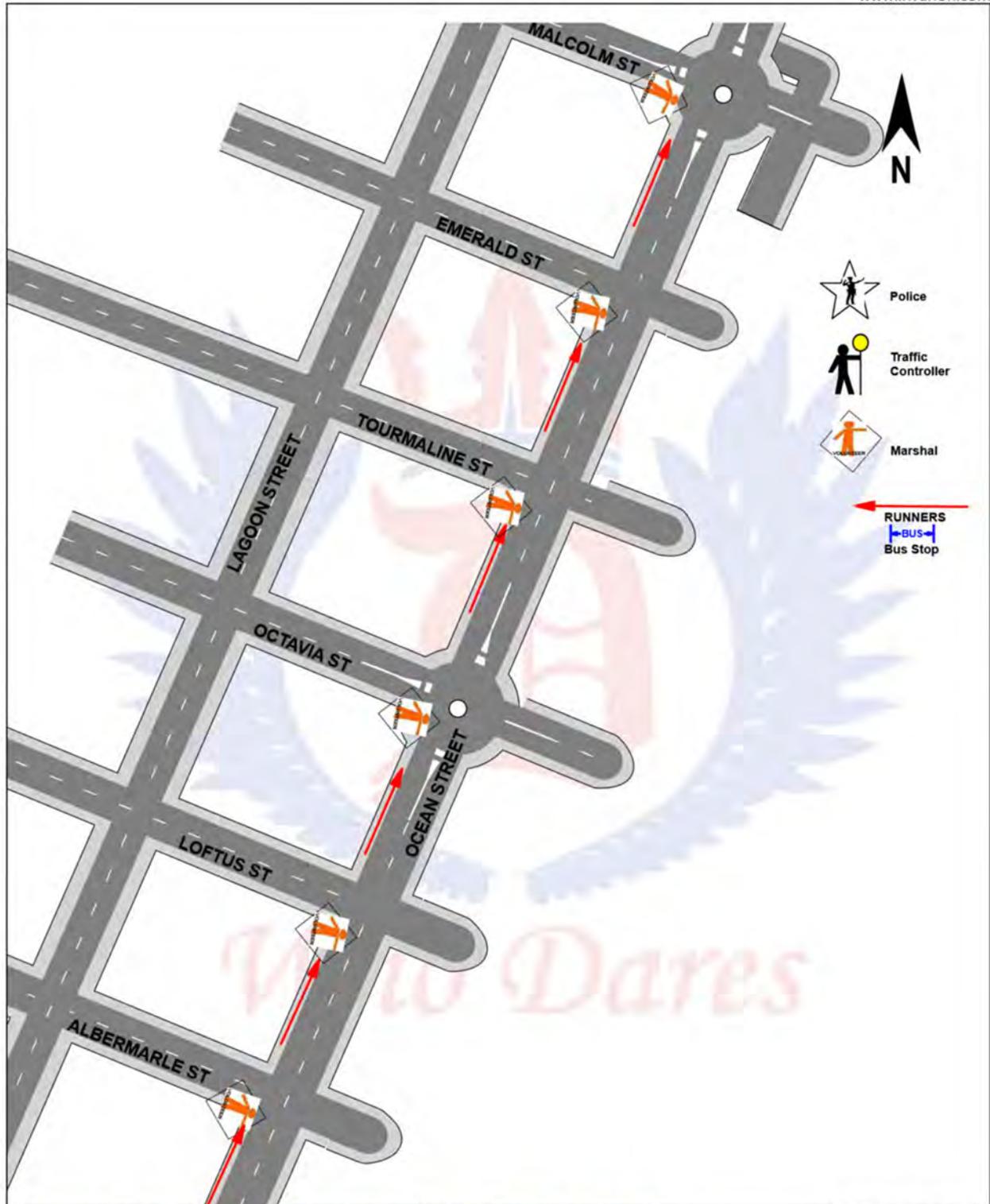
Beach 2 Beach
 Ocean St Narabeen
 Participants run north on eastern footpath.
 They will cross to the west side north of King St.

TGS 10

Traffic Signals: n/a
 Event Date: **27 Aug 2023**
 Scale: Not to scale
 Drawn by: Greg Mooney
 PWZ Cert: 9927716

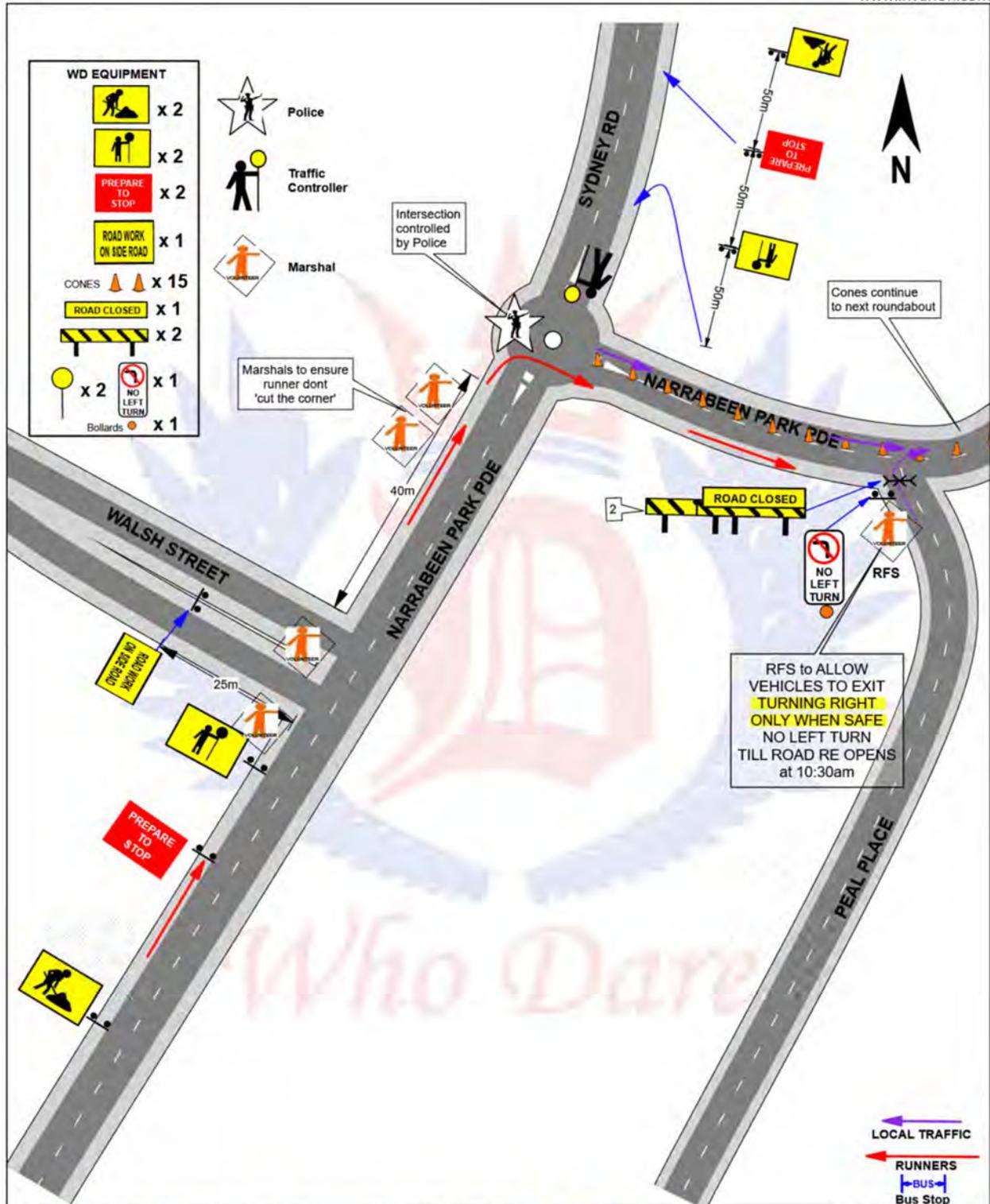
Checked by Glenn Armstrong 0026337
 REVISED 8 MAY 23

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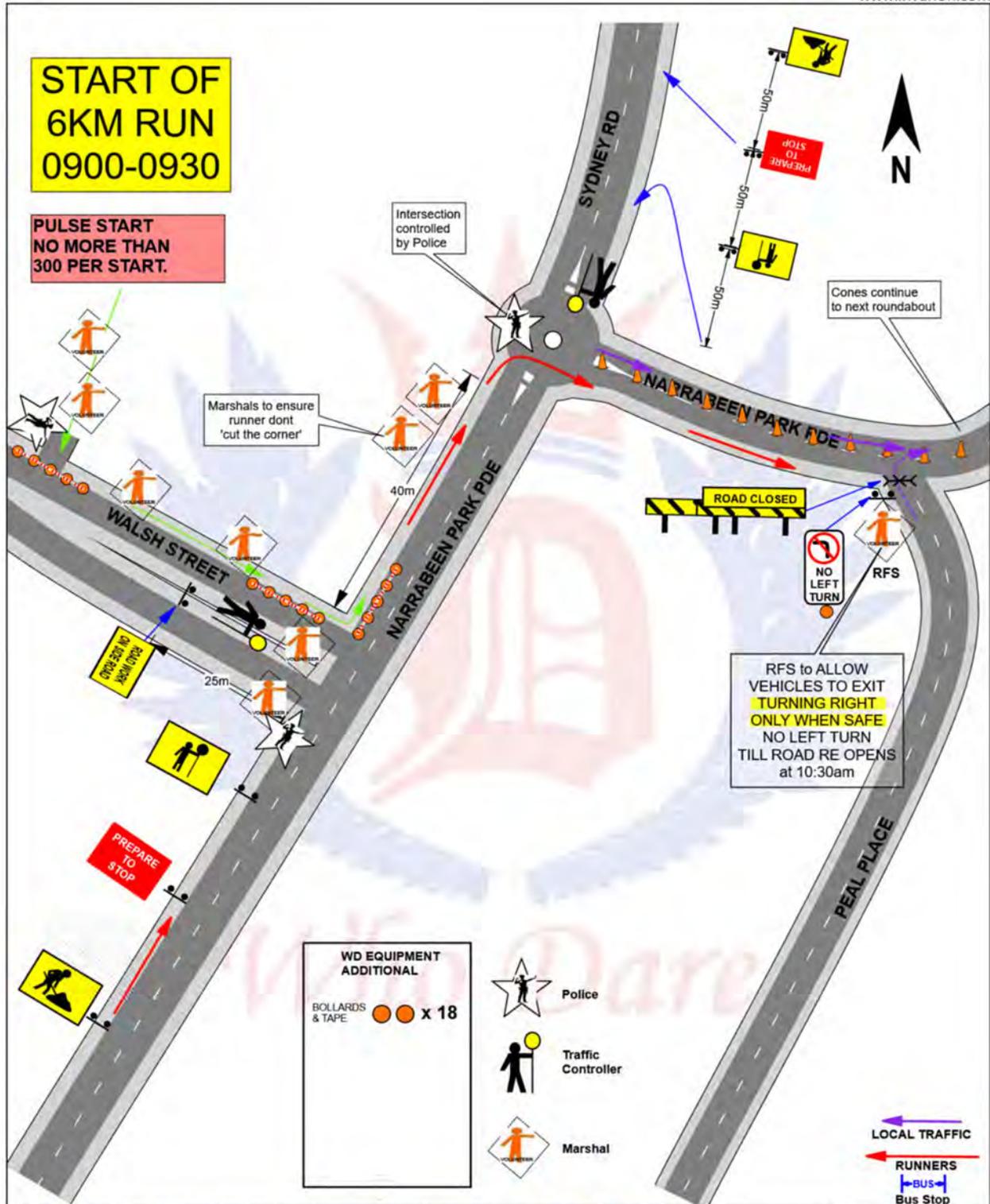
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach		TGS	11
POLICE				Ocean St Narabeen Ablemarle St to Malcolm St		Traffic Signals	n/a
TfNSW	Monitor altered road conditions			Runner on the western footpath		Event Date	27 Aug 2023
WHO DARES	Deliver Equipment		0730-0930			Scale	Not to scale
MARSHAL	Maintain Road Closure Points		0730-0930 6			Drawn by	Greg Mooney PWVZ Cert. 9927716
				Checked by Glenn Armstrong 0026337	REVISED 8 MAY 23		

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach		TGS 12a
POLICE	Assist runners across road		0730-0830 1	Beach 2 Beach Narrabeen Park Parade roundabout north of Walsh St North Narrabeen Cones are placed centre of lane 1 to warn drivers The intention is that runners use footpath Bus stops will be facilitated by marshalls. Checked by Glenn Armstrong 0026337 REVISED 8 MAY 23		Traffic Signals n/a Event Date 27 Aug 2023 Scale Not to scale Drawn by Greg Mooney PIVC Cert. 9927716
TfNSW	Monitor altered road conditions					
WHO DARES	Deliver Equipment	Contra flow traffic	0730-0830 1			
MARSHAL	Maintain Road Closure Points		0730-0830 5			

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE	Assist runners across road		0830-1030 3
TfNSW	Monitor altered road conditions		
WHO DARES	Deliver Equipment	Contra flow traffic	0815-1030 2
MARSHAL	Maintain Road Closure Points		0830-1030 9

Beach 2 Beach

Narrabeen Park Parade roundabout north of Walsh St North Narrabeen

Cones are placed centre of lane 1 to warn drivers
The intention is that runners use footpath

Bus stops will be facilitated by marshalls.

Checked by Glenn Armstrong 0026337

TGS 12b

Traffic Signals
n/a

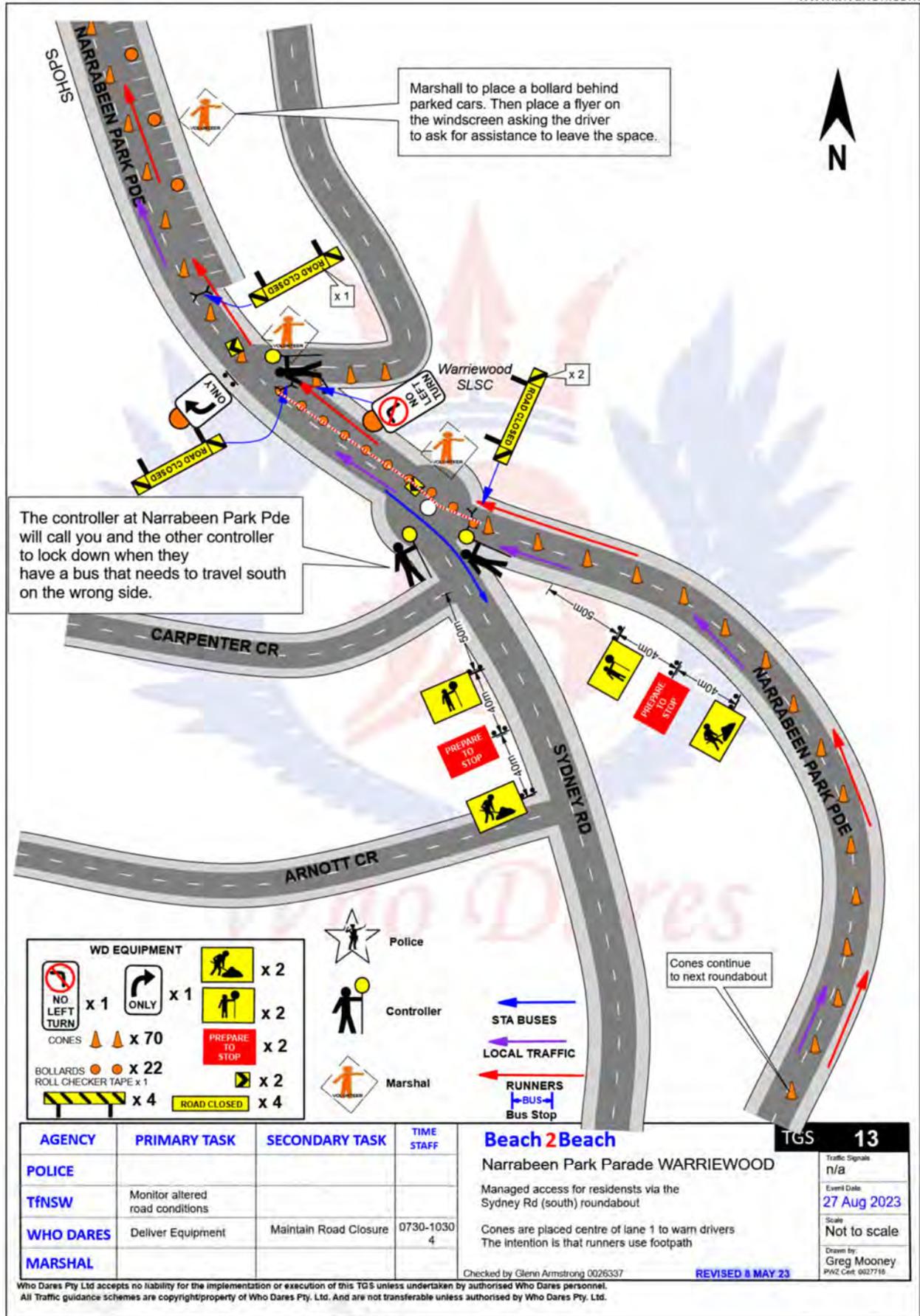
Event Date
27 Aug 2023

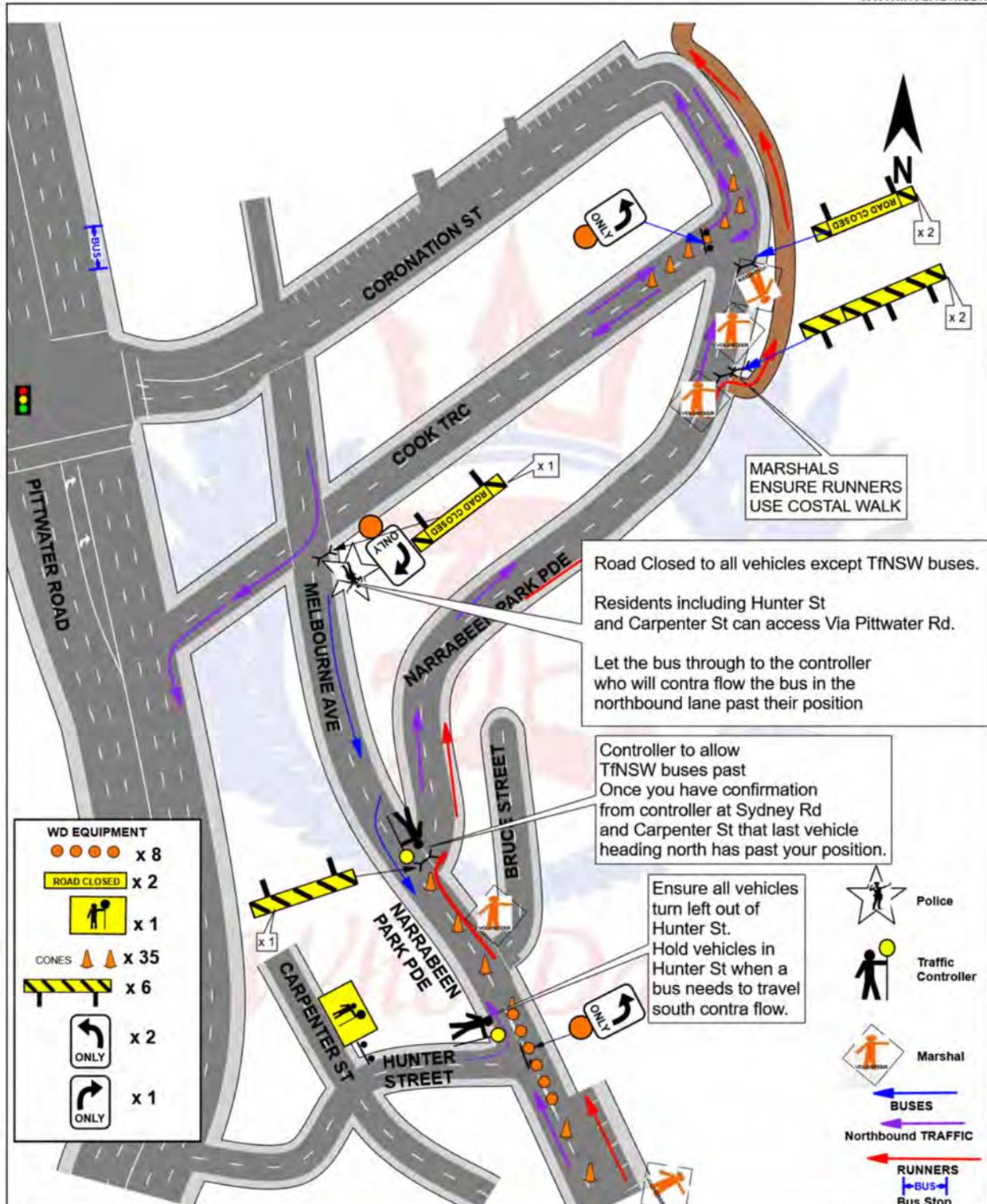
Scale
Not to scale

Drawn by
Greg Mooney
PNVC Code: 9927716

REVISED 8 MAY 23

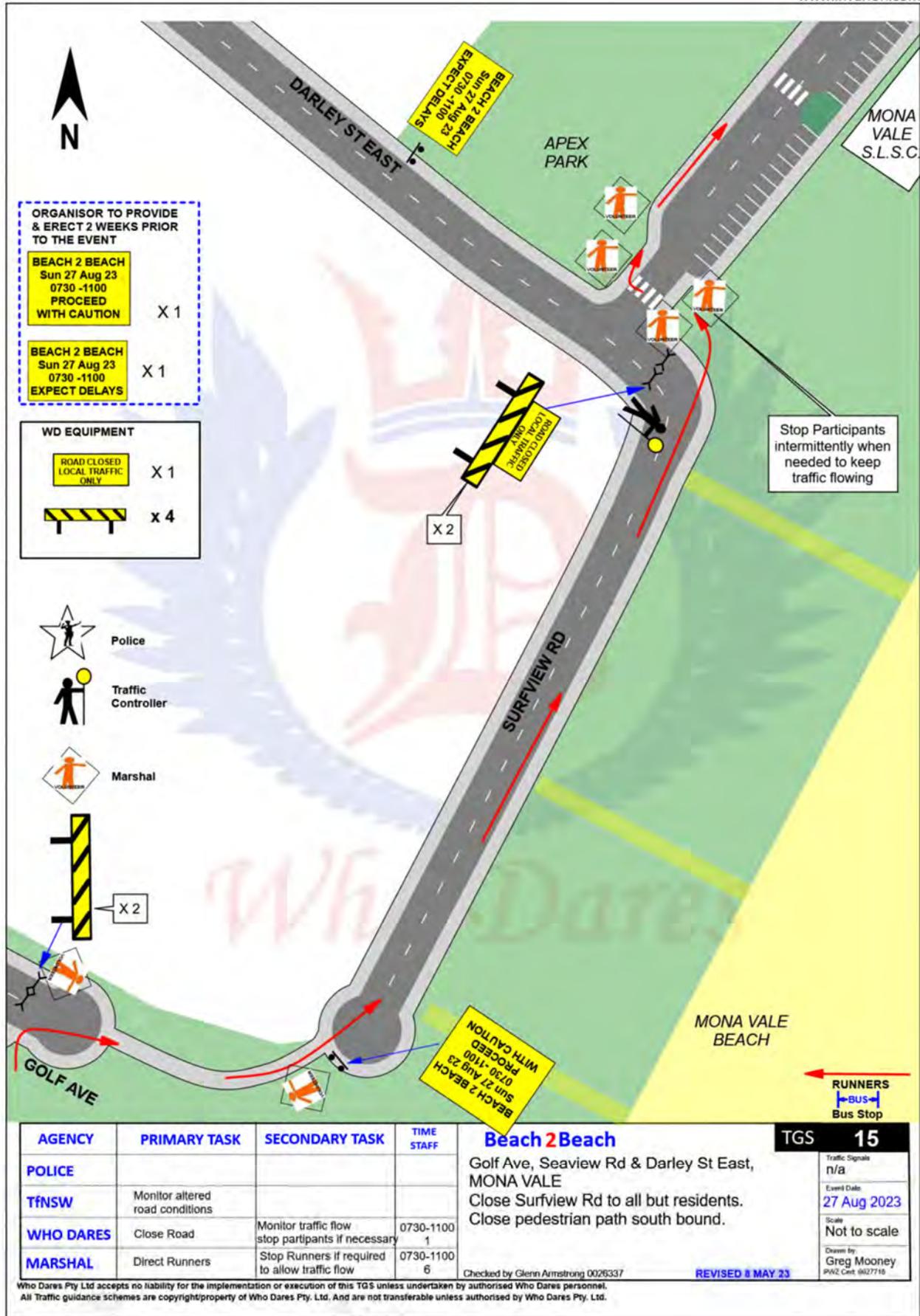
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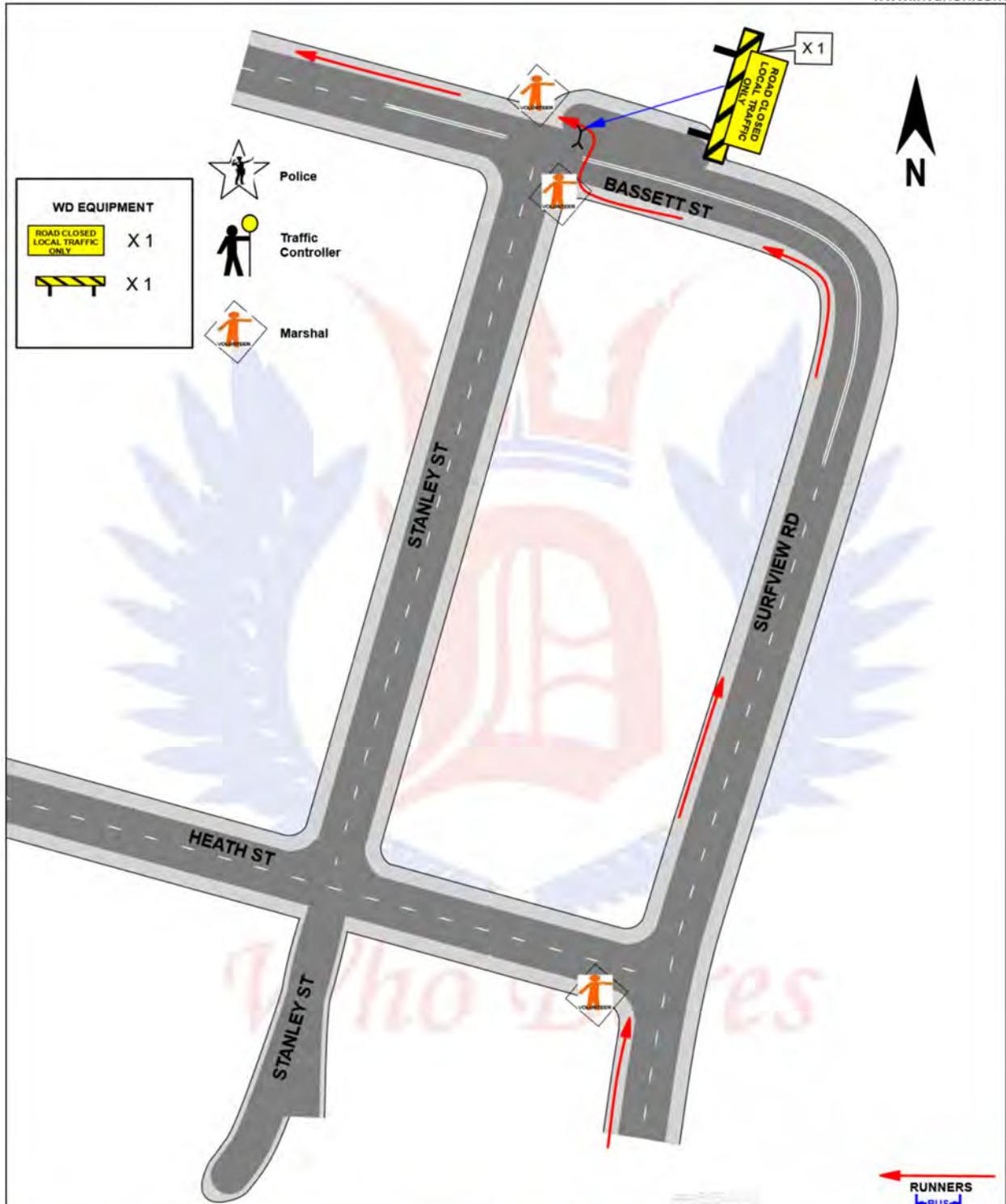


AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach Narrabeen Park Parade to Coronation St Mona Vale Narrabeen Park Pde closed south bound at Hunter St Bus stops will be facilitated by marshalls. Checked by Glenn Armstrong 0026337 REVISED 8 MAY 23	TGS	14
POLICE			0730-1030 1		Traffic Signals n/a	
TfNSW	Monitor altered road conditions				Event Date 27 Aug 2023	
WHO DARES	Deliver Equipment	Contra Flow Traffic	0730-1030 2		Scale Not to scale	
MARSHAL	Maintain Road Closure Points		0730-1030 6	Drawn By Greg Mooney PWCC Cert. 9827716		

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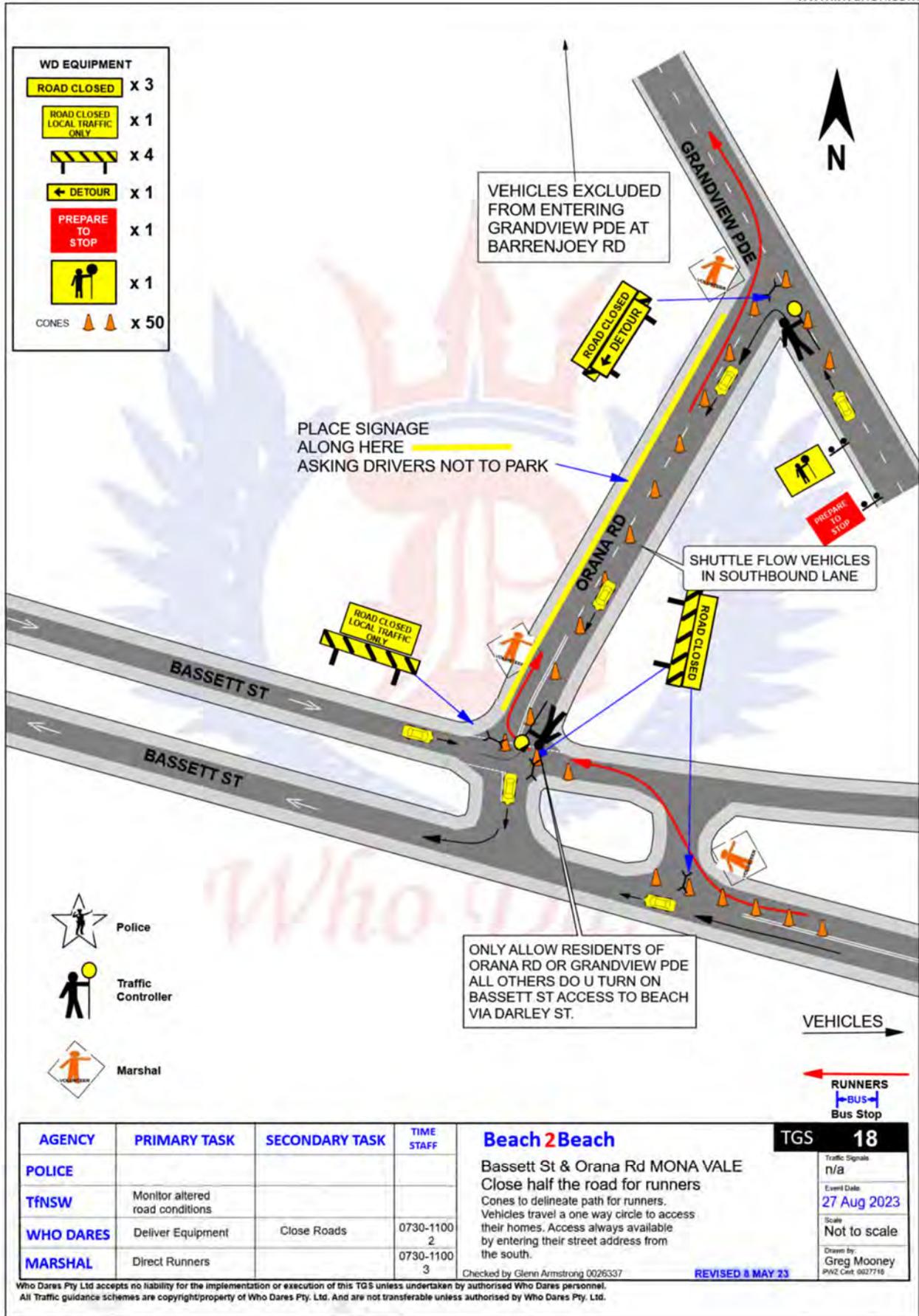


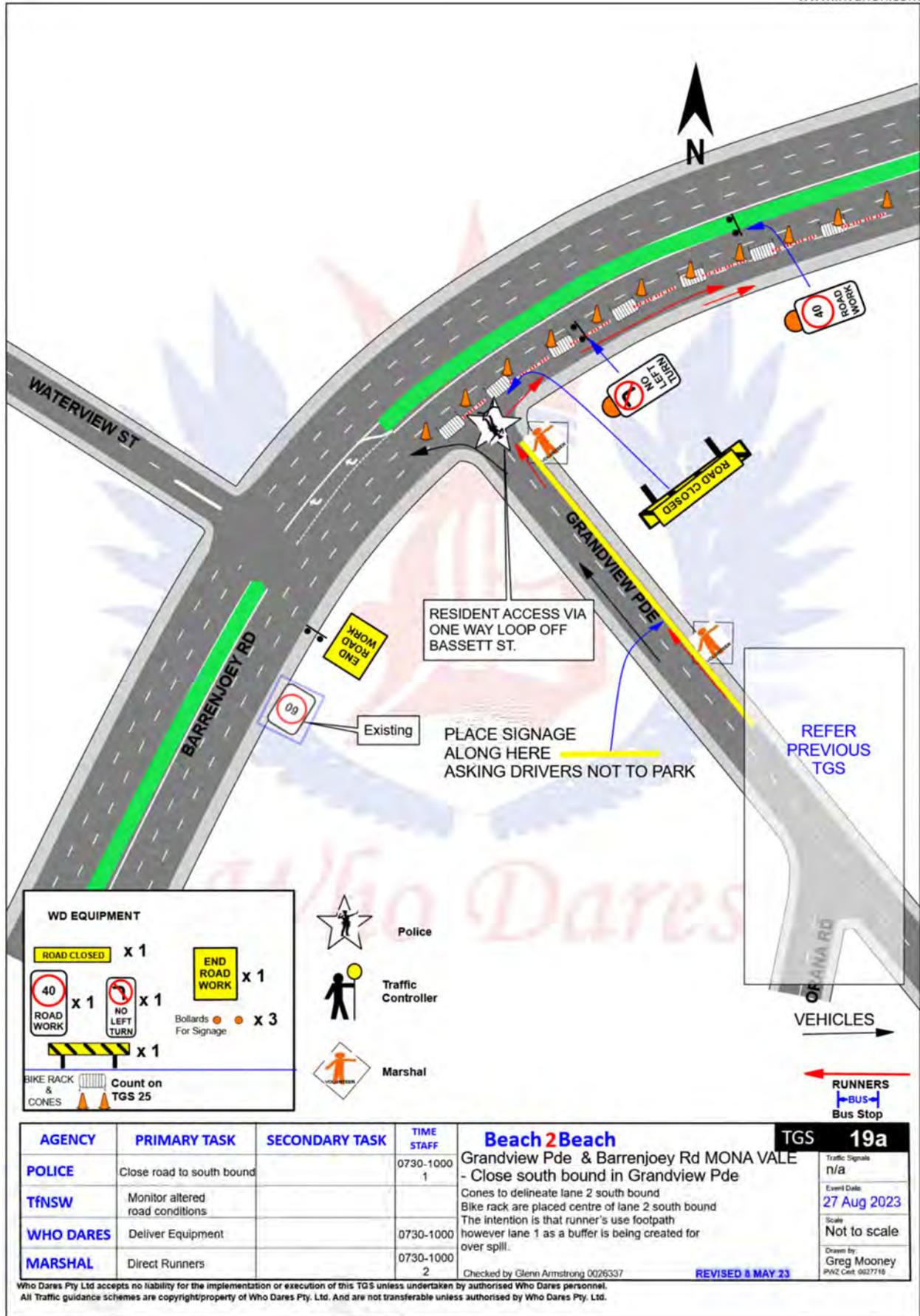




AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach	TGS 17
POLICE				Surfview Rd, Heath St & Bassett St MONA VALE - Surfview Rd closed to all but residents. Bus stops will be facilitated by marshalls.	Traffic Signals n/a
TfNSW	Monitor altered road conditions				Event Date 27 Aug 2023
WHO DARES	Deliver Equipment		0730-1100		Scale Not to scale
MARSHAL	Direct Runners		0730-1100 3		Drawn by Greg Mooney PWC Cert. 9827718
				Checked by Glenn Armstrong 0026337 REVISED 8 MAY 23	

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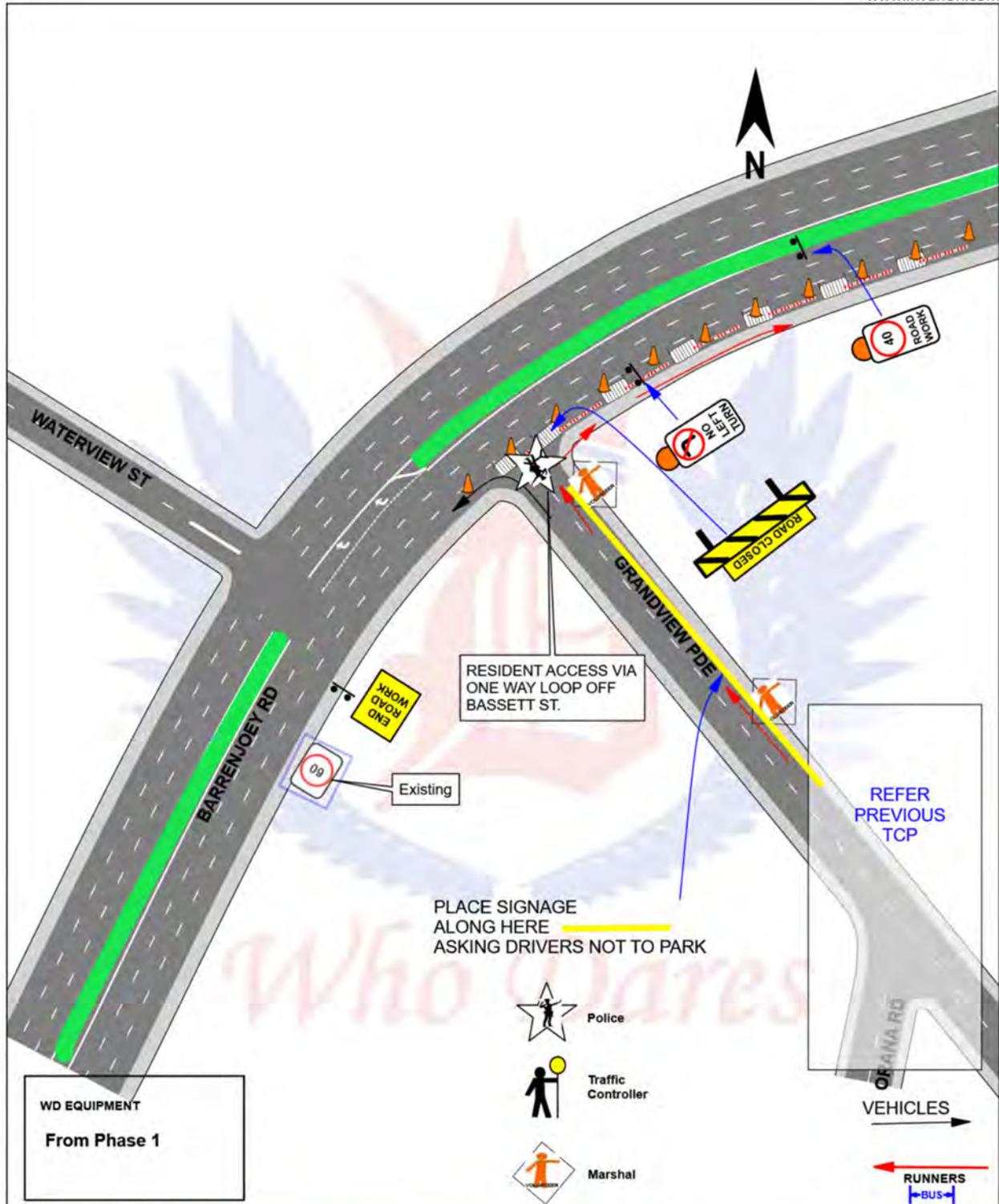
WD EQUIPMENT

