

# 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 6 FEBRUARY 2018**

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



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

## **Voting Members**

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

## **Non Voting Members**

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

## **Officers**

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

## **Visitors**

Nil

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

**to be held on Tuesday 6 February 2018**

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

**Commencing at 9:30am**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST</b>	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 5 December 2017	
2.2	Declaration of Pecuniary and Conflicts of Interest	
<b>3.0</b>	<b>REPORTS TO PROCEED TO COUNCIL FOR APPROVAL</b>	
	Nil	
<b>4.0</b>	<b>REPORTS FOR APPROVAL BY COUNCIL DELEGATION .....</b>	<b>2</b>
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## **5.0 MATTERS FOR NOTATION**

**NEXT MEETING Tuesday 6 March 2018**



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

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

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#### **RECOMMENDATION**

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

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

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

Nil

## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>FROMELLES AVENUE, SEAFORTH - NO STOPPING EXTENSION</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/063233</b>
<b>ATTACHMENTS</b>	<b>1 Fromelles Avenue, Seaforth - No Stopping Extension</b>

**UBD Ref:** 197 B7

### REPORT

#### INTRODUCTION

The resident at No.21 Montauban Avenue, Seaforth, has requested a small extension to the 'No Stopping' restrictions beside her driveway off Fromelles Avenue, Seaforth.

There is currently approximately a 4m space between her driveway and the existing 'No Stopping' sign on Fromelles Avenue at the intersection with Montauban Avenue. Cars and vans are parking in this space which is making it very difficult for her to enter or exit her driveway when these vehicles are partially blocking her driveway. It becomes more difficult when cars are also parked opposite her driveway on the other side of Fromelles Avenue.

The proposal is to paint a 'No Stopping' yellow edge line around the corner from the driveway on Fromelles Avenue to the existing 'No Stopping' sign on Montauban Avenue.

#### ISSUE

- Access to the driveway on Fromelles Avenue for resident at No.21 Montauban Avenue is often blocked when vehicles are parked in the short 4m section of kerb between the driveway and the existing 'No Stopping' sign

#### CONSULTATION

The resident at No.21 Montauban Avenue would be very happy with this proposal. She mentioned she would prefer the yellow edge line to the 'No Stopping' signs, thus, part of the solution is to also remove the two existing 'No Stopping' signs on the corner.

Approximately 33 resident survey letters were sent to all residents within approximately 50m of the intersection. There were 2 replies supporting the proposal and no replies opposing the proposal.

The resident at No.21 Montauban Avenue did not know who owned the vehicles parking in the 4m space next to their driveway.



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#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Painting of a 'No Stopping' yellow edge line from the driveway in Fromelles Avenue, Seaforth, for the resident at No. 21 Montauban Avenue to the existing 'No Stopping' sign around the corner on Montauban Avenue, Seaforth.
- B. Removal of the two existing 'No Stopping' signs and poles on the south west corner of the Fromelles Avenue and Montauban Avenue, Seaforth, intersection.



	PROPOSAL	 northern beaches council
	FROMELLES AVENUE, SEAFORTH  EXTEND NO STOPPING	

<b>ITEM 4.2</b>	<b>MYOLA ROAD, NEWPORT - NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/063229</b>
<b>ATTACHMENTS</b>	<b>1 Myola Road, Newport - Plan</b> <b>2 Myola Road, Newport - Site Photographs</b>

**UBD Ref:** 118 P13

## **REPORT**

### **BACKGROUND**

Council has received a request from a local resident for parking restrictions, between Bungan Head Road and Gertrude Avenue, Newport, due to safety concerns from vehicles parked along the narrowed section of road.

### **LOCATION**

- Myola Road is a collector road with a 50km/h speed limit
- The section of road under consideration has a variable pavement width between 5m and 6m, and no kerb and gutter
- There is a sharp crest that is also located on a bend near property No.52 Myola Road, approximately 50m north of Bungan Head Road, and advanced warning signs and advisory 15 km/h speed limit signs have been installed on both approaches
- Double separation lines approximately 35m in length have been installed on the crest
- There are also existing 'No Parking' signs installed on both sides of Myola Road which extend south of the crest to Bungan Head Road

### **CONSULTATION**

Council sent out consultation letters to adjacent properties in the affected area advising of the proposal. No responses were received at the time of reporting.

### **ISSUES**

- Myola Road provides a primary connection route for traffic linking the eastern side of Newport and is also used by local residents to avoid Barrenjoey Road
- Vehicles parked north of the double separation lines and crest create a hazard to road users by restricting the road width for through traffic
- The location of the crest and curve further restrict traffic sight distances for vehicles travelling south along Myola Road
- There are a number of skewed driveways along the curved section of Myola Road and vehicles parked in this area cause difficulties for residents entering and exiting their properties
- Council previously carried out works to widen the road on the bend to enable the installation of double separation lines on the crest; however, it was not possible to widen the southern approach without expensive road reconstruction
- Separation lines can only be provided where there is a minimum pavement width of 6m
- The existing double separation lines and 'No Parking' restrictions prevent parking on both sides of the road between No.52 Myola Road and Bungan Head Road to the south
- Council proposes to install 'No Stopping' restrictions between the driveways of No.46 and 52 Myola Road (western side) and No. 71 and 77 Myola Road (eastern side). It is also proposed to change the existing 'No Parking' restrictions between the new 'No Stopping' restrictions and the southern end of Bungan Head Road to 'No Stopping'

- It is considered reasonable that the request be granted as it will improve safety by preventing parking and increasing traffic sight distances on the approach to the crest and curve in Myola Road