- ROAD CLOSED X 1
- 40 ROAD WORK X 1
- NO LEFT TURN X 1
- END ROAD WORK X 1
- Bollards For Signage X 3
- BIKE RACK & CONES X 1
- Count on TGS 25

- Police (Star icon)
- Traffic Controller (Stick icon)
- Marshal (Orange triangle icon)

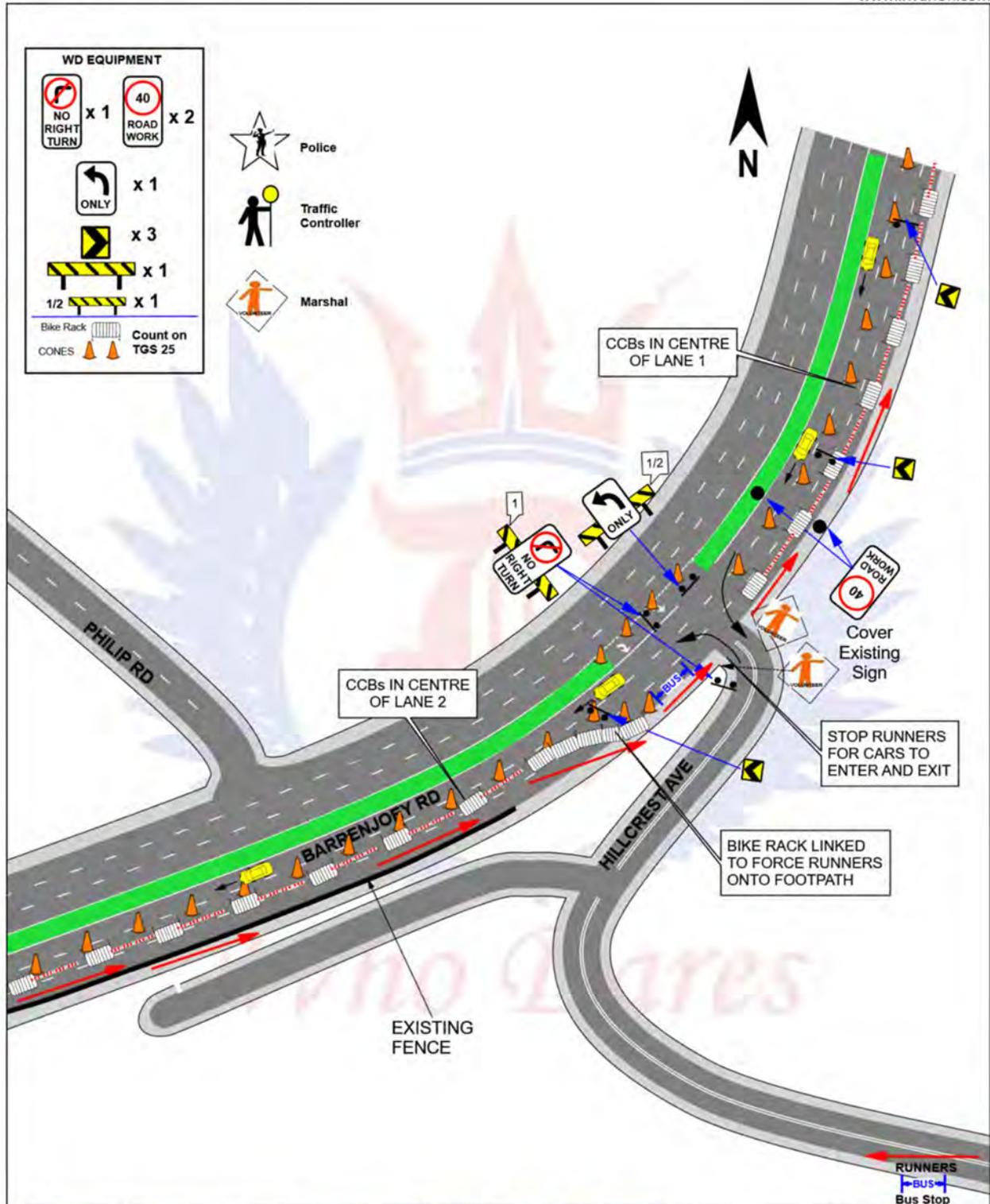
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach2Beach	TGS 19a
POLICE	Close road to south bound		0730-1000 1	Grandview Pde & Barrenjoey Rd MONA VALE - Close south bound in Grandview Pde Cones to delineate lane 2 south bound Bike rack are placed centre of lane 2 south bound The intention is that runner's use footpath however lane 1 as a buffer is being created for over spill. Checked by Glenn Armstrong 0026337 REVISED & MAY 23	Traffic Signals n/a Event Date 27 Aug 2023 Scale Not to scale Created by Greg Mooney PIVC Cert. 9827718
TfNSW	Monitor altered road conditions				
WHO DARES	Deliver Equipment		0730-1000		
MARSHAL	Direct Runners		0730-1000 2		

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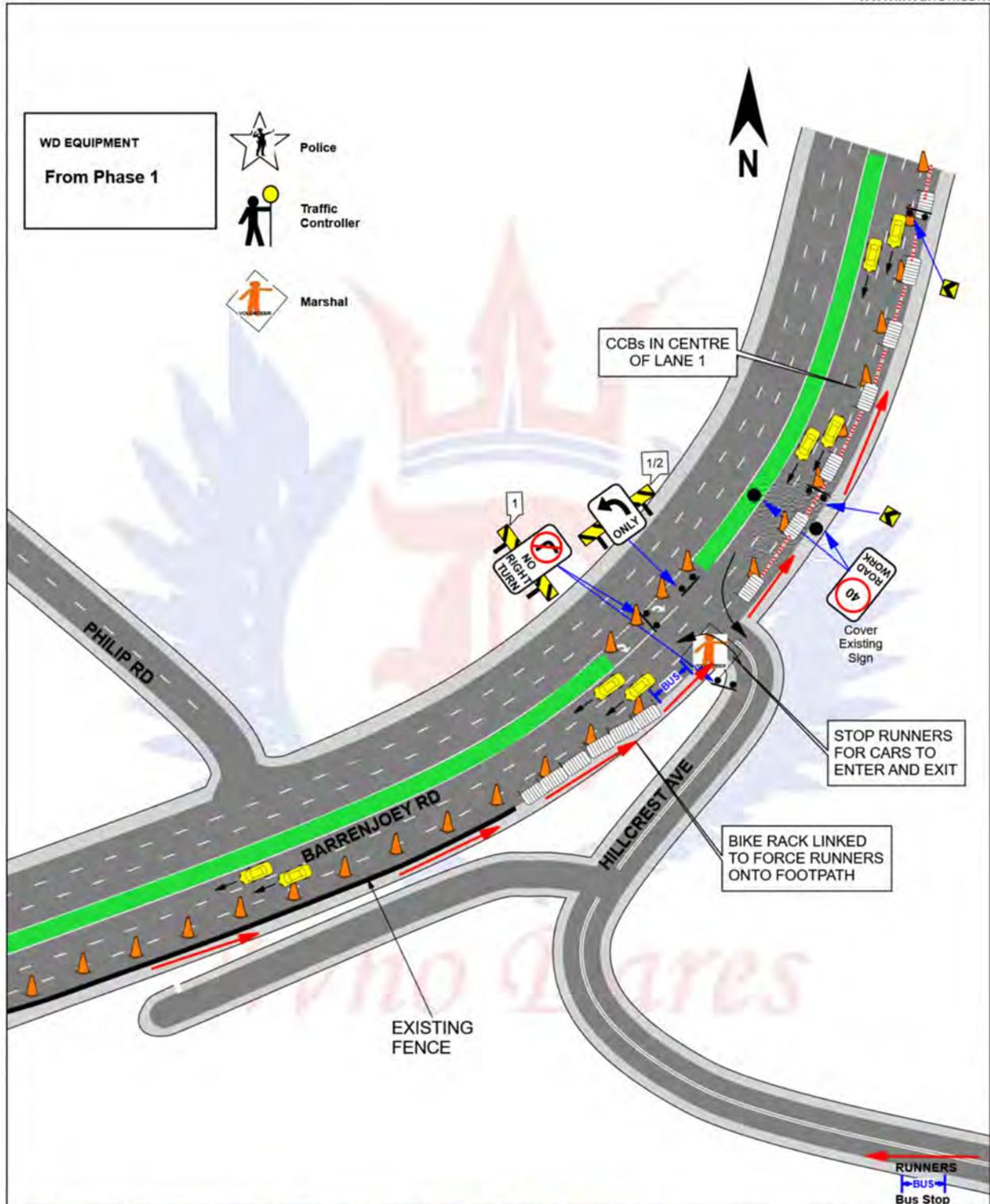
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach2Beach		TGS	19b
POLICE	Close road to south bound		1000-1200 1	Grandview Pde & Barrenjoey Rd MONA VALE - Close south bound in Grandview Pde The transition is to give back lane 2. Only lane one is closed as runners have thinned out.		Traffic Signals n/a	
TfNSW	Monitor altered road conditions					Event Date 27 Aug 2023	
WHO DARES	Create Transition		1000-1200			Scale Not to scale	
MARSHAL	Direct Runners		1000-1200 2			Drawn by Greg Mooney PWZ Cert. 9827718	

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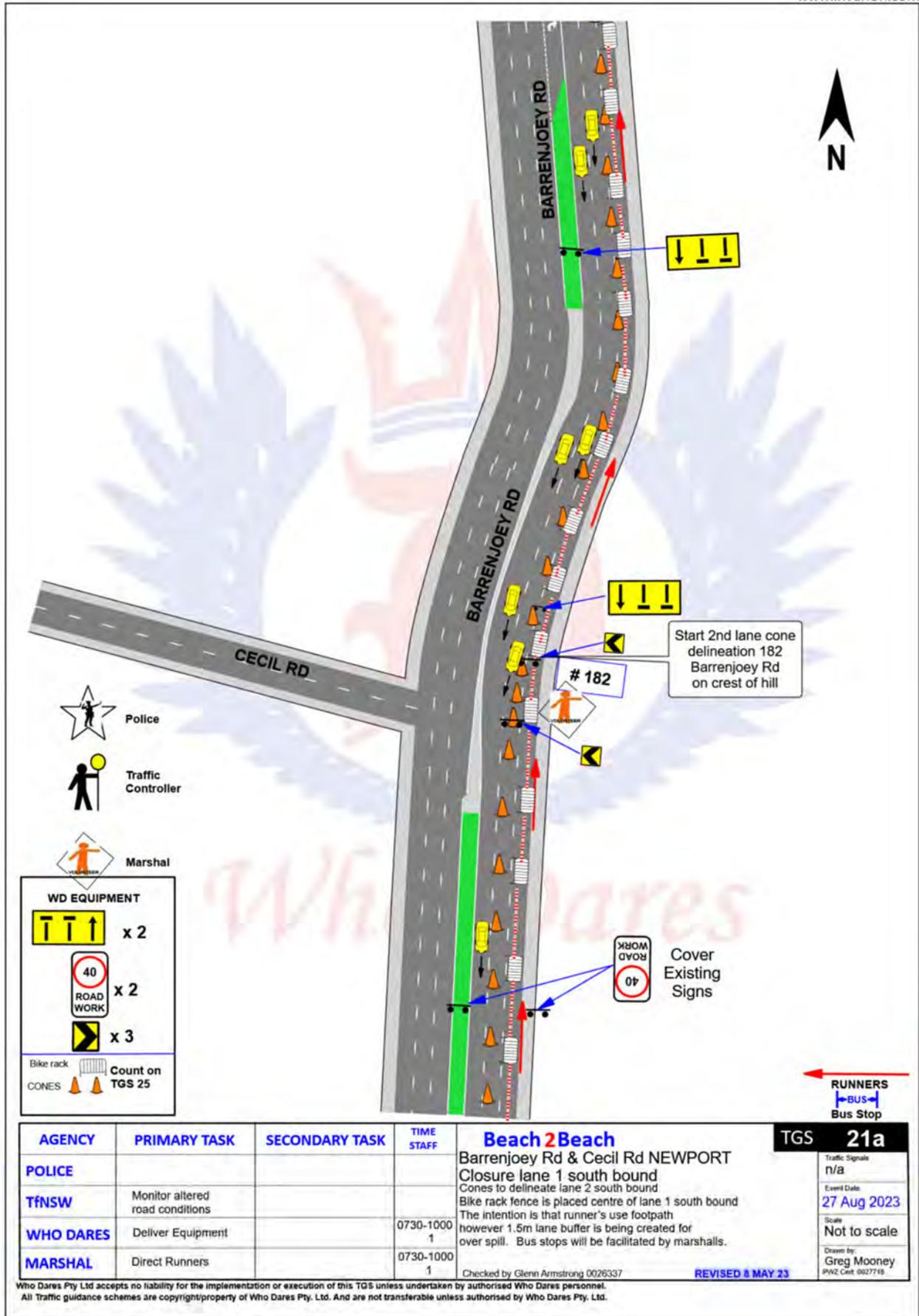
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach	TGS 20a
POLICE				Barrenjoey Rd & Hillcrest Ave MONA VALE Closure lane 1 & 2 south bound	Traffic Signals n/a
TfNSW	Monitor altered road conditions			Cones to delineate lane 2 south bound Bike rack fence is placed centre of lane 2 south bound	Event Date 27 Aug 2023
WHO DARES	Deliver Equipment		0730-1000	The intention is that runner's use footpath however lane 1 as buffer is being created for over spill. runners run behind Bus stop	Scale Not to scale
MARSHAL	Direct Runners		0730-1000 2	Checked by Glenn Armstrong 0026337	Drawn By Greg Mooney PNVC Cert. 9927716

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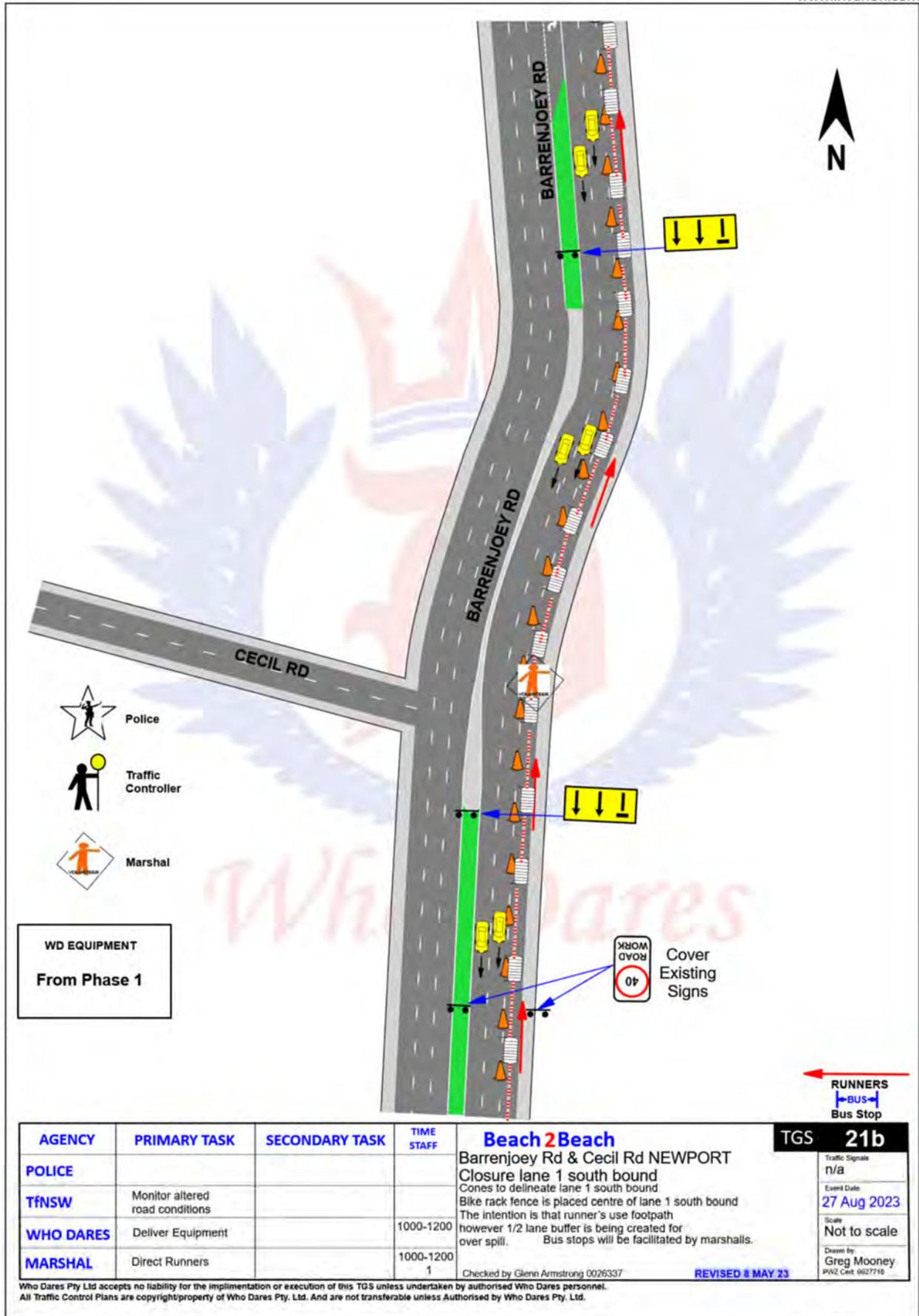


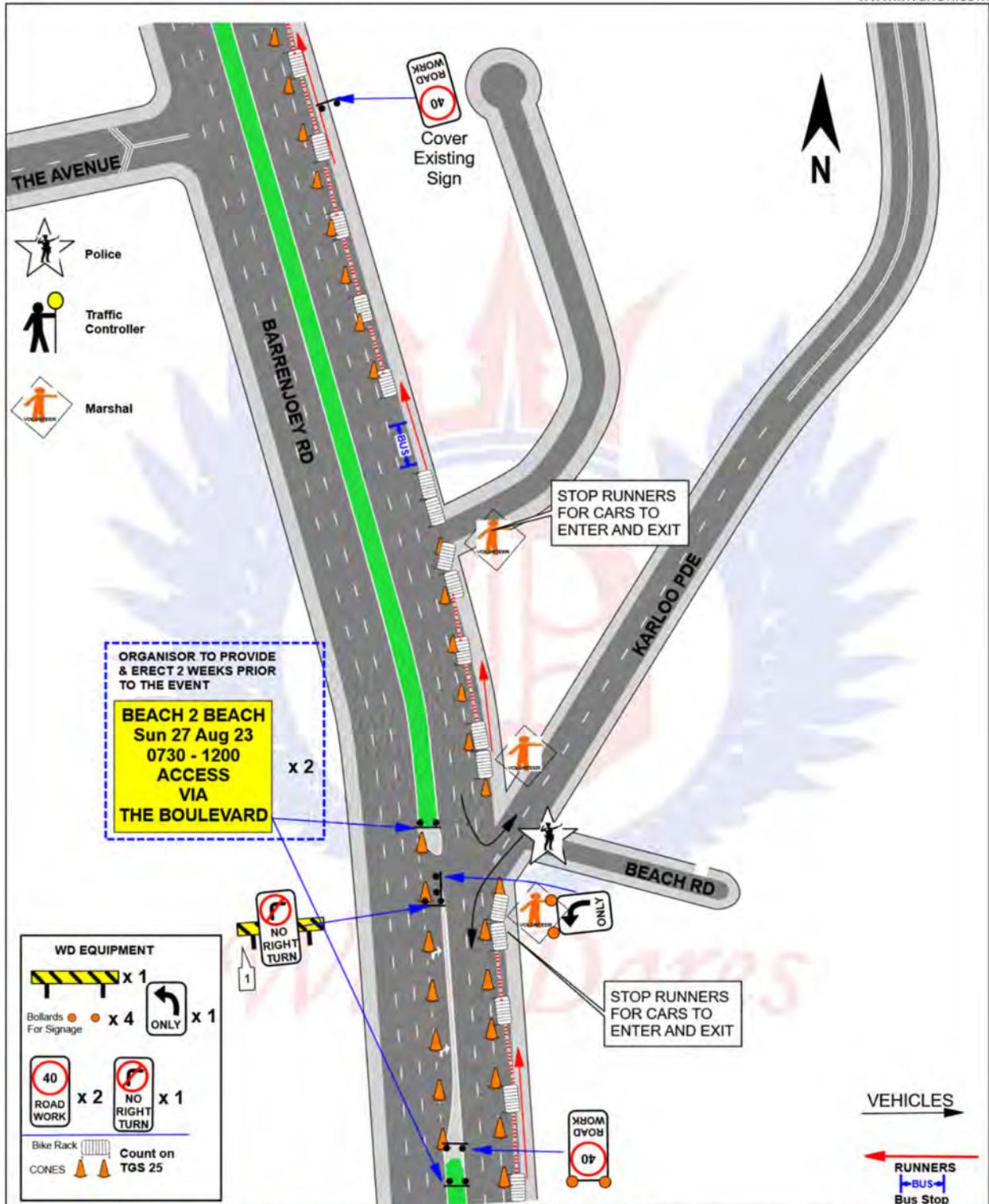
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach	TGS	20b
POLICE				Barrenjoey Rd & Hillcrest Ave MONA VALE Closure lane 1 south bound		Traffic Signals n/a
TfNSW	Monitor altered road conditions			The transition gives lane 2 south bound back to vehicles.		Event Date 27 Aug 2023
WHO DARES	Activate Transition		1000-1200	runners run behind Bus stop		Scale Not to scale
MARSHAL	Direct Runners		1000-1200 2	Checked by Glenn Armstrong 0026337	REVISED & MAY 23	Drawn by Greg Mooney PNWZ Cert. 9827718

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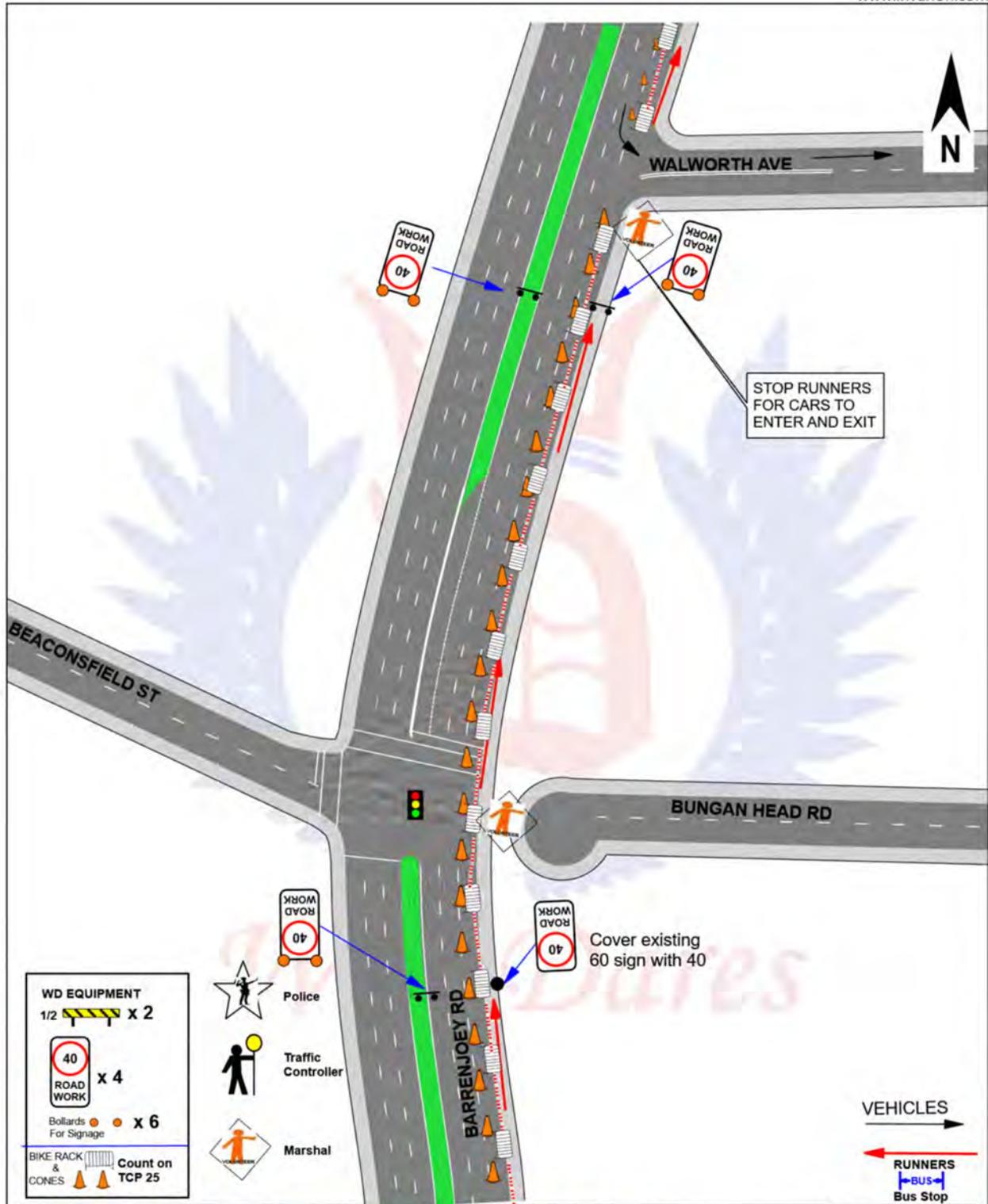
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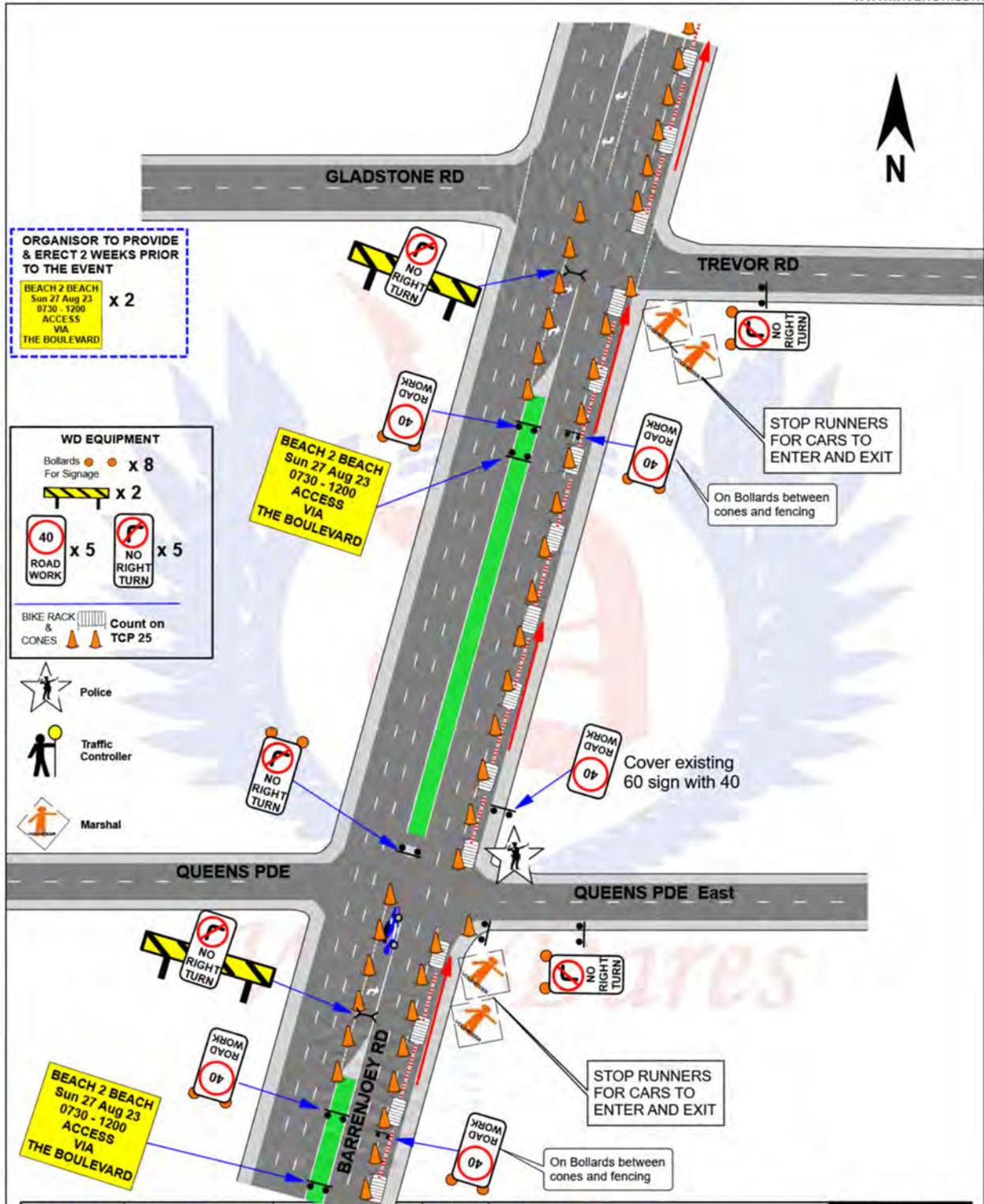
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach	TGS 22
POLICE	Control Intersection		0730-1200 1	Barrenjoey Rd & Karloo Pde NEWPORT Closure lane 1 north bound Cones to delineate lane 1 north bound Bike rack fencing is placed centre of lane 1 south bound The intention is that runner's use footpath however 1/2 lane buffer is being created for over spill. Runners must run behind Bus stops. Checked by Glenn Armstrong 0026337 REVISED 8 MAY 23	Traffic Signals n/a Event Date 27 Aug 2023 Scale Not to scale Drawn by Greg Mooney PHVIC Cert. 9827716
TfNSW	Monitor altered road conditions				
WHO DARES	Deliver Equipment		0730-1200		
MARSHAL	Direct Runners		0730-1200 3		

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AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach		TGS	23
POLICE	Control Intersection			Barrenjoey Rd & Walworth Ave NEWPORT Closure lane 1 southbound		Traffic Signals 2559	
TfNSW	Monitor altered road conditions			Cones to delineate lane 1 southbound CCB & tape is placed centre of lane 1 southbound The intention is that runner's use footpath however 1/2 lane buffer is being created for over spill.		Event Date 27 Aug 2023	
WHO DARES	Control driveways	Ensure one way system	0730-1200 1			Scale Not to scale	
MARSHAL	Direct Runners		0730-1200 2			Drawn by Greg Mooney PNVIC Cert. 9827716	
				Checked by Glenn Armstrong 0026337		REVISED 8 MAY 23	

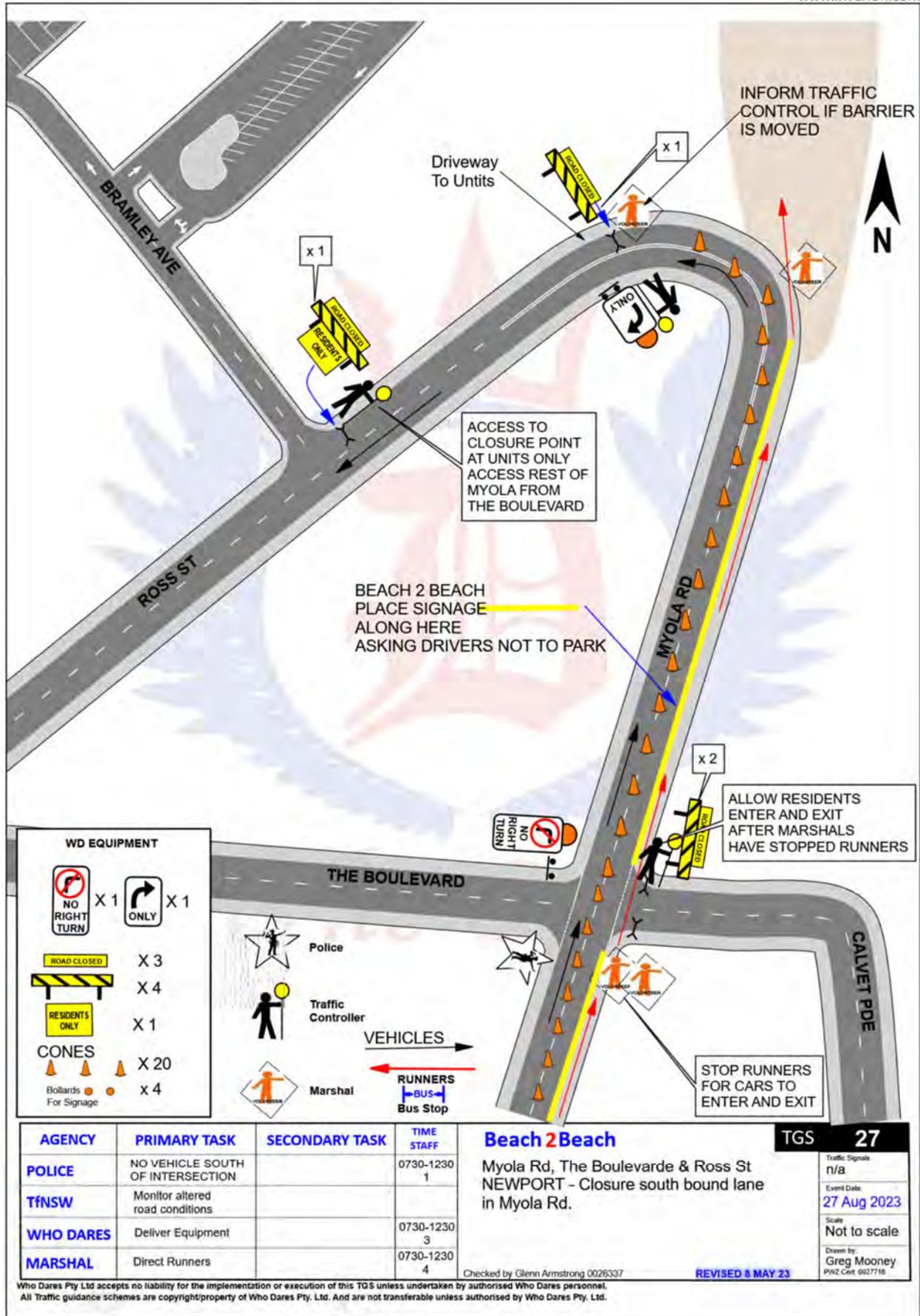
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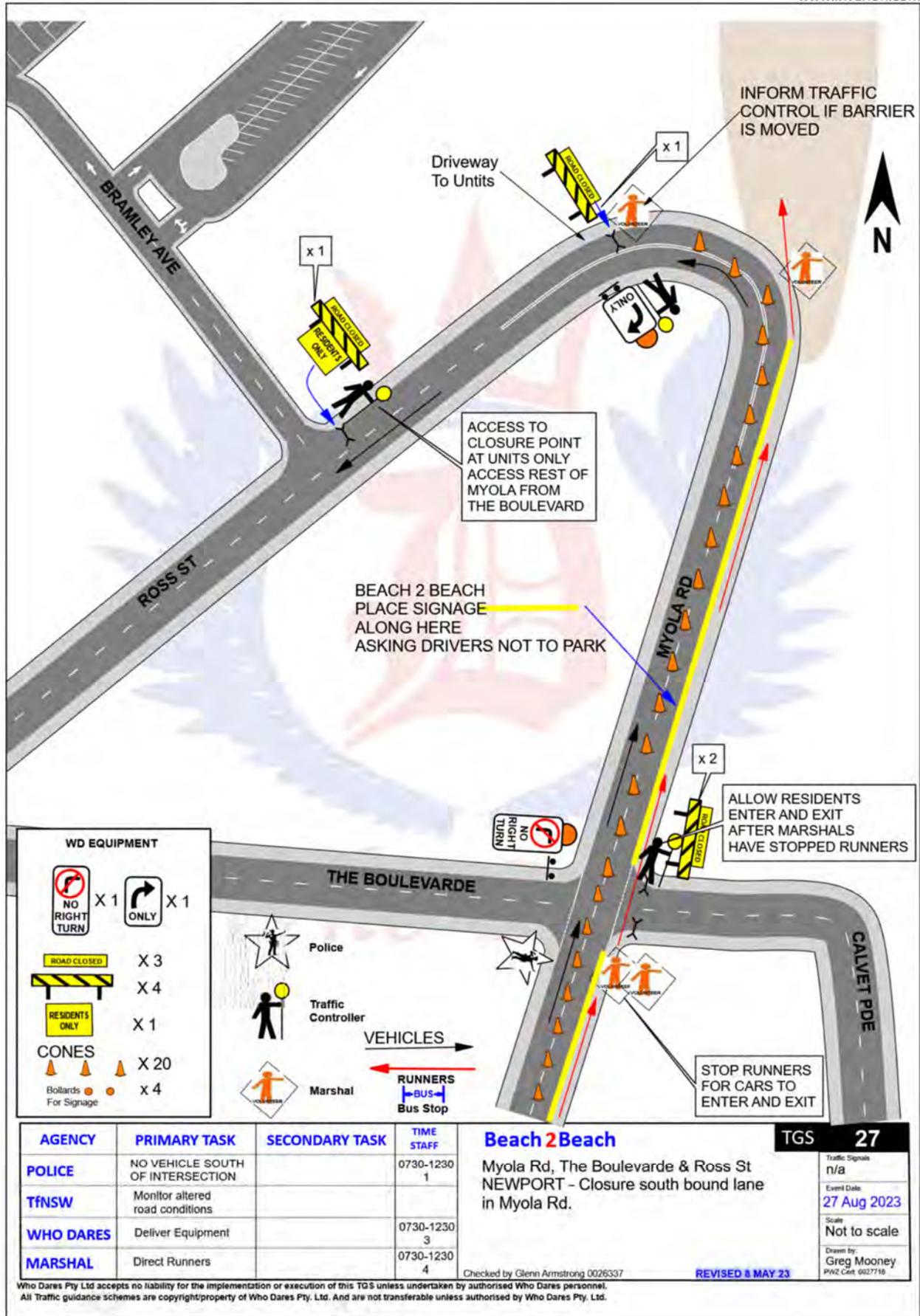