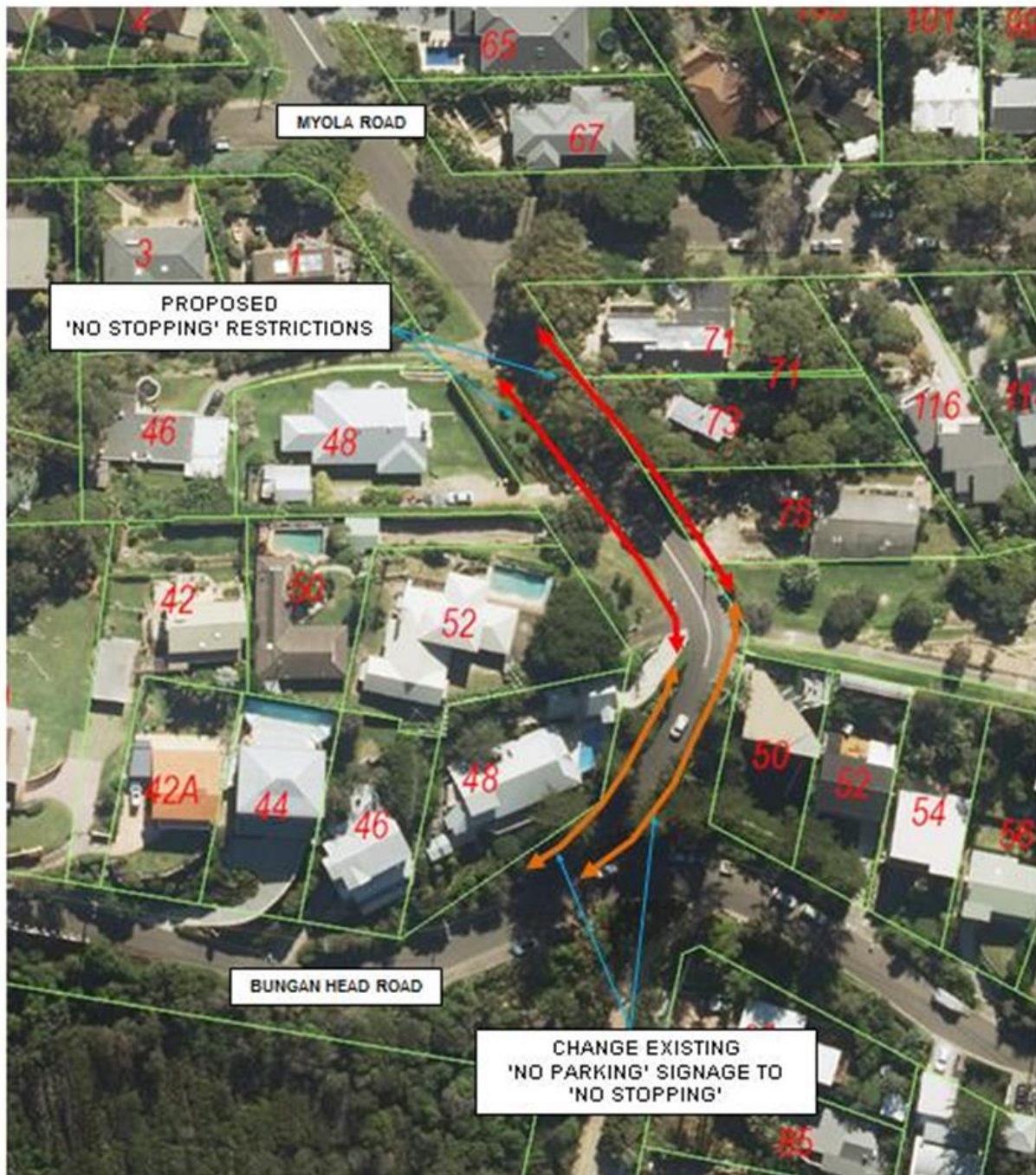
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Install 'No Stopping' restrictions, between the driveways of No.46 and 52 Myola Road (western side) and No. 71 and 77 Myola Road (eastern side), Newport.
  - B. Change the existing 'No Parking' restrictions, between the new 'No Stopping' restrictions and the southern end of Bungan Head Road, Newport, to 'No Stopping' restrictions.
-





## PROPOSAL

MYOLA ROAD, NEWPORT  
 'NO STOPPING' RESTRICTIONS



northern  
beaches  
council





Myola Road looking south towards crest



Myola Road looking north towards Gertrude Avenue

**ITEM 4.3                                      ROSEBERRY STREET, BALGOWLAH - NO STOPPING RESTRICTIONS****REPORTING OFFICER                      SENIOR TRAFFIC ENGINEER****TRIM FILE REF                              2018/002483****ATTACHMENTS                              1   Roseberry Street, Balgowlah - No Stopping Plan****UBD Ref: 197 L5****REPORT****BACKGROUND**

Aldi has been given development approval to construct a supermarket at 22-26 Roseberry Street Balgowlah. Under the consent granted under DA0300/2016 condition ANS22 requires the following:

“Prior to issue of the occupation certificate a No Stopping restriction is to be established and maintained along the full Roseberry Street frontage of the site, subject to Traffic Committee approval”.

The developer has lodged a plan seeking this approval.

**ISSUES**

- The No Stopping restriction will allow for improved sight distance for customers exiting the customer carpark
- The No Stopping restriction will allow for improved safety and ease of entry and egress by delivery vehicles
- The No Stopping restriction will assist with traffic flow along Roseberry Street
- The No Stopping restriction will force customers to use the off-street carpark rather than parking at kerbside
- The No Stopping restriction will force deliveries to take place from within the loading dock

**CONSULTATION**

As this is a condition of consent consultation is not required.

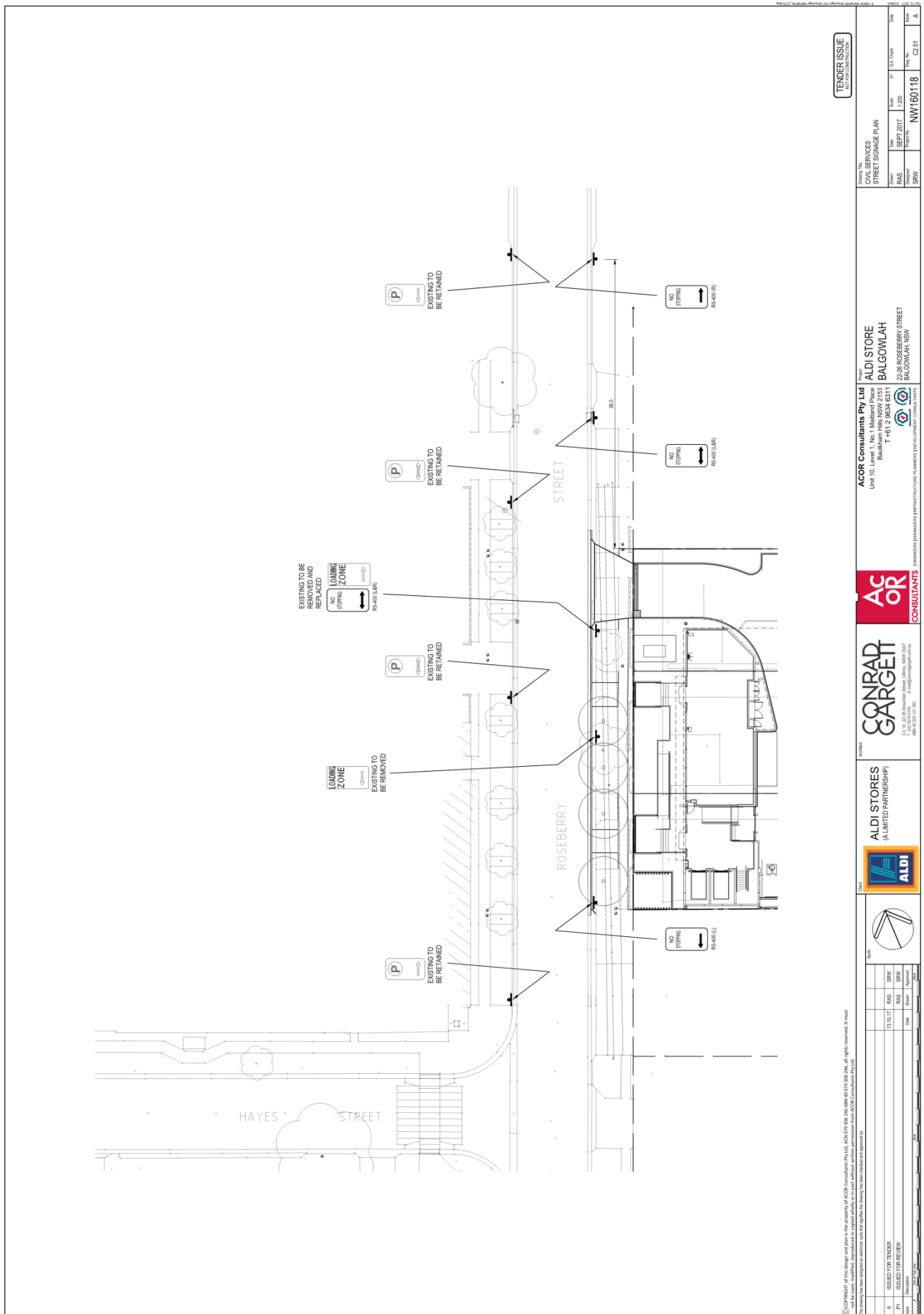
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee support that a No Stopping restriction be established along the full Roseberry Street frontage of No.22-26 Roseberry Street, Balgowlah.

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<b>ITEM 4.4</b>	<b>GURNEY CRESCENT, SEAFORTH - NO STOPPING RESTRICTIONS, SEPARATION LINES AND FENCING</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/001986</b>
<b>ATTACHMENTS</b>	<b>1 Gurney Crescent, Seaforth - No Stopping Restrictions and Fence Plan</b>

**UBD Ref:** 196 P8

## **REPORT**

### **BACKGROUND**

Council has received strong concerns from a resident of No.61 Gurney Crescent, Seaforth, regarding safety on the bend near No.s 59 and 61 Gurney Crescent. The resident requests the installation of fencing to prevent a vehicle leaving the carriageway and toppling down the embankment into his property.

### **ISSUES**

Gurney Crescent is approximately 6m in width which means that there is insufficient carriageway width for two way traffic if a vehicle is parked on one side of the road.

There is a tight bend in the road at No.s 59 and 61 Gurney Crescent and if a vehicle is parked on either side of the road vehicles approaching in opposite directions are forced into a head on conflict situation and have no approach visibility to oncoming traffic. There have reportedly been several low speed head on crashes (not reflected in RMS crash data) and one vehicle recently mounted the kerb on the bend.

A public jetty is accessed from this section of Gurney Crescent which attracts some weekend traffic and results in a degree of pedestrian activity in the evening at night.

The installation of fencing as requested by the resident is considered appropriate as it will prevent low speed vehicle intrusion onto the embankment and prevent pedestrians falling down the embankment at night. The fencing would be ineffective in preventing high speed vehicle intrusion; however, given the narrow width of the road and its winding nature with some parking activity, traffic speeds are generally low.

Although Roads and Maritime Services (RMS) crash data does not reveal any recent runoff road crash history at or near the location, a vehicle recently mounted the kerb and finished up perched at the top of the embankment. The introduction of the fence will ensure that any future instances of this type of crash would not result in the vehicle continuing down the embankment to the parking area and the house below. The introduction of a guard rail is not considered justified as there is no other crash history and the risk of crashes is low given the low traffic volumes and speeds.

Vehicles parked on the bend, which is blind, can force opposing vehicles into a head on situation. In addition to the fencing, the introduction of double separation lines supported by 'No Stopping' restrictions on either side of the road to prevent parking on the bend is proposed. These lines would also assist in keeping traffic to the correct side of the road minimising the chances of crashes.

The introduction of chevron signage at the bend is also proposed and will also assist in providing guidance to traffic particularly in low light conditions.

**CONSULTATION**

Council staff have been liaising with the resident at No.61 Gurney Crescent on the matter for some time and the above measures are supported by the resident. A notification letter has also been sent to the resident at No.61 Gurney Crescent, Seaforth.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of:

- A. Double separation lines and No Stopping restrictions around the bend at No.s 59 and No.61 Gurney Crescent, Seaforth.
  - B. A steel mesh fence of 1.6m in height with posts at 3m centres along the frontage of No.61 Gurney Crescent, Seaforth, approximately 1m behind the kerb alignment.
-

Gurney Crescent – extension of No Stopping and mesh fence



Image of vehicle which mounted the kerb at 61 Gurney Crescent on 17/12/17







<b>ITEM 4.5</b>	<b>VARIOUS LOCATIONS - SIX MONTH TRIAL - NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>MANAGER TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2018/079376</b>
<b>ATTACHMENTS</b>	<b>1 Aitken Reserve, Queenscliff - Proposal Map</b> <b>2 Barrenjoey Road, Avalon Beach - Proposal Map</b> <b>3 Jacka Park, Wyndora Avenue, Freshwater - Proposal Map</b> <b>4 Kenneth Road, Manly Vale - Proposal Map</b> <b>5 Kenneth Road, Manly Vale and Balgowlah Road, Fairlight - Proposal Map</b>

**UBD Ref:** Various

## **BACKGROUND**

Council has received an increasing number of complaints from residents about boats and trailers parking on public roads and road related areas. They state that the boats and trailers are lowering the general appearance of the area and are restricting parking opportunities for local residents.

Several proposals have been tried in the past to address this issue:

- Time limited restrictions were introduced in sections of Kenneth Road and Balgowlah Road. The result was that boat trailers were relocated to unrestricted parking areas further along Kenneth Road.
- In 2016 the State Government amended the Impounding Act 1993 to allow Councils to take action against boat trailers parked for more than 28 days. The former Pittwater Council area participated in a pilot trial rollout of the scheme. Council identified a number of compliance issues during the trial and ceased implementing the scheme. Council provided feedback to the Office of Local Government on the issues they encountered with the scheme.

## **.REPORT**

### The NSW Road Rules

- Vehicles longer than 7.5m or gross vehicle mass (GVM) of 4.5 tonnes and larger cannot park for more than four hours on a public road. However, many smaller boats and trailers are still able to occupy an unrestricted parking area indefinitely.
- Unregistered vehicles and boat trailers are not permitted to park on public roads.
- The Roads and Maritime Services (RMS) have recently permitted the use of 'No Parking, Motor Vehicles Excepted' signs. Under NSW Road Rules a Motor Vehicle is a vehicle, other than a bicycle, that is built to be propelled by a motor that forms part of the vehicle. Therefore, under this definition a boat trailer (including box and advertising) or caravans are not motor vehicles and hence would not be permitted to park between these signs.

### The Proposal for Trialling a Regulatory Approach

The proposal is for Council to undertake a six month trial of installing 'No Parking Motor Vehicles Excepted' signs at locations across the Northern Beaches. The scheme will provide enforcement advantages over the timed parking restriction previously used to attempt to mitigate the parking of trailers taking up on and off street parking. Council may expand this trial, with the approval of a subsequent Traffic Committee report. The first five locations are as follows:

### Kenneth Road, Manly Vale



Kenneth Road is a regional road connecting Condamine Street and Pittwater Road. The surrounding areas consist of a mix of residential and light industrial with the Manly Golf Club occupying the eastern half, and Manly Andrew 'Boy' Charlton Swim Centre located on the eastern end of the road. Currently a section of 4P 8:00am-6:00pm on-street parking area is available near the swim centre, and the remaining kerbside parking in Kenneth Road is mostly unrestricted.

#### Balgowlah Road, Fairlight

Balgowlah Road carries higher levels of traffic with a combination of 50km/h local and 40km/h local traffic area, with various levels of traffic calming devices installed.

#### Aitken Reserve, Queenscliff

The Aitken Reserve carpark is an unpaved carpark for approximately twelve parking spaces. This location will also have '4P 8:00am-6:00pm Everyday' signs installed.

#### Jacka Park, Wyndora Avenue, Freshwater

Parking for Jacka Park on Wyndora Avenue, Freshwater, is an unpaved carpark for approximately twelve vehicles. Similar to Aitken Reserve, the proposal will also have '4P 8:00am-6:00pm Everyday' signs installed.

#### Barrenjoey Road, Avalon Beach

- The west side of Barrenjoey Road, Avalon Beach, between the carpark entrance of Avalon Soccer Club and Etival Street, Palm Beach, has a gravel unformed shoulder of varying widths between 3m and 9m.
- The proposal is for the western side of Barrenjoey Road between the existing 'No Stopping' sign opposite to No.732 Barrenjoey Road and 25m south of Etival Street.
- Additional 'Parallel Parking' signs will also be installed
- A Bus Zone will be signposted within the bus bay to minimise conflicts with passengers.
- 'No Stopping' (R) sign will be installed in Barrenjoey Road, 25m south of Etival Street as the road shoulder of this part is not wide enough to park the vehicles safely.