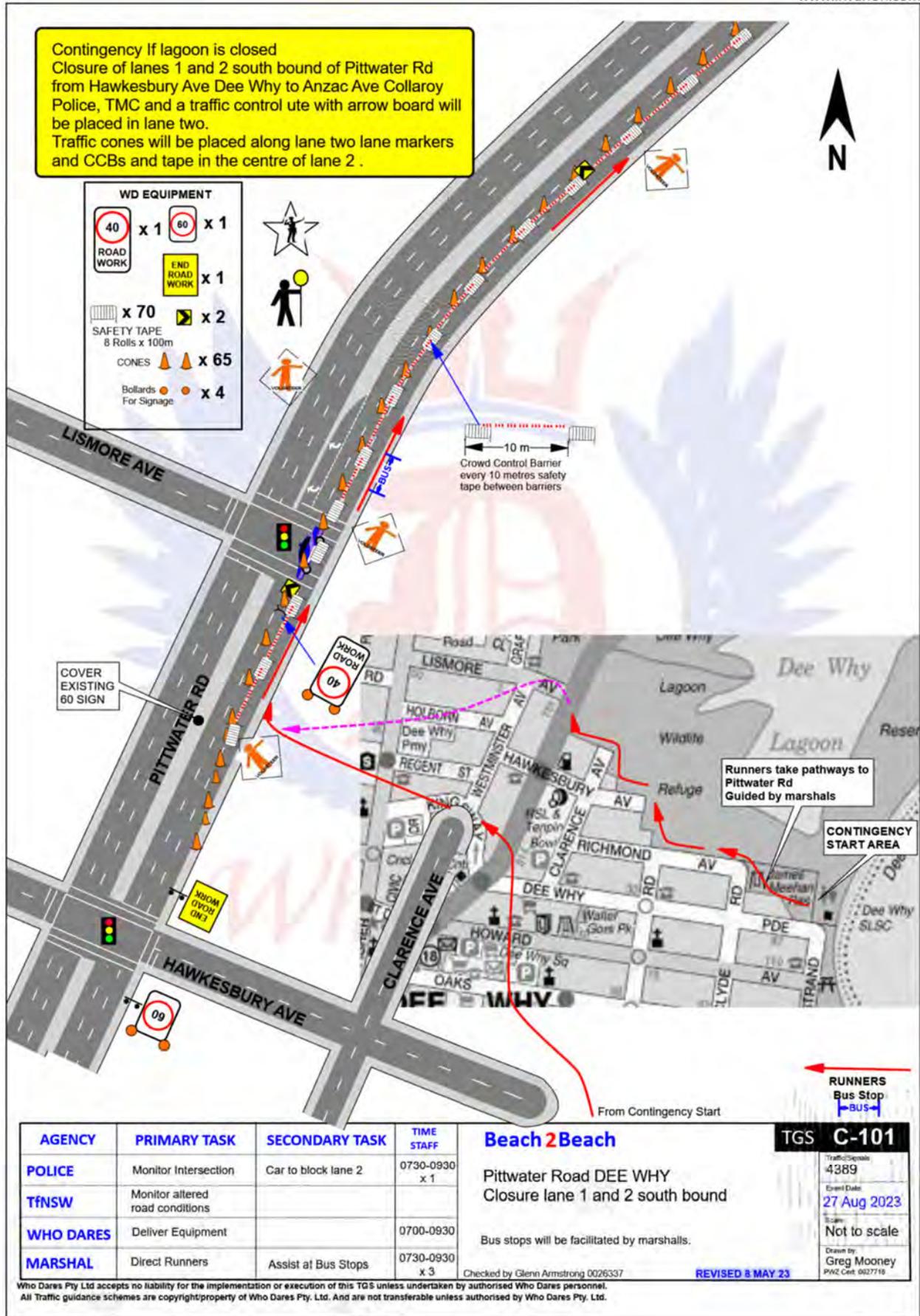
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	Beach 2 Beach	TGS	24
POLICE	Control Intersection	Place Police Car	0730-1200 1	Barrenjoey Rd & Queens Pde NEWPORT	Traffic Signals n/a	Event Date 27 Aug 2023
TfNSW				Vehicles can use crossover at Queens and Myola Rds to access east of Myola.	Scale Not to scale	Drawn by Karl Christian PNW Cert. 9927116
WHO DARES	Deliver Equipment		0730-1200	Checked by Glenn Armstrong 0026337	REVISED & MAY 23	
MARSHAL	Direct Runners		0730-1200 4			

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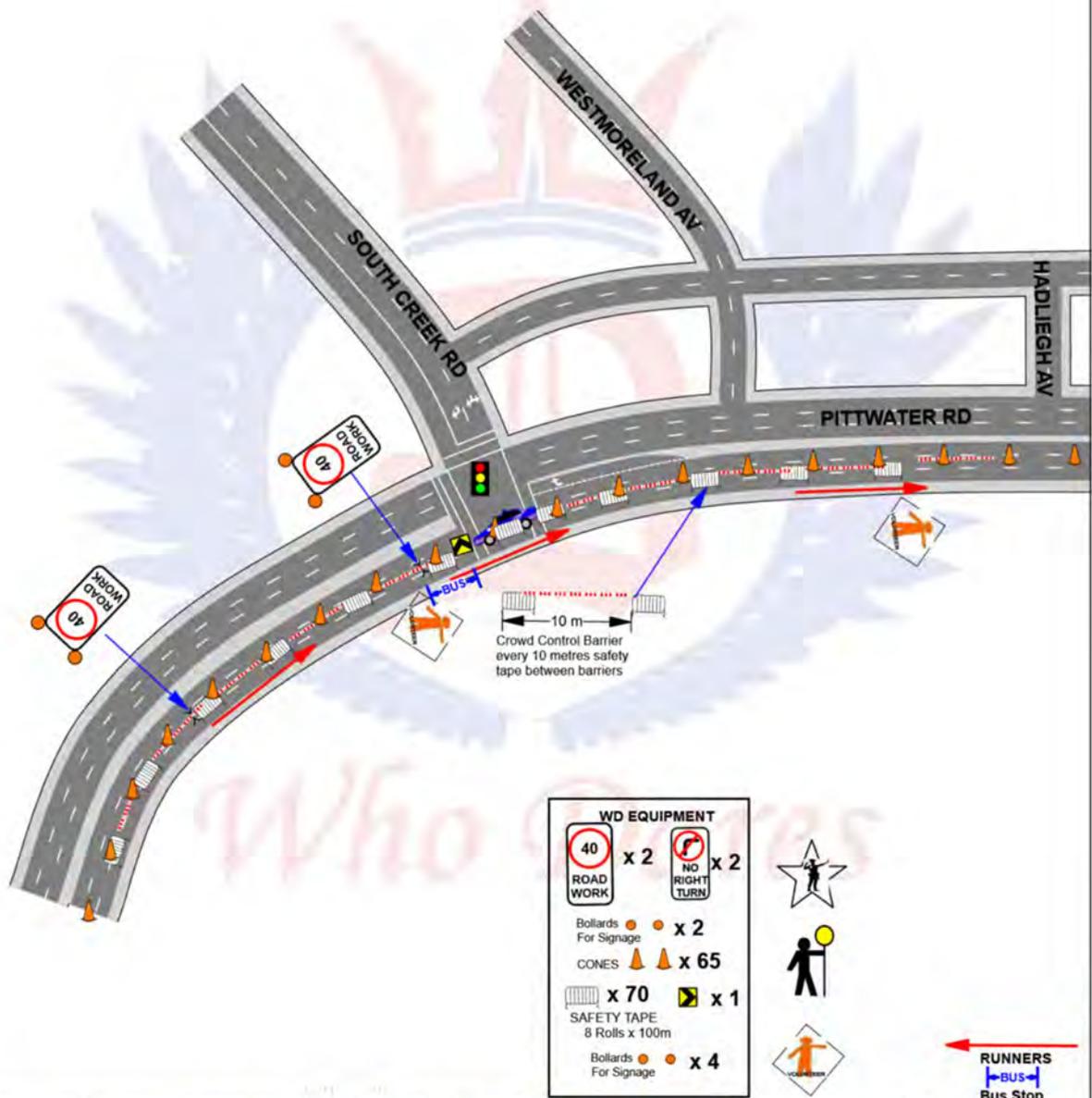








Contingency If lagoon is closed
 Closure of lanes 1 and 2 south bound of Pittwater Rd from Hawkesbury Ave Dee Why to Anzac Ave Collaroy Police, TMC and a traffic control ute with arrow board will be placed in lane two.
 Traffic cones will be placed along lane two lane markers and CCBs and tape in the centre of lane 2 .



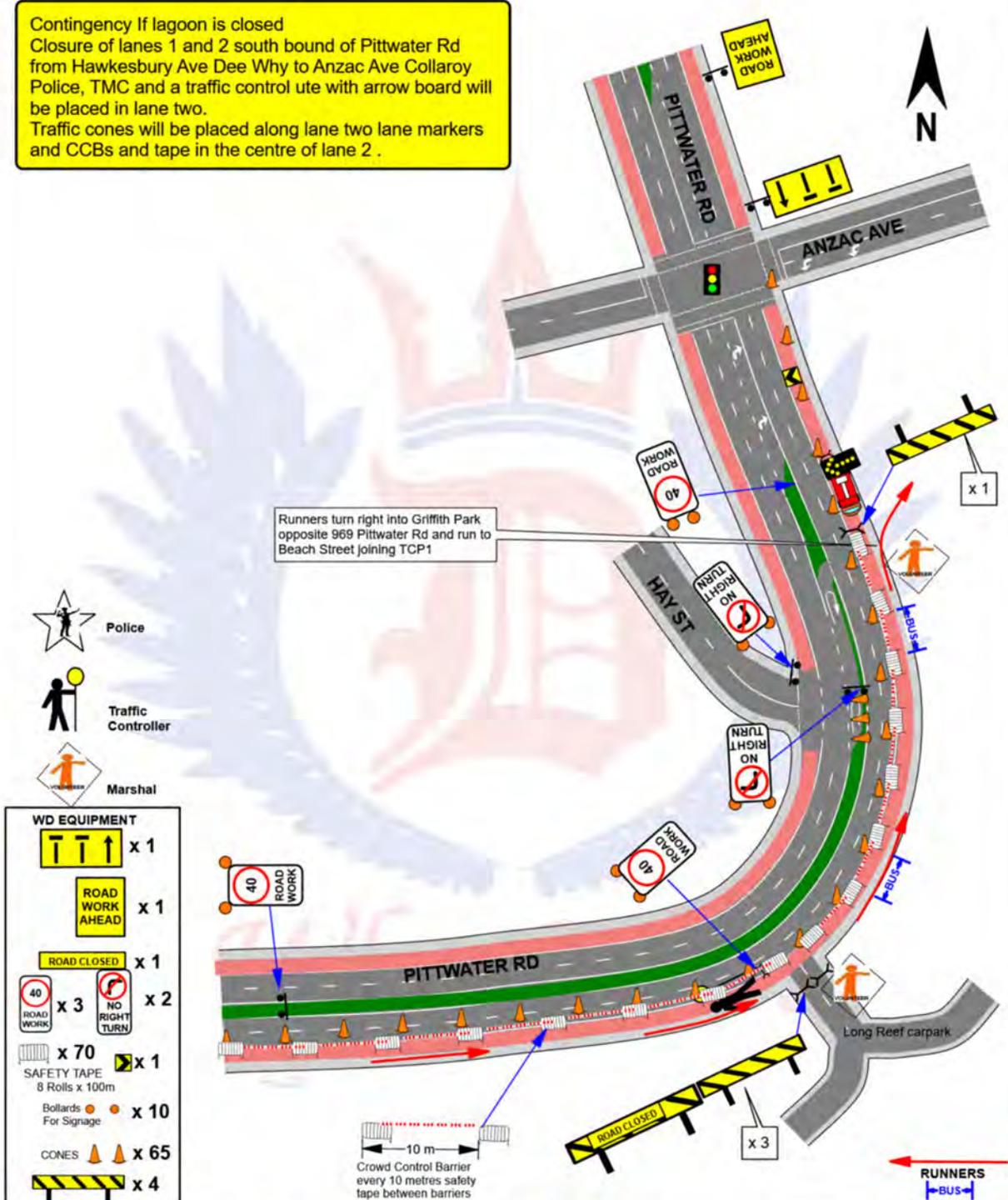
AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE	Monitor Intersection	Car to block lane 2	0730-0930 x 1
TfNSW	Monitor altered road conditions		
WHO DARES	Deliver Equipment		0700-0930
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0730-0930 x 2

Beach 2 Beach
 Pittwater Road COLLAROY
 Closure lane 1 and 2 south bound
 Bus stops will be facilitated by marshalls.
 Checked by Glenn Armstrong 0026337
 REVISED 8 MAY 23

TGS	C-102
Traffic Signals	1205
Event Date	27 Aug 2023
Scale	Not to scale
Drawn By	Greg Mooney PWC Code: 9927716

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Contingency If lagoon is closed
Closure of lanes 1 and 2 south bound of Pittwater Rd from Hawkesbury Ave Dee Why to Anzac Ave Collaroy Police, TMC and a traffic control ute with arrow board will be placed in lane two.
Traffic cones will be placed along lane two lane markers and CCBs and tape in the centre of lane 2 .



AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF
POLICE			
TfNSW	Monitor altered road conditions		
WHO DARES	Deliver Equipment		0700-0930 x 2
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0730-0930 x 2

Beach 2 Beach
Pittwater Road COLLORoy
Closure lane 1 and 2 south bound

Bus stops will be facilitated by marshalls.

Checked by Glenn Armstrong 0026337

TGS C-103

Traffic Signals
n/a

Event Date
27 Aug 2023

Scale
Not to scale

Drawn by
Greg Mooney
PNWZ Cert. 9827718

REVISED 8 MAY 23

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ITEM 4.4	BUSHEY PLACE, DEE WHY - ANGLE PARKING AND NO STOPPING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/429658
ATTACHMENTS	1 Bushey Place, Dee Why - Plan 2 Bushey Place, Dee Why - Table of Consultation

GEOCODES: -33.758321, 151.291777

REPORT

BACKGROUND

Council has received concerns from local residents regarding the parking of vehicles along the uphill curve of Bushey Place, Dee Why, posing as safety concern due to sightlines. Council had also taken the opportunity to formalize the parking area on the southern side of Bushey Place, adjacent to property no. 96 Quirk Street, Dee Why. as well as the carpark. Concerns were expressed regarding parked vehicles creating a road narrowing of an already narrow section of road, with the issue exacerbated by the steep incline, tight turn and approaching downhill vehicles. Furthermore, Council had been notified of issues related to vehicles being left for extended days at a time and parked in a manner which did not maximise the space available, therefore, limiting parking opportunities for local residents and visitors.

LOCATION

- Section of the road under consideration is the junction of Bushey Place and Quirk Street, Dee Why.
- Bushey Place is used to access residential properties and a bush walk trail.
- Bushey Place is a local road with a 50km/h speed limit.
- The narrowest section of the uphill curve is 4.8m and the widest section is 5.2m.
- There are no line markings or parking restrictions in the carpark.
- There are no bus services that operate on this section of Bushey Place and Quirk Street.

ISSUES

- Unrestricted parking of boat trailers, box trailers and vehicles affects parking turnover for residents and visitors.

- Without the aid of painted parking lines, vehicles were not parked in the manner of maximising the carpark space efficiently, creating fewer opportunities for residents and visitors to park.
- Illegal parking of vehicles along the uphill junction of Bushey Place and Quirk Street causing visibility issues and road safety issues when vehicles speed downhill.

PROPOSAL

Council has undertaken a review of the location and proposes to formalise the carpark with seven (7) standard 90-degree angled parking bays with 8-hour (8P) timed parking. To address the parking concerns along the uphill section of Bushey Place/ Quirk Street, Council is proposing the use of yellow 'No Stopping' lines to delineate parking restrictions along the curve where Bushey Place meets Quirk Street.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

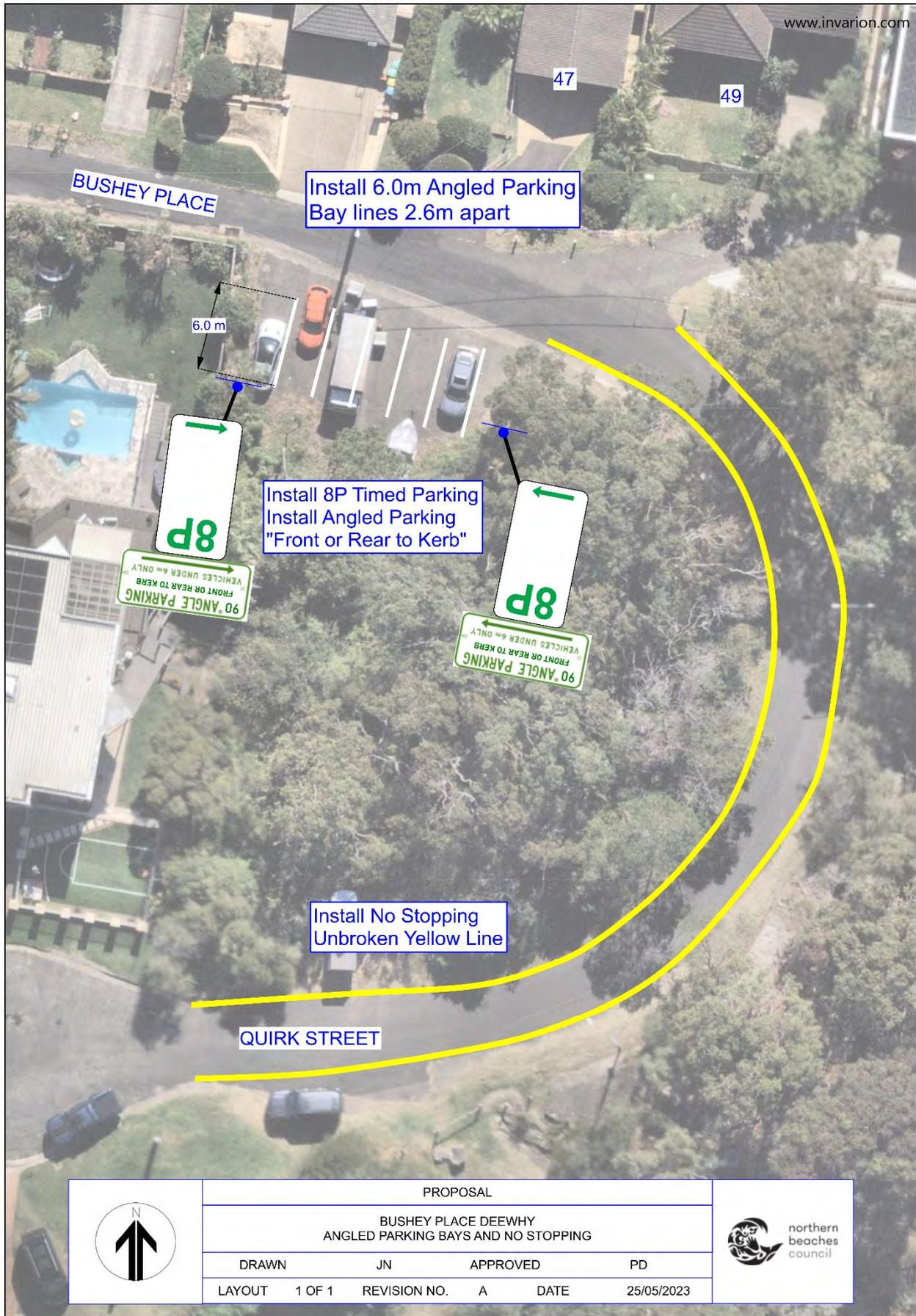
- Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 1 – Table of Consultation.
- A total of 4 submissions were received with 3 letters of support and 1 objection to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 6.0m 90-degree angle Parking Bay lines 2.6m apart starting from the western edge of the car park on the southern side of Bushey Place, east of Property No. 96 Quirk Street, Dee Why.
- B. Installation of 8-hour (8P) Timed Parking restrictions along the fore-mentioned carpark.

- C. Installation of 'No Stopping' Unbroken Yellow Line, on the western side of Quirk Street, from the eastern edge of the carpark entrance to the road opening at Quirk Street, located in front of Property No. 96 Quirk Street, Dee Why.
- D. Installation of 'No Stopping' Unbroken Yellow Line on the eastern side of Quirk Street, from east of the entrance of unnamed access lane for Property No.49–55 Bushey Place, Dee Why to the road opening at Quirk Street, located in front of Property No. 101 Quirk Street, Dee Why.



	PROPOSAL				 northern beaches council
	BUSHEY PLACE DEEWHY ANGLED PARKING BAYS AND NO STOPPING				
	DRAWN	JN	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	A	

Table of Consultation

Address	Bushey Place, Dee Why
Proposal	Formalisation of Timed Angle Parking and No Stopping

Properties Consulted	17
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Road Aesthetics	The Council has previously advised against any road signage or yellow painted lines as it takes away from the quaint and picturesque nature of Bushey Place.	Council understands resident's concern, however, the matter of road safety takes precedence over visual appearance. The proposal intends to improve road safety and assist with the deterrence of illegal parking.
Speeding and Visibility	I'd also like to speak with Council about making Bushey Place a one way - entering from the other end of Bushey (From Carew), which would provide full visibility of cars travelling East down Bushey so they can be aware of pedestrians.	Council had previously investigated an one-way proposal. However, with the reasonable level of traffic and speeds (obtained through traffic surveys), such proposal was not deemed necessary, particularly as the detriment of resident access. However, if the community had shown majority support, Council may further investigate this matter.
Additional Comments	The parking time should be less- about five hours.	Council has proposed 8-hour (8P) as Bushey Place car park is envisioned to be utilised by residents with occasional visitors. 8P is generally all-day parking, however required to move on a daily basis.

ITEM 4.5	CHALMERS AVENUE, BEACON HILL - MARKED PARKING BAYS & SPEED LIMIT
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/444481
ATTACHMENTS	1 Chalmers Avenue, Beacon Hill - Plan 2 Chalmers Avenue, Beacon Hill - Table Of Consultation

GEOCODES: -33.755426, 151.260684

REPORT

BACKGROUND

Council has received repeated concerns from local residents and the Waste operator regarding the parking of vehicles on both sides of Chalmers Avenue, Beacon Hill. Existing unrestricted parking in section of the street reduces road width, impacts visibility, restricts access for Waste operators and emergency vehicles and motorists often drive into oncoming traffic.

LOCATION

- Chalmers Avenue is a local road with a 50km/h speed limit.
- Chalmers Avenue is a two-lane road with a width of approximately 6.5m.
- Chalmers Avenue is a No Through Road and intersects with Willandra Road at a Y-Intersection.
- Northern Beaches Council Local Traffic Committee approved the installation of a No Stopping Unbroken Yellow Kerb Line for a length of approximately 65m on the northern side of Chalmers Avenue to the edge of the driveway of No.5 Chalmers Avenue and on the southern side to the edge of the driveway of No.3 Chalmers Avenue, Beacon Hill. In addition, the installation of a No Stopping Unbroken Yellow Kerb Line on the eastern side of Willandra Road from the existing No Stopping sign to the intersection with Chalmers Avenue, Beacon Hill, to reinstate the existing parking restriction as Item 4.7 on 4 February 2020.

ISSUES

- Parked vehicles on sections of Chalmers Avenue reduce the trafficable lane of the narrow street and affects access to Waste operators and emergency vehicles.
- The line of sight for motorists is reduced due to the topography and geometry of the road.
- Vehicles travelling along this section of the road often drive into oncoming traffic.
- Long term parking of a boat trailer and a caravan reduces the road width.
- Illegal parking on existing the No Stopping Unbroken Yellow Kerb Lines and Path/Strip.

PROPOSAL

Council has undertaken a review of the location and proposes to introduce a 20km/h speed limit and following resident consultation reduce the original proposal from twenty (20) to fourteen (14) marked parking bays as allocated in the concept plan.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 21 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Introduction of a 20km/h speed limit and provide fourteen (14) marked parking bays as allocated in the concept plan.

<p>PROPOSED WORK</p> <ol style="list-style-type: none"> i. Install 14 x 6 metre parking bays as allocated throughout Chalmers Avenue, Beacon Hill. ii. Install a 20-road patch and 1 x 20Kmh/ 1 x Park In Bays Only and End 20Kmh Area at the entrance/exit of Chalmers Avenue at the intersection of Willandra Road, Beacon Hill. iii. Install a 20 Road Patch and double sided 20Kmh/Park In Bays Only signs on the existing power pole outside NO.9-11 Chalmers Avenue, Beacon Hill. iv. Install a double-sided Park In Bays Only sign on the existing power pole outside NO.14-16 Chalmers Avenue, Beacon Hill. 		
<p>PROPOSAL</p>		
	<p>Chalmers Avenue, Beacon Hill Marked Parking Bays & Speed Limit</p>	 northern beaches council
<p>Drawn </p>	<p>Approved </p>	

Table of Consultation

Address	Chalmers Avenue, Beacon Hill
Proposal	Marked Parking Bays & Speed Limit

Properties Consulted	21
Responses Received	13
Support	3
Do Not Support	10

Issue	Resident Comment	Council Response
Potential amendment to the proposal	<p>Suggestions below to improve flow and minimise pinch points: Parking bays 2 and 3 out front of No.4 should be moved in front of No.3-5 Chalmers Avenue, as there is an existing No Stopping Yellow Kerb Line. Parking Bay 8 should be moved in front of No.10 Chalmers Avenue. The cul-de-sac does not function if there are 4 parking bays therefore reduce to 2 parking bays. Remove bay 18 and bay 20. The parking bay in front of No.22 Chalmers Avenue (bay 18) cannot function due to the angle of the driveways. There is only 4.5m between vehicle and No.22 Chalmers Avenue is at an angle and from a steep driveway. This effectively means 18 parking bays not 20 in Chalmers Avenue.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and reduce the loss of parking. However, the options can be considered by Northern Beaches Council Local Traffic Committee.</p>
Affects Residents	<p>Chalmers Avenue is a quiet residential cul-de-sac and adding multiple signs on poles, speed limits patches on the road and white parking spaces is unnecessary. The No Stopping Unbroken Yellow Kerb Lines are working currently and we believe this is sufficient enough to advise where parking is allowed. Although not perfect suggest to leave the parking in Chalmers Ave as is.</p>	<p>Council investigated repeated concerns raised by residents and the waste operator since 2020 to improve road safety, whilst maintaining on-street parking which is in high demand due to the addition of vehicles parking in Chalmers Avenue from properties on Willandra and Warringah Road.</p>
Affects Residents	<p>Chalmers Avenue is a very narrow street. It is often difficult to drive a larger passenger vehicle down the street due to cars being parked further away from the kerb. It can be impossible for a delivery truck. The indicated parking bays show there would be a number of bottlenecks which would possibly impede cars and trucks getting through to the cul de sac end of Chalmers Ave. It would make more sense for all the parking bays to be on the one side of the street. I would then support this proposal.</p>	<p>Council has attempted to reduce any loss of on-street parking and eliminate any potential speeding concerns that may arise from the removal of parking. There are a number of driveways that motorists can use to enable vehicle access and negotiate the street without impacting removal of parking which appears to be in high demand.</p>

<p>Additional Comments</p>	<p>I think the parking bays in most of the street are workable, but, having cars parked in the turning circle at the end of street will not solve the problem with have with garbage trucks. How can a garbage truck turn around when collecting rubbish when there are four (4) cars parked at the end of the street? No cul-de-sac should have parking. I would support a No Stopping Unbrkone Yellow Kerb Line around the cul-de-sac. As previously suggested, maybe having a No Parking restriction on one side of the street on a Tuesday when the bins are collected or resident only parking as many residents of the boarding house on Warringah Road, park in our street for many days to months at a time.</p>	<p>The turning circle measures approximately fourteen (14) metres wide, with the installation of marked parking bays and a reduced speed limit, it is anticipated the access in and out of the cul-de-sac will be improved for the waste operator. A No Parking restriction on a Tuesday will not improve access and reduced road width due to the long term parking of the boat trailer and caravan. Council Rangers are currently reviewing if they can investigate boat trailer or caravan per New rules for vehicles (attached), This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021. Chalmers Avenue would not meet the guidelines set by Transport for NSW in relation to a Resident Parking Scheme (RPS) based on the amount of off-street parking available for residents.</p>
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ITEM 4.6	LOVERING PLACE, NEWPORT – PROPOSED LOCAL SAFE STREET AND NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/445302
ATTACHMENTS	1 Lovering Place, Newport - Aerial 2 Lovering Place, Newport - Plan 3 Lovering Place, Newport - Table of Consultation

GEOCODES: -33.660440, 151.323656

REPORT

BACKGROUND

Council has received concerns from residents with regarding the persistent issue of illegal parking along Lovering Place, Newport which has resulted in access issues and raised safety concerns.

LOCATION

- The section of Lovering Place under consideration lies between the cul-de-sac and the intersection with Queens Parade East.
- The section of Lovering Place is a local road with a 50km/h speed limit.
- Lovering Place has a carriageway width of approximately 7.5m from the edges of the sealed road and caters for two-way traffic.
- There is kerb and gutter along the eastern side and lined around the cul-de-sac with a flush kerb (at road-level) along the western side.
- There is a central median situated at the cul-de-sac that serves to manage traffic resembling a roundabout configuration.
- There are no signposted parking controls in the immediate area.
- The land use of the surrounding area is predominantly low-density residential housing on both sides of the road.
- There is no footpath along this section of the road.
- There are no bus services that operate in Lovering Place.

ISSUES

- Historically, resident has reported that vehicles parked on the central median restrict road width and obstruct safe access in the turning area, which also affects the free movement of garbage collection services and access for delivery vehicles.
- The central median in the turning area of Lovering Place was landscaped, however, incidents of vehicle parking at this location have damaged the existing vegetation.
- Council previously approved 'No Stopping' restrictions around the central median, to be indicated by a yellow line marking to address the ongoing concerns with inappropriate and illegal parking in September 2016.
- Observations reveal a persistent infringement of the Australian Road Rules, as vehicles continue to illegally park within the central median and adjacent to the central median which restricts the road width and obstructs safe access.
- Due to the absence of any obstruction from the current flush kerb along the western side of Lovering Place, vehicles can park on the nature strip without constraint.

- Multiple reports have been received regarding the obstruction of garbage vehicles and service vehicles, rendering them unable to access the road due to the presence of parked vehicles on both sides.
- It is illegal to park in the central median located at the southern end of Lovering Place and along the western side on the nature strip. The Australian Road Rules do not permit a vehicle to stop on a path, dividing strip, nature strip, painted island or traffic island.
- Council understands that there is a high demand for on-street parking and that parking for residents, visitors and those seeking parking is limited.

PROPOSAL

Council has undertaken a review of the above location and to balance competing demands for parking and road safety, Council proposes to trial a 'Local Safe Street Zone' from the intersection with Queens Parade East to the cul-de-sac.

A 'Local Safe Street Zone' is a road where the space is shared by both vehicles and pedestrians and where pedestrian priority takes precedence. Drivers in a 'Local Safe Street' to lower the speed of vehicles to a slower pace so that it has a minimum risk to pedestrians sharing the carriageway. Drivers cannot park unless per a parking control sign or in a marked parking bay. The maximum speed limit in a local safe street zone is 20 km/h.

The proposed 'Local Safe Street' will include the implementation of marked parallel parking spaces along sections of Lovering Place and formalise previously illegal areas along the western side of Lovering Place where possible. The formalisation of parking bays will offer supplementary parking options to cater to the needs of residents, visitors, and those seeking parking.

Implementation of parallel parking spaces will allow sufficient road width and unhindered movement for garbage collection services and enable convenient access for service vehicles.

'Local Safe Street' must be approved by TfNSW, which requires the installation of specific signage and marked bays for parking in accordance with the Transport for NSW and Australian Standards.

In addition, Council proposes 'No Parking' restrictions along the perimeter of the cul-de-sac, specifically between Property No. 3 and No. 18A. As a measure to discourage illegal parking, Council proposes the installation of sandstone blocks on the central median. By incorporating these blocks into the turning circle island, vehicular parking within this area will be effectively prevented.

PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

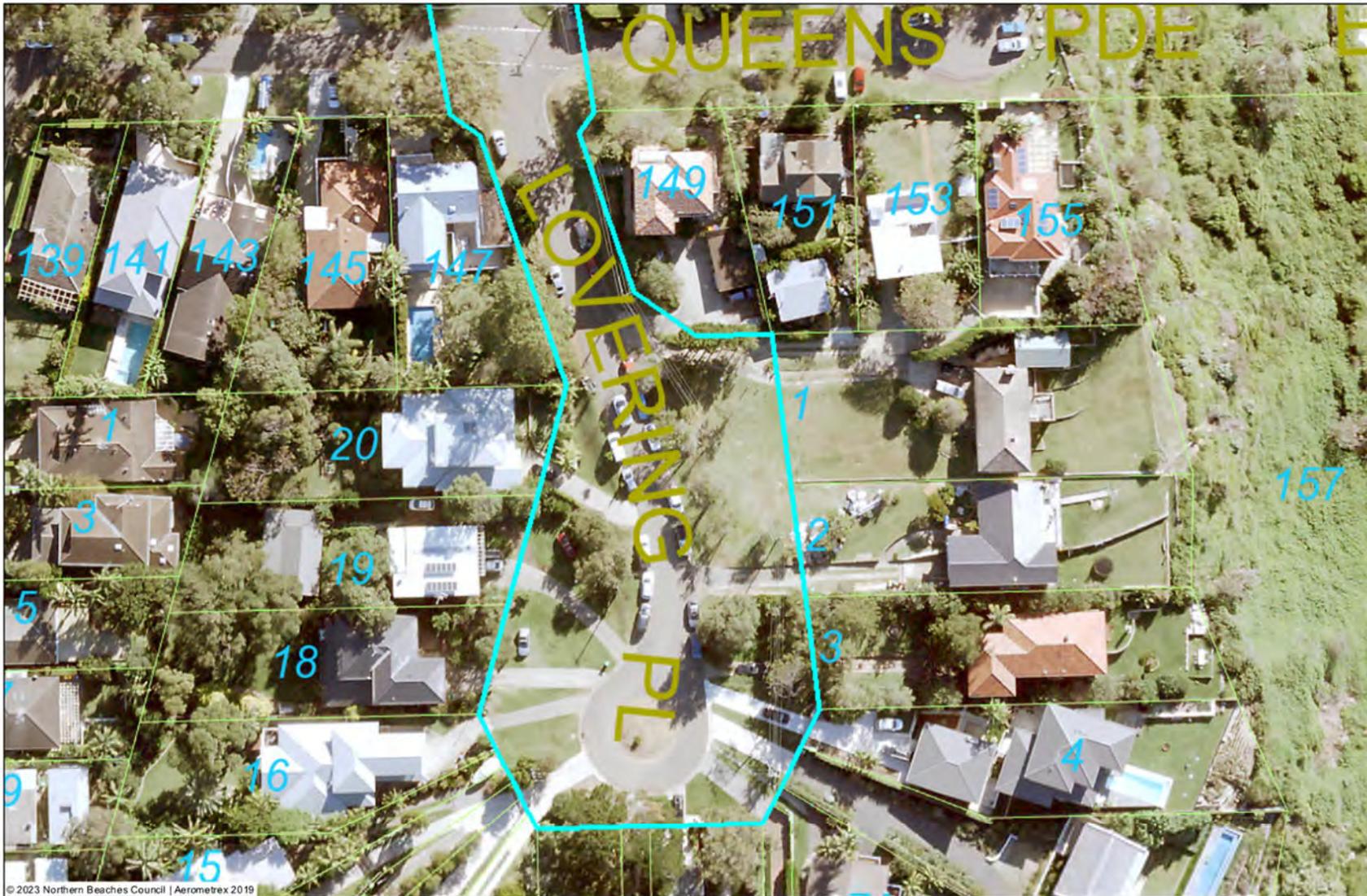
CONSULTATION

- Consultation letters have been distributed to 30 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 23 submissions were received with 16 letters of support and 7 objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking' restrictions between Property No.3 and No.18A Lovering Place, Newport.
- B. Proposal for a 'Local Safe Street' application to be submitted to TfNSW for their review and consideration.



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Date Printed: 17/07/2023

Loving Place - Aerial

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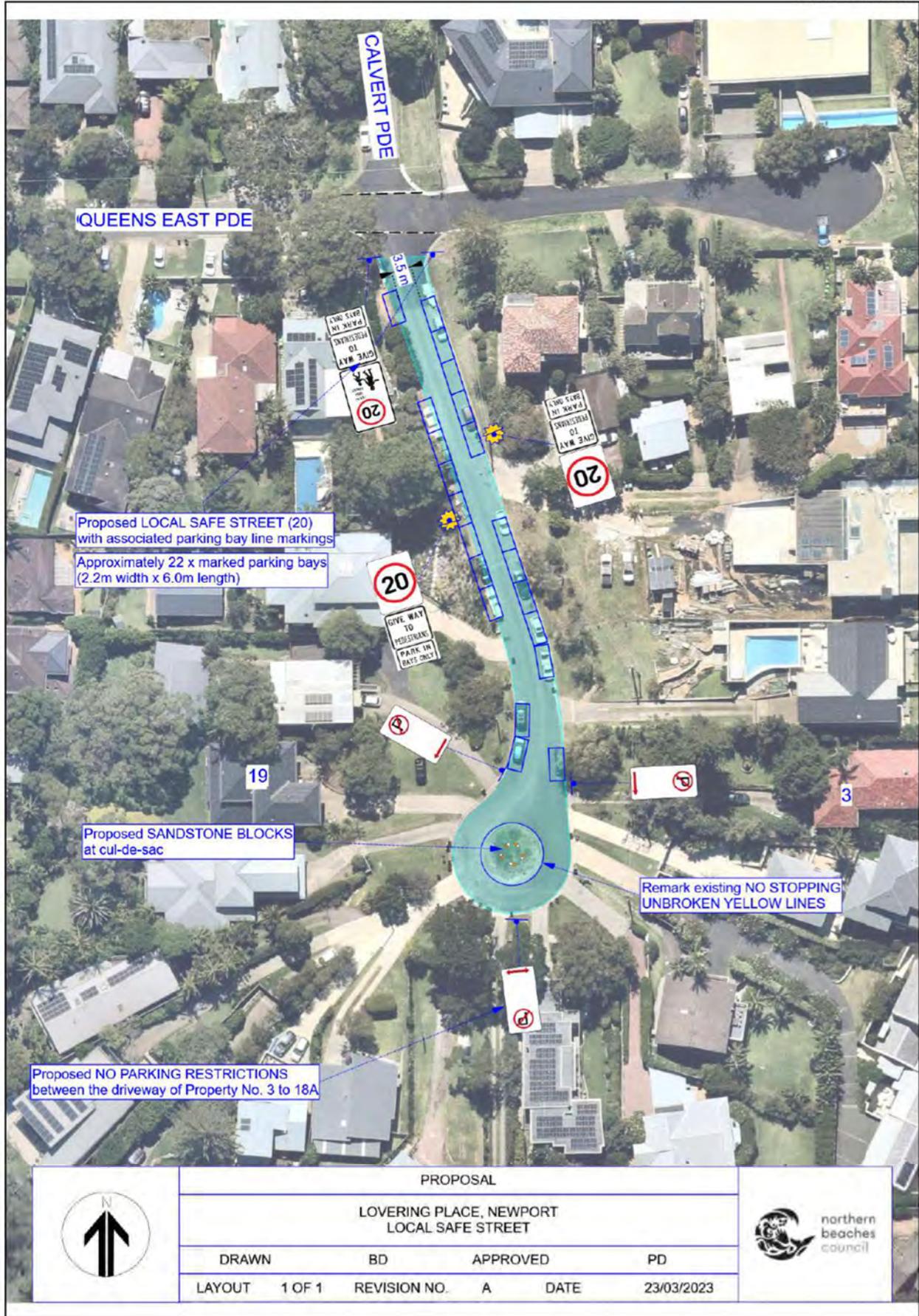


Table of Consultation

Address	Lovering Place, Newport
Proposal	Proposed Local Safe Street And No Parking Restrictions

Properties Consulted	30
Responses Received	23
Support	16
Do Not Support	7

Issue	Resident Comment	Council Response
Sandstone Blocks	<ul style="list-style-type: none"> - Resident does not support sandstone blocks to the cul-de-sac island and suggests having a full road base surface without an island in the middle. - Resident reports the turning circle is too tight for garbage trucks around the roundabout, hence severe erosion to dirt and grass. - Resident suggest adding a tree or communal garden in the middle of the sandstone blocks for aesthetic purposes. 	<ul style="list-style-type: none"> - Council will ensure the sandstone blocks will accommodate larger vehicles while discouraging parking. The location and size of the sandstone blocks will be determined to ensure adequate maneuverability for garbage trucks and services vehicles.
Local Safe Street Zone and Parking Bays	<ul style="list-style-type: none"> - Resident suggest making nature strips available to the public and adding a No through Road sign at the entrance to Lovering Place - Resident does not support painted parking places. They argue that the increased signage and line markings will create visual pollution and is not necessary. - Resident request installing No Stopping signs at the appropriate distance from driveways sufficiently indicates the allowable area to park 	<ul style="list-style-type: none"> - Residents comments are noted. Council understands the residents' request for accessible nature strips. However to balance the competing demands for parking and road safety, Council has proposed a 'Local Safe Street Zone' to offer supplementary legal parking options and lower the speed of vehicles to a slower pace so that it has a minimum risk to pedestrians sharing the carriageway. It should be noted that to implement a 'Local Safe Street Zone', Transport for NSW requires the installation of specific signage and marked bays for parking in accordance with the Transport for NSW guidelines and Australian Standards. - The parking spaces will be marked such that to provide allow sufficient road width and unhindered movement for garbage collection services and enable convenient access for service vehicles. - Council will investigate the feasibility of installing a 'No Through Road' sign at the entrance to Lovering Place
Construction Vehicles	<ul style="list-style-type: none"> - The parking problem is attributed to builders' vehicles and workers' vehicles. 	<ul style="list-style-type: none"> - Council Rangers will investigate and monitor the illegal parking in the area including vehicles associated with the construction site
Boat and Trailer Parking	<ul style="list-style-type: none"> - Resident suggest including a sign prohibiting trailers due to the issue of people dumping trailers for extended period 	<ul style="list-style-type: none"> - Council Rangers will investigate and is able to enforce and remove vehicles (which includes boat trailers either unregistered, abandoned vehicles and unattended items) that are dumped or left on public land under the new Public Spaces (Unattended Property) Act 2021.