### CONSULTATION

- For Kenneth Road 52 letters were sent out to residents between Quirk Road and Addiscombe Road, Manly Vale. Council received 12 replies supporting the proposal and one proposal from a Marine company opposing the proposal because the proposal would only shift the parking onto neighboring residential streets. The response also suggested that Council should provide a free space for residents to park their boats and trailers elsewhere and that another method should be tried for removing unroadworthy trailers without removing those trailers that are roadworthy.
- For Balgowlah Road 30 letters were sent out to residents between Suwarrow Street and Harland Road, Fairlight. Council has received 11 responses, with 10 replies from local residents supporting the proposal and emphasising they wanted the signs installed as soon as possible as the area is unattractive and is being used as a dumping ground for old furniture and trailers that are no longer roadworthy. One resident mentioned many of the trailers are owned by persons not living in the Northern Beaches LGA.
- For Aitken Reserve 151 letters were sent out to residents. Council received five replies supporting the proposal but again with the concern that this would just shift the trailers onto local streets.
- For Barrenjoey Road, no letters were sent out due to the short time frame available for assessing this proposal.

### CONCLUSION

- Many boat trailer owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and residential areas.

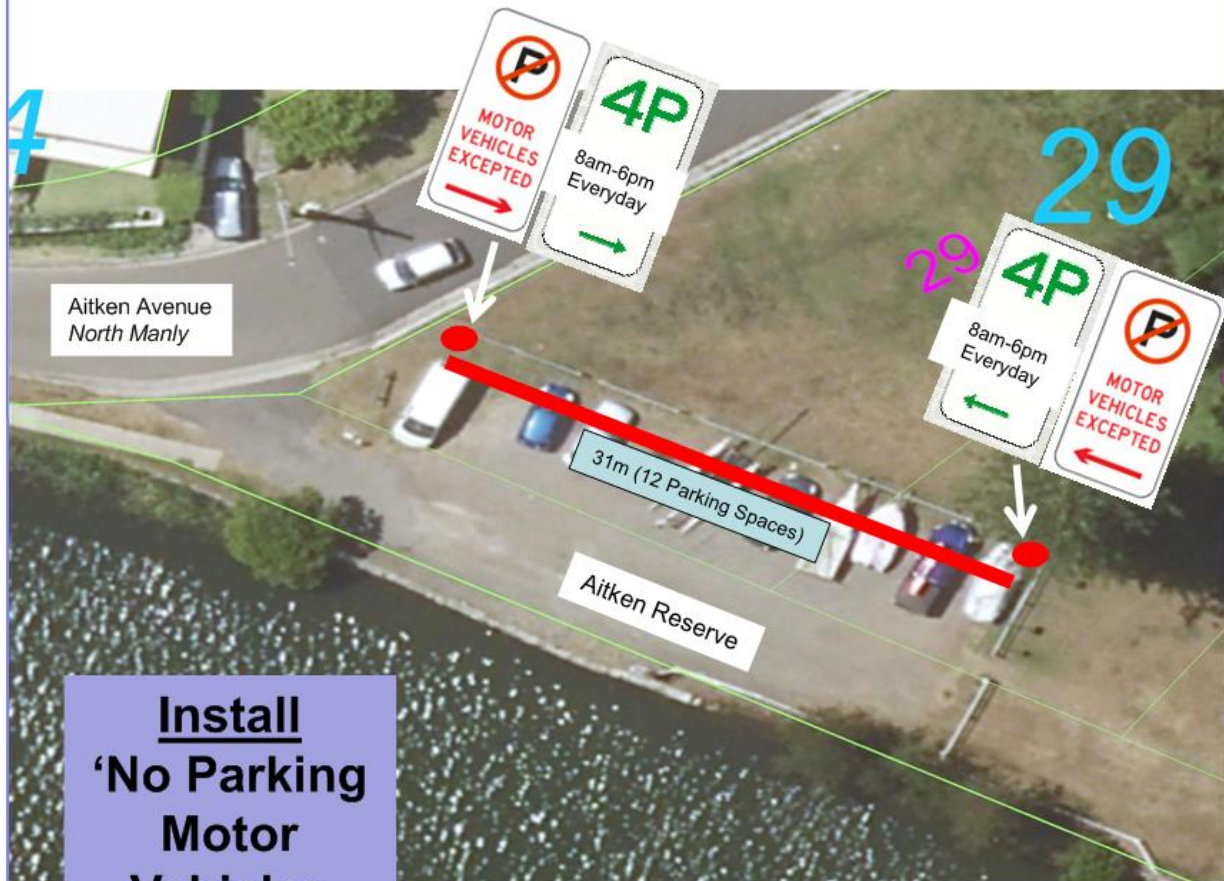


- It is proposed to undertake a before and after license plate survey of boat trailer parking on surrounding streets to determine the impact of the proposed signage.
  - This trial will assist Council to manage the parking of boat trailers.
  - It is acknowledged that there is a need to establish long term solutions to resolve the compliance issues relating to the 2016 State Government amendment of the Impounding Act 1993.
- 

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a six month trial 'No Parking, Motor Vehicles Excepted' signs on Kenneth Road, Manly Vale, and Balgowlah Road, Fairlight.
  - B. Replacing existing '10P 8:00am-6:00pm everyday' signs in Kenneth Road with a 'No Parking, Motor Vehicles Excepted' zone for a six month trial period.
  - C. The installation 'No Stopping' and 'No Parking Motor Vehicles Excepted' along with 'Parallel Parking' signs on Barrenjoey Road, Avalon Beach, for a six month trial period.
  - D. Signposting a 50m Bus Zone within the existing bus bay on Barrenjoey Road, Avalon Beach.
  - E. The notation of changes to parking restrictions in Aitken Reserve, Queenscliff and Jacka Park, Freshwater.
  - F. A survey being undertaken (before and after the trial period) of the license plates of trailers and caravans parking on and nearby Kenneth Road, Balgowlah Road, Barrenjoey Road, Aiken Reserve and Jacka Park.
  - G. Council preparing a report for a future Traffic Committees on the results of the six month trial of the 'No Parking Motor Vehicles Excepted' signs.
  - H. Advising Council's Compliance Manager of the proposed of the trial and request that his compliance officers keep a record of issues they have with enforcing the proposed signage.
-



**Install**  
**'No Parking**  
**Motor**  
**Vehicles**  
**Excepted'**  
**and**  
**4P**  
**8am-6pm**  
**Everyday**  
**(12 Spaces)**



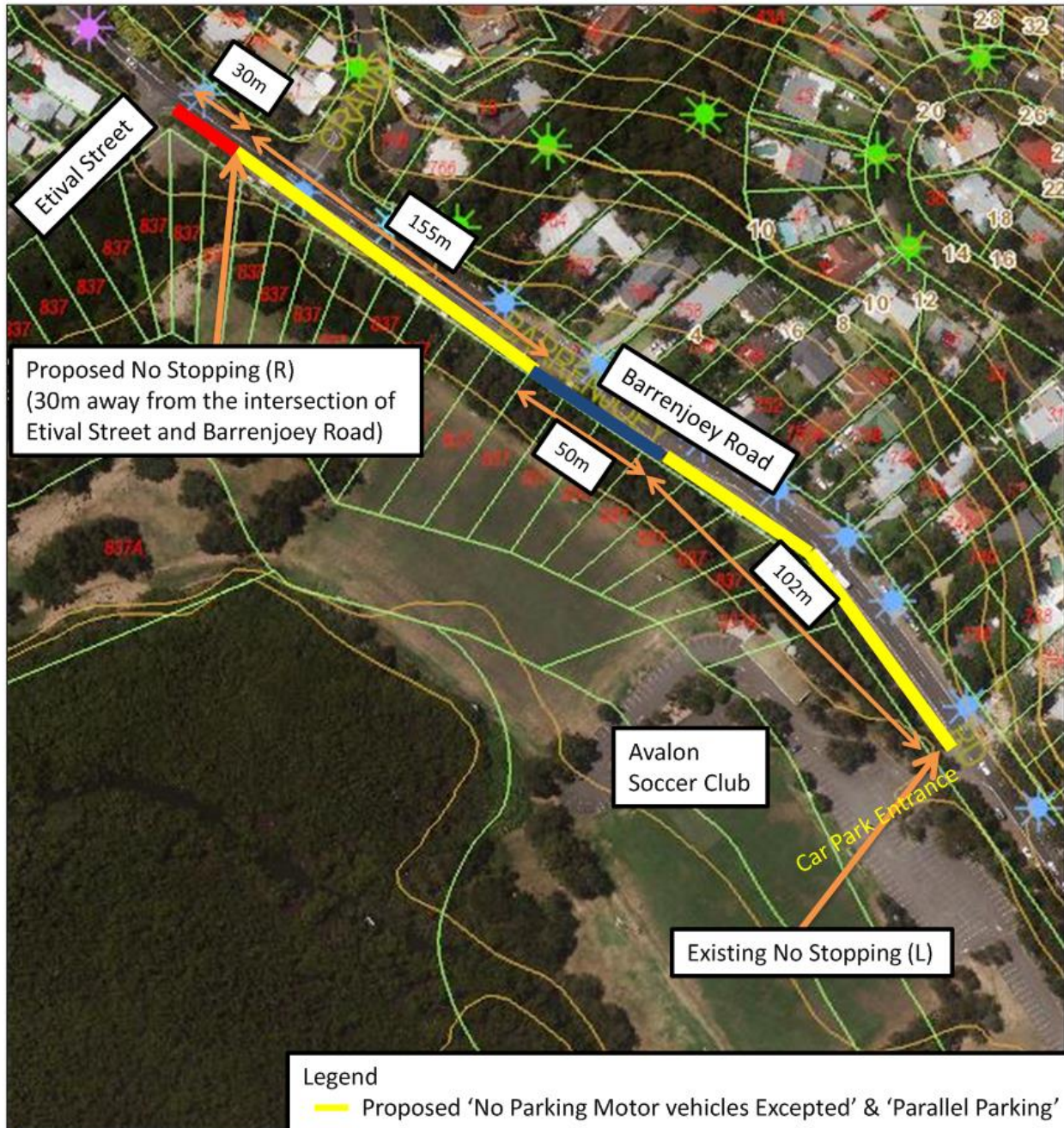
## PROPOSAL



AITKEN RESERVE, QUEENSCLIFF  
NO PARKING – MOTOR VEHICLES EXCEPTED



northern  
beaches  
council





	PROPOSAL		 northern beaches council
	Barrenjoey Road, Avalon Beach No Parking Motor Vehicles Excepted		





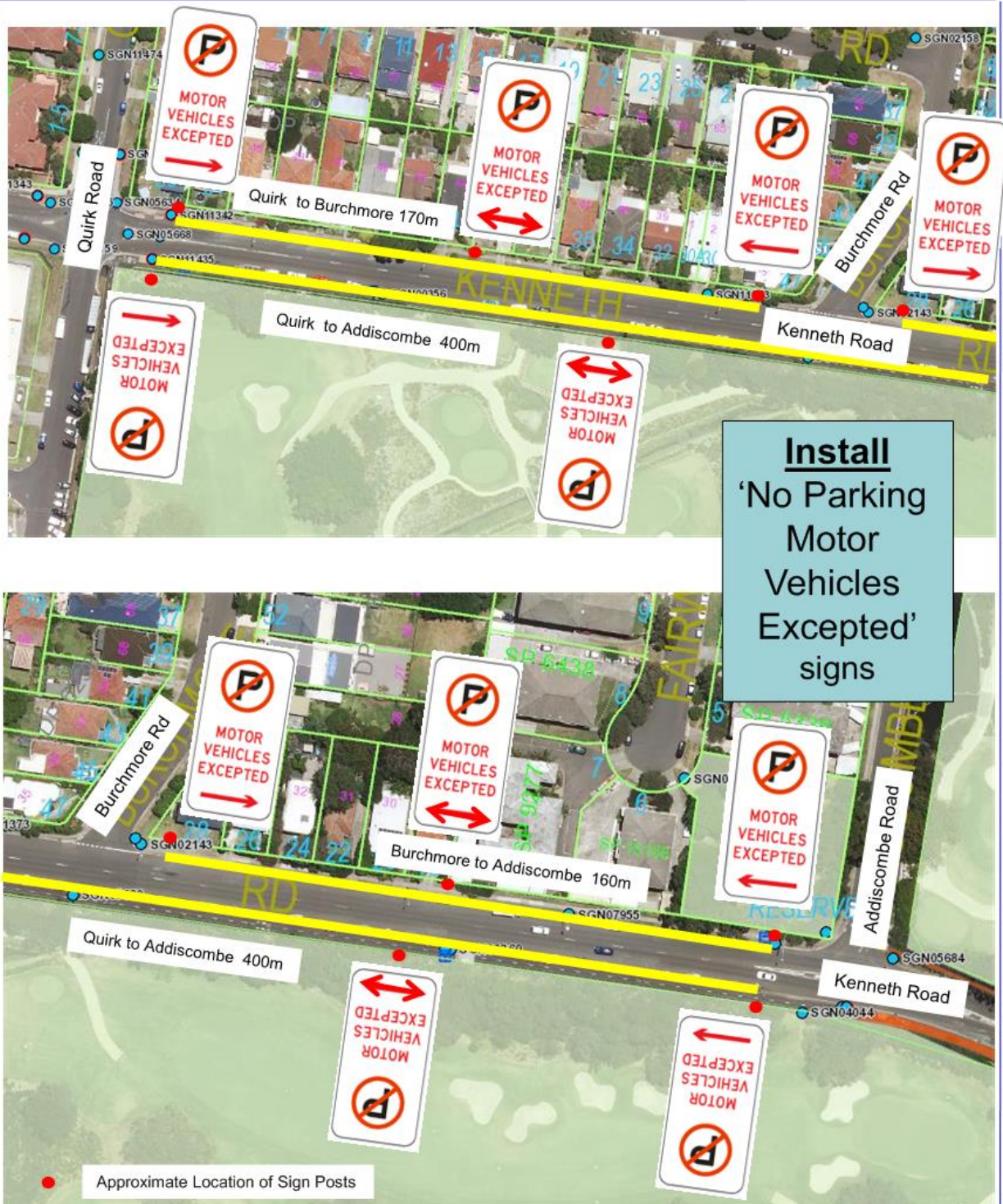
## PROPOSAL

WYNDORA AVENUE, FRESHWATER  
JACKA PARK  
PARKING RESTRICTIONS



northern  
beaches  
council





## PROPOSAL

KENNETH ROAD, MANLY VALE  
QUIRK ROAD TO ADDISCOMBE ROAD  
NO PARKING  
MOTOR VEHICLES ONLY



northern  
beaches  
council





<b>ITEM 4.6</b>	<b>SUWARROW STREET, FAIRLIGHT - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/001681</b>
<b>ATTACHMENTS</b>	<b>1 Suwarrow Street, Fairlight - No Parking Plan</b>

UBD Ref: 197 P8

## REPORT

### BACKGROUND

A resident of Suwarrow Street, Fairlight, has raised a concern about traffic congestion and safety in Suwarrow Street, between Edwin Street and Griffiths Street, and has requested measures to improve safety for two way traffic and for residents exiting driveways.