ITEM 4.7	LISMORE AVENUE, DEE WHY – PROPOSED NO PARKING RESTRICTIONS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/445350
ATTACHMENTS	1 Lismore Avenue, Dee Why - Aerial 2 Lismore Avenue, Dee Why - Traffic Count Summary Report 3 Lismore Avenue, Dee Why - Traffic Count Summary Report - Eastbound 4 Lismore Avenue, Dee Why - Plan 5 Lismore Avenue, Dee Why - Table Of Consultation

GEOCODES: -33.747536,151.290080

REPORT

BACKGROUND

Council has received concerns from local residents regarding the traffic congestion issues on the section of Lismore Avenue, between the intersection with Pittwater Road and Westminster Avenue, Dee Why.

LOCATION

- The section under consideration lies between the intersections with Pittwater Road and Westminster Avenue, Dee Why.
- The section of Lismore Avenue is a primary collector road with a 50km/h speed limit.
- Lismore Avenue has a carriageway width of approximately 12m from kerb to kerb and caters for two-way traffic.
- Lismore Avenue serves as a primary thoroughfare for local residents residing between Fisher Road (Regional Road) and Pittwater Road (State Road).
- The land use of the surrounding area is medium-density residential apartments on the southern side, with Dee Why Oval lying on the northern side.
- Both directions along Lismore Avenue have one travel lane and one parking lane. Parking is generally unrestricted on both sides of Lismore Avenue. There is an existing 'Bus Zone' restriction along the length of the southern side of Lismore Avenue, adjacent to the intersection with Pittwater Road. The intersections of Lismore Avenue with Pittwater Road and Westminster Avenue are signposted with statutory 'No Stopping' restrictions.
- There are footpaths along both sides of the road.
- Multiple bus and school bus services operate on Lismore Avenue.

ISSUES

- At the Local Traffic Committee on 05 September 2023, as part of a Black Spot Project, Council previously approved a Raised Threshold along Lismore Avenue on the northern boundary of Property No.781 Pittwater Road to introduce further traffic calming devices at the entrance of the road to ensure the approaching vehicle speeds are appropriate and any pedestrian crossing risk is reduced.

- As Lismore Avenue is a primary collector, it provides medium-level movements of people, goods and services and public transport connections between the local population and the State Road network. It also services the industrial areas in Cromer and facilities public transport bus routes and school bus routes. The frequency and volume of vehicles are higher than local roads.
- Lismore Avenue has a Daily Traffic AADT of 5187. Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year. The traffic volumes dated 15 February 2023 are noted in Attachment 2 – Traffic Count Summary Report.
- Due to the inadequate storage area adjacent to the traffic signal, there is an excess amount of queuing along the eastbound lane which can introduce inefficient signal operation and blockage of other movements. This is exacerbated by high right-turn traffic between the minor roads and major roads – Lismore Avenue into Pittwater Road.
- Reports from local residents indicate vehicles queuing at the traffic signals at Lismore Avenue and Pittwater Road often queue across Westminster Avenue preventing right-turn movements from that street.
- Due to the unrestricted parking and long-term parking of vehicles along the northern side of Lismore Road, drivers are forced to form one lane before the intersection with Pittwater Road and are limited to the existing 15m of storage area designated by the existing No Stopping restrictions.
- Queuing can occur when the number of vehicles arriving is greater than the number of vehicles that can be discharged.

PROPOSAL

Council has undertaken a review of the above location and proposes a 28-metre section of 'No Parking' restriction along the frontage of Dee Why Oval to add an additional 28m storage area during peak hours and ease queuing along Lismore Avenue, Dee Why. The proposed restrictions will be between the hours of 7:00am to 9:30am and 3:30pm-6:00pm Monday to Friday.

Council understands that street parking is in high demand. However, to balance competing demands for parking and traffic congestion, the restrictions have been considered only when traffic volumes are high. Parking before and after these times will be permitted.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

- Consultation letters have been distributed to 25 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 5 – Table of Consultation.
- A total of 18 submissions were received with 6 letters of support and 12 objections to the proposal. The main objection raised was in relation to the loss of on-street parking for residents and visitors and to allowing parking on Lismore Avenue.

Minimum road widths are maintained as width of all parked vehicles (including any trailers) do not exceed the regulated 2.5m.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a 28-metre 'No Parking' restriction between the hours of 7:00am to 9:30am and 3:30pm-6:00pm Monday to Friday on Lismore Avenue, Dee Why, along the frontage of Dee Why Oval.



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Scale: 1:500
Date Printed: 18/08/2023

Lismore Avenue, Dee Why

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CfeIT bob.white@cfeit.com (02) 9740 8600

Traffic Count Summary Report

Count Number	2220		Ref :	NBCHS		Lat/Long :	S33 44.808 / E151 17.186	
Street	LISMORE AVENUE, DEE WHY : From FISHER ROAD to PITTWATER ROAD : EAST BOUND							
Location	Just East of Westminster, House No. on Tree						Carriageway	
TOTAL COUNT MATRIX			Start Date	15-FEB-23		Weekly 50th Percentile Speed	25	
			Start Time	1600		Weekly 85th Percentile Speed	29	
			Duration	7 DAYS		Five Day AADT	2974	
			Interval	1 HOUR		Seven Day AADT	2874	

	MON	TUE	WED	THU	FRI	SAT	SUN	5 Day		7 Day	
	20TH	21ST	15TH / 22ND	16TH	17TH	18TH	19TH	Total	Average	Total	Average
Midnight - 1am	9	12	11	14	11	26	29	57	11	112	16
1am - 2am	4	3	5	4	8	9	18	24	5	51	7
2am - 3am	1	2	2	2	3	5	10	10	2	25	4
3am - 4am	2	2	1	6	2	6	9	13	3	28	4
4am - 5am	12	8	13	12	6	10	7	51	10	68	10
5am - 6am	41	64	50	51	70	29	25	276	55	330	47
6am - 7am	121	123	113	115	151	99	54	623	125	776	111
7am - 8am	173	183	167	173	196	145	108	892	178	1145	164
8am - 9am	279	306	303	269	316	188	147	1473	295	1808	258
9am - 10am	179	159	202	209	199	230	169	948	190	1347	192
10am - 11am	149	152	169	170	170	227	159	810	162	1196	171
11am - Midday	152	118	162	150	159	199	195	741	148	1135	162
Midday - 1pm	154	137	177	166	169	198	164	803	161	1165	166
1pm - 2pm	142	124	149	146	149	226	185	710	142	1121	160
2pm - 3pm	190	182	182	174	177	199	155	905	181	1259	180
3pm - 4pm	243	237	220	233	260	173	193	1193	239	1559	223
4pm - 5pm	256	235	236	231	243	198	161	1201	240	1560	223
5pm - 6pm	258	240	302	232	229	172	171	1261	252	1604	229
6pm - 7pm	182	199	217	203	184	165	122	985	197	1272	182
7pm - 8pm	112	122	143	162	146	121	108	685	137	914	131
8pm - 9pm	89	82	91	105	93	85	74	460	92	619	88
9pm - 10pm	65	61	57	85	85	71	50	353	71	474	68
10pm - 11pm	29	45	57	60	71	57	46	262	52	365	52
11pm - Midnight	13	22	29	31	38	40	12	133	27	185	26
Total	2855	2818	3058	3003	3135	2878	2371	14869	2973	20118	2874

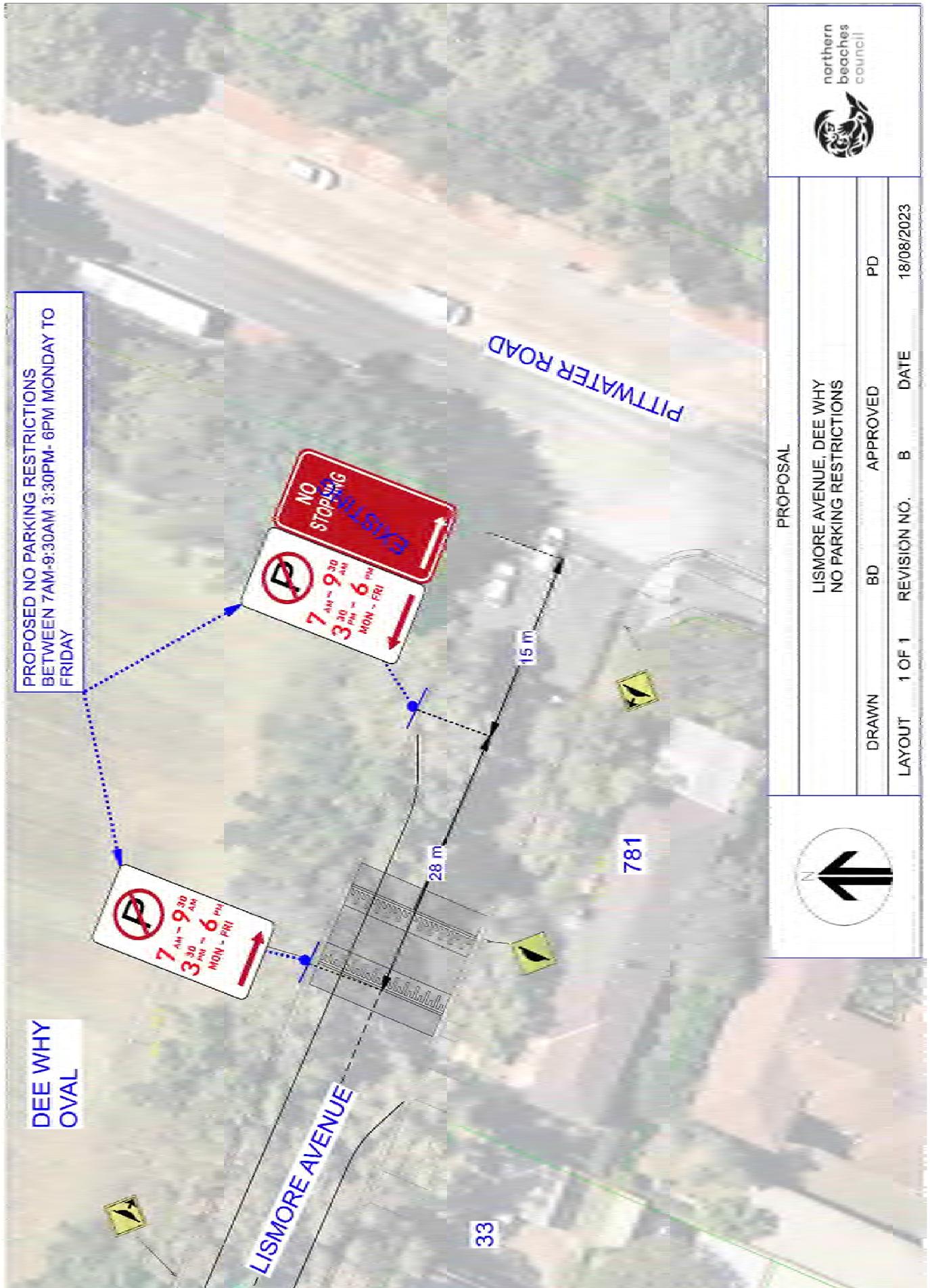


Table of Consultation

Address	Lismore Avenue, Dee Why
Proposal	Proposed No Parking Restrictions

Properties Consulted	25
Responses Received	18
Support	6
Do Not Support	12

Issue	Resident Comment	Council Response
Increase Speed	- Resident is concerned about the existing speeding issue on Lismore Ave and the potential danger to children. They believe other streets have traffic calming measures that Lismore Ave lacks. They express frustration with the council's lack of action and suggest addressing the speeding issue before considering changes to parking.	- In Local Traffic Committee September 2023, Council approved a number of traffic calming measures on Lismore Avenue and Fisher Road, Dee Why to address the speeding problem and improve safety.
Lost of Parking	- Resident expresses concern about the impact on parking due to existing bus stops and highlights the value of parking for their gardening business. - Resident believes the proposal would cause significant inconvenience, increase congestion, and negatively impact those who rely on off-street parking. They mention the existing difficulty of finding parking in Dee Why. - Resident argues that parking is already challenging for Lismore Ave and Dee Why Oval, and considers the proposed changes unnecessary. - The resident strongly opposes the proposal, citing existing parking availability, traffic congestion, and safety concerns. They suggest exploring alternative traffic control designs and addressing the issue of long-term parking. They also highlight the impact on parking availability for Dee Why Oval users and the proposal's potential to exacerbate the current challenges.	- Residents comments are noted. Council has reassessed the proposal and the 'No Parking' restrictions will only apply during hours of high traffic volumes - between the hours of 7:00am to 9:30am and 3:30pm-6:00pm Monday to Friday. Parking before and after these times will be permitted. - It should be noted that parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles should better utilise garages and existing driveways for off-street parking.
Additional Restrictions	- Resident supports the proposal and requests similar treatment on the opposite side of Lismore Ave due to traffic congestion and restricted movement near their driveway. They suggest implementing a sign to facilitate safe access to their property..	- The suggestion of implementing additional No Parking restrictions can be considered, however, noting that residents may not support further removal parking in the area to benefit a property.

<p>Boat and Trailer Parking and Abandoned Vehicles</p>	<ul style="list-style-type: none"> - Resident supports the proposal and suggests investigating ownership of cars, boats, and caravans in the immediate residential area. - Resident expresses support for the proposal but suggests implementing limited parking on both sides of the street due to the issue of abandoned vehicles. 	<ul style="list-style-type: none"> - Council Rangers will investigate and is able to enforce and remove vehicles (which includes boat trailers either unregistered, abandoned vehicles and unattended items) that are dumped or left on public land under the new Public Spaces (Unattended Property) Act 2021.
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ITEM 4.8	COVE AVENUE, MANLY - PROPOSED NO PARKING RESTRICTIONS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/446465
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.804553, 151.284639

REPORT

BACKGROUND

Council has received concerns from its Waste Contractor regarding trucks having difficulty accessing bins due to parked vehicles on Cove Avenue, Manly.

LOCATION

- Cove Avenue is a local road carrying low volumes of traffic. It is approximately 7.5m in width, with parking permitted on both sides of the road.
- There are existing 'No Parking' restrictions installed along some sections of the road.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- When vehicles are parked on both sides of the road, the available carriageway width is reduced to around 3m in width. This makes access for vehicles to and from their driveways difficult and increases the chance of a collision, as vehicles manoeuvre through narrow sections.
- Due to the narrow width of the road, damage to parked vehicles by garbage trucks may eventuate.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install 'No Parking 8PM TUESDAY to 6PM WEDNESDAY' restrictions on the southern side of Cove Avenue, Manly, outside property No's 5 and 7. These restrictions are required in to ensure Waste Collection Services can be carried out in an efficient and safe manner. If vehicles are parked on both sides of the subject section of Cove Avenue, there is only approximately 3m of carriageway remaining, and damage to parked vehicles by garbage trucks may occur.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 202 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking 8PM TUESDAY to 6PM WEDNESDAY' restrictions on the southern side of Cove Avenue, Manly, outside property No's 5 and 7.



* NOT TO SCALE

	PROPOSAL			
	Cove Avenue, Manly No Parking Restrictions			
	DRAWN	LK		APPROVED
	LAYOUT	1 OF 1		REVISION NO. A DATE 22/05/2023

Table of Consultation

Address	Cove Avenue, Manly
Proposal	No Parking Restrictions

Properties Consulted	202
Responses Received	15
Support	8
Do Not Support	7
Partial Support	0

Issue	Resident Comment	Council Response
Affects Residents	<p>_ I disagree with the no parking for 26 hours for two or three trucks to enter the road. Surely the restriction could be from 10pm to 9am the next day. Garbage trucks would need to collect in this time frame. Otherwise, so many local and non-local people will be booked for parking somewhere they honestly believe is valid.</p> <p>_ It is hard enough for us residents, with no dedicated parking, to compete with the skiff club visitors and employees, not to mention people visiting little manly on busy summer days.</p>	<p>Parking for private vehicles remains the responsibility of the property owners. Residents with multiple vehicles need to prioritise their off-street parking according to their needs.</p>
Deliveries	<p>The 3 parking spots in front of 7 cove avenue have been occupied for the last 3 months constantly by a small tip truck that has not moved and other Utes due to the construction at number 7 the tip truck is parked on the bend, and often the owners large 'discovery' style four-wheel drive is parked across the driveway which inhibits the truck taking the bend easily.</p>	<p>_ Deliveries should be undertaken on-site where possible. 'No Parking' restrictions still allow a driver of a vehicle to drop off or pick up passengers or goods, as long as they do not leave the vehicle unattended and it is completed within 2 minutes.</p>

ITEM 4.9	KANANGRA CRESCENT, CLONTARF - EXTENSION OF NO STOPPING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/460289
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.799863, 151.253162

REPORT

BACKGROUND

Council has received concerns from local residents regarding parked vehicles on the western side of Kanangra Crescent, Clontarf, between No.5 and No.7, creating unsafe conditions for two-way traffic flow due to a lack of visibility and restricted road width when a vehicle is parked at this location.

LOCATION

- Kanangra Crescent is a local road of 7m in width carrying moderate volumes of two-way traffic.
- There is a bus route that services Kanangra Crescent. No time parking restrictions have been allocated for the proposed location, except the existing No Stopping (L) restriction at the western side of 5 Kanangra Crescent, with no end No Stopping sign restriction at that location.

ISSUES

- Parked vehicles at the turning point at the western side of Kanangra Crescent provide inadequate width of the travel lane and cause insufficient sight distance for passage of incoming vehicles at the proposed location.
- Unsafe conditions of the proposed location for passage of long-turning vehicles such as buses.
- Resident's concern regarding poor visibility of the incoming vehicles on the road in both directions and the possibility of collision of vehicles at the proposed location.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to extend the 'No Stopping Unbroken Yellow Kerb Line' from the southern side of the driveway at No.5 Kanangra Crescent to the northern side of the driveway at No.7 Kanangra Crescent. It is also proposed to relocate the existing 'No Stopping' sign from its current location to the northern side of the driveway at No.7 Kanangra Crescent.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

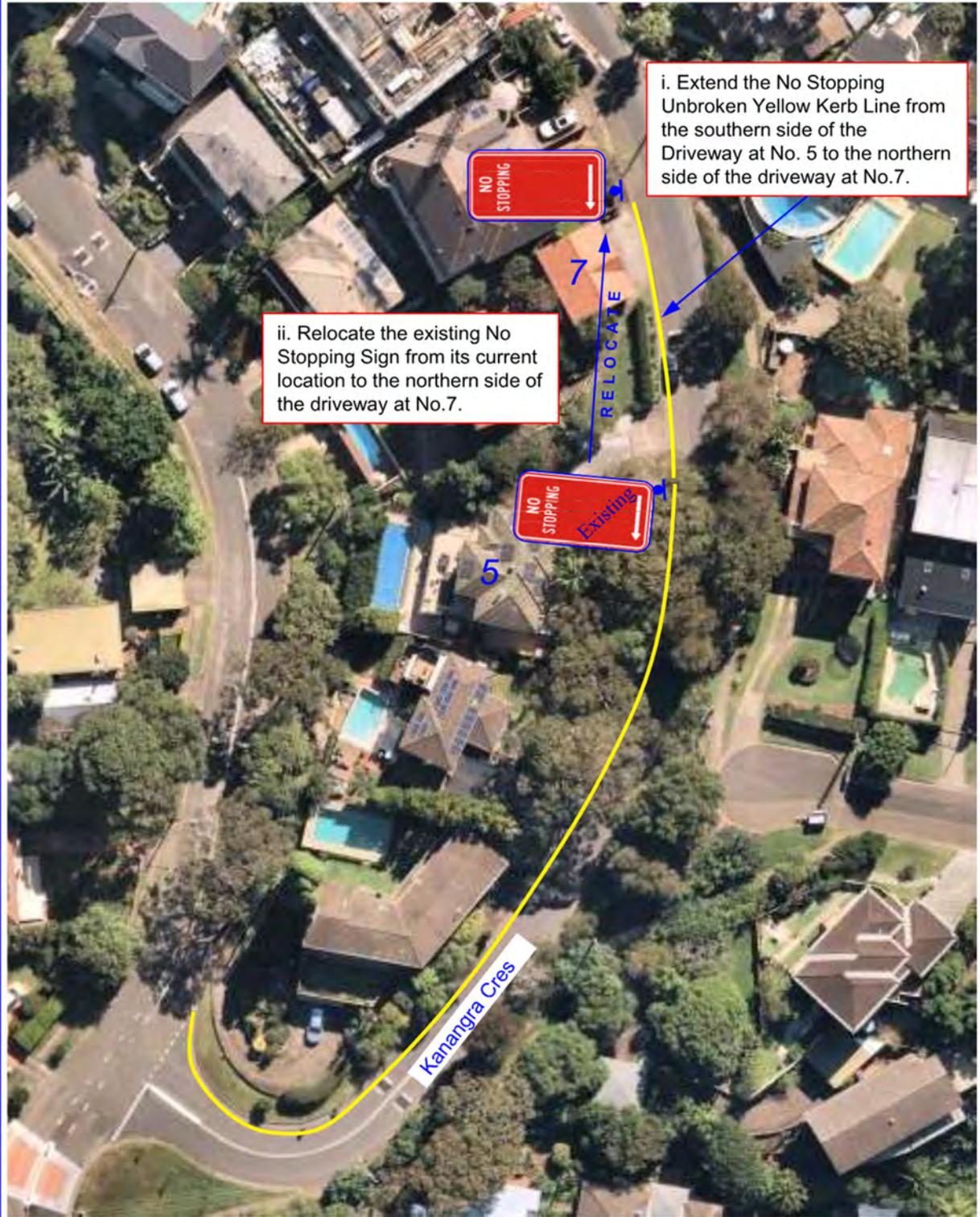
Consultation letters have been distributed to 30 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

The proposal received 11 submissions, including one letter of support and 10 objections. Despite this, Council still intends to proceed with the proposal. The No Stopping restriction will be extended to improve road safety concerns and enhance sight lines. Kanangra Crescent is a public road in a residential area. Therefore, the responsibility for long-term parking of vehicles lies with the property owner on private property, with any additional vehicle sharing available on-street parking.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. To extend the 'No Stopping Unbroken Yellow Kerb Line' from the southern side of the driveway at No.5 Kanangra Crescent, to the northern side of the driveway at No.7 Kanangra Crescent.
- B. To relocate the existing 'No Stopping' sign from its current location to the northern side of the driveway at No.7 Kanangra Crescent.



* NOT TO SCALE



PROPOSAL

Kanangra Cres. Clontarf
Extension of No Stopping Unbroken Yellow Kerb Line

DRAWN	LK	APPROVED	<i>P. Deon</i>
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	25/05/2023



northern beaches council

Table of Consultation

Address	Kanangra Crescent, Clontarf
Proposal	Extension of No Stopping

Properties Consulted	30
Responses Received	11
Support	1
Do Not Support	10
Partial Support	0

Issue	Resident Comment	Council Response
Loss of Parking	<p>_ There is already limited parking available for Kanangra crescent residents' visitors & tradespersons.</p> <p>_ Reducing the parking on Kanangra will simply mean these cars will be parked elsewhere in Clontarf, annoying the residents in those streets.</p> <p>_ There is almost no parking available for residents' families on this street.</p> <p>_ There are not enough car parks on Kanangra as it is and cars will park in driveways instead, this is more dangerous for pedestrians.</p>	<p>Kanangra Crescent is a public road, located in a residential area, and the long-term parking of vehicles should be the responsibility of the property owner on private property, with any additional vehicles sharing the available on-street parking.</p> <p>The proposal intends to enhance sightlines and aims to improve road safety concerns, which include reduced visibility.</p> <p>The extension of the No Stopping restriction allows for limited visibility due to the topography of the location.</p>

ITEM 4.10	EVENT: OXFAM TRAILWALKER SYDNEY - BELROSE TO BALGOWLAH HEIGHTS
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/505215
ATTACHMENTS	1 Oxfam Trailwalker Sydney - Map 2 Oxfam Trailwalker Sydney - Traffic Guidance Scheme

GEOCODES: Various

REPORT

BACKGROUND

- Council has received a submission from Oxfam to stage the annual community fundraising 'Oxfam Trailwalker' event with three courses - 100km, 55km, and 27km from Brooklyn to Balgowlah Heights in under 48 hours.
- Commencing from Friday 25 August at 7:00am and finishing on Sunday 27 August at 1:30am.
- The estimated number of participants in the event is estimated to be 2,000.
- A new approval is required by the Local Traffic Committee and Council for the event. The Traffic Management Plan (TMP) has been submitted, with additional Traffic Controllers located at specific locations along the route. Extracts of the Traffic Management Plan are shown in Attachment 2.
- The routes for these events have been unchanged for the past five years.

LOCATION

- The section of the event taking place in Northern Beaches Council Local Government Area (LGA) starts from the Belrose area continuing to Davidson Park (Checkpoint 5), Seaforth Oval (Checkpoint 6) and finishes at Tania Park in Balgowlah Heights.
- The proposal is for the event to take place mainly within reserves and National Parks, with some sections of walking along public roads.
- Details of the specific locations and the proposed route are outlined in the map in Attachment 1.

ISSUES

- 'Oxfam Trailwalker' route will predominantly follow existing trails and footpaths through various reserves and National Parks, interaction with vehicular traffic will be at a minimum and where there is interaction with traffic, it will be under traffic control, where possible.
- The event proposes that all participants to use the designated and signalised pedestrian crossings.
- It is proposed that participants cross the local roads with the assistance of Marshalls and also Traffic Guidance Scheme (TGSs) will be in place where participants cross the streets with higher level of traffic flows. The full details of the event are contained in the attached Traffic Management Plan (TMP) and Traffic Guidance Scheme (TGS).
- There are no proposed road closures, with the TMP designed to include safety controls at key locations such as pedestrian advance warning signs and VMS signs installed along specified sections of road, volunteer Marshalls to assist participants at road crossing points, and Traffic Controllers advising drivers of high pedestrian activity when entering narrow roads.

- Volunteer Marshalls can only control walkers, as they are not accredited to stop traffic. Marshalls should also be provided along sections where participants may be required to walk on the road, especially on narrow sections and bends with reduced sight distances, noting that there is a high likelihood of parked vehicles on local roads during the staging of the event.
- Bus stops or routes will not be directly affected by the event; however, notification will be given to the relevant Bus Company advising an increased number of walkers along some bus routes.
- A comprehensive awareness program to inform affected residents (especially those on the new event route) is required through direct letter box drops, notifications displayed at venues, parks and directly along trail sections, and VMS in advance of the event.
- It is considered that the proposed restrictions for the event will have a net safety improvement for participants and road users at a cost of minor inconvenience to the community in respect to access restrictions and travel times.
- The event is a Class 2 event under the TfNSW Special Event Guidelines for Special Event Planning and requires a Traffic Management Plan and Traffic Guidance Scheme and support by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be re-submitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, and relevant Bus Company to inform and notify all parties of the details of the event.
- The event organiser shall manage participants to gather and cross in organised groups under the guidance of traffic controllers on Ethel Street, Balgowlah. This ensures safe and coordinated movement for all involved.
- The event organiser shall manage the parking activity at the car parks on Healey Way, Forestville, Seaforth Oval, Seaforth and Dobroyd Scenic Drive, Balgowlah Heights and prevent the potential double parking or inconsiderate parking to occur blocking the circulating traffic flow.

PROPOSAL

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

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The traffic controls are temporary, however vehicular and cyclist access along the event path will be maintained
- The event does not affect pedestrian facilities or impact walking paths.

CONSULTATION

Notification will be undertaken via a letterbox drop in the local area, advertising on Council's website and a press release.

The affected Bus Companies will be informed of the event so that bus services can operate around this event and its associated times. Local Police and emergency services will be notified of the event and the temporary road closures over the event period.

Undertaken by the applicant, the information delivered to residents and/or businesses is to provide details of a manned contact number that will be available on the day of the event and specify an estimated time of closure and the nominated time when the roads will reopen.

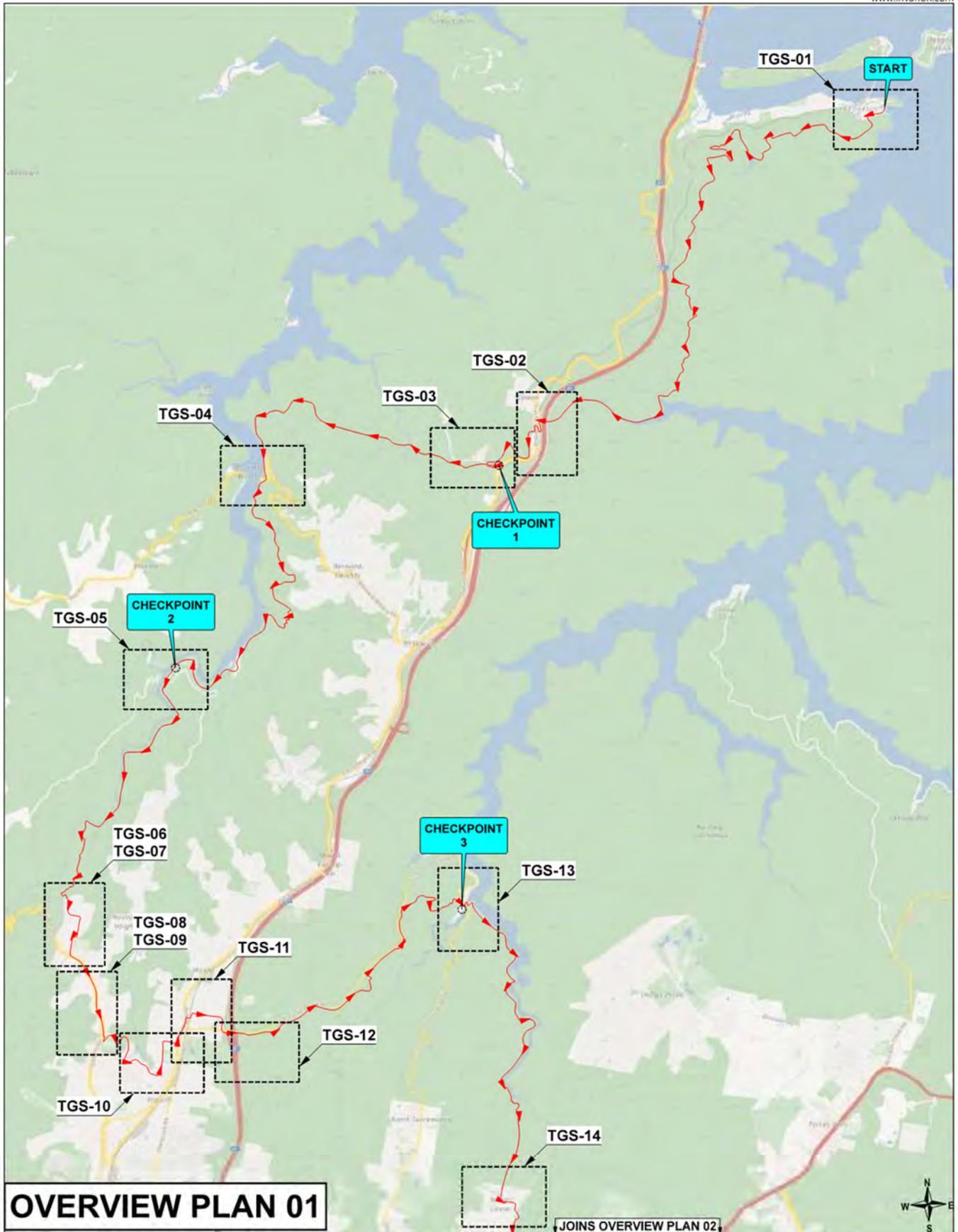
RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports::

- A. Approval of the implementation of the Traffic Management Plan for Oxfam Trailwalker Sydney. Approval is subject to the following conditions:
- i. That the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers.
 - ii. All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by RMS-accredited marshals, or Police engaged by the applicant.
 - iii. All traffic control facilities are to be installed in accordance with Australian Standard 1742.3.
 - iv. That Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event.
 - v. At all times, access to adjoining premises in the affected streets shall be maintained to the satisfaction of the Emergency Services. All services such as fire hydrants shall be kept free of any obstructions.
 - vi. The event organiser shall advise Emergency Services (namely Police, Fire Brigade, Ambulance and State Emergency Service), National Parks & Wildlife NSW and relevant Bus Companies of the proposed event.
 - vii. All barriers and signs associated with the event shall be removed at the time nominated to reopen the street to normal traffic to minimise delays to affected residents.
 - viii. 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.
 - ix. 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.
 - x. The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.

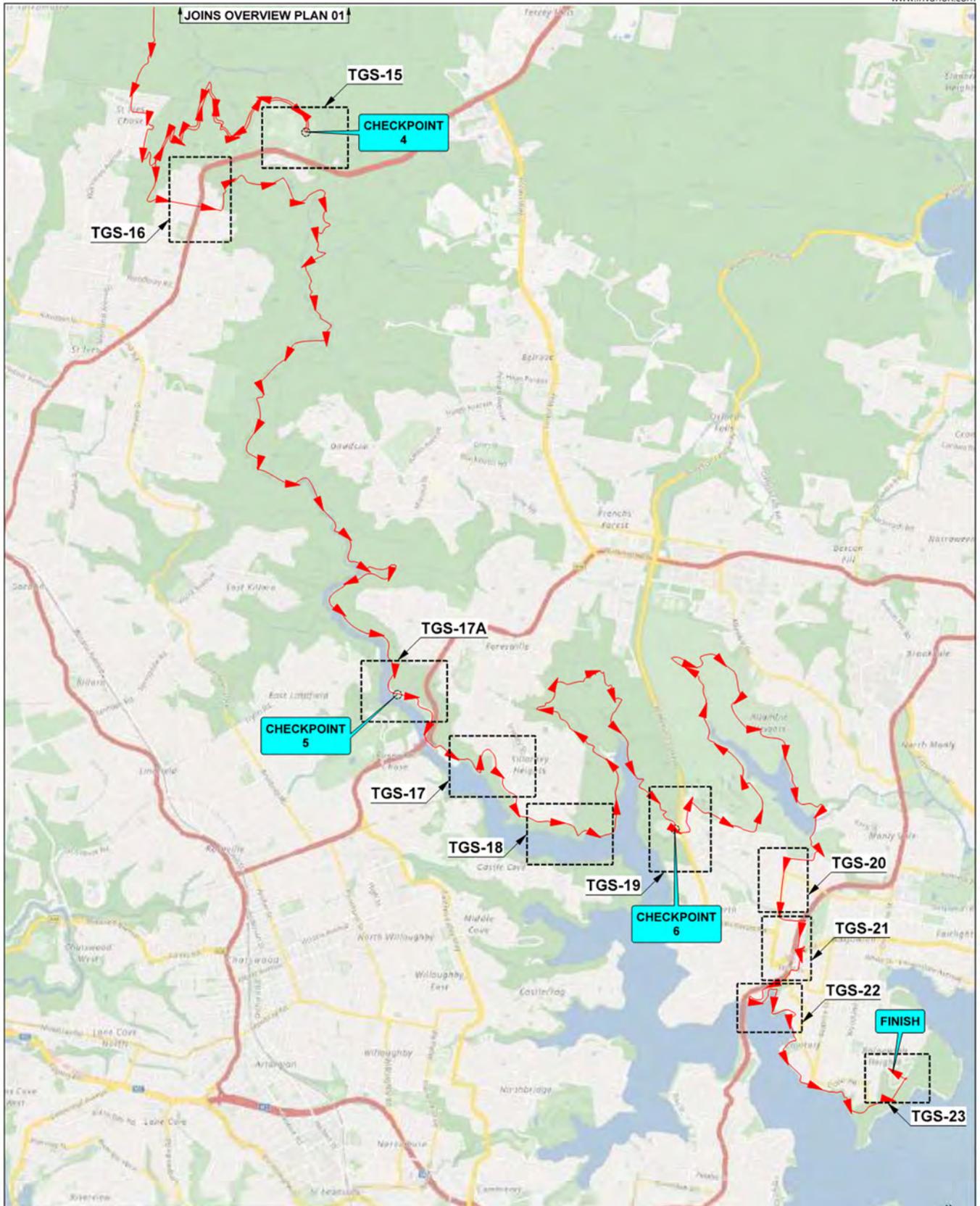
- xii. Notification is to be undertaken via a letterbox drop in the local area, advertising on Council's website and/or a press release.
 - xiii. That the properties in the affected area be notified by a letterbox drop one week in advance of the event with details of access restrictions.
 - xiv. The information delivered to residents and/or businesses is to provide details of event, traffic control, a manned contact number for a resident on the day and specify an estimated time of event and the nominated time when the roads will reopen
 - xv. Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.
- B. That the Applicant is required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval and send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, National Parks & Wildlife NSW, Ambulance, Fire Brigade, State Emergency Service and relevant Bus Company in advance of the event date to notify all parties of the details of the event and obtain approval as required.
- C. That the Traffic Committee notes the report and supports the events for the next five years, and that the item not be required to be reported back to the Traffic Committee during this period, unless there are any significant changes to the events.