### ISSUES

- Suwarrow Street is 7.3m wide with parking permitted on both sides of the road over most of its length
- Vehicles parked both sides of the road reduce available width to 3m which is insufficient for two way traffic flow. Vehicles must pull over into driveways or wait at intersections to let opposing traffic pass
- Extended lengths of 'No Stopping' have been installed at the southern end of Suwarrow Street (near Griffiths Street) to allow vehicles to pull over when entering or exiting the street for safety
- Residents have difficulty exiting driveways when vehicles are parked adjacent and opposite the driveway
- To address the above concerns it has been proposed to residents that 10m lengths of 'No Parking' be introduced on a) the western side of Suwarrow Street at its southern end abutting the end of the existing 'No Stopping' zone and b) the eastern side of Suwarrow Street, south of Edwin Street, beyond the statutory 10m 'No Stopping' zone at the intersection

### CONSULTATION

Residents of Suwarrow Street, between Edwin Street and Griffiths Street, have been consulted regarding the above proposal. Five responses have been received. Three respondents, all from the unit block at 52 Griffiths Street, oppose the proposal on the basis that it impacts too much on parking. The other two respondents are supportive of the proposal. On the basis of the feedback it is proposed to only proceed with the 'No Parking' on the eastern side of Suwarrow Street, south of Edwin Street, Fairlight.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the installation of 10m of 'No Parking' at the southern end of the existing 10m 'No Stopping' zone on the eastern side of Suwarrow Street, south of Edwin Street, Fairlight.

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PROPOSAL

Suwarrow Street, Fairlight  
No Parking







Suwarrow Street looking north from Griffiths St – No change proposed



Suwarrow Street looking south from Edwin St – No Stopping/No Parking on eastern side



# PROPOSAL

Suwarrow Street, Fairlight  
No Parking



northern  
beaches  
council

<b>ITEM 4.7</b>	<b>CONDAMINE STREET, BALGOWLAH - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/001836</b>
<b>ATTACHMENTS</b>	<b>1 Condamine Street, Balgowlah - No Parking Plan</b>

**UBD Ref:** 197 K6

## **REPORT**

### **BACKGROUND**

Concerns have been raised by motorists about ongoing delays and congestion levels for northbound traffic on Condamine Street, Balgowlah, on approach to the signalised intersection at Balgowlah Road with requests for an extension of the length of 'No Stopping' on the western side of Condamine Street having been received.

### **ISSUES**

There is a limited length of No Stopping (approximately 40m) on the northbound approach to the traffic signals.

Observations suggest that vehicles wishing to proceed north to access Pittwater Road or turn left into Balgowlah are, during peak periods in particular, frequently blocked by a combination of right turning traffic and parked vehicles on the western side of Condamine Street. To improve the flow of traffic it is proposed to implement 'No Parking 7:00am-6:00pm Mon-Fri and 8:00am-4:00pm Sat and Sun' between the southern end of the existing No Stopping Zone and Lodge Street. This change will:

- allow left turning and through traffic to more easily pass around vehicles waiting to turn right into Balgowlah Road
- reduce queue lengths on Condamine Street
- improve sight distance to/from driveways on the western side of Balgowlah Road

The above change will reduce on-street parking options for residents on the western side of Condamine Street however all homes on the affected length of Condamine Street have offstreet parking for two or more vehicles and, if that is not feasible, parking is available elsewhere in Condamine Street or in Lodge Street.

### **CONSULTATION**

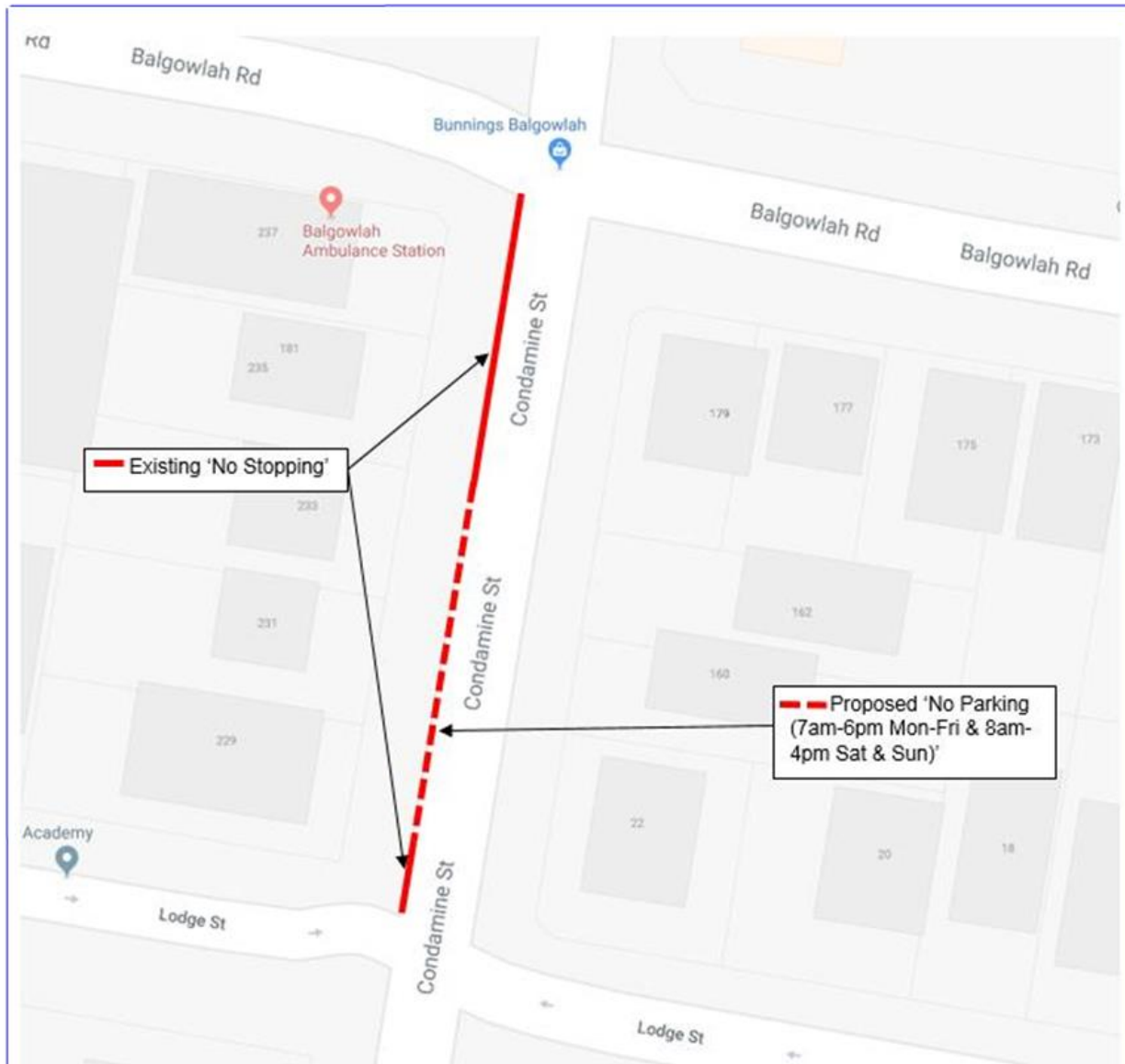
All premises on the west side of Condamine Street between Balgowlah Road and Lodge Street have been consulted regarding the proposal with no feedback having been received.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the introduction of a 'No Parking' zone applying 7:00am-6:00pm Mon-Fri and 8:00am-4:00pm Sat and Sun on the west side of Condamine Street between Balgowlah Road and Lodge Street, Balgowlah. The 'No Parking' restriction is to commence at the southern end of the existing 'No Stopping' zone on the approach to Balgowlah Road, Balgowlah.

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PROPOSAL

CONDAMINE STREET – NO PARKING  
BALGOWLAH ROAD TO LODGE STREET







Install R5-40\*(R) on same post as R5-400(L)



Install R5-40\*(L) on same post as R5-400(R)



PROPOSAL

CONDAMINE STREET – NO PARKING  
BALGOWLAH ROAD TO LODGE STREET



<b>ITEM 4.8</b>	<b>GRACE AVENUE, FRENCHS FOREST - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/066122</b>
<b>ATTACHMENTS</b>	<b>1 Grace Avenue, Frenchs Forest - No Parking Restrictions</b>

**UBD Ref:** 176 H4

## **REPORT**

### **INTRODUCTION**

Residents along Grace Avenue, Frenchs Forest, north of the Sorlie Road roundabout have requested 'No Parking' on one side of Grace Avenue with the purpose of improving traffic flow during the day, particularly at peak times.

To assist traffic flow along Grace Avenue Council is proposing to install 'No Parking 8:00am-6:00pm Mon-Fri' on the western side of Grace Avenue from the Sorlie Road roundabout to the speed hump opposite 23 Grace Avenue, Frenchs Forest.

### **ISSUES**

Improve traffic flow along Grace Avenue during the day, particularly at peak times

### **CONSULTATION**

A Resident Survey letter was sent to all residents within approximately 50m of Grace Avenue. Council has received five replies. All replies supported the proposal. One resident wanted the parking restrictions to only apply 8:00am-6:00pm Monday to Friday, others suggested the 'No Parking' should be extended along the whole length of Grace Avenue.

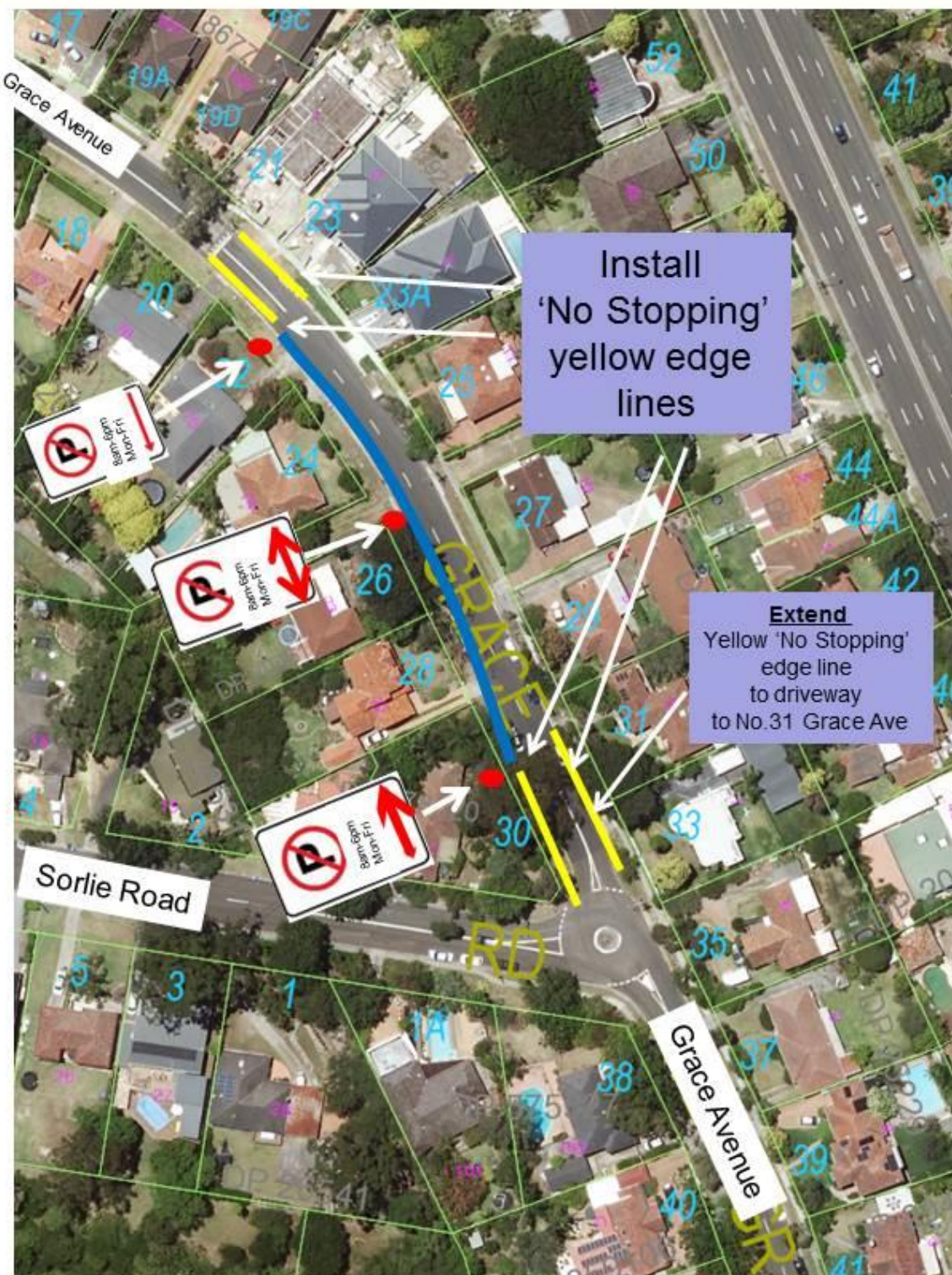
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of 'No Parking 8:00am-6:00pm Mon-Fri' on the western side of Grace Avenue, Frenchs Forest, from the 'No Stopping' section at No.30 Grace Avenue to the 'No Stopping' at No.22 Grace Avenue, Frenchs Forest.
  - B. Installation of 'No Stopping' yellow edge lines on both sides of Grace Avenue, Frenchs Forest, in the no stopping sections north of the Sorlie Road roundabout and south of the speed hump opposite 23 Grace Avenue, Frenchs Forest.
-





PROPOSAL



GRACE AVENUE, FRENCHS FOREST  
'NO PARKING' RESTRICTIONS

<b>ITEM 4.9</b>	<b>PALM ROAD, NEWPORT - 8P PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/481846</b>
<b>ATTACHMENTS</b>	<b>1 Palm Road, Newport - 8P Parking Restrictions</b>

**UBD Ref:** 118 P11

## **REPORT**

### **BACKGROUND**

The Newport Bowling Club and Community Centre have requested Council install time limited parking on Palm Road, Newport, beside the Bowling Club to increase parking turnover during trading hours for the Community Centre.

The proposal is to install 8P-Parking on the northern side of Palm Road beside the Bowling Club between the Loading Zone near Barrenjoey Road and the Bus Zone located opposite the Newport Tennis Courts.

### **ISSUES**

The main issue is very low parking turnover on the northern side of Palm Avenue beside the Bowling Club which is affecting the viability of the club.

### **CONSULTATION**

A resident consultation letter was sent to all residents and business occupants within approximately 50m of Palm Road.