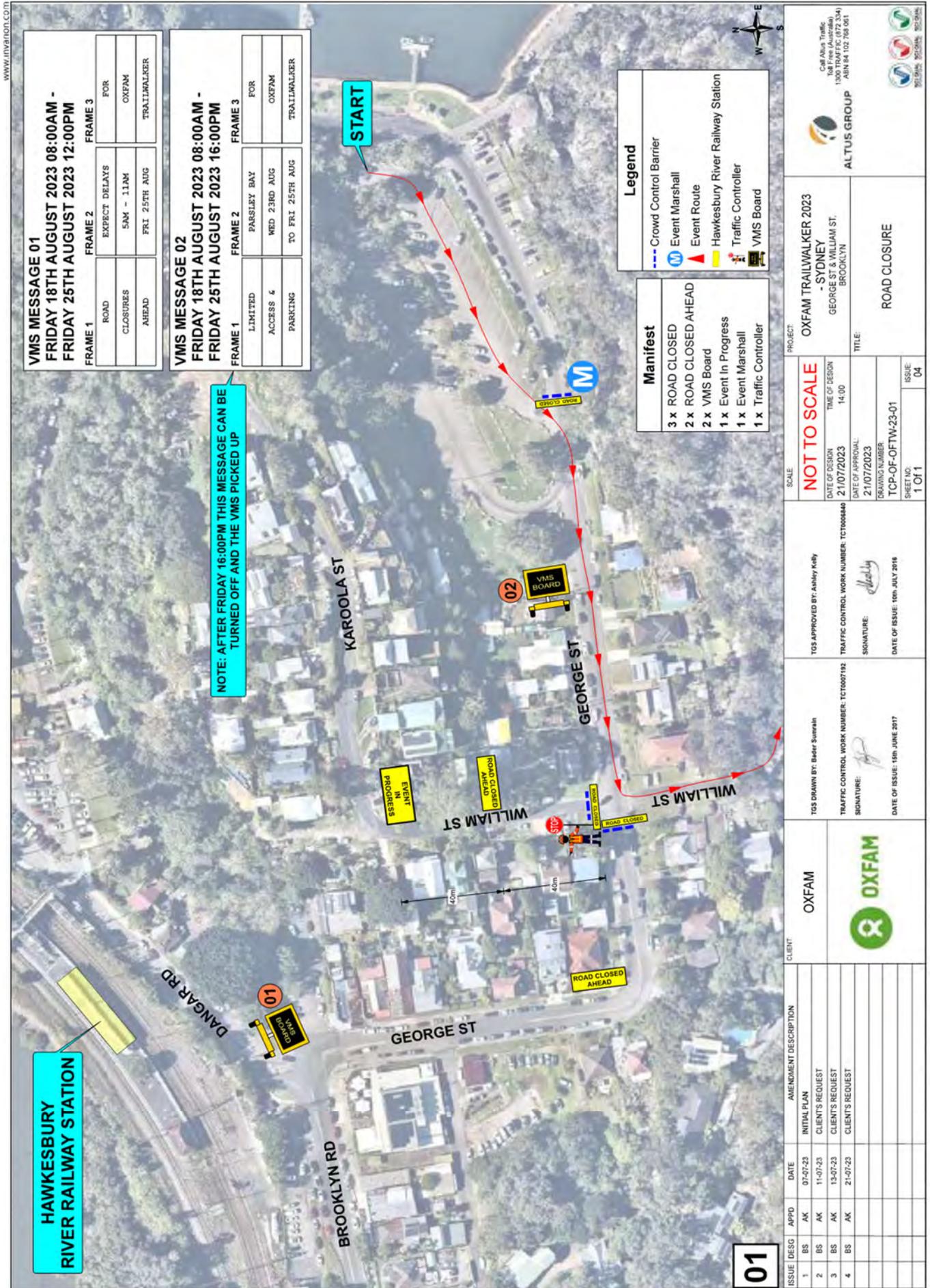
OVERVIEW PLAN 01

ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	21-10-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY
					TGS DRAWN BY: Sushir Suman	DATE OF DESIGN: 21/07/2023	OXFAM TRAILWALKER 2023 - SYDNEY
					TGS APPROVED BY: Ashley Kelly	TIME OF DESIGN: 14:00	VARIOUS LOCATIONS
					TRAFFIC CONTROL WORK NUMBER: TCM202304	DATE OF APPROVAL: 21/07/2023	ALTUS GROUP
					SIGNATURE: <i>[Signature]</i>	CONVENOR NUMBER: TCP-OF-OFTW-23-OP-01	OVERVIEW PLAN
					DATE OF ISSUE: 18th JUNE 2017	SHEET NO: 1 OF 1	ISSUE: 01
							



OVERVIEW PLAN 02

ISSUE	DESIG	APPRD	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	21-10-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY
					TGS DRAWN BY: Baker Sumner	TGS APPROVED BY: Ashley Kelly	VARIOUS LOCATIONS
					TRAFFIC CONTROL WORK NUMBER: TCFM0492	TRAFFIC CONTROL WORK NUMBER: TCFM0444	
					SIGNATURE: 	SIGNATURE: 	TITLE: OVERVIEW PLAN
					DATE OF ISSUE: 18th JUNE 2017	DATE OF ISSUE: 10th JULY 2016	
						DATE OF DESIGN: 21/07/2023	TIME OF DESIGN: 14:00
						DATE OF APPROVAL: 21/07/2023	
						DRAWING NUMBER: TCP-OF-OFTW-23-OP-02	
						SHEET NO: 1 OF 1	ISSUE: 01



VMS MESSAGE 01
FRIDAY 18TH AUGUST 2023 08:00AM -
FRIDAY 25TH AUGUST 2023 12:00PM

FRAME 1		FRAME 2		FRAME 3	
ROAD	EXPECT DELAYS	ROAD	EXPECT DELAYS	ROAD	EXPECT DELAYS
CLOSURES	5AM - 11AM	CLOSURES	5AM - 11AM	CLOSURES	5AM - 11AM
AHEAD	FRI 25TH AUG	AHEAD	FRI 25TH AUG	AHEAD	FRI 25TH AUG
					TRAILWALKER

VMS MESSAGE 02
FRIDAY 18TH AUGUST 2023 08:00AM -
FRIDAY 25TH AUGUST 2023 16:00PM

FRAME 1		FRAME 2		FRAME 3	
LIMITED ACCESS & PARKING	PARSLEY BAY	LIMITED ACCESS & PARKING	PARSLEY BAY	LIMITED ACCESS & PARKING	PARSLEY BAY
	WED 23RD AUG		WED 23RD AUG		WED 23RD AUG
	TO FRI 25TH AUG		TO FRI 25TH AUG		TO FRI 25TH AUG
					TRAILWALKER

NOTE: AFTER FRIDAY 16:00PM THIS MESSAGE CAN BE TURNED OFF AND THE VMS PICKED UP

Legend

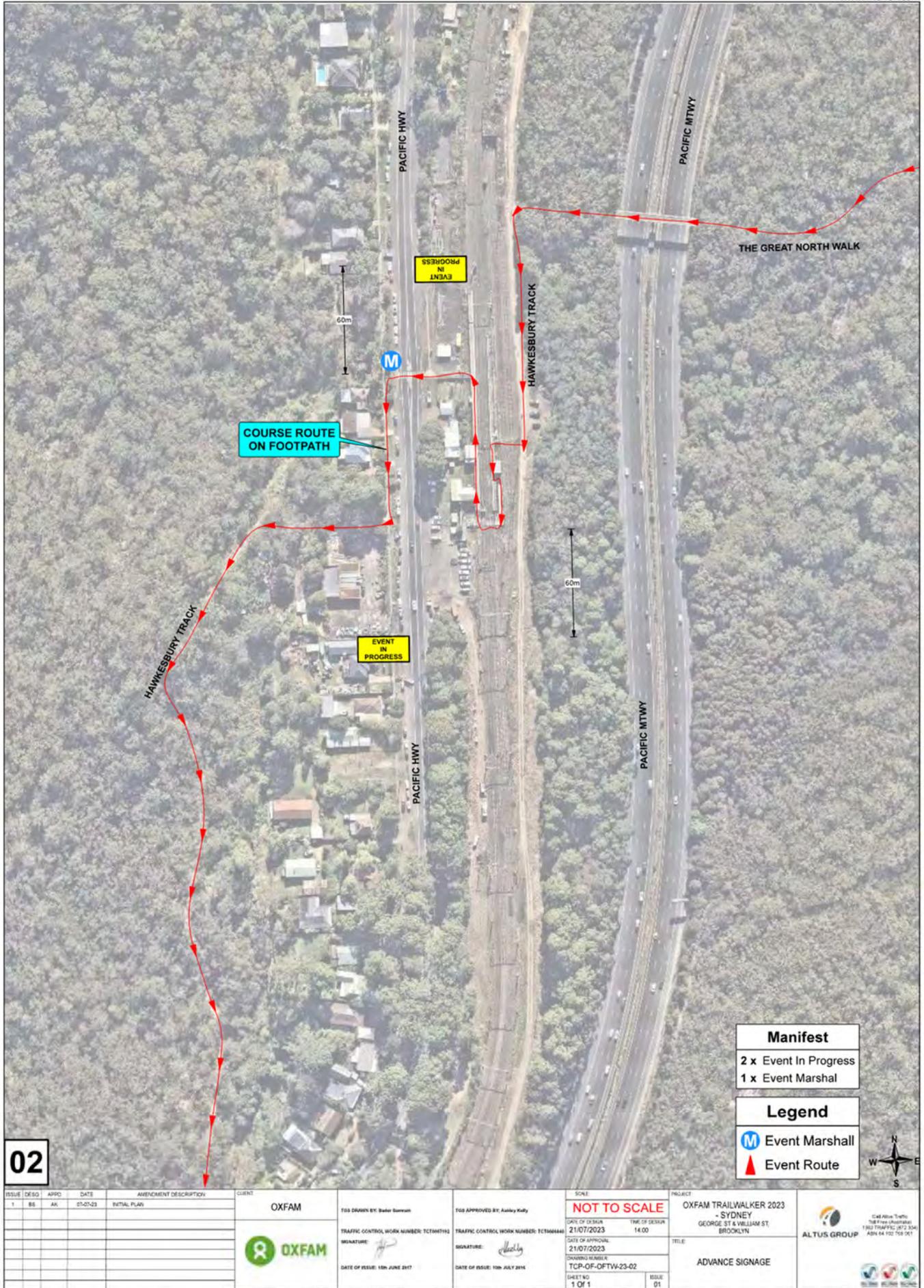
- Crowd Control Barrier
- Event Marshal
- Event Route
- Hawkesbury River Railway Station
- Traffic Controller
- VMS Board

Manifest

- 3 x ROAD CLOSED
- 2 x ROAD CLOSED AHEAD
- 2 x VMS Board
- 1 x Event In Progress
- 1 x Event Marshal
- 1 x Traffic Controller

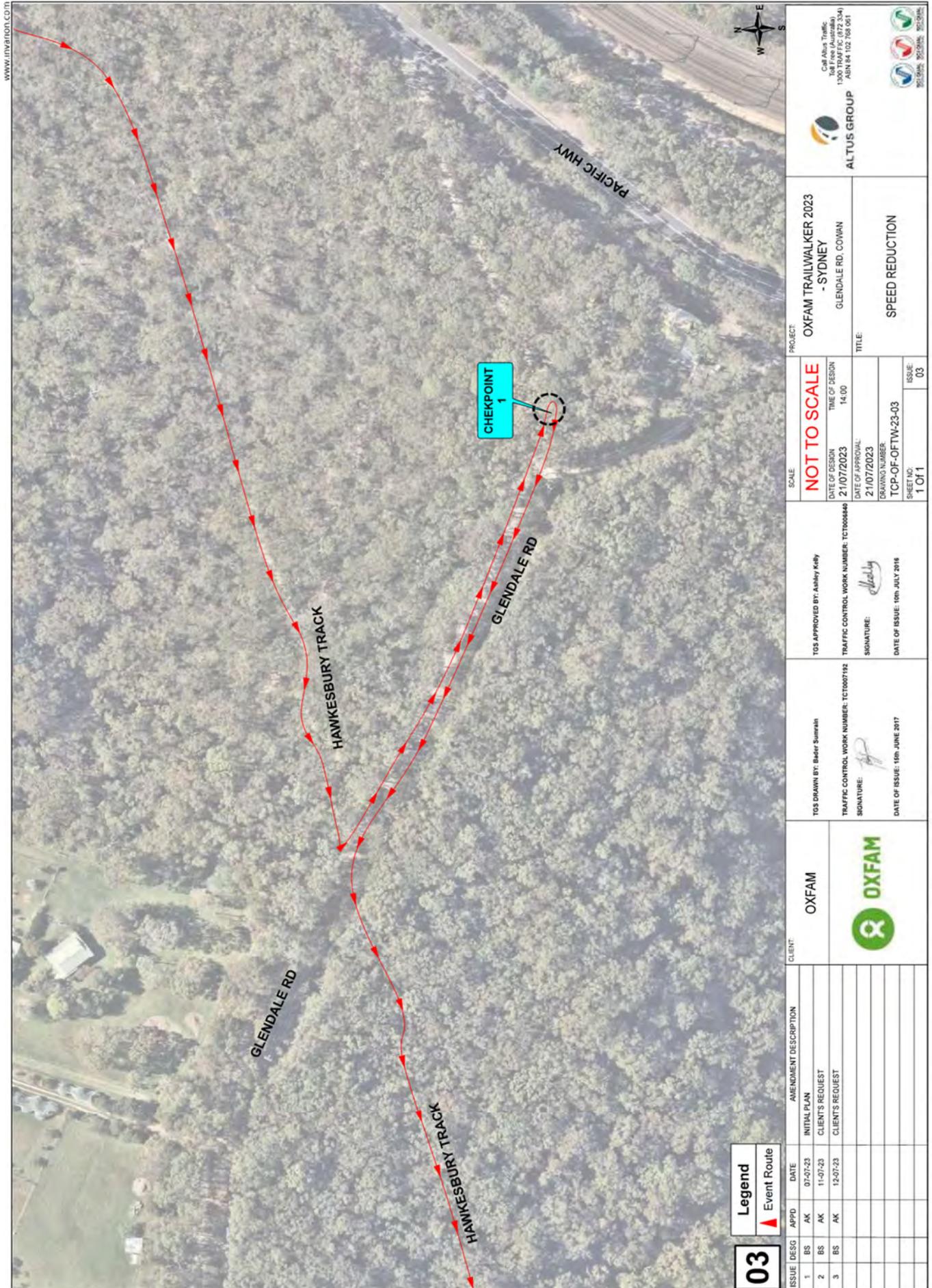
<p>Call Aus Traffic toll free (Australia only) 1300 88 102 768 001 AUSTRIA 00 43 102 768 001</p> <p>ALTUS GROUP</p>		<p>PROJECT: OXFAM TRAILWALKER 2023 - SYDNEY GEORGE ST & WILLIAM ST, BROOKLYN</p> <p>TITLE: ROAD CLOSURE</p>		
<p>SCALE: NOT TO SCALE</p> <p>DATE OF DESIGN: 21/07/2023</p> <p>DATE OF APPROVAL: 21/07/2023</p> <p>DRAWING NUMBER: TCP-OF-FTW-23-01</p> <p>SHEET NO: 1 OF 1</p>	<p>TIME OF DESIGN: 14:00</p> <p>TRAFFIC CONTROL WORK NUMBER: TCT000040</p> <p>TRAFFIC CONTROL WORK NUMBER: TCT000192</p> <p>DATE OF ISSUE: 16th JULY 2016</p> <p>DATE OF ISSUE: 16th JUNE 2017</p>	<p>TOS APPROVED BY: Ashby Kelly</p> <p>TRAFFIC CONTROL WORK NUMBER: TCT000040</p> <p>TRAFFIC CONTROL WORK NUMBER: TCT000192</p>	<p>ISSUE: 04</p>	
<p>TOS DRAWN BY: Baker Sumrah</p> <p>TRAFFIC CONTROL WORK NUMBER: TCT000192</p> <p>DATE OF ISSUE: 16th JUNE 2017</p>		<p>OXFAM</p> <p>OXFAM</p>		
<p>AMENDMENT DESCRIPTION</p>		<p>AMENDMENT DESCRIPTION</p>		
1	BS	AK	07-07-23	INITIAL PLAN
2	BS	AK	11-07-23	CLIENT'S REQUEST
3	BS	AK	13-07-23	CLIENT'S REQUEST
4	BS	AK	21-07-23	CLIENT'S REQUEST

01



02

ISSUE	DESIG	APPRO	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-21-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY GEORGE ST & WILLIAM ST, BROOKLYN
<p>TGS DRAWN BY: Baker Shannon</p> <p>TGS APPROVED BY: Ashley Kelly</p> <p>TRAFFIC CONTROL WORK NUMBER: TCTM04193</p> <p>TRAFFIC CONTROL WORK NUMBER: TCTM04444</p> <p>SIGNATURE: <i>[Signature]</i></p> <p>SIGNATURE: <i>[Signature]</i></p> <p>DATE OF ISSUE: 18th JUNE 2017</p> <p>DATE OF ISSUE: 10th JULY 2016</p>						<p>DATE OF DESIGN: 21/07/2023</p> <p>TIME OF DESIGN: 14:00</p> <p>DATE OF APPROVAL: 21/07/2023</p> <p>DRAWING NUMBER: TCP-OF-OFTV-23-02</p> <p>SHEET NO: 1 OF 1</p> <p>ISSUE: 01</p>	<p>ALTUS GROUP</p> <p>ADVANCE SIGNAGE</p> <p>Call Altus Traffic Road Events Management 1903 TRAFFIC (872 534) ABN 64 102 708 967</p>



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03

Legend

 Event Route

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-07-23	INITIAL PLAN
2	BS	AK	11-07-23	CLIENT'S REQUEST
3	BS	AK	12-07-23	CLIENT'S REQUEST

CLIENT

OXFAM



TOS DRAWN BY: Baker Sumrah

TRAFFIC CONTROL WORK NUMBER: TCT0007192

SIGNATURE: 

DATE OF ISSUE: 16th JUNE 2017

TOS APPROVED BY: Abbey Kirby

TRAFFIC CONTROL WORK NUMBER: TCT0006440

SIGNATURE: 

DATE OF ISSUE: 16th JULY 2016

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023

DATE OF APPROVAL: 21/07/2023

DRAWING NUMBER: TCP-OF-FTW-23-03

SHEET NO: 1 OF 1

ISSUE: 03

PROJECT: OXFAM TRAILWALKER 2023 - SYDNEY

GLENDALE RD. COVIMAN

TITLE: SPEED REDUCTION

 ALTUS GROUP

Call Aus Traffic
 toll free (Australia only)
 1300 654 444
 AIN 84 102 768 061





www.invision.com

Legend
Event Route



Call Altus Traffic
 toll Free (Australia)
 1300 666 666
 ABN 84 102 769 001

ALTUS GROUP

PROJECT:	OXFAM TRAILWALKER 2023 - SYDNEY SOMERVILLE RD, HORNSBY HEIGHTS
TITLE:	CHECKPOINT 2

SCALE:	NOT TO SCALE
DATE OF DESIGN:	21/07/2023
TIME OF DESIGN:	14:00
DATE OF APPROVAL:	21/07/2023
DRAWING NUMBER:	TCP-OF-OFTW-23-05
SHEET NO.:	1 of 1
ISSUE:	01

TOS APPROVED BY: <i>Annex Kirby</i>	TRAFFIC CONTROL WORK NUMBER: TCT0000440
SIGNATURE:	DATE OF ISSUE: 10th JULY 2016

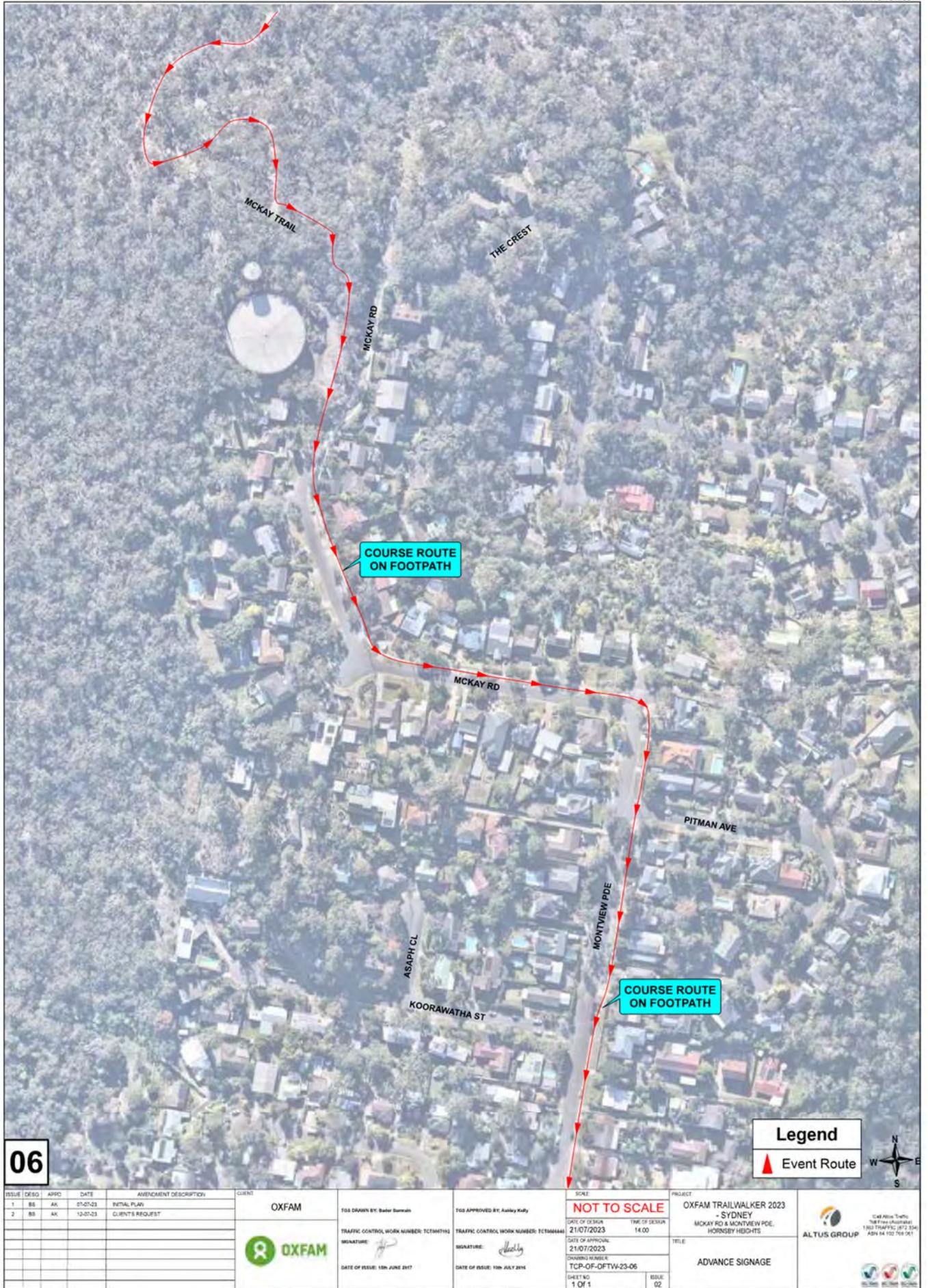
TOS DRAWN BY: <i>Baker Sumner</i>	TRAFFIC CONTROL WORK NUMBER: TCT0001192
SIGNATURE:	DATE OF ISSUE: 16th JUNE 2017

CLIENT

OXFAM

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-07-23	INITIAL PLAN

05

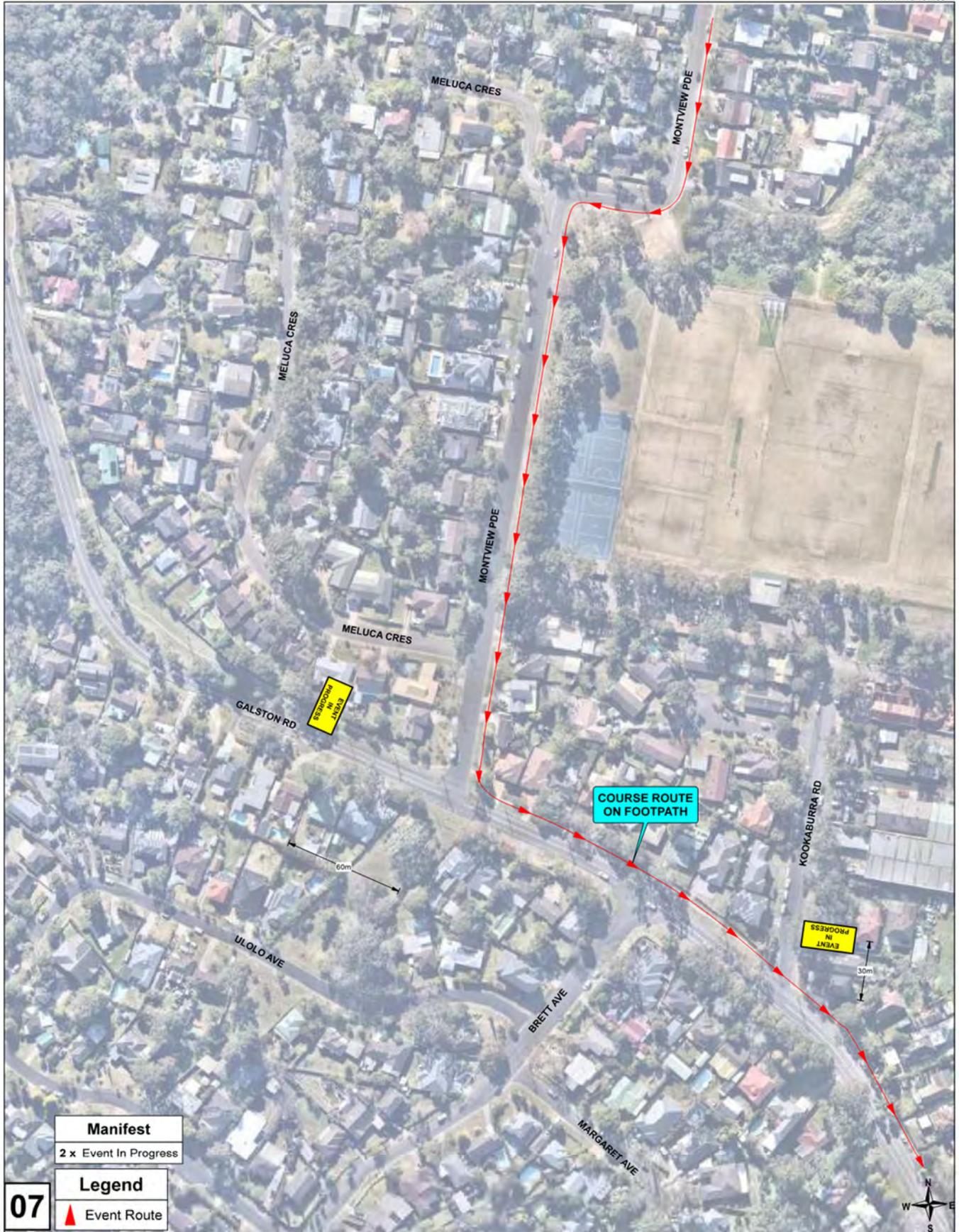


06

Legend

▲ Event Route

ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT			
1	BS	AK	07-07-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY MCKAY RD & MONTVIEW PDE, HORNSBY HEIGHTS			
2	BS	AK	12-07-23	CLIENT'S REQUEST						
<table border="0"> <tr> <td> </td> <td> <small>TGS DRAWN BY: Baker Burman</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04193</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 18th JUNE 2017</small> </td> <td> <small>TGS APPROVED BY: Ashley Kelly</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04444</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 10th JULY 2016</small> </td> <td> <small>DATE OF DESIGN: 21/07/2023</small> <small>TIME OF DESIGN: 14:00</small> <small>DATE OF APPROVAL: 21/07/2023</small> <small>DRAWING NUMBER: TCP-OF-OFTV-23-06</small> <small>SHEET NO: 1 OF 1</small> </td> <td> <small>ISSUE: 02</small> </td> </tr> </table>						<small>TGS DRAWN BY: Baker Burman</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04193</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 18th JUNE 2017</small>	<small>TGS APPROVED BY: Ashley Kelly</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04444</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 10th JULY 2016</small>	<small>DATE OF DESIGN: 21/07/2023</small> <small>TIME OF DESIGN: 14:00</small> <small>DATE OF APPROVAL: 21/07/2023</small> <small>DRAWING NUMBER: TCP-OF-OFTV-23-06</small> <small>SHEET NO: 1 OF 1</small>	<small>ISSUE: 02</small>	<small>ALTUS GROUP</small>
	<small>TGS DRAWN BY: Baker Burman</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04193</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 18th JUNE 2017</small>	<small>TGS APPROVED BY: Ashley Kelly</small> <small>TRAFFIC CONTROL WORK NUMBER: TCTM04444</small> <small>SIGNATURE: [Signature]</small> <small>DATE OF ISSUE: 10th JULY 2016</small>	<small>DATE OF DESIGN: 21/07/2023</small> <small>TIME OF DESIGN: 14:00</small> <small>DATE OF APPROVAL: 21/07/2023</small> <small>DRAWING NUMBER: TCP-OF-OFTV-23-06</small> <small>SHEET NO: 1 OF 1</small>	<small>ISSUE: 02</small>						



Manifest
2 x Event In Progress

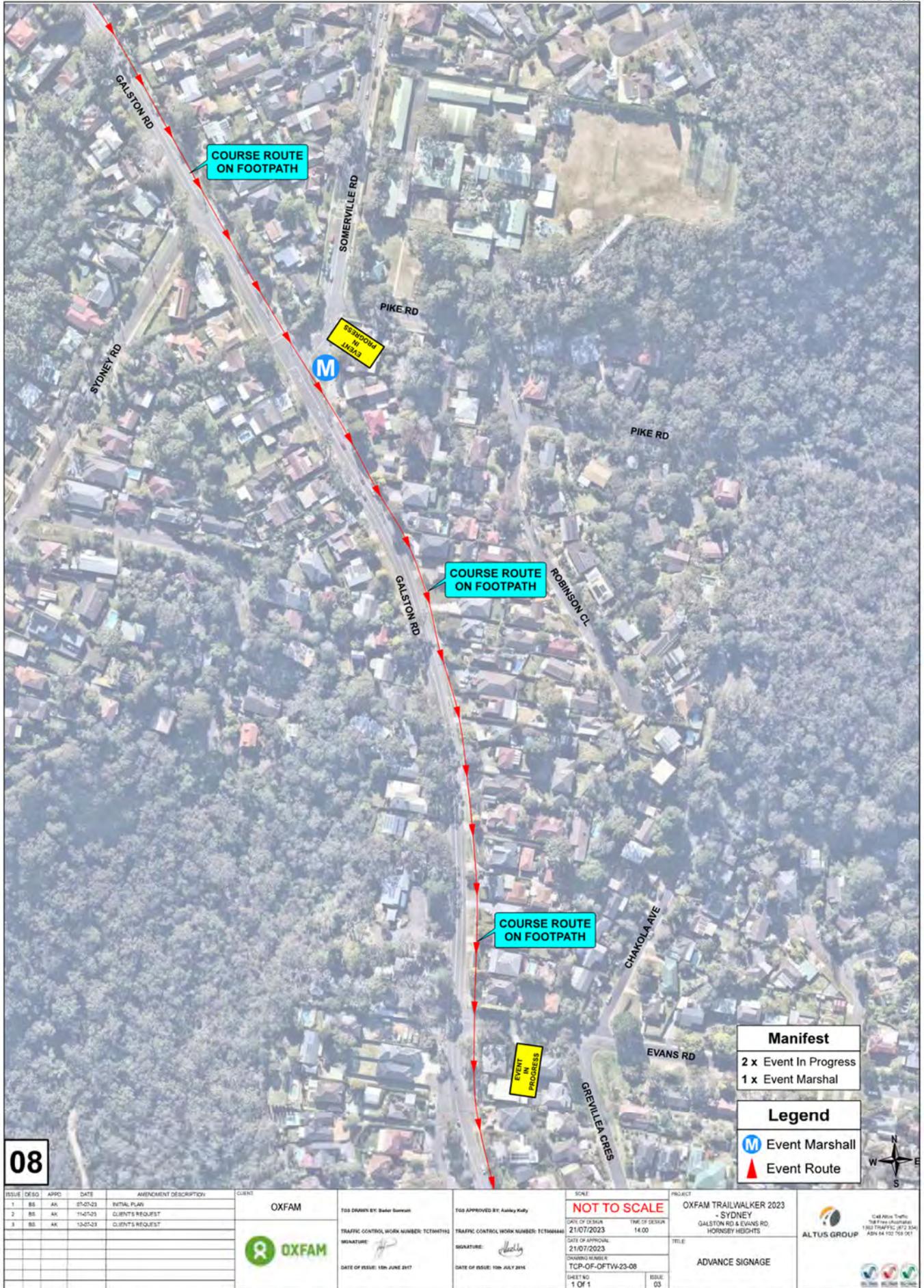
07

Legend
▲ Event Route

ISSUE	DESG	APPRD	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-07-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY GALSTON RD & MONTVIEW PDE, HORNSBY HEIGHTS
2	BS	AK	12-07-23	CLIENT'S REQUEST			
					TGS DRAWN BY: Baker Sumner	TGS APPROVED BY: Ashley Kelly	
					TRAFFIC CONTROL WORK NUMBER: TCTM04193	TRAFFIC CONTROL WORK NUMBER: TCTM04444	
					SIGNATURE: <i>[Signature]</i>	SIGNATURE: <i>[Signature]</i>	
					DATE OF ISSUE: 18th JUNE 2017	DATE OF ISSUE: 10th JULY 2016	
						DATE OF APPROVAL: 21/07/2023	
						DATE OF DESIGN: 21/07/2023	
						TIME OF DESIGN: 14:00	
						DATE OF APPROVAL: 21/07/2023	
						DRAWING NUMBER: TCP-OF-OFTW-23-07	
						SHEET NO: 1 OF 1	
						ISSUE: 02	

ALTUS GROUP

Call Altus Traffic
Road From Brisbane
1903 TRAFFIC (07) 534
ABN 64 102 708 967

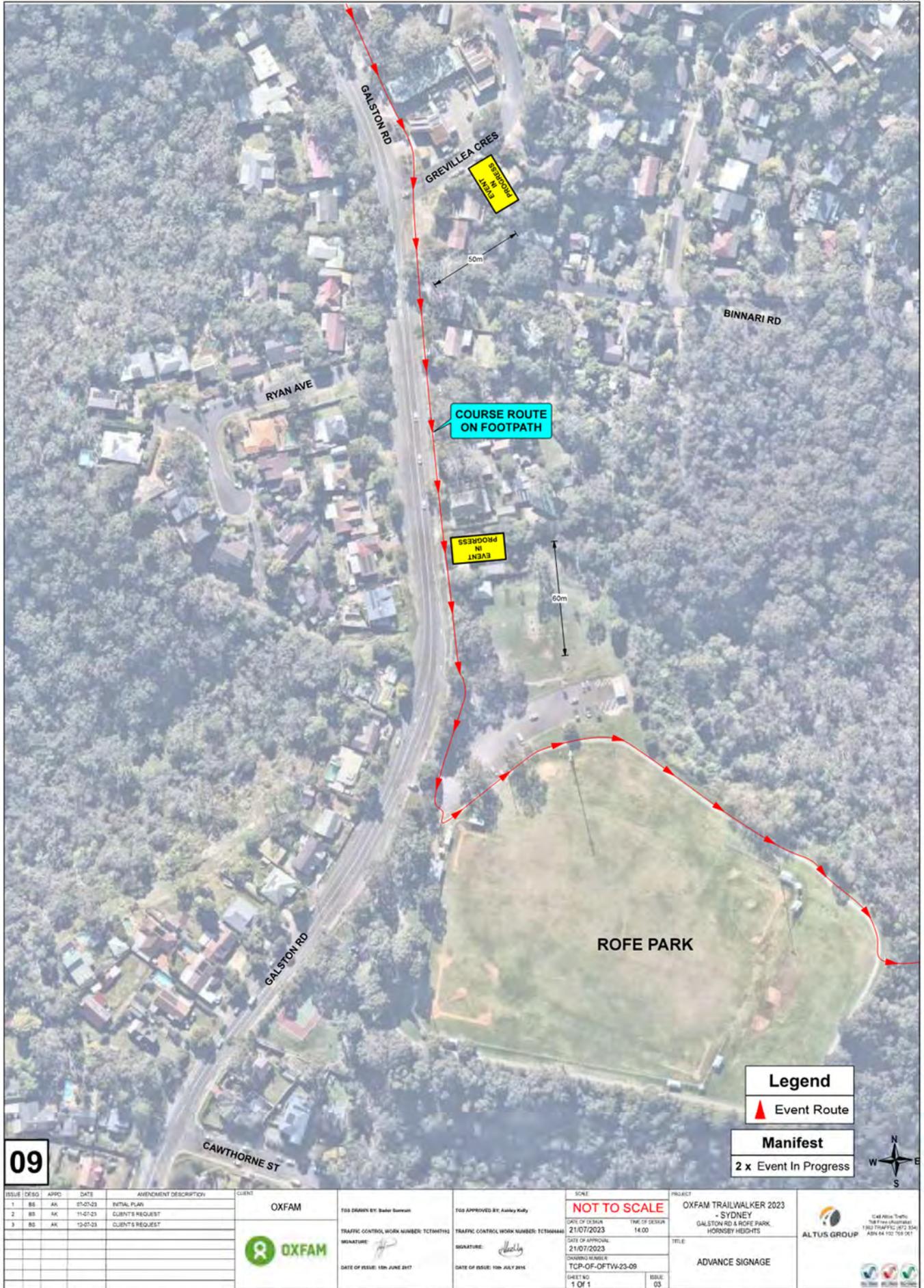


Manifest
2 x Event In Progress
1 x Event Marshal

Legend
M Event Marshal
▲ Event Route

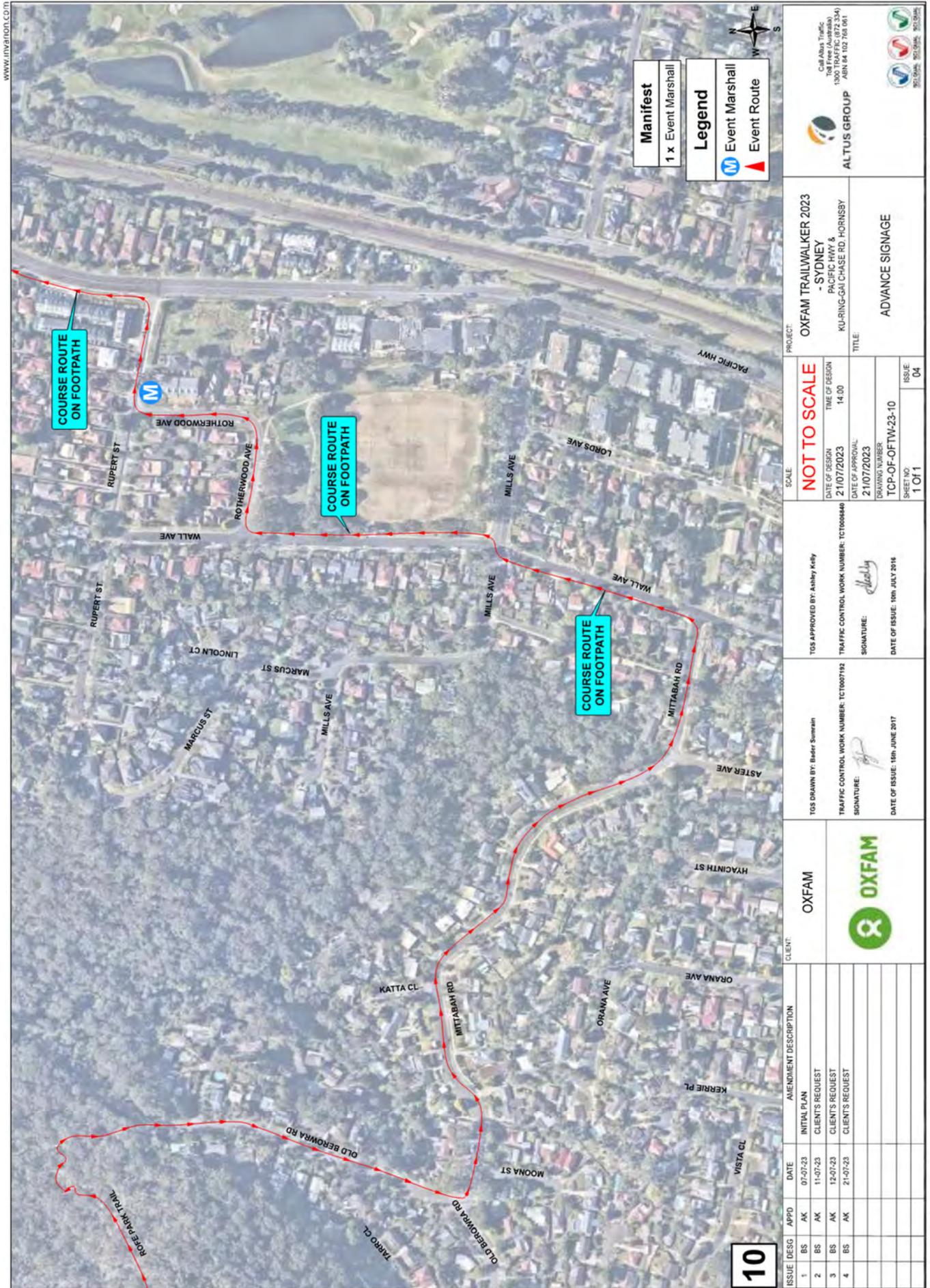
08

ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-01-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023
2	BS	AK	11-01-23	CLIENT'S REQUEST	TSS DRAWN BY: Baker Sumanan	DATE OF DESIGN: 21/07/2023	- SYDNEY
3	BS	AK	10-02-23	CLIENT'S REQUEST	TSS APPROVED BY: Ashley Kelly	TIME OF DESIGN: 14:00	GALSTON RD & EVANS RD, HORNSBY HEIGHTS
					TRAFFIC CONTROL WORK NUMBER: TCTM04193	DATE OF APPROVAL: 21/07/2023	TITLE: ADVANCE SIGNAGE
					SIGNATURE: <i>[Signature]</i>	DRAWING NUMBER: TCP-OF-OFTV-23-08	
					DATE OF ISSUE: 10th JUNE 2017	SHEET NO: 1 OF 1	ISSUE: 03
							ALTUS GROUP



09

ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT				
1	BS	AK	07-21-23	INITIAL PLAN	OXFAM				
2	BS	AK	11-01-23	CLIENT'S REQUEST					
3	BS	AK	12-07-23	CLIENT'S REQUEST					
					TGS DRAWN BY: Baker Sumner TRAFFIC CONTROL WORK NUMBER: TCTM04192 SIGNATURE:  DATE OF ISSUE: 18th JUNE 2017	TGS APPROVED BY: Ashley Kelly TRAFFIC CONTROL WORK NUMBER: TCTM04194 SIGNATURE:  DATE OF ISSUE: 10th JULY 2018	SCALE: NOT TO SCALE DATE OF DESIGN: 21/07/2023 TIME OF DESIGN: 14:00 DATE OF APPROVAL: 21/07/2023 DRAWING NUMBER: TCP-OF-OFTW-23-09 SHEET NO: 1 OF 1 ISSUE: 03	PROJECT: OXFAM TRAILWALKER 2023 - SYDNEY GALSTON RD & ROFO PARK, HORNSEY HEIGHTS TITLE: ADVANCE SIGNAGE	 <p>Call Altus Traffic Road From Brisbane 1 903 TRAFFIC (872 234) ABN 64 102 768 967</p> 



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Manifest
1 x Event Marshall

Legend
Event Marshall
Event Route

Call Abus Traffic
1300 Free (Australia)
1300 762 222
ABN 84 102 761 061

ALTUS GROUP

PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
PACIFIC HWY &
KURRING-GAI CHASE RD. HORNSBY

TITLE: ADVANCE SIGNAGE

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00

DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-OTW-23-10

SHEET NO: 1 OF 1
ISSUE: 04

TOS APPROVED BY: Ashley Kelly

TRAFFIC CONTROL WORK NUMBER: TCT1000440

SIGNATURE:

DATE OF ISSUE: 16th JULY 2016

TOS DRAWN BY: Baker Sumrall

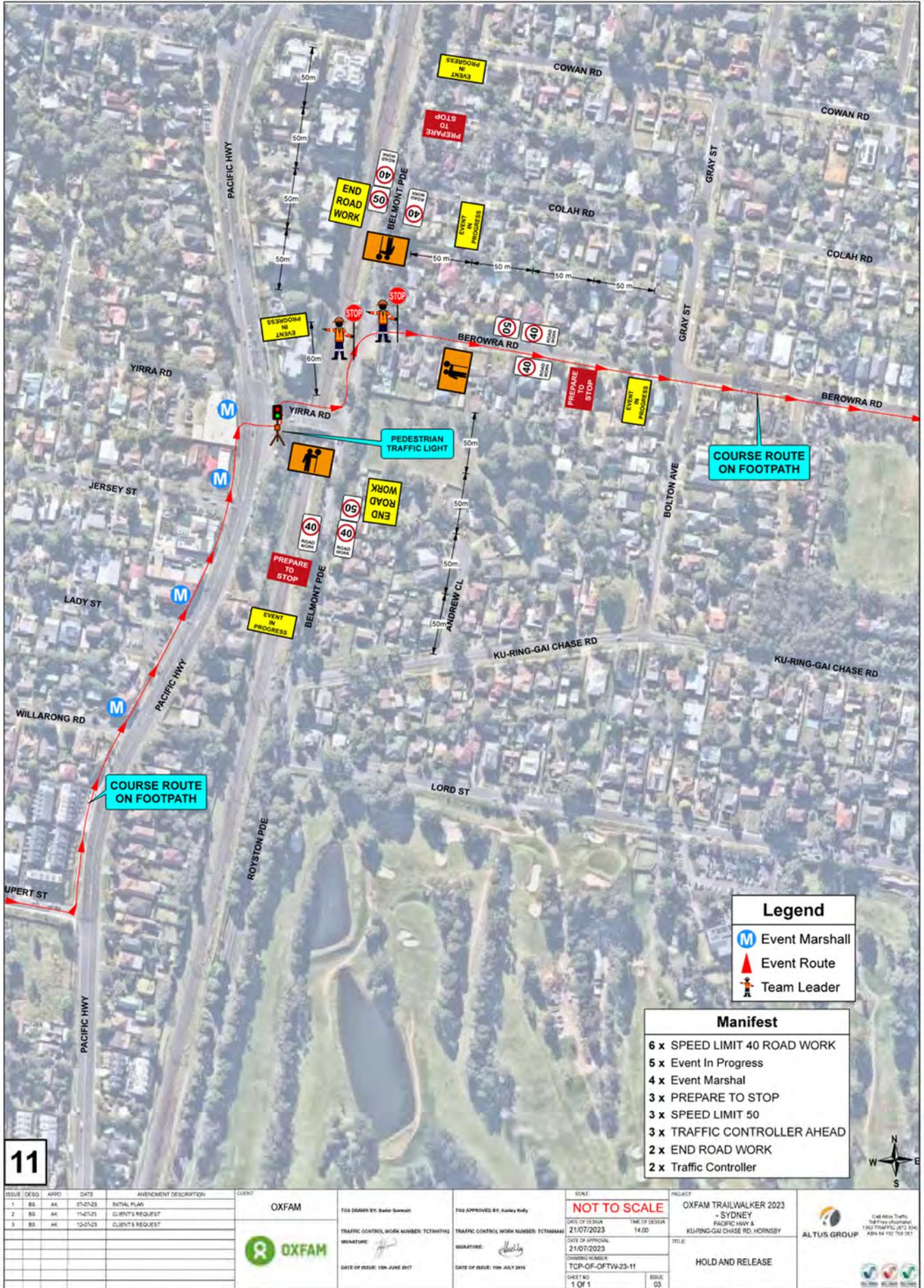
TRAFFIC CONTROL WORK NUMBER: TCT1007195

SIGNATURE:

DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-07-23	INITIAL PLAN
2	BS	AK	11-07-23	CLIENT'S REQUEST
3	BS	AK	12-07-23	CLIENT'S REQUEST
4	BS	AK	21-07-23	CLIENT'S REQUEST



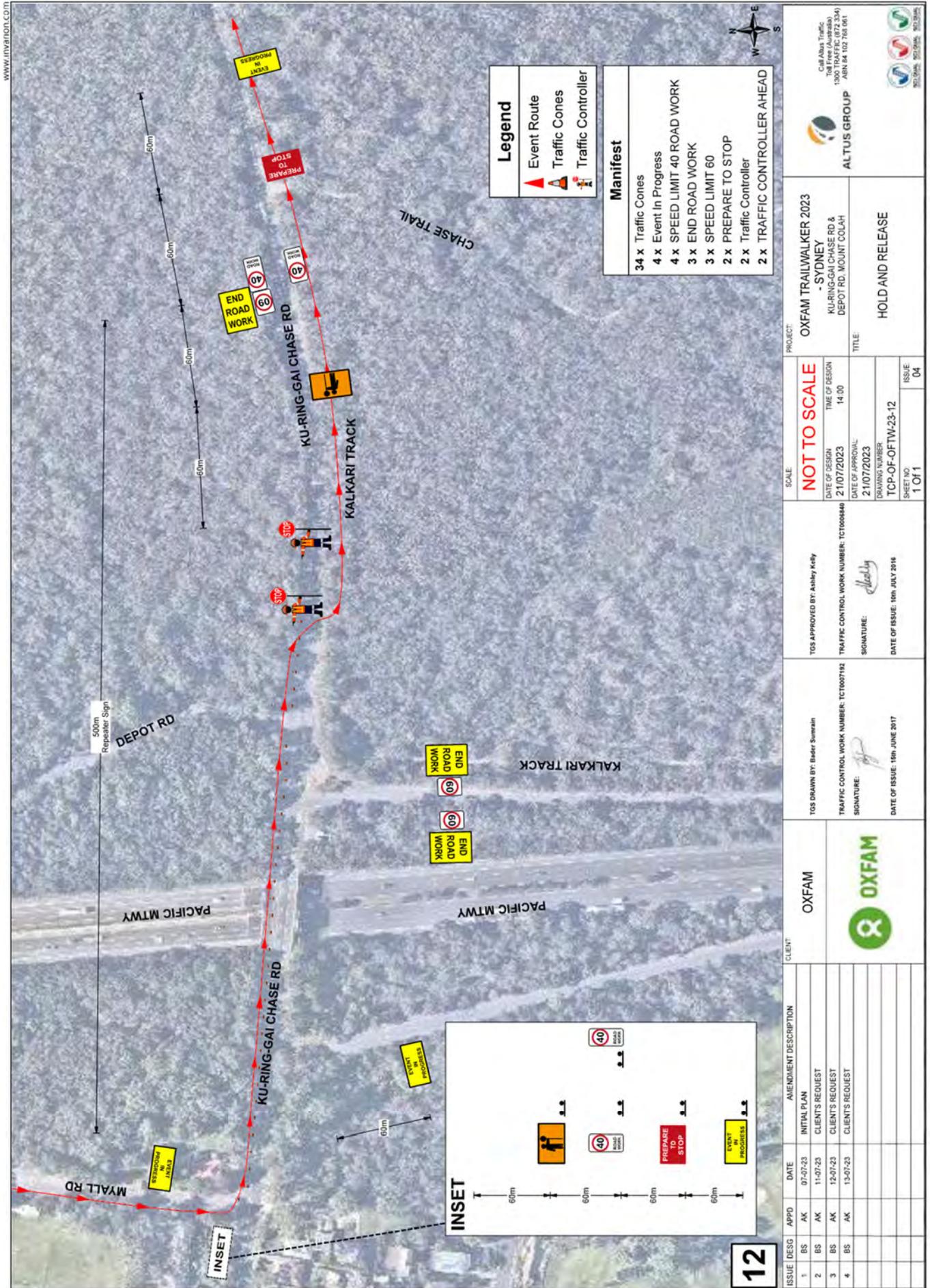
Legend

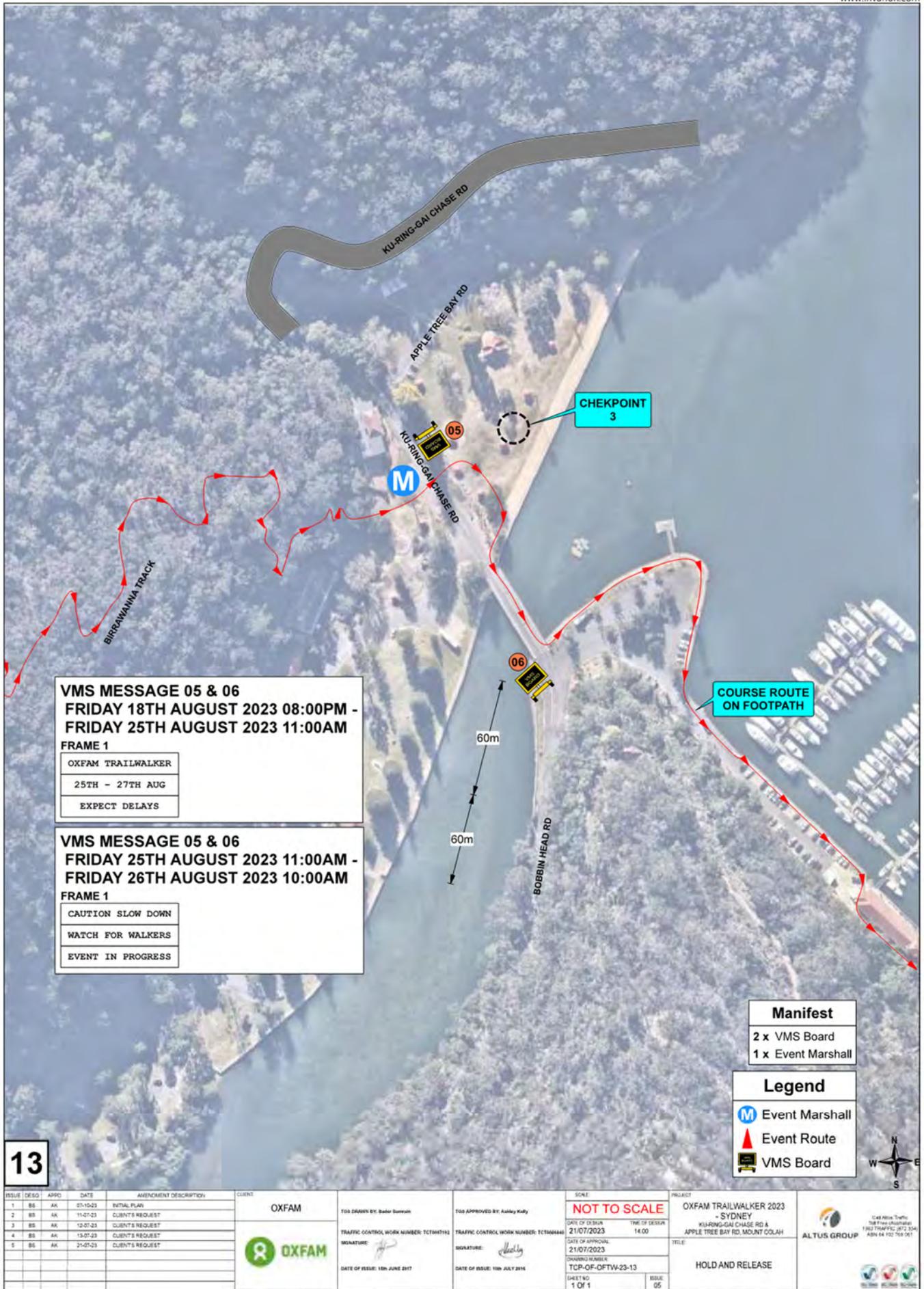
- Event Marshal
- Event Route
- Team Leader

Manifest	
6 x	SPEED LIMIT 40 ROAD WORK
5 x	Event In Progress
4 x	Event Marshal
3 x	PREPARE TO STOP
3 x	SPEED LIMIT 50
3 x	TRAFFIC CONTROLLER AHEAD
2 x	END ROAD WORK
2 x	Traffic Controller

11

ISSUE	DESG	APPRO	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT	
1	BS	AK	07-07-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY PACIFIC HWY & KU-RING-GAI CHASE RD, HORNSBY	
2	BS	AK	11-07-23	CLIENT'S REQUEST				
3	BS	AK	12-07-23	CLIENT'S REQUEST				
<table border="0"> <tr> <td> TGS DRAWN BY: Baker Gorman TRAFFIC CONTROL WORK NUMBER: TCTM04192 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 18th JUNE 2017 </td> <td> TGS APPROVED BY: Ashley Kelly TRAFFIC CONTROL WORK NUMBER: TCTM04444 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 10th JULY 2016 </td> </tr> </table>					 TGS DRAWN BY: Baker Gorman TRAFFIC CONTROL WORK NUMBER: TCTM04192 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 18th JUNE 2017	TGS APPROVED BY: Ashley Kelly TRAFFIC CONTROL WORK NUMBER: TCTM04444 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 10th JULY 2016	DATE OF DESIGN: 21/07/2023 TIME OF DESIGN: 14:00 DATE OF APPROVAL: 21/07/2023 DRAWING NUMBER: TCP-OF-OFTV-23-11 SHEET NO: 1 OF 1	TITLE: HOLD AND RELEASE ALTUS GROUP Call Altus Traffic 1800 755 888 1103 TRAFFIC (07) 534 ABN 64 102 755 967
 TGS DRAWN BY: Baker Gorman TRAFFIC CONTROL WORK NUMBER: TCTM04192 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 18th JUNE 2017	TGS APPROVED BY: Ashley Kelly TRAFFIC CONTROL WORK NUMBER: TCTM04444 SIGNATURE: <i>[Signature]</i> DATE OF ISSUE: 10th JULY 2016							





VMS MESSAGE 05 & 06
FRIDAY 18TH AUGUST 2023 08:00PM -
FRIDAY 25TH AUGUST 2023 11:00AM
FRAME 1
 OXFAM TRAILWALKER
 25TH - 27TH AUG
 EXPECT DELAYS

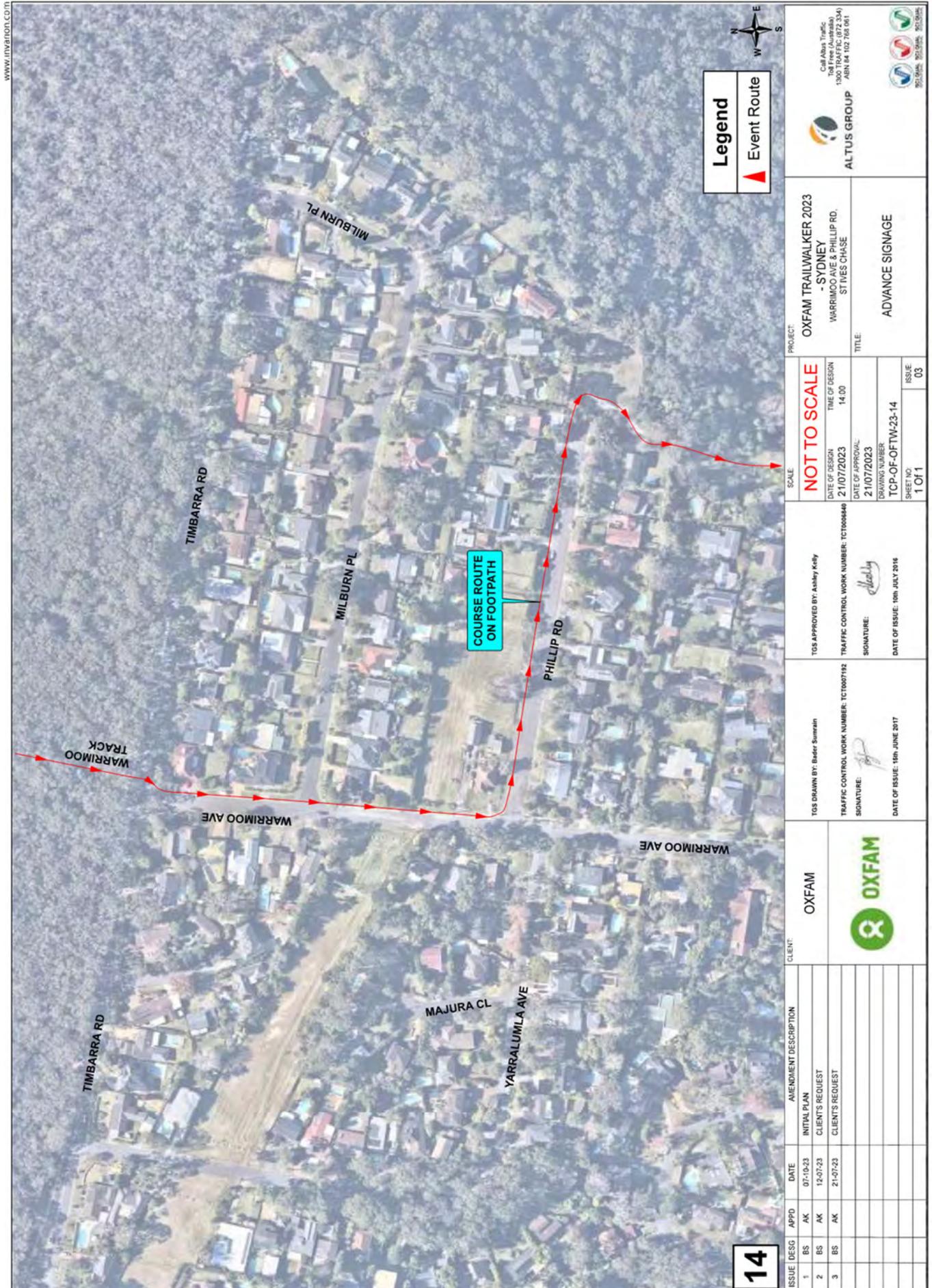
VMS MESSAGE 05 & 06
FRIDAY 25TH AUGUST 2023 11:00AM -
FRIDAY 26TH AUGUST 2023 10:00AM
FRAME 1
 CAUTION SLOW DOWN
 WATCH FOR WALKERS
 EVENT IN PROGRESS

Manifest	
2 x VMS Board	
1 x Event Marshall	

Legend	
Event Marshall	
Event Route	
VMS Board	

13

ISSUE NO.	DESIGNER	APPROVED	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-10-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY
2	BS	AK	11-01-23	CLIENT'S REQUEST	TGS DRAWN BY: Sabel Sumner	DATE OF DESIGN: 21/07/2023	KLARING-GAI CHASE RD & APPLE TREE BAY RD, MOUNT COLAH
3	BS	AK	12-07-23	CLIENT'S REQUEST	TGS APPROVED BY: Ashley Kelly	TIME OF DESIGN: 14:00	
4	BS	AK	13-07-23	CLIENT'S REQUEST	TRAFFIC CONTROL WORK NUMBER: TCTM0412	DATE OF APPROVAL: 21/07/2023	
5	BS	AK	21-07-23	CLIENT'S REQUEST	SIGNATURE: <i>[Signature]</i>	DRAWING NUMBER: TCP-OF-OFTW-23-13	
					DATE OF ISSUE: 18th JUNE 2017	SHEET NO: 1 OF 1	
					DATE OF ISSUE: 10th JULY 2016	ISSUE: 05	



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Legend
Event Route

Call Ausis Traffic
100 Free (Australia)
1300 84 102 761 061
ALBUS GROUP


PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
WARRIMOO AVE & PHILLIP RD,
STIVES CHASE
TITLE: ADVANCE SIGNAGE

SCALE: NOT TO SCALE
DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00
DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-FTW-23-14
SHEET NO: 1 of 1
ISSUE: 03

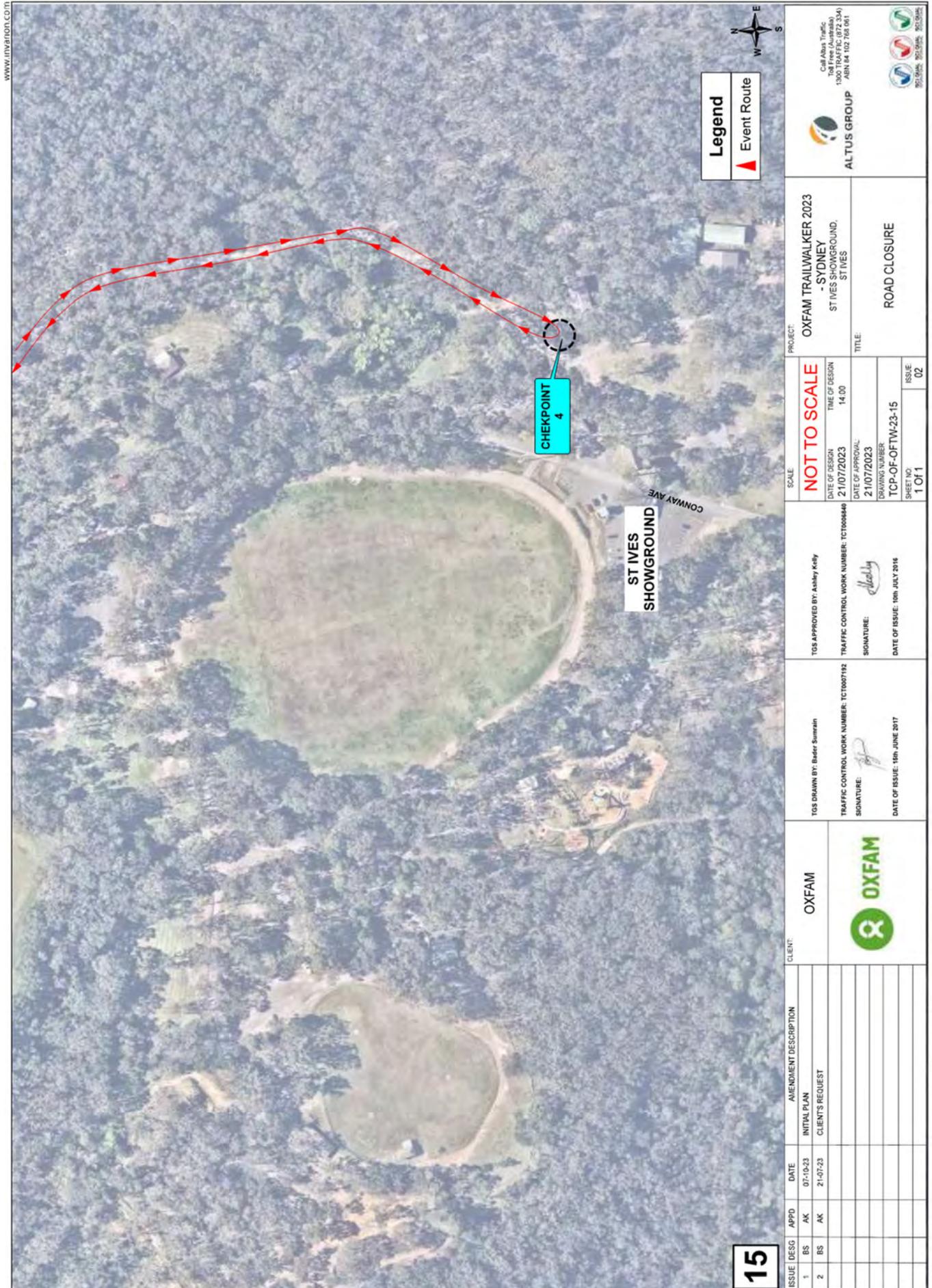
TOS APPROVED BY: Ashley Adby
TRAFFIC CONTROL WORK NUMBER: TCT000440
SIGNATURE: 
DATE OF ISSUE: 16th JULY 2016

TOS DRAWN BY: Baier Sumrain
TRAFFIC CONTROL WORK NUMBER: TCT007195
SIGNATURE: 
DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM


ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-10-23	INITIAL PLAN
2	BS	AK	12-07-23	CLIENT'S REQUEST
3	BS	AK	21-07-23	CLIENT'S REQUEST

14



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Legend
▲ Event Route



ALTUS GROUP
Call Altus Traffic
108 Free (Australia)
1300 84 102 761 061
ABN 84 102 761 061

PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
ST IVES SHOWGROUND,
ST IVES

TITLE: ROAD CLOSURE

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00

DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-TW-23-15

SHEET NO: 1 of 1
ISSUE: 02

TOS APPROVED BY: Ashley Kelly
TRAFFIC CONTROL WORK NUMBER: TCT000440
SIGNATURE: 
DATE OF ISSUE: 16th JULY 2016

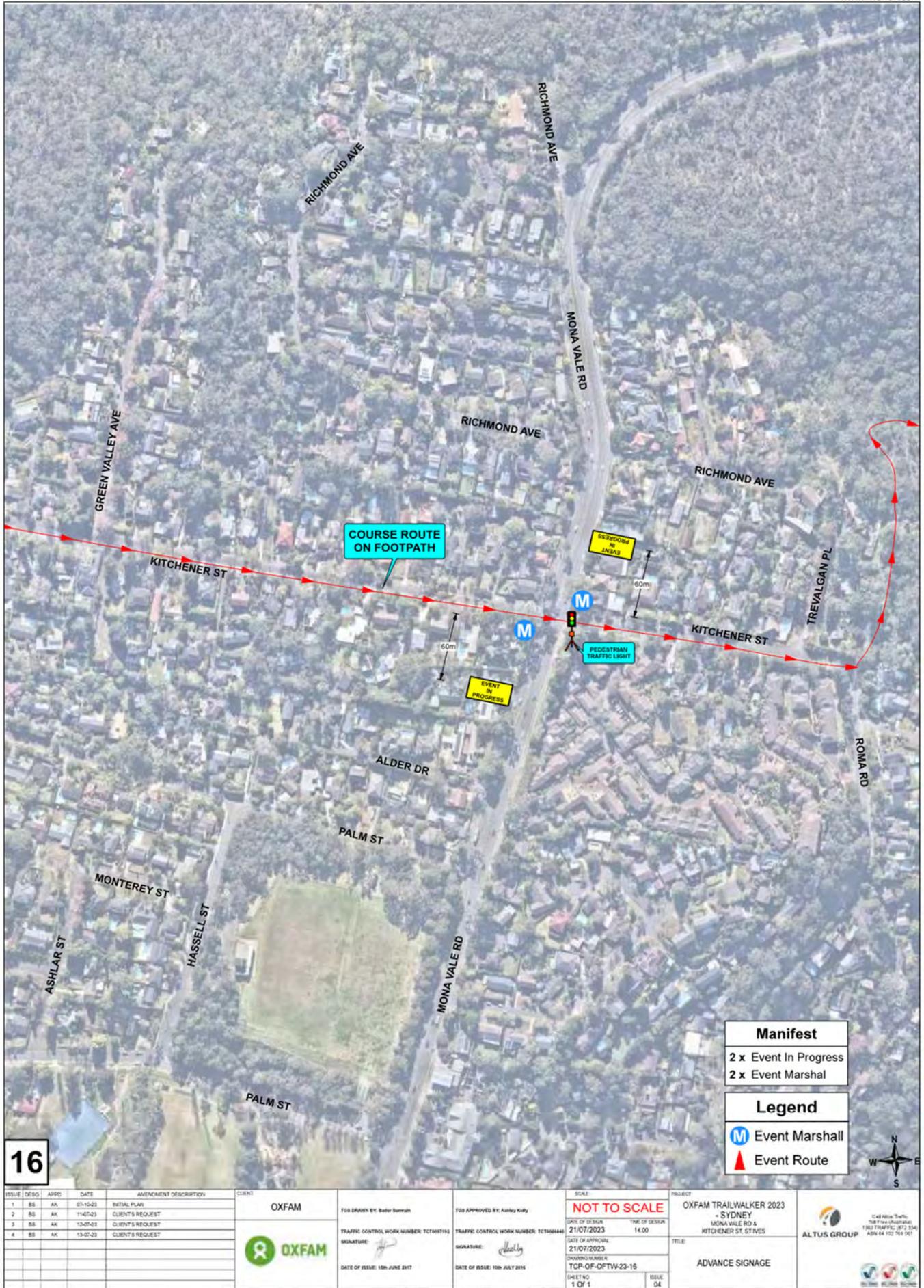
TOS DRAWN BY: Baker Sumrall
TRAFFIC CONTROL WORK NUMBER: TCT007115
SIGNATURE: 
DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM



ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-10-23	INITIAL PLAN
2	BS	AK	21-07-23	CLIENT'S REQUEST

15



16

Manifest
2 x Event In Progress
2 x Event Marshal
Legend
Event Marshal
Event Route

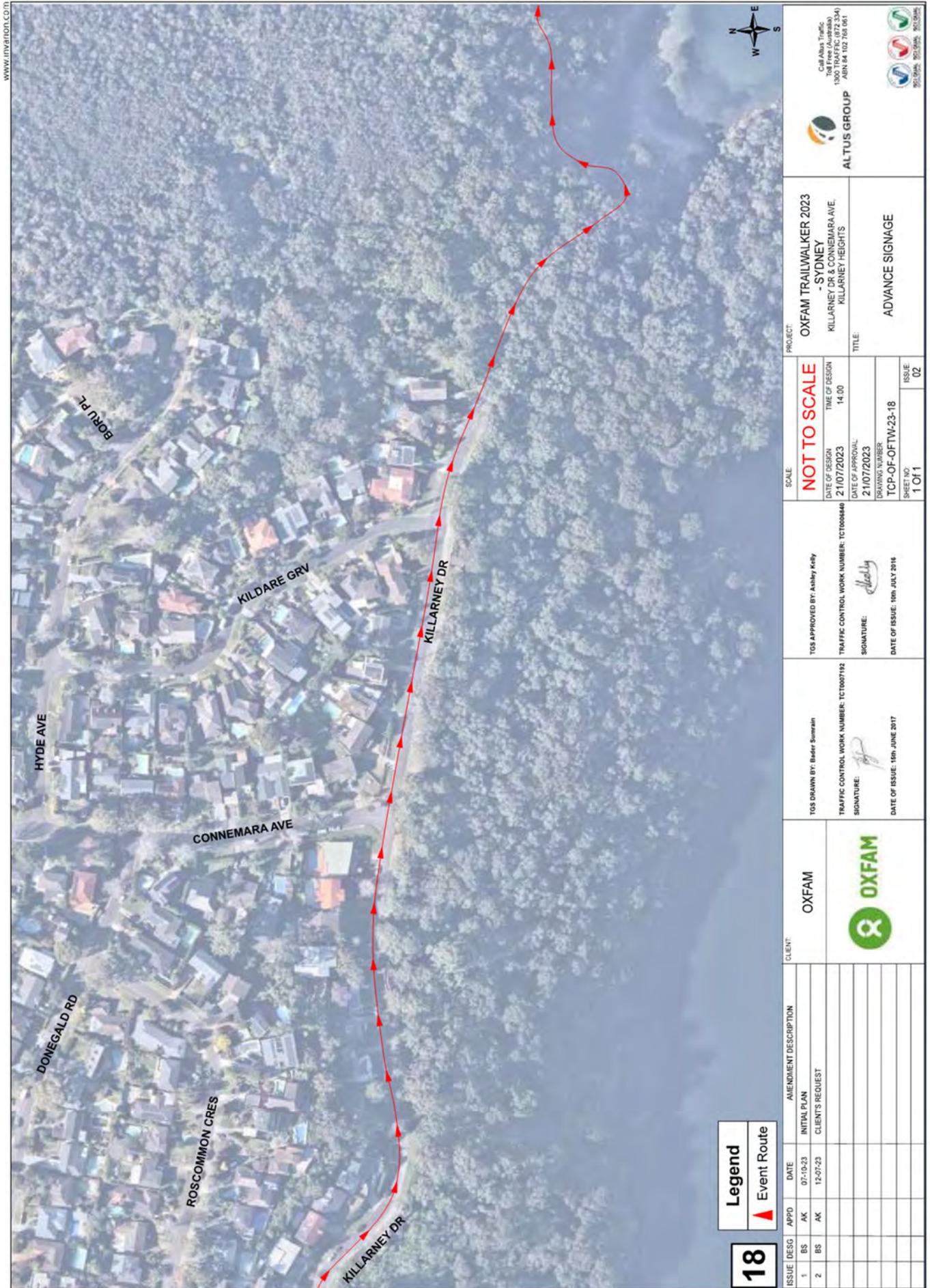
ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT
1	BS	AK	07-10-23	INITIAL PLAN	OXFAM
2	BS	AK	11-07-23	CLIENT'S REQUEST	
3	BS	AK	10-07-23	CLIENT'S REQUEST	
4	BS	AK	13-07-23	CLIENT'S REQUEST	
					TGS DRAWN BY: Baker Burman TGS APPROVED BY: Ashley Kelly TRAFFIC CONTROL WORK NUMBER: TCT000193 SIGNATURE: DATE OF ISSUE: 10th JUNE 2017
SCALE: NOT TO SCALE DATE OF DESIGN: 21/07/2023 TIME OF DESIGN: 14:00 DATE OF APPROVAL: 21/07/2023 DRAWING NUMBER: TCP-OF-OFTV-23-16 SHEET NO: 1 OF 1					PROJECT: OXFAM TRAILWALKER 2023 - SYDNEY MONNA VALE RD & KITCHENER ST, STNES TITLE: ADVANCE SIGNAGE
ALTUS GROUP Call Altus Traffic Toll Free (1800) 661 110 1103 TRAFFIC (07) 534 AEN 04 102 708 961					



17

Legend	
	Event Route

ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-10-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023 - SYDNEY KILLARNEY DR & DRUMCLIFF AVE KILLARNEY HEIGHTS
2	BS	AK	12-07-23	CLIENT'S REQUEST			
3	BS	AK	21-07-23	CLIENT'S REQUEST			
					TRAFFIC CONTROL WORK NUMBER: TCTM04192	TRAFFIC CONTROL WORK NUMBER: TCTM04444	TITLE: ADVANCE SIGNAGE
					SIGNATURE:	SIGNATURE:	
					DATE OF ISSUE: 18th JUNE 2017	DATE OF ISSUE: 10th JULY 2016	
						DATE OF APPROVAL: 21/07/2023	
						ISSUING NUMBER: TCP-OF-OFTV-23-17	
						SHEET NO: 1 OF 1	ISSUE: 03



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18

Legend

▲ Event Route

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-10-23	INITIAL PLAN
2	BS	AK	12-07-23	CLIENT'S REQUEST

CLIENT:

OXFAM



TOS DRAWN BY: **Baier Sumrain**

TRAFFIC CONTROL WORK NUMBER: TCT0007192

SIGNATURE: 

DATE OF ISSUE: 16th JUNE 2017

TOS APPROVED BY: **Ashley Adby**

TRAFFIC CONTROL WORK NUMBER: TCT0006640

SIGNATURE: 

DATE OF ISSUE: 16th JULY 2016

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023

DATE OF APPROVAL: 21/07/2023

DRAWING NUMBER: TCP-OF-FTW-23-18

SHEET NO: 1 of 1

ISSUE: 02

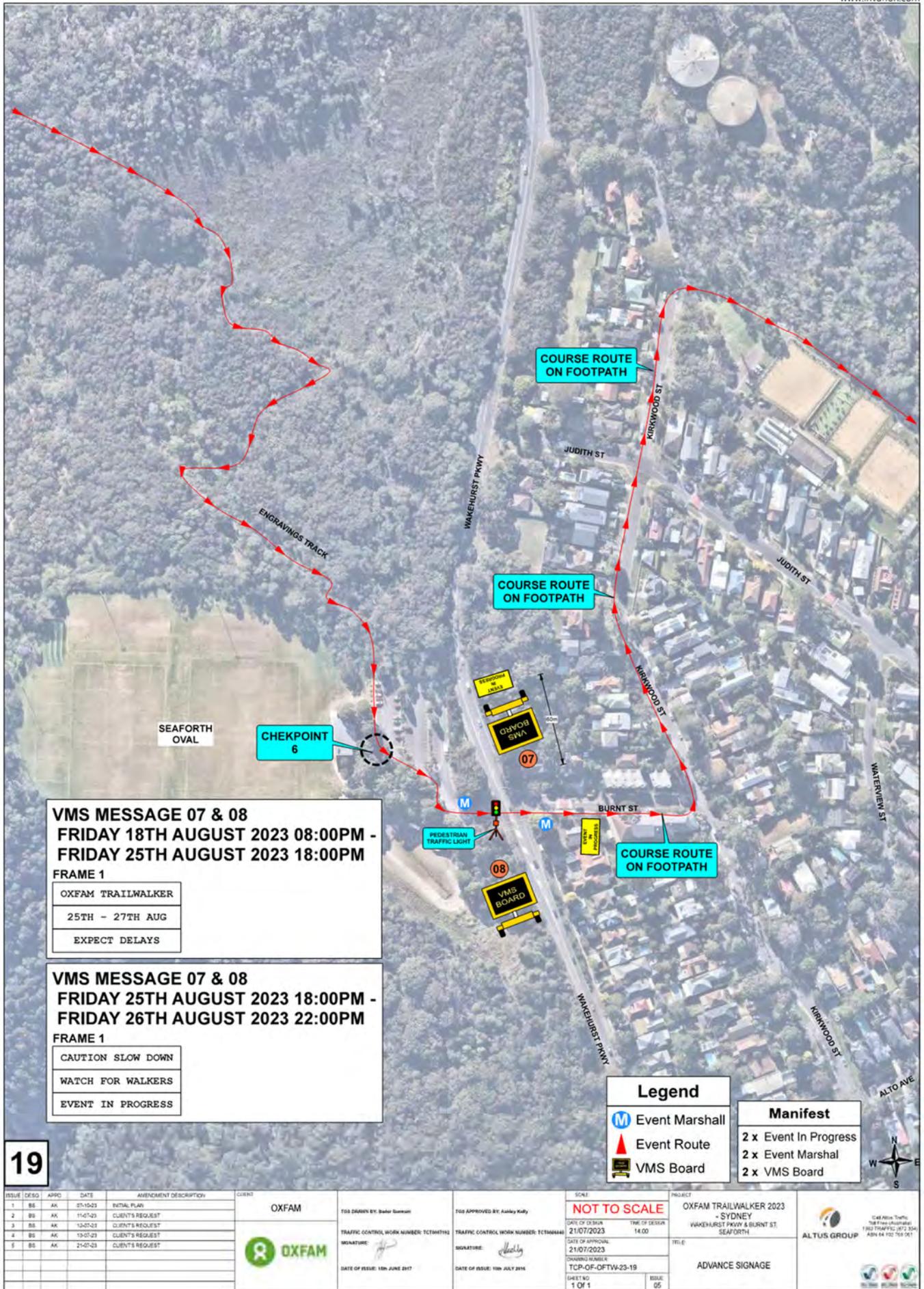
PROJECT: **OXFAM TRAILWALKER 2023 - SYDNEY**
KILLARNEY DR & CONNEMARA AVE, KILLARNEY HEIGHTS

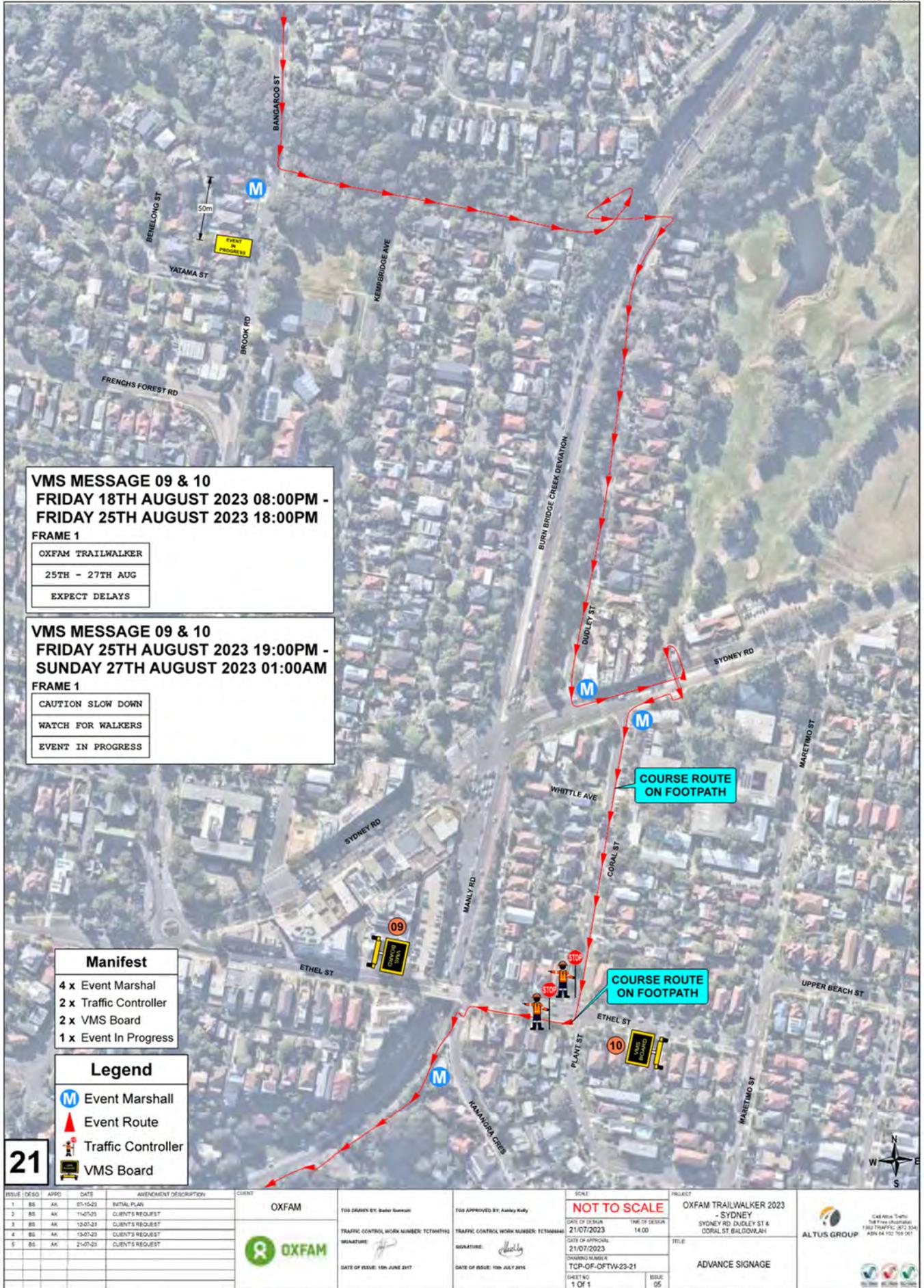
TITLE: **ADVANCE SIGNAGE**

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ABN 84 102 761 061







VMS MESSAGE 09 & 10
FRIDAY 18TH AUGUST 2023 08:00PM -
FRIDAY 25TH AUGUST 2023 18:00PM

FRAME 1

OXFAM TRAILWALKER
25TH - 27TH AUG
EXPECT DELAYS

VMS MESSAGE 09 & 10
FRIDAY 25TH AUGUST 2023 19:00PM -
SUNDAY 27TH AUGUST 2023 01:00AM

FRAME 1

CAUTION SLOW DOWN
WATCH FOR WALKERS
EVENT IN PROGRESS

Manifest

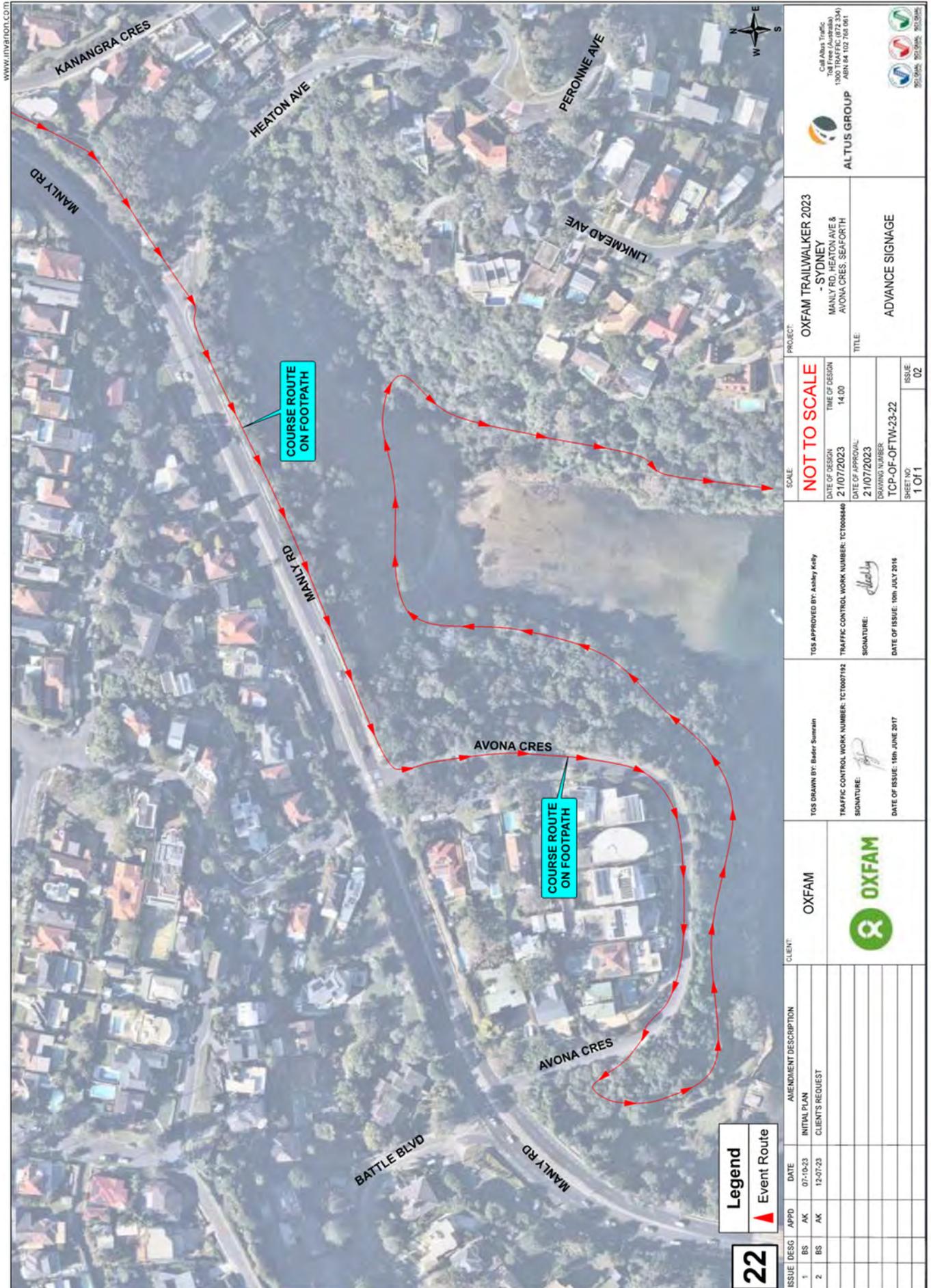
- 4 x Event Marshal
- 2 x Traffic Controller
- 2 x VMS Board
- 1 x Event In Progress

Legend

- Event Marshal
- Event Route
- Traffic Controller
- VMS Board

21

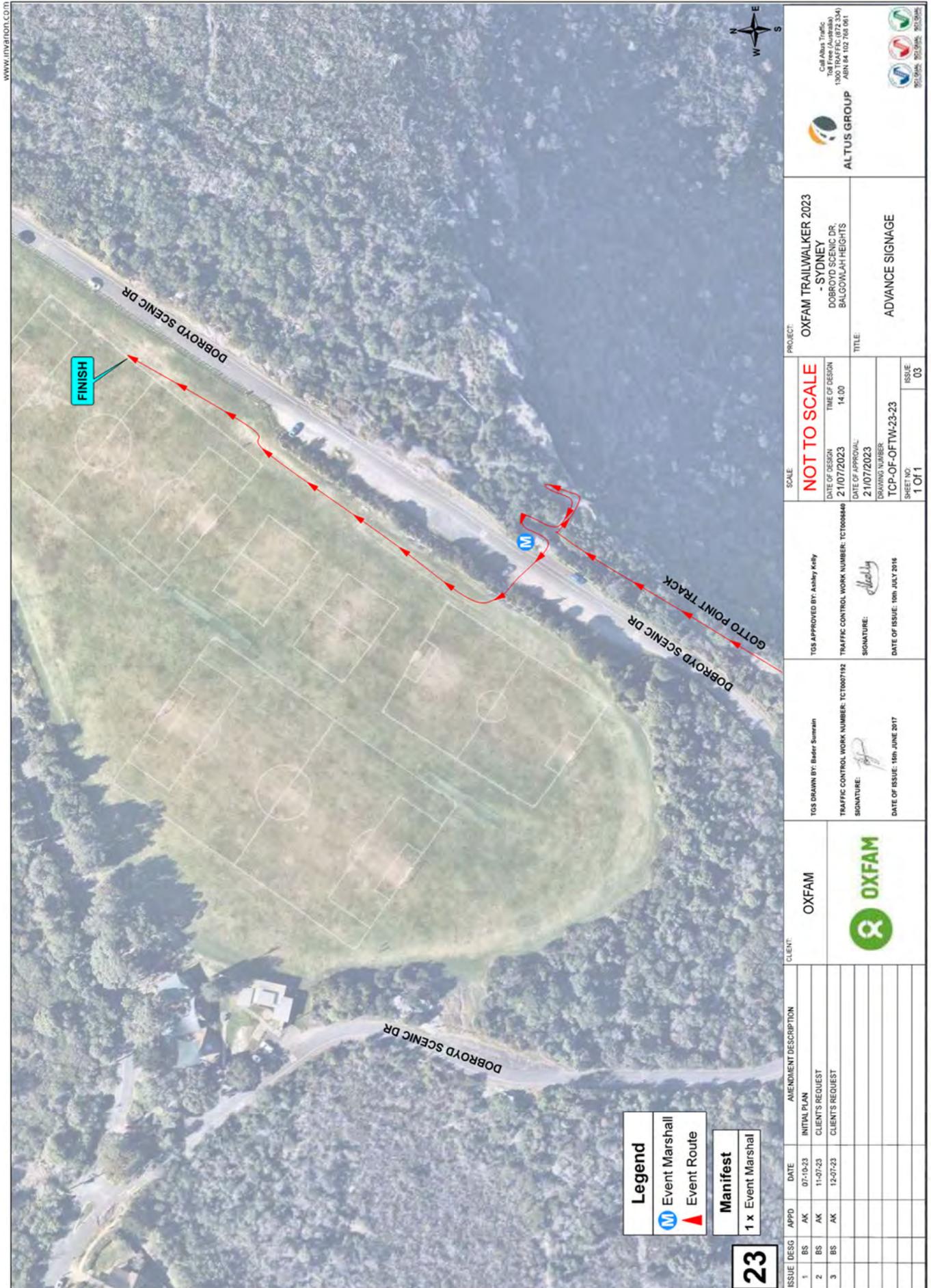
ISSUE	DESG	APPR	DATE	AMENDMENT DESCRIPTION	CLIENT	SCALE	PROJECT
1	BS	AK	07-10-23	INITIAL PLAN	OXFAM	NOT TO SCALE	OXFAM TRAILWALKER 2023
2	BS	AK	11-02-23	CLIENT'S REQUEST	TGS DRAWN BY: Baker Gorman	DATE OF DESIGN: 21/07/2023	- SYDNEY
3	BS	AK	10-07-23	CLIENT'S REQUEST	TGS APPROVED BY: Ashley Kelly	TIME OF DESIGN: 14:00	SYDNEY RD, DUDLEY ST & CORAL ST, BALDOWLAH
4	BS	AK	13-07-23	CLIENT'S REQUEST	TRAFFIC CONTROL WORK NUMBER: TCT040413	DATE OF APPROVAL: 21/07/2023	TITLE: ADVANCE SIGNAGE
5	BS	AK	21-07-23	CLIENT'S REQUEST	SIGNATURE:	DRAWING NUMBER: TCT-OF-OFTV-23-21	
					DATE OF ISSUE: 18th JUNE 2017	SHEET NO: 1 OF 1	ISSUE: 05
					DATE OF ISSUE: 10th JULY 2016		



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 Call Abus Traffic 1300 Free (Australia) 1300 654 654 ABN 84 102 701 061			
PROJECT: OXFAM TRAILWALKER 2023 - SYDNEY MANLY RD, HEATON AVE & AVONA CRES, SEAFORTH		TITLE: ADVANCE SIGNAGE	
SCALE: NOT TO SCALE	DATE OF DESIGN: 21/07/2023	TIME OF DESIGN: 14.00	ISSUE: 02
TOS APPROVED BY: Ashley Adby	TRAFFIC CONTROL WORK NUMBER: TCT0000440	SIGNATURE: 	DATE OF ISSUE: 16th JULY 2016
TOS DRAWN BY: Baier Sumrain	TRAFFIC CONTROL WORK NUMBER: TCT0007192	SIGNATURE: 	DATE OF ISSUE: 16th JUNE 2017
CLIENT: OXFAM 		SHEET NO: 1 of 1	



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ABN 84 102 761 061




PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
DOBROYD SCENIC DR,
BALGOWLAH HEIGHTS

TITLE: ADVANCE SIGNAGE

SCALE: NOT TO SCALE

DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00

DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-FTW-23-23

SHEET NO: 1 of 1
ISSUE: 03

TOS APPROVED BY: Ashley Adby

TRAFFIC CONTROL WORK NUMBER: TCT1000440

SIGNATURE: 

DATE OF ISSUE: 16th JULY 2016

TOS DRAWN BY: Baker Sumrall

TRAFFIC CONTROL WORK NUMBER: TCT007115

SIGNATURE: 

DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM



ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-10-23	INITIAL PLAN
2	BS	AK	11-07-23	CLIENT'S REQUEST
3	BS	AK	12-07-23	CLIENT'S REQUEST

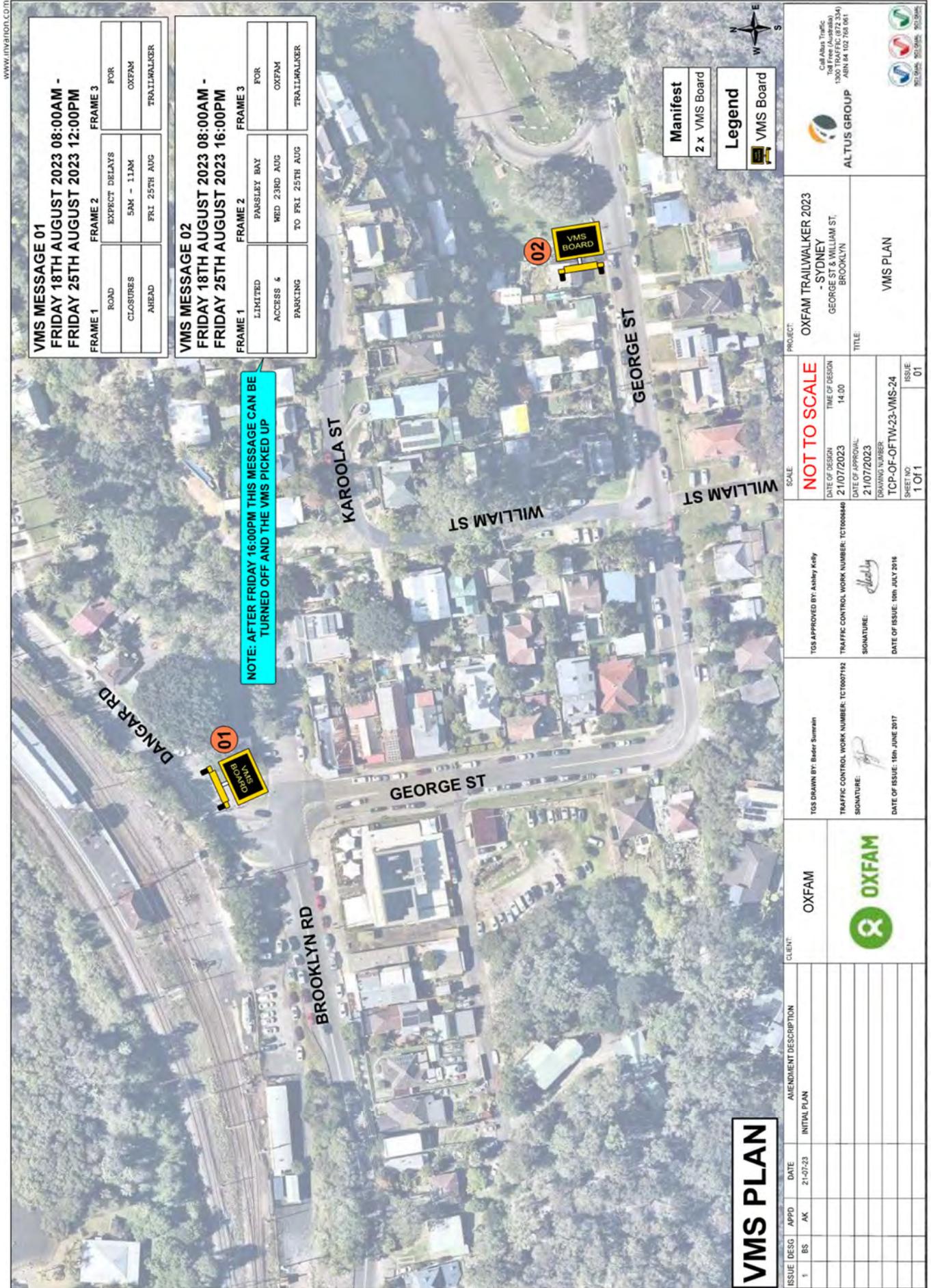
Legend

 Event Marshal
 Event Route

Manifest

1 x Event Marshal

23



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VMS MESSAGE 01
FRIDAY 18TH AUGUST 2023 08:00AM -
FRIDAY 25TH AUGUST 2023 12:00PM

FRAME 1		FRAME 2		FRAME 3	
ROAD	EXPECT DELAYS	FOR			
CLOSURES	5AM - 11AM	FOR	OXFAM		
AHEAD	FRI 25TH AUG	FOR	TRAILWALKER		

VMS MESSAGE 02
FRIDAY 18TH AUGUST 2023 08:00AM -
FRIDAY 25TH AUGUST 2023 16:00PM

FRAME 1		FRAME 2		FRAME 3	
LIMITED	PARSLEY BAY	FOR			
ACCESS &	WED 23RD AUG	FOR	OXFAM		
PARKING	TO FRI 25TH AUG	FOR	TRAILWALKER		

NOTE: AFTER FRIDAY 16:00PM THIS MESSAGE CAN BE TURNED OFF AND THE VMS PICKED UP

VMS PLAN

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	21-07-23	INITIAL PLAN

CLIENT: OXFAM



TOS DRAWN BY: Baker Sumrall
TRAFFIC CONTROL WORK NUMBER: TCT0007195
SIGNATURE: 
DATE OF ISSUE: 16th JUNE 2017

TOS APPROVED BY: Ashley Kelly
TRAFFIC CONTROL WORK NUMBER: TCT0000440
SIGNATURE: 
DATE OF ISSUE: 16th JULY 2016

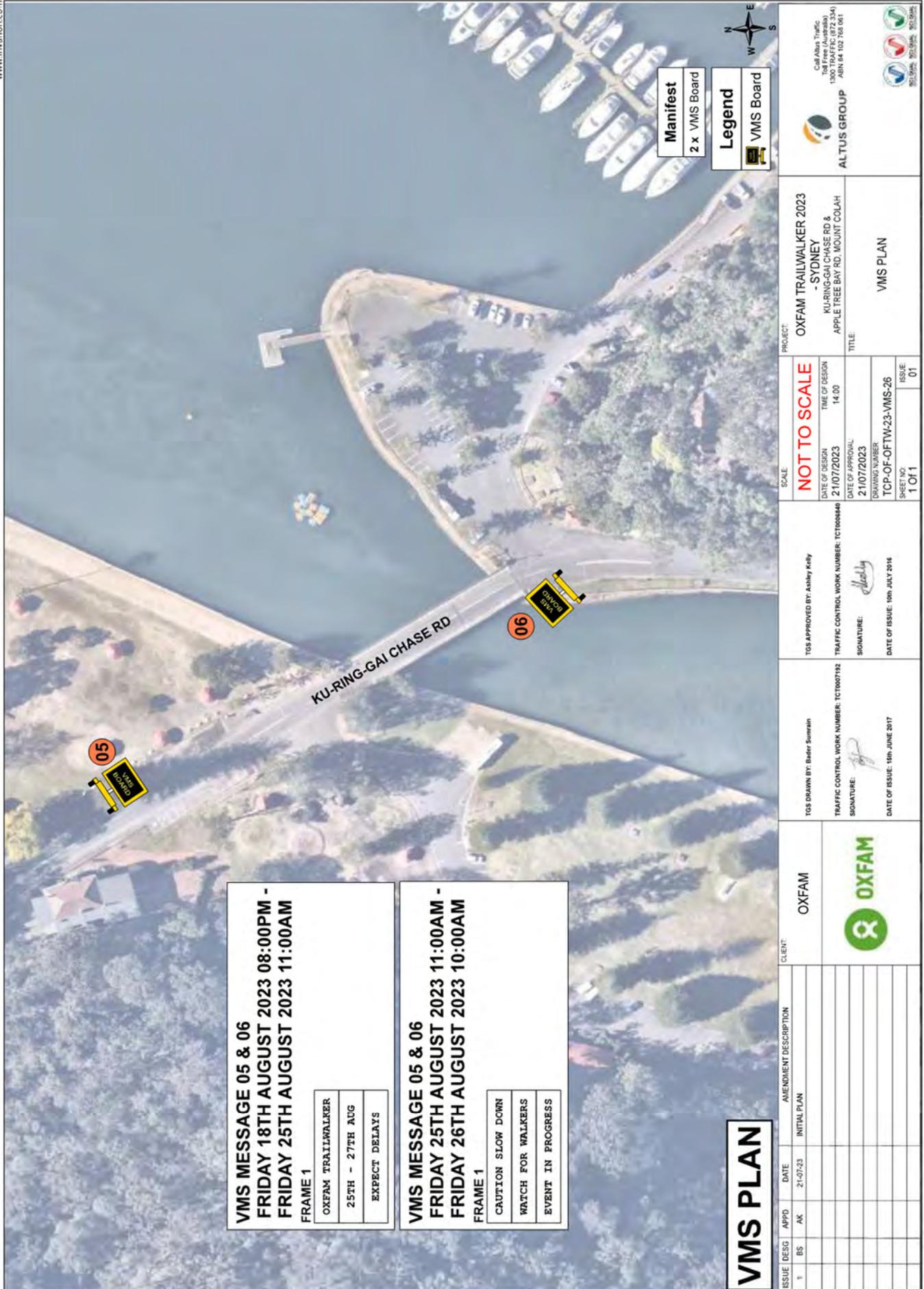
SCALE: NOT TO SCALE
DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00
DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-TW-23-VMS-24
SHEET NO: 1 of 1
ISSUE: 01

PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
GEORGE ST & WILLIAM ST,
BROOKLYN
TITLE: VMS PLAN

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VMS MESSAGE 05 & 06
FRIDAY 18TH AUGUST 2023 08:00PM -
FRIDAY 25TH AUGUST 2023 11:00AM
 FRAME 1

OXFAM TRAILWALKER
25TH - 27TH AUG
EXPECT DELAYS

VMS MESSAGE 05 & 06
FRIDAY 25TH AUGUST 2023 11:00AM -
FRIDAY 26TH AUGUST 2023 10:00AM
 FRAME 1

CAUTION SLOW DOWN
WATCH FOR WALKERS
EVENT IN PROGRESS

VMS PLAN

ISSUE	DESIGN	APPROVED	DATE	AMENDMENT DESCRIPTION
1	BS	AK	21-07-23	INITIAL PLAN

CLIENT: OXFAM



TOS DRAWN BY: **Baier Sumrain**
 TRAFFIC CONTROL WORK NUMBER: TCT0007192
 SIGNATURE: 
 DATE OF ISSUE: 16th JUNE 2017

TOS APPROVED BY: **Ashley Adby**
 TRAFFIC CONTROL WORK NUMBER: TCT0006440
 SIGNATURE: 
 DATE OF ISSUE: 16th JULY 2016

SCALE: **NOT TO SCALE**
 DATE OF DESIGN: 21/07/2023
 TIME OF DESIGN: 14:00
 DATE OF APPROVAL: 21/07/2023
 DRAWING NUMBER: TCP-OF-TW-23-VMS-26
 SHEET NO: 1 of 1
 ISSUE: 01

PROJECT: OXFAM TRAILWALKER 2023
 - SYDNEY
 KU-RING-GAI CHASE RD &
 APPLE TREE BAY RD, MOUNT COLAH
 TITLE: VMS PLAN

Manifest
 2 x VMS Board

Legend
 VMS Board

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 ABN 84 102 764 061



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VMS MESSAGE 07 & 08
FRIDAY 18TH AUGUST 2023 08:00PM -
FRIDAY 25TH AUGUST 2023 18:00PM
FRAME 1
 OXFAM TRAILWALKER
 25TH - 27TH AUG
 EXPECT DELAYS

VMS MESSAGE 07 & 08
FRIDAY 25TH AUGUST 2023 18:00PM -
FRIDAY 26TH AUGUST 2023 22:00PM
FRAME 1
 CAUTION SLOW DOWN
 WATCH FOR WALKERS
 EVENT IN PROGRESS

VMS PLAN

Manifest
 2 x VMS Board

Legend
 VMS Board

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 AIN 84 102 761 061

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PROJECT: OXFAM TRAILWALKER 2023
 - SYDNEY
 WAKEHURST PKWY & BURNT ST,
 SEAFORTH

TITLE: VMS PLAN

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023
 TIME OF DESIGN: 14:00

DATE OF APPROVAL: 21/07/2023
 DRAWING NUMBER: TCP-OF-TW-23-VMS-27

SHEET NO: 1 of 1
 ISSUE: 01

TOS APPROVED BY: Ashley Kelly

TRAFFIC CONTROL WORK NUMBER: TCT000440

SIGNATURE: 

DATE OF ISSUE: 18th JULY 2016

TOS DRAWN BY: Baier Sumrain

TRAFFIC CONTROL WORK NUMBER: TCT007195

SIGNATURE: 

DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM



ISSUE	DESIGN	APPROVED	DATE	AMENDMENT DESCRIPTION
1	BS	AK	21-07-23	INITIAL PLAN

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VMS MESSAGE 09 & 10
FRIDAY 18TH AUGUST 2023 08:00PM -
FRIDAY 25TH AUGUST 2023 18:00PM

FRAME 1
OXFAM TRAILWALKER
25TH - 27TH AUG
EXPECT DELAYS

VMS MESSAGE 09 & 10
FRIDAY 25TH AUGUST 2023 19:00PM -
SUNDAY 27TH AUGUST 2023 01:00AM

FRAME 1
CAUTION SLOW DOWN
WATCH FOR WALKERS
EVENT IN PROGRESS

Legend
VMS Board

Manifest
2 x VMS Board



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ASB 84 102 761 061



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PROJECT: OXFAM TRAILWALKER 2023
- SYDNEY
ETHEL ST, BALGOYLAH

TITLE: VMS PLAN

SCALE: **NOT TO SCALE**

DATE OF DESIGN: 21/07/2023
TIME OF DESIGN: 14:00

DATE OF APPROVAL: 21/07/2023
DRAWING NUMBER: TCP-OF-TW-23-VMS-28

SHEET NO: 1 of 1
ISSUE: 03

TOS APPROVED BY: Ashley Kelly
TRAFFIC CONTROL WORK NUMBER: TCT1000440
SIGNATURE: [Signature]
DATE OF ISSUE: 19th JULY 2016

TOS DRAWN BY: Baker Sumrall
TRAFFIC CONTROL WORK NUMBER: TCT0007195
SIGNATURE: [Signature]
DATE OF ISSUE: 16th JUNE 2017

CLIENT: OXFAM



VMS PLAN

ISSUE	DESG	APPD	DATE	AMENDMENT DESCRIPTION
1	BS	AK	07-10-23	INITIAL PLAN
2	BS	AK	11-07-23	CLIENT'S REQUEST
3	BS	AK	21-07-23	CLIENT'S REQUEST

ITEM 4.11	STUART STREET, NEWPORT - TIMED PARKING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/518497
ATTACHMENTS	1 Stuart Street, Newport - Plan 2 Stuart Street, Newport - Table of Consultation

GEOCODES: -33.659092, 151.312672

REPORT

BACKGROUND

Council has received concerns from local residents regarding a recent consultation for timed parking in Gladstone Street, Newport, adjacent to Trafalgar Park. Residents believe that if the Gladstone Street proposal is to be approved, then it is possible the existing box and boat trailers would move to sections of Stuart Street, Newport.

LOCATION

- Stuart Street is a local road that intersects Queens Parade and is controlled by 'Stop' signs on both sides of the intersection.
- Stuart Street lies with the designated School Zone and terminates at a cul-de-sac at its southern end.
- Stuart Street has a road width of 8.9 metres between kerbs and there is a constructed footpath on the western side of the road.
- Trafalgar Park and Trafalgar Park carpark is located on the north-western corner of Queens Parade and Stuart Street. A Four Hour (4P) 7am-7pm MON-FRI Timed Parking was installed within Trafalgar Park carpark due to multiple requests from customers in relation to the long-term parking of boat trailers and lack of parking opportunities for visitors and school parents.
- Adjacent land use generally consists of low-density housing, east of the intersection with Stuart Street and medium-density housing, west of the intersection.
- There are two raised pedestrian crossings on this section of Queens Parade, west and east of the intersection with Stuart Street.
- There is a speed hump in the section of Stuart Street to the south of Queens Parade.

ISSUES

- The long-term parking of boat trailers, box trailers and vehicles affects the parking availability for residents and visitors.
- Illegal parking and lack of parking turnover limits on-street parking opportunities in the Newport Public School zone area.
- The parking of boat trailers affects visibility of school children crossing the road to Trafalgar Park, Newport.
- Abandoned vehicles.

PROPOSAL

Council has undertaken a review of the location and proposes to install an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction on the western side Stuart Street adjacent to Trafalgar Park, approximately 180 metres in length on between the intersections of Queens Parade & Gladstone Street, Newport.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to 10 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of an Eight Hour (8P) 7am-7pm Everyday Timed Parking restriction on the western side Stuart Street adjacent to Trafalgar Park, approximately 180 metres in length on between the intersections of Queens Parade & Gladstone Street, Newport.



Table of Consultation

Address	Stuart Street, Newport
Proposal	Timed Parking

Properties Consulted	10
Responses Received	5
Support	
Do Not Support	5

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>Best of all would be to have no signs and hope that the Unattended Property Act of 2021 can be enacted in the Northern Beaches area, which would deal with the problem nicely.</p> <p>It's a hard one to vote on because whatever is decided on Gladstone Street, we have to have the same on Stuart Street, and probably Queens Parade West. Otherwise, box and boat trailers will just be shifted around the corner, causing exactly the same problems.</p> <p>So my vote is no for Stuart Street, but, if the yes vote is in majority in Gladstone Street, and if signs are definitely going up in Gladstone Street, then my vote would be yes for Stuart Street. We don't want all those box and boat trailers dumped here.</p>	<p>Traffic is waiting on Council Rangers to advise if they can investigate boat trailer or caravan vehicles, This includes (class A) motor vehicles e.g. caravans, boat trailers, and cars. Public Spaces (Unattended Property) Act 2021.</p> <p>If so, than the legislation indicates signs may not be required as a form of removal for the long-term parking of box and boat trailers, caravans and campervans.</p> <p>Repeated customer requests adjacent to the subject location suggest a pedestrian and road safety issue exists and timed parking would provide improved parking availability and remove the advertising, box and boat trailers, campervans and caravans.</p>
Loss Of Parking	<p>This street is used for resident parking from the afternoons to the next day on a regular basis. Mostly residents that live up Gladstone Street park in Stuart street, as there is little parking on Gladstone Street overnight and mornings.</p> <p>To have an eight hour restriction is too restrictive, and is going to create parking fines for residents which is incredibly unfair, as there is no where else to park.</p> <p>My household and my neighbours along Stuart street are 100% opposed to an 8 hour restriction, unless we are given resident parking permits and it is made twelve hours so we can have visitors park overnight.</p> <p>Most households have more than two cars to park in their driveway so we use the onstreet parking options outside our homes.</p>	<p>Stuart Street is a public road, located in a residential area and the long term parking of vehicles should be the responsibility of the property owner on private property with any additional vehicles sharing the available on-street parking.</p> <p>The proposal aims to improve road safety concerns which if trailers are relocated to Stuart Street include poor visibility, therefore, enhancing sightlines and improve parking turnover.</p> <p>Council Rangers have advised it is difficult to enforce any restriction over Eight Hours (8P) due to shift times and staffing.</p>

Additional Comments	<p>Other areas such as Manly have resident parking permits. That should solve your trailer parking problem . There should be no reason to make the restriction eight hours, it is very harsh considering the street is usually empty during the day.</p> <p>I think this time limit will create problems with school teachers from Newport School who need to park there during the day, sometimes ten hours at least, they get to school 8am and sometimes don't leave until 6pm.</p>	<p>Stuart Street would not meet the guidelines set by Transport for NSW in relation to a Resident Parking Scheme (RPS) based on the amount of off-street parking available for residents.</p> <p>There are a number of parking opportunities in unrestricted parking areas adjacent to Newport Public School in streets such as Queens Parade, Gladstone Street and King Street which are in close proximity of the school.</p>
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ITEM 4.12	ASHWORTH AVENUE, BELROSE - REMOVAL OF TRAFFIC DOME & IMPLEMENTATION OF PAINTED ISLANDS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/524960
ATTACHMENTS	1 Table of Consultation - Hakea Avenue and Ashworth Avenue Belrose - Painted island 2 Concept Design Plan

GEOCODES: -33.738002,151.206260

REPORT

BACKGROUND

Council has received concerns from local residents regarding traffic domes are present on Ashworth Avenue, both eastern and western approaches to Hakea Avenue. Traffic domes or “silent cops” are no longer an approved traffic management device as they pose a risk to road users particularly motorcyclists, cyclists, and pedestrians. Council is however aware that the presence of the traffic dome does assist in preventing corner cutting. Council therefore proposes to remove the traffic dome and implement painted traffic islands in situ.

LOCATION

- Ashworth Avenue, Belrose is a local road with a local speed limit of 50km/h.
- This section of Ashworth Avenue runs east west and is intersected by Hakea Avenue.
- There are no footpaths along Ashworth Avenue, however there is a footpath along the eastern side of Hakea Avenue, crossing the eastern approach of Ashworth Avenue to Hakea Avenue.
- Surrounding comprises of medium density housing.

ISSUES

- Ashworth Avenue widens considerably on both approaches to the intersection with Hakea Avenue.
- Present time, there are traffic domes at both intersections. It is standard practice to have traffic domes removed as they pose a risk to all road users. However, it shall be noted traffic domes are effective in reducing occurrences of vehicles cutting corners when turning from Hakea Avenue into Ashworth Avenue, posing risks for other road users.
- The proposed painted kerb blister and median islands is envisioned to direct vehicles towards the centre of the road, reducing corner cutting, increasing turning deflection to decrease cornering speeds. Furthermore, visually narrowing the roadway reduces the crossing distance for pedestrians crossing Ashworth Avenue.

PROPOSAL

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

- Remove existing traffic domes on eastern and western Ashworth Avenue approaches to Hakea Avenue.
- Paint kerb blisters on both sides and median island on Ashworth Avenue, west of Hakea Avenue to separate inbound and outbound traffic movements.
- Paint kerb blister on southern side and median island with pedestrian crossing spacing on Ashworth Avenue, east of Hakea Avenue to separate inbound and outbound traffic movements.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does assist pedestrians to safely cross Ashworth Avenue and improves pedestrian links through the area.

CONSULTATION

A resident notification letter has been distributed to properties within the vicinity of the proposed location providing notification of the proposed changes and inviting community feedback regarding the proposal.

A total of six (6) submissions have been received; four (4) responses in support of proposal and two (2) objections. A summary of responses is attached.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed painted kerb blisters and traffic median on Ashworth Avenue, Belrose, west of its intersection with Hakea Avenue, Belrose, as per attached plan.
- B. Proposed painted kerb blister on the south side only and traffic median with pedestrian crossing spacing on Ashworth Avenue, Belrose, east of its intersection with Hakea Avenue, Belrose, as per attached plan.

Table of Consultation

Address	Ashworth Avenue, Belrose
Proposal	Removal of Traffic Dome & Implementation of Painted Island

Properties Consulted	6
Responses Received	6
Support	4
Do Not Support	2

<u>Resident Comment</u>	<u>Council Response</u>
Support the proposal to remove the silent cop. It isn't easy to see and not safe.	Support is noted. Traffic domes are currently not used as a traffic device for this reason.
Dangerous corner as traffic speeds down the hill towards	Support is noted.
Sightlines of Hakea Avenue from Ashworth Avenue is limited for vehicles turning right.	Council Officers will investigate this matter and action accordingly.
Particular intersection is dangerous for wheelchair users.	Council Officers will review the area in regard to pedestrian access. Furthermore, if traffic calming is seen effective on Hakea Avenue to increase safety, Council Officers will address accordingly.
Traffic domes would be best replaced with physical traffic islands rather than painted. The camber and gradient of Hakea Avenue seem to inspire aggressive driving in both directions. A prominent physical barrier would better deter corner cutting.	It is Council's intention to monitor and review the effectiveness of the painted islands subsequent to implementation. The traffic volume is low, considering Ashworth Avenue is a local street.

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Proposed painted median island at Ashworth Avenue and Hakea Avenue Intersection



PROPOSAL			
HAKEA AVENUE & ASHWORTH AVENUE BELROSE PAINTED ISLAND AND MEDIAN			
DRAWN	JN	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO. A	DATE 22/06/2023



ITEM 4.13	LOCKWOOD AVENUE, BELROSE - REMOVAL OF TRAFFIC DOME AND IMPLEMENTATION OF PAINTED TRAFFIC ISLANDS
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/526879
ATTACHMENTS	1 Lockwood Avenue, Belrose - Painted Traffic Island Design

GEOCODES: -33.738931,151.205670

REPORT

BACKGROUND

Council has received concerns from local residents regarding a traffic dome are present on Lockwood Avenue, Belrose, at its intersection with Hakea Avenue. Traffic domes or “silent cops” are no longer an approved traffic management device as they pose a risk to road users, particularly motorcyclists, cyclists, and pedestrians. Council is however, aware that the presence of the traffic dome does assist in preventing corner-cutting. Council therefore proposes to remove the traffic dome and implement painted traffic islands in situ.

LOCATION

- Lockwood Avenue, Belrose is a local road with a local speed limit of 50km/h.
- This section of Lockwood Avenue runs east west between Hakea Avenue and Blackbutts Road.
- There is a footpath along the northern side of Lockwood Avenue, connecting Glenrose Village and Glen Street Theatre and the Library, and is therefore a busy precinct with high levels of pedestrian traffic.
- Surroundings comprise of medium density housing.

ISSUES

- Lockwood Avenue widens considerably on its approaches to the intersection with Hakea Avenue.
- Currently there are traffic domes at the intersection. It is standard practice to have traffic domes removed as they pose a risk to all road users. However, it shall be noted traffic domes are effective in reducing occurrences of vehicles cutting corners when turning from Hakea Avenue into Lockwood Avenue, posing risks for other road users.
- The proposed painted kerb blister and median islands is envisioned to direct vehicles towards the centre of the road, reducing corner-cutting, increasing turning deflection to decrease cornering speeds. Furthermore, visually narrowing the roadway reduces the crossing distance for pedestrians crossing Lockwood Avenue.

PROPOSAL

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

- Remove existing traffic domes on Lockwood Avenue, at its intersection with Hakea Avenue.
- Paint kerb blister on south-western side and median island with pedestrian crossing spacing on Lockwood Avenue, east of Hakea Avenue, to separate inbound and outbound traffic movements.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no impact on people cycling and does not affect any future planned facilities.
- The proposal does assist pedestrians to safely cross Ashworth Avenue and improves pedestrian links through the area.

CONSULTATION

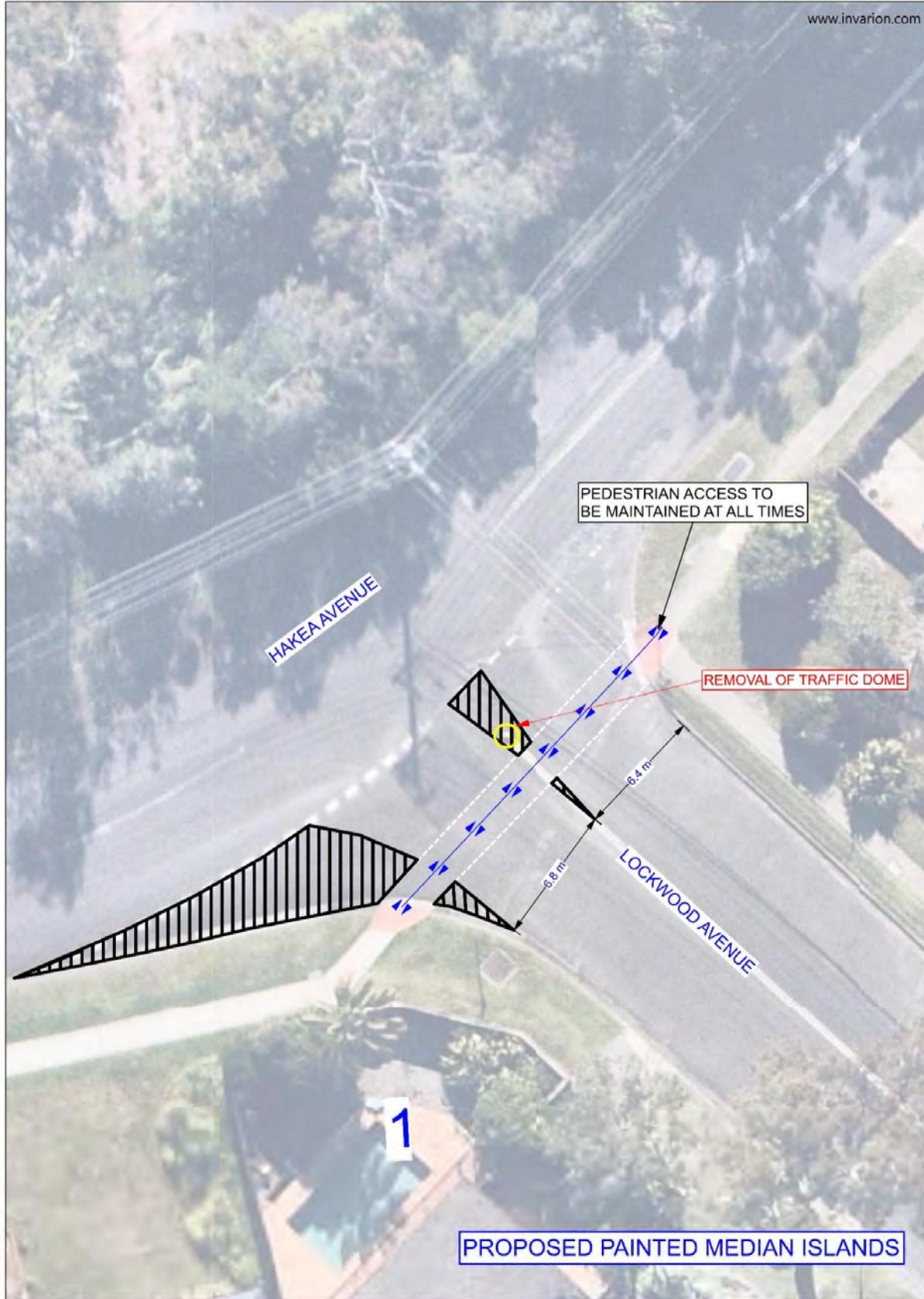
A resident notification letter has been distributed to properties within the vicinity of the proposed location providing notification of the proposed changes and inviting community feedback regarding the proposal.

A total of three (3) submissions have been received; all in support of proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Proposed painted kerb blister on the south-west side only and traffic median with pedestrian crossing spacing on Lockwood Avenue, Belrose, east of its intersection with Hakea Avenue, Belrose, as per attached plan.



	PROPOSAL				
	LOCKWOOD AVENUE, FRENCHS FOREST INSTALLATION OF PAINTED MEDIAN ISLANDS				
	DRAWN	CG	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO. A	DATE 25/07/23	

ITEM 4.14	WILLIAM STREET, BROOKVALE - PROPOSED TIME RESTRICTED PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/527795
ATTACHMENTS	1 William Street Brookvale - Proposed Time Restricted Parking - concept plan 2 Table of Consultation - William Street, Brookvale

GEOCODES: -33.768284,151.269191

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of vehicles in the abovementioned street including afterhours, limiting parking on street for residents and their visitors. Council has progressively been implementing time parking restrictions throughout the Brookvale Industrial area as part of a parking strategy to promote increased turnover and greater availability of parking for all road users.

LOCATION

- William Street, Brookvale/North Manly is a local collector road, servicing residential, commercial, and industrial areas.
- The location under consideration of William Street has available road width of approximately 12.3 metres.
- The carriageway is unmarked, with 2-way travel and parking along both sides of the road.
- There is a partial permanent road closure at the western end of William Street, prohibiting vehicles from entering from Pittwater Road, however vehicles are able to exit from William Street onto Pittwater Road, southbound only.
- On-street parking is generally unrestricted on the north side of William Street except for intersections and driveways.
- There are no bus routes that service the section under consideration.
- Footpath is available on both sides of the road.
- Sections of 'No Parking' have been introduced along subject section of William Street to facilitate the turning movements of large trucks servicing the industrial properties in the area.
- The northern side of William Street currently has '1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat' parking restrictions along subject section of William Street.

ISSUES

- Unrestricted parking leading to long-term parking of vehicles along William Street affects the parking turnover for residents, their visitors, and local businesses, including their employees and customers.
- Limited on-street parking availability.
- Illegal Parking.

PROPOSAL

Council has undertaken a review of the location and proposes to install Eight Hour (8P) 8am-10pm Everyday Timed Parking restrictions on the southern side of William Street from Pittwater Road to immediately left of the intersection of William Street and Corrie Road, Brookvale.

The proposal will not affect the existing 'No Parking' restrictions along the southern side of William Street, Brookvale.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

A total of 124 consultation letters have been distributed to the property occupiers and owners within the immediate vicinity of the location providing notification of the proposed changes and inviting feedback. The responses are noted in Attachment 1 – Table of Consultation. A total of thirteen (13) support and four (4) objections have been received.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Eight Hour (8P) 8am-10pm Everyday Timed Parking restrictions on the southern side of William Street, Brookvale from the existing 'No Stopping' sign at intersection of William Street and Pittwater Road to existing 'No Parking' outside Property# 27 William Street, Brookvale.
- B. Installation of Eight Hour (8P) 8am-10pm Everyday Timed Parking restrictions on the southern side of William Street, Brookvale from the existing 'No Parking' sign outside Property# 31 William Street, Brookvale to existing 'No Parking' outside Property# 31A William Street, Brookvale.
- C. Installation of Eight Hour (8P) 8am-10pm Everyday Timed Parking restrictions on the southern side of William Street, Brookvale from 10-metre east of the intersection of William Street and Cirella Close to the existing 'No Stopping' at the intersection of William Street and Corrie Road.

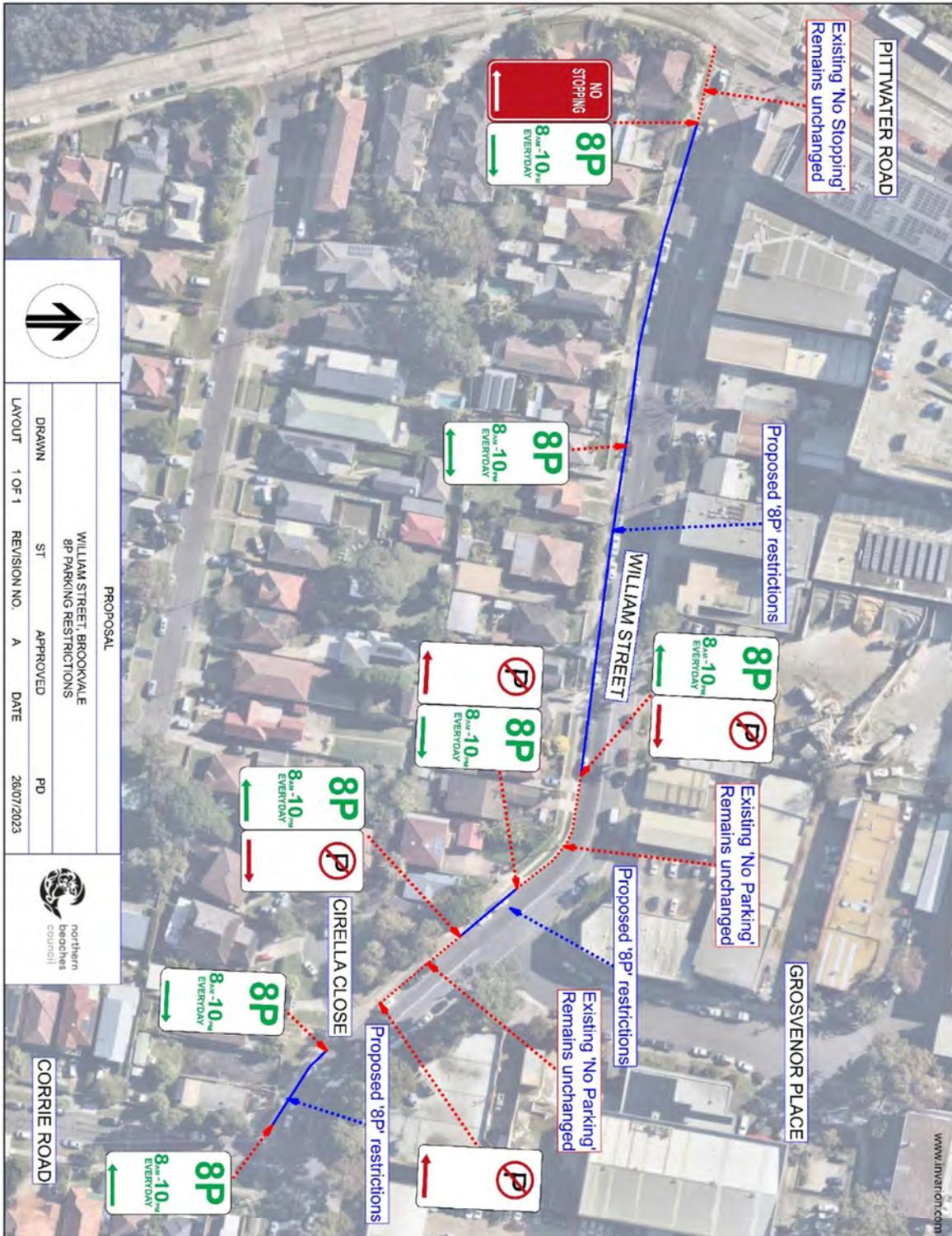


Table of Consultation

Address	William Street, Brookvale
Proposal	Proposed Time Restricted Parking

Properties Consulted	124
Responses Received	17
Support	13
Do Not Support	4

<u>Resident Comment</u>	<u>Council Response</u>
Thank you for addressing this issue. It has been causing problems for quite some time.	Your Support is noted.
I have worked in this area for over six years and parking is a daily problem. It would make sense to also have a look at Grosvenor Place which is just off William Street in the area. It is filled with trailers and regularly dumped vehicles. I appreciate your efforts in attempting to make parking more available, but I wonder who is going to police this. Who is going to be out after 10pm checking on vehicles left overnight?	Council Rangers will be advised of the proposed restrictions in order to effectively encourage parking turnover along William Street.
I was hoping that you could consider putting some sort of restricted parking in Cirella Close as well. Car owners are treating it like a parking area. Illegal parking is prevalent along the road. Making it very difficult for ingress and egress. Then some days another car squashes in on northern side of Cirella Close nearly closing driveway. On garbage days people move the garbage bins to park their cars. So please make a sign parallel parking only or residents only. The residents have to park elsewhere or on medium strips because of lack of room not to mention the difficulty of reversing out.	Council Officers will investigate this matter and action accordingly.

<p>I work in the area and we have to park far away every day because of the vehicles permanently parked in the area, I think this would improve the quality of our work place and the comfort and safety of the participants</p>	<p>Your Support is noted.</p>
<p>Please also consider restrictions on the other side of William Street and into Grosvenor Place. There are an excessive number of vehicles parked from local businesses and the current proposal will only move the problem.</p>	<p>There are existing 1P parking restrictions along northern side of William Street. The parking restrictions have been proposed along residential frontages to increase parking opportunities for residents and their visitors. As all properties along Grovesnor Place are industrial, Council may not introduce parking restrictions to allow a balanced approach to parking for all road users.</p>
<p>Also do the opposite side of the road.</p>	<p>There are existing 1P parking restrictions along northern side of William Street.</p>
<p>Parking along William Street is particularly difficult as a result of parking generated from local businesses parking on the street.</p>	<p>Your Support is noted.</p>
<p>To assist garbage collection on Wednesday can you introduce "No Parking between **am and **pm" to stop parkers from moving bins onto grass area and making it difficult for drivers to collect bins and delay traffic on the street.</p>	<p>Parking restrictions may be introduced for waste collection vehicles, however, may not be introduced for the placement of garbage bins.</p>
<p>the 8P parking should be 4P so the street will not be used as a car park all day. Over the years my driveway has been blocked from people parking their cars and going to work in the city all day. With 4P parking, the street will not be taken up by people catching a bus to work and leaving the car there the whole day which will take up residential parking which has been a problem for at least twenty years. Some local businesses are taking a lot of the parking in William Street including short street leaving them there sometimes for weeks without moving them.</p>	<p>8P parking restrictions have been proposed throughout the Brookvale Industrial area as part of a parking strategy, therefore, 8P has been proposed here for consistency. Furthermore, 1P parking restrictions are currently present on the northern side of William Street. 8P restrictions is a balanced and fair approach for all road users.</p>

<p>I think that 8 hours is too long, 4 hours will be better as the local businesses park 30 or more cars 24/7 and residents can't park anywhere.</p>	<p>8P parking restrictions have been proposed throughout the Brookvale Industrial area as part of a parking strategy, therefore, 8P has been proposed here for consistency. Furthermore, 1P parking restrictions are currently present on the northern side of William Street. 8P restrictions is a balanced and fair approach for all road users.</p>
<p>I live in Cirella Close with my family who drive and totally support this proposal. As residents, we struggle to get a park in our own cul -de-sac, as the local businesses park their client vehicles up and down William Street, forcing other nearby workers to park in our cul de sac. I would like Cirella Close to be residents only stickers or max 2-hour parking.</p>	<p>Council currently has no plans to introduce a resident parking scheme in the area. However, Council Officers will investigate parking in Cirella Close.</p>
<p>We, a local business, do wholeheartedly support this proposal but are asking it to be extended to include Grosvenor Place. Our second site is located along Grosvenor Place. Our staff and members of the public park in Grosvenor Place when possible although spots are few and far between because of dumped cars, Utes and trailers. I'm hoping that the extension of the 8P parking would make this street more friendly and safe for pedestrians including our participants who walk back and forth between sites.</p>	<p>Council Officers will investigate parking in Cirella Close.</p>
<p>There is no way this is beneficial for any of the residents that live here.</p>	<p>Consultation results have illustrated majority support for proposal.</p>
<p>This is unnecessary, the parking rules have worked fine for our neighbourhood for years and this will only cause more people coming and going, disturbing traffic and making it unsafe for children.</p>	<p>Proposal have been considered for William Street due to reports of illegal and long-term parking reducing parking opportunities for local residents.</p>
<p>residents parking permits would be required plus the issue would be pushed</p>	<p>Council currently has no plans to introduce a resident parking scheme in</p>

<p>into Cirella Close and further up William Street</p>	<p>the area. However, Council Officers will investigate parking in Cirella Close.</p>
<p>Thank you for reviewing the parking arrangements in William Street North Manly. We find it almost impossible for residents and our visitors to find a parking spot in our own Street.</p> <ol style="list-style-type: none"> 1. Warringah mall workers park here all day while at work even though they have staff parking at the mall. Shoppers do the same even though there's plenty parking at the mall. 2. Commuters park here all day and don't use the carport provided. 3. Bus drivers park here during their shifts. 4. Local businesses park here all day and rotate the vehicles during the day. <p>All the north side of the street is taken up by local businesses. The proposal of 8 hours parking will not solve these issues. Cars can park from 2pm till 4pm the next day. Please consider a 4-hour parking limit.</p>	<p>8P parking restrictions have been proposed throughout the Brookvale Industrial area as part of a parking strategy. 8P restrictions is considered as balanced and fair approach for all road users.</p>

ITEM 4.15	BLACKBUTTS ROAD, FRENCHS FOREST - RAISED PEDESTRIAN CROSSING UPGRADE
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/527837
ATTACHMENTS	1 Blackbutts Road, Frenchs Forest - Raised Pedestrian Crossing Upgrade Concept Plan

GEOCODES: -33.741861,151.215094

REPORT

BACKGROUND

Council has reviewed the pedestrian walking plan along with the vehicular speeds along Blackbutts Road, Frenchs Forest and have proposed a proactive approach in improving the pedestrian amenities within the area. The subject location is a thoroughfare intersection between Mimosa Public School, Forestway Shops, Frenchs Forest Public School, Wakehurst Public School and Lionel Watts Oval.

LOCATION

- Blackbutts Road is a collector road carrying two-way peak hour traffic volumes of 600-800 vehicles per hour with a speed limit of 50km/h.
- Blackbutts Road is the bus route for service 281 (Davidson to Chatswood) and other school buses. The bus service always travels in one direction towards Davidson as it forms a circular loop in this area.
- On-street parking is generally unrestricted on the northern and southern side of Blackbutts Road with the exception of statutory No Stopping restrictions at the intersections and pedestrian crossing.
- Adjacent land use consists of low to medium density residential on the southern side and Lionel Watts Reserve and Frenchs Forest Showground on the northern side of Blackbutts Road.

ISSUES

- Blackbutts Road is a collector road carrying relatively high volumes of traffic within Frenchs Forest area.
- With additional commercial developments within the area, along with Lionel Watts Oval situated adjacent to the current pedestrian crossing, it is envisioned pedestrian levels will increase.
- Raised pedestrian crossing will facilitate as a traffic calming device in conjunction with the existing kerb blisters to reduce vehicular speeds along Blackbutts Road, Frenchs Forest.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing marked pedestrian crossing into a raised Pedestrian Crossing.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

CONSULTATION

Consultation letters have been distributed to nine (9) properties within the immediate vicinity of the location providing notification of the proposed changes. One response has been received in support without comments.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Conversion of the existing marked pedestrian crossing on Blackbutts Road, between Pringle Avenue and Malbara Crescent, Frenchs Forest, to a raised pedestrian crossing



	PROPOSAL						 northern beaches council
	BLACKBUTTS ROAD FRENCHS FOREST RAISED PEDESTRIAN CROSSING						
	DRAWN	JN	APPROVED	PD			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	14/07/2023	

ITEM 4.16 **PEDESTRIAN CROSSING UPGRADE AND IMPROVED
WHEELCHAIR ACCESS - SOUTH CREEK ROAD CROMER -
NORTHERN BEACHES SECONDARY COLLEGE CROMER
CAMPUS****REPORTING OFFICER** **TRAFFIC OFFICER**
TRIM FILE REF **2023/529011**
ATTACHMENTS **1 Plan****GEOCODES: -33.738549, 151.283576****REPORT****BACKGROUND**

Council received concerns from Northern Beaches Secondary College Cromer Campus (NBSC) requesting improved on-street wheelchair access to specially fitted Transport vehicles.

LOCATION

- South Creek Road is a local road with a speed limit of 50km/h and 40 km/h during School zone times.
- South Creek Road has a road width of approximately 12.5m.
- Industrial areas and businesses are located at either side and across the road of Northern Beaches Secondary College Cromer Campus (NBSC) on its western and eastern frontages with Cromer Park across the road at its southern frontage.
- There is currently shared bicycle and pedestrian paths (which form part of safe cycling network) on both the northern and southern sides of South Creek Road at the southern side of NBSC.

ISSUES

Northern Beaches Secondary College Cromer Campus (NBSC) otherwise referred to as Cromer High School caters for 1072 students (2023) from Year 7 to Year 12.

NBSC is currently catering for an increased number of students with special needs, which seems to be growing each year. Presently, this includes students that require wheelchairs.

Each morning and afternoon, specially fitted authorised Transport vehicles drop off and pick up these students within a designated parking area signed 'authorised vehicles only' in front of the school on South Creek Road opposite Cromer Park.

To ensure their safety and minimise disruption to bus services and traffic flow, they are dropped off and picked up a little earlier than the rest of the school students and are assisted to and from these vehicles by the school staff.

There are facilities in place within the school to cater for students who require wheelchair access, however, a need has been raised for improved pram ramp access to the Transport vehicles. The staff of the school and drivers of the fitted transport vehicles are finding it increasingly difficult to maneuver the wheelchairs directly into vehicles when students need to remain seated in them.

PROPOSAL

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

- Installation of pram ramps and a hatched area for improved wheelchair access at the frontage of Northern Beaches Secondary College Cromer Campus (NBSC)
- Installation of painted accessibility parking area at the frontage of NBSC.
- Relocation and upgrade of the existing pedestrian crossing to a raised pedestrian crossing with cycleway and deep garden blisters, offset from the entry to the school.
- Adjustment of the double barrier centre lines around the proposed parking area, in order to increase the lane width and access for buses.

These improvements will provide better wheelchair access to transport vehicles and provide additional protection from oncoming traffic.

Turning Paths have been tested in line with the proposal and it is deemed to have no impact on buses (see page 2 of the attached plan).

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal to include a cycle way on the proposed raised pedestrian crossing will improve safety for people cycling, as it will connect the shared paths on the northern and southern sides of South Creek Road which form part of the safe cycling network. This proposal does not affect any future planned facilities.
- The proposal of a raised Pedestrian Crossing with deep garden blisters, offset from the entry to the school and the proposed marked wheelchair parking with pram ramps, will improve pedestrian facilities and will have minimal impact on walking paths.

A safer environment will be provided for pedestrians and cyclists crossing the road, as the additional traffic calming device should reduce traffic speeds in the area.

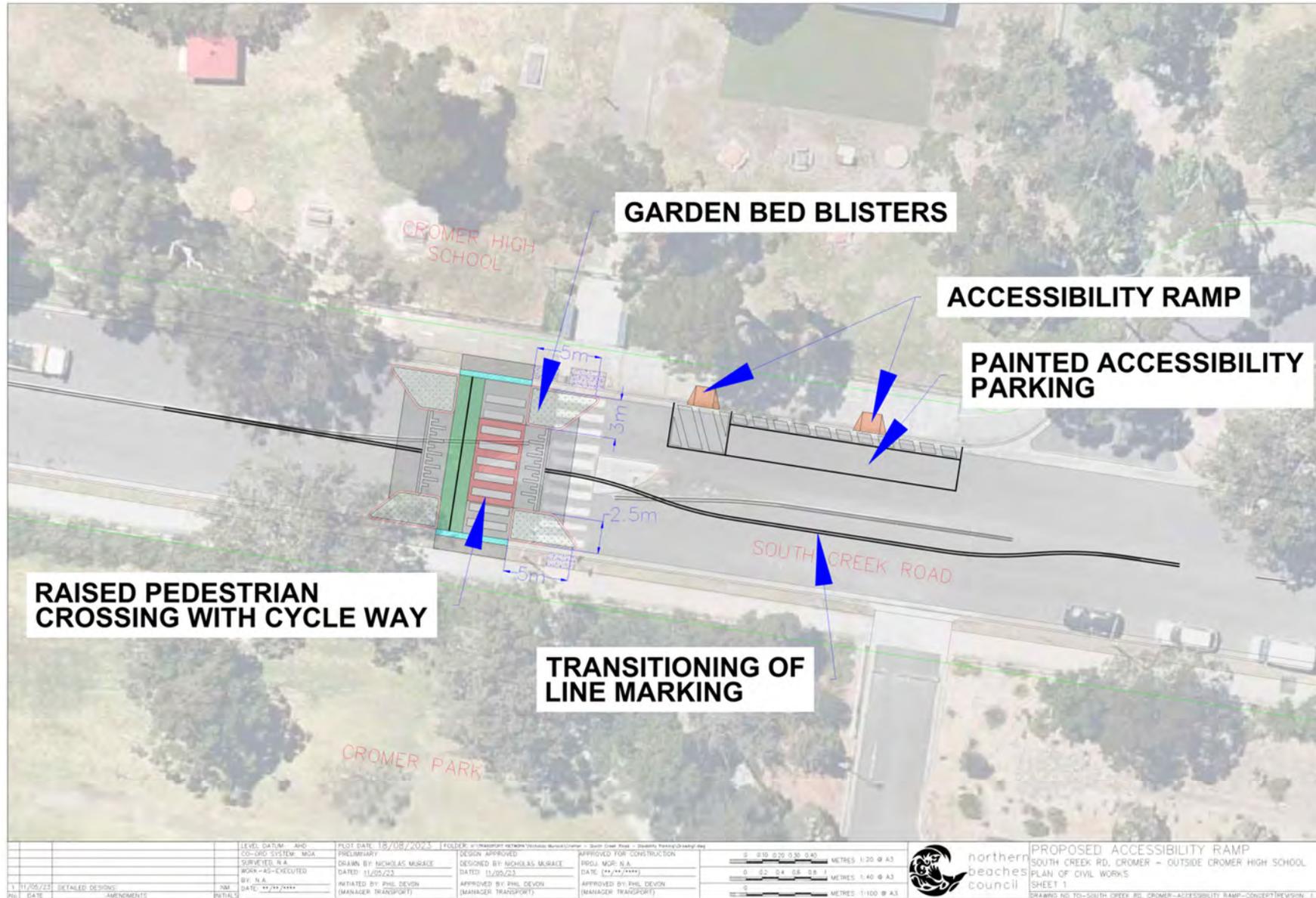
CONSULTATION

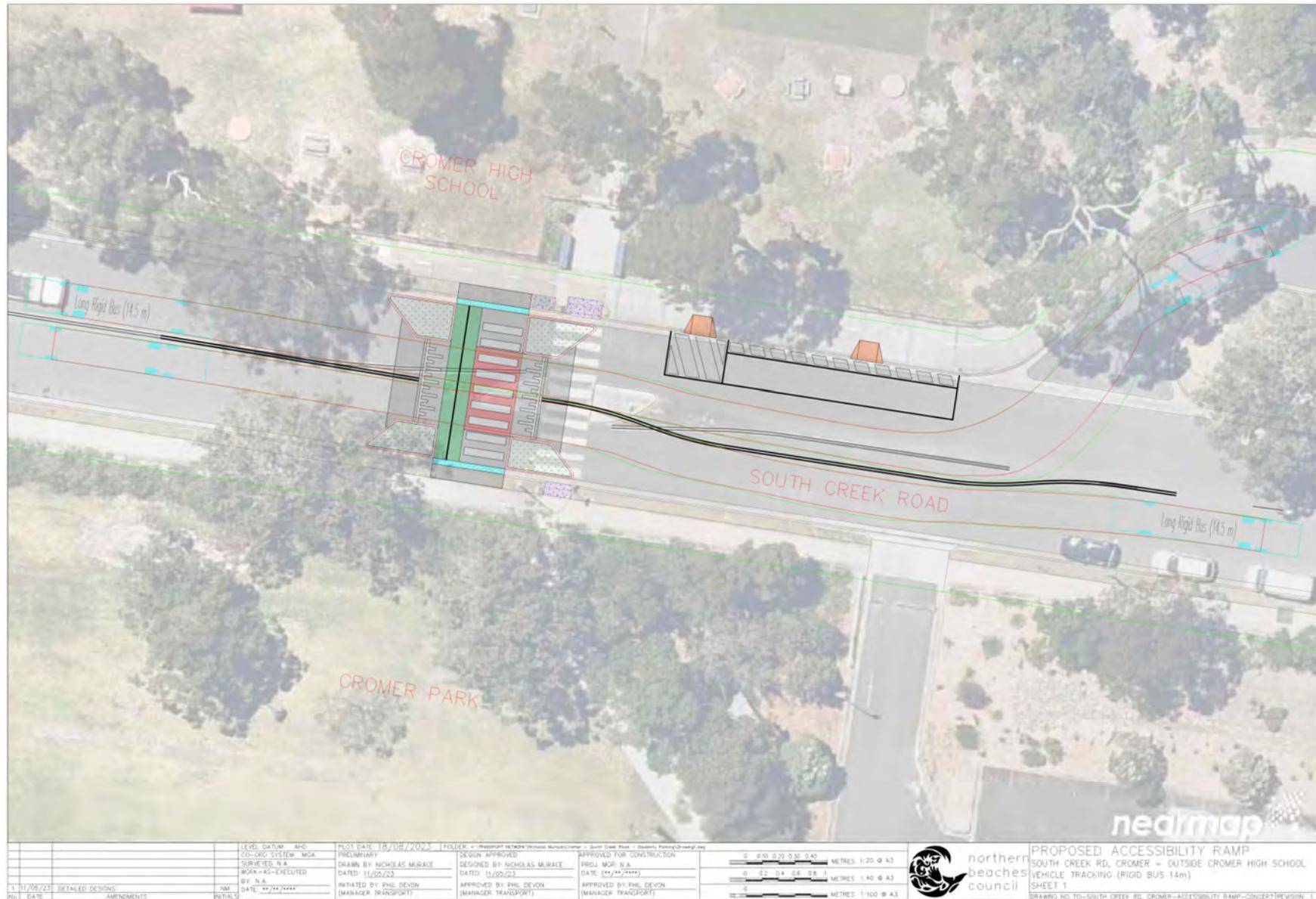
Council has consulted representatives from Northern Beaches Secondary College Cromer Campus (NBSC). The school is in support of the proposal. No residents or businesses are impacted by the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of pram ramps and a hatched area for improved wheelchair access at the frontage of Northern Beaches Secondary College Cromer Campus (NBSC)
- B. Installation of painted accessibility parking area at the frontage of NBSC.
- C. Relocation and upgrade of the existing pedestrian crossing to a raised pedestrian crossing with cycleway and deep garden blisters, offset from the entry to the school.
- D. Adjustment of the double barrier centre lines around the proposed parking area.





	LEVEL DATUM AND CO-ORDINATE: MGA	PLOT DATE: 18/08/2023	FOLDER: \\transport\clients\cromer\cromer\cromer - South Creek Road - Disability Access\23\ahg\ahg.dwg		
	SURVEYED: N/A	DESIGNED BY: NICHOLAS MURRAY	DESIGN APPROVED:	APPROVED FOR CONSTRUCTION:	
	WORK AS EXECUTED	DATED: 11/09/23	DATED: 11/09/23	DATE: (**/**/****)	
	BY: N/A	INITIATED BY: PHIL DEVON	APPROVED BY: PHIL DEVON	APPROVED BY: PHIL DEVON	
	DATE: **/**/****	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)	(MANAGER TRANSPORT)	
1	11/09/23	DETAILED DESIGN			
NO.	DATE	AMENDMENT			
		INITIALS			

 northern beaches council	PROPOSED ACCESSIBILITY RAMP SOUTH CREEK RD, CROMER - OUTSIDE CROMER HIGH SCHOOL VEHICLE TRACKING (RIGID BUS 14m) SHEET 1 DRAWING NO. TO: SOUTH CREEK RD, CROMER - ACCESSIBILITY RAMP - CONCEPT DESIGN - 1
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5.0 MATTERS FOR NOTATION

ITEM 5.1	ONGOING ACTIONS UPDATE
REPORTING OFFICER	SPECIALIST ADMINISTRATION OFFICER - BUSINESS SUPPORT
TRIM FILE REF	2023/512288
ATTACHMENTS	NIL

REPORT

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

Actions pending – as at 5 September 2023:

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.1	TfNSW Temporary Delegation – for traffic management & pedestrian works. The new TfNSW representative, Mr Zak Ahmad, will update the Committee at the LTC meeting on 5 September. TfNSW's new CEO, will delegate TfNSW staff to address speed humps, speeding etc. as Peter Carruthers advised these issues should still go through our Local Traffic Committee. Clr Jose Menano-Pires will meet with Council's new CEO, Scott Phillips, to request he does not exercise the delegation (as no other Council (except City of Sydney agrees to the new TfNSW delegations that we received earlier this year). Ongoing	TfNSW / Phil Devon Clr Jose Menano-Pires	1/8/23 Pending
7.2.23	6.2	Powderworks Road, North Narrabeen – Garden Street island. Awaiting feedback from Environmental Compliance re: parking request. Phil Devon to update the LTC on 5 September. Works pending re: island in Garden Street which will be undertaken in September together with the footpath works. Ongoing	Env Compliance / Phil Devon	1/8/23 Pending
7.2.23	6.4	4 Delmar Parade, Dee Why – DA. TfNSW will consider turning ban changes. Phil Devon to update the LTC on 5 September. TfNSW progressing final design. Ongoing	TfNSW	1/8/23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.6	<p>Hilmer Street, Frenchs Forest – stop lights. Clr Jose Menano-Pires has requested a queue detector. Phil Devon advised there is significant crash history here and TfNSW who are working on new designs (as it is a State Road) are considering banning the right turn. Mr Zak Ahmad, TfNSW, is awaiting advice from Network Operations and will update the LTC on 5 September.</p> <p>Included in TfNSW program of works – awaiting advice of delivery date.</p> <p>Ongoing</p>	TfNSW	1/8/23 Pending
2.5.23	6.1	<p>Oxford Falls Road, Oxford Falls – pedestrian safety and parking issues for children attending Oxford Falls Grammar School. Concept design finalised for the Wakehurst Parkway/ Dreadnaught Road intersection.</p> <p>Phil Devon advised that this matter is on our Program to develop and address the speed and safety issues.</p> <p>A meeting has been held with the Principal of the school. LTC will be updated further on 5 September.</p> <p>Ongoing</p>	Phil Devon	1/8/23 Pending
2.5.23	6.2	<p>Seaforth Public School – roundabout. Need to slow the traffic down and school children require a safe crossing. Phil Corbett requested an urgent solution to this matter.</p> <p>Phil Devon is looking at improving safety around the roundabout and will update the Committee with the TfNSW recommendations on 5 September.</p> <p>Adele Heasman to email Zak Ahmad to request a copy of the TfNSW's roundabout plans be sent to her.</p> <p>Ongoing</p>	<p>TfNSW/ Phil Devon</p> <p>Adele Heasman</p>	1/8/23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
2.5.23	6.4	<p>Addison Road, Manly – zebra crossing. Phil Devon is seeking funding through TfNSW for a zebra crossing proposal.</p> <p>It is currently unfunded and Adele Heasman enquired whether this can be funded through a “Safer Schools Program” or a “Walking Catchment” program.</p> <p>To be discussed at the next LTC meeting on 5 September. The designs are 70% complete and consultation will follow.</p> <p>Ongoing</p>	TfNSW/ Phil Devon	1/8/23 Pending
2.5.23	6.6	<p>Pittwater Road, North Manly – request for pedestrian crossings – TfNSW to review the concept design submitted by Council for a pedestrian refuge.</p> <p>This matter is with TfNSW as it is a State Road.</p> <p>Adele Heasman will email relevant information to Zak Ahmad.</p> <p>TfNSW to chase up design review from design team and update the LTC on 5 September.</p> <p>Phil Corbett is concerned that this matter has been outstanding for a while. It was suggested that James Griffin MP may wish to send a letter to TfNSW.</p> <p>Ongoing</p>	TfNSW Adele Heasman Phil Corbett	1/8/23 Pending
4.7.23	6.2	<p>Morgan Road, Belrose – 2 lane bridge works. Sally Claydon advised that this is a fauna corridor and fencing is not ideal along Morgan Road, as animals are unable to move to other bushland areas and the population of some species population could be affected.</p> <p>Phil Devon advised that Traffic Counts have been installed and we are looking at other solutions besides installing fencing.</p> <p>Traffic data will be undertaken before and after bridge works.</p> <p>Ongoing</p>	Phil Devon	1/8/23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
4.7.23	6.3	<p>Forest Way, Belrose – new pedestrian overbridge. Sally Claydon advised that Michael Regan MP feels that a pedestrian overbridge across Forest Way to the shopping centre carpark would be idea and enquired whether TfNSW would consider installing more traffic lights as an alternate option. Zak Ahmad advised he will write an appropriate response from TfNSW to Michael Regan MP and update the LTC, and advised he will send TfNSW's past Traffic Counts to Phil Devon and organise TfNSW to carry out further am/pm Traffic and pedestrian counts along Forest Way.</p> <p>Craig Sawyer advised that these traffic studies and crash statistics should be sent to TfNSW.</p> <p>Phil Devon to discuss this matter with TfNSW and request regular updates to report to the monthly LTC meetings.</p> <p>Ongoing</p>	TfNSW/ Phil Devon	1/8/23 Pending
1.8.23		<p>Manly – Concrete Islands. Clr Jose Menano-Pires is still awaiting the Traffic Study results and further reporting regarding the remainder of the concrete median islands.</p> <p>Phil Devon will update the LTC about this matter at the meeting being held 5 September.</p> <p>Ongoing</p>	TfNSW/ Phil Devon	1/8/23 Pending
1.8.23	6.4	<p>Intersection of Inman Road and South Creek Road, Cromer - new Bus Zone that has been installed between a driveway and the intersection, which has restricted visibility when the vehicles exit from Inman Road.</p> <p>Phil Devon advised that we will continue to monitor and review this traffic issue once the development is complete.</p> <p>Ongoing</p>	Phil Devon	1/8/23 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
1.8.23	6.5	Normandy Road, Allambie Heights – Request for Traffic Studies - Phil Devon will send the last two Traffic Survey results to Sally Claydon.	Phil Devon	1/8/23 Pending
1.8.23	6.8	Cnr Warringah Road & Forest Way, Frenchs Forest – Graffiti Removal Zak Ahmad advised this is a TfNSW maintenance issue and he will find out which TfNSW department cleans graffiti in the Northern Beaches LGA and will forward the information onto Sally Claydon.	TfNSW	1/8/23 Pending
1.8.23	6.11	Campbell Parade, Manly Vale –Removal of Dumped Car outside Mackellar Girls School, which is making it very difficult for buses to turn around to reach school bus stops. Snr Constable Adam Castleden agreed to raise this with Sgt Nino Jelovic, to make arrangements for removal of the car. He will report back to the Local Traffic Committee meeting on 5 September.	Police	1/8/23 Pending
1.8.23	6.12	Beacon Hill Road, Beacon Hill – Speeding Traffic Request for the Police to monitor the speed of vehicles and trucks travelling along Beacon Hill Road, as this has become a safety issue to pedestrians and other motorists. Snr Constable Adam Castleden agreed to discuss monitoring Beacon Hill Road for speeding vehicles with Sgt Nino Jelovic and he will report back to the Local Traffic Committee meeting on 5 September.	Police	1/8/23 Pending

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee notes the updated Actions Table