Council has received four replies supporting the proposal and no replies opposing the proposal. There was some concern about moving the problem to the other side of the street or further along the street and whether it would be enforced

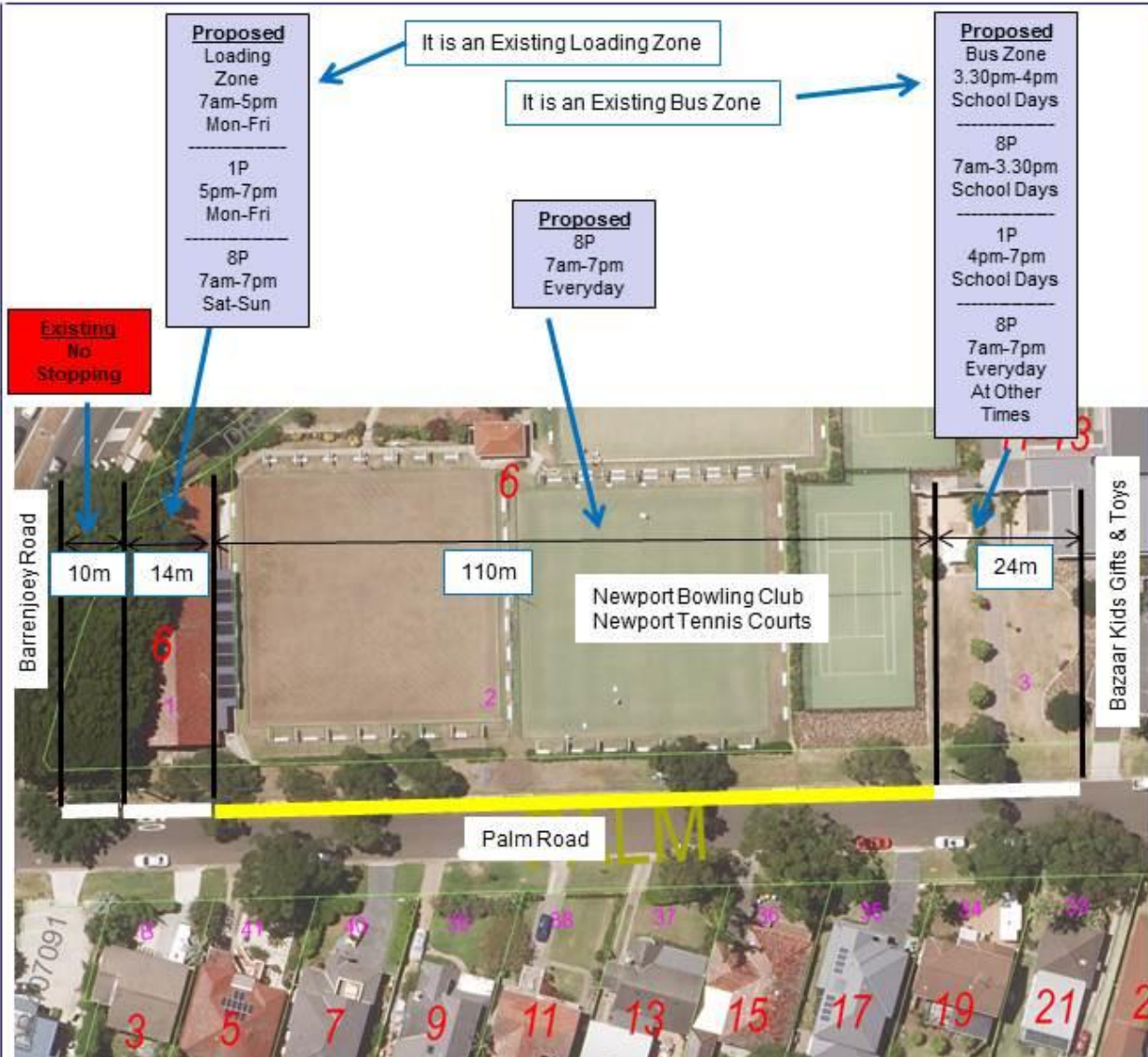
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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The installation of 8P-Parking on the northern side of Palm Road, Newport, between the Loading Zone near Barrenjoey Road and the Bus Zone located opposite the Newport Tennis Courts.
  - B. Changing the Loading Zone sign to 'Loading Zone 7:00am-5:00pm Mon-Fri', 1P 5:00am-7:00pm Mon-Fri' '8P 7:00am-7:00pm Sat-Sun'.
  - C. Changing the Bus Zone sign to 'Bus Zone 3:30pm-4:00pm School Days'. 8P 7:00am-3:30pm School Days, 1P 4:00pm-7:00pm School Days', '8P 7:00am-7:00pm Everyday at Other Times'.
-





## PROPOSAL

PALM ROAD, NEWPORT  
8P PARKING RESTRICTION



northern  
beaches  
council



**ITEM 4.10****SOUTH CREEK ROAD, CROMER - CHANGES TO PARKING RESTRICTIONS****REPORTING OFFICER****TRAFFIC ENGINEER****TRIM FILE REF****2018/017465****ATTACHMENTS****1 South Creek Road, Cromer - No Parking Signage Change****UBD Ref: 158 A15****REPORT****INTRODUCTION**

The businesses on the west side of South Creek Road, Cromer, have requested that the fulltime 'No Parking' signage in the parking bay opposite Cromer High School be changed to 'No Parking 8:00am-9:30am and 2:30pm-4:00pm School Days'.

The purpose is to provide more parking for the local businesses and additional parking for soccer games and other events that take place at the Cromer playing fields.

**CONSULTATION**

The Cromer High School was contacted for feedback. They did not see a problem with the proposed changes.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports changing the existing fulltime 'No Parking' signage in the parking bay opposite Cromer High School to 'No Parking 8:00am-9:30am and 2:30pm-4:00pm School Days'.

---



**Change**  
Existing 'No Parking'  
signage  
to  
'No Parking'  
8am-9.30am  
2.30pm-4pm  
School Days

	PROPOSAL	
	SOUTH CREEK ROAD, CROMER CHANGES TO PARKING RESTRICTIONS	

**ITEM 4.11                      QUIRK ROAD, MANLY VALE - CHANGES TO PARKING RESTRICTIONS****REPORTING OFFICER              TRAFFIC ENGINEER****TRIM FILE REF                      2017/473300****ATTACHMENTS                      1   SES Responses To Objections  
                                                 2   Quirk Street, Manly Vale - No Stopping for SES****UBD Ref: 197 L5****REPORT****BACKGROUND**

Council has received a request from NSW State Emergency Services (SES) to change the on-street parking restrictions around the access to their site at 1C Quirk Street, Manly Vale, because the Manly Unit is rapidly growing and they are acquiring larger emergency vehicles which require more room to manoeuvre to and from their property.

The SES has requested that Council:

- Extend the length of 'No Stopping' on the western side of Quirk Road by approximately 7.5m  
Total length of 'No Stopping' will be approximately 20.5m
- Extend the length of 'No Stopping' on the eastern side of Quirk Road by approximately 12m with the potential loss of four angled parking spaces. Total length of 'No Stopping' will be 20.5m
- Change all 'No Stopping' signage to 'No Stopping – Emergency Vehicles excepted'
- Paint a 'No Stopping' yellow edge-line around the 'No Stopping' area to reinforce the 'No Stopping' restrictions and to avoid issues if the 'No Stopping' signs are damaged or vandalised
- Paint a 'Keep Clear' pavement marking opposite the driveway to 1C Quirk Road

**ISSUES**

There is a need for large emergency vehicles to enter and exit the SES site.

**CONSULTATION**

A consultation letter was sent to all residents and businesses within approximately 50m of the site.

Council received seven responses opposing the proposal. The bases of their objections were:

- The SES are never on the site so why do they need extra parking (*the reason is because an emergency can occur at any time*)
- Parking in Quirk Road is in high demand by local businesses. They do not provide sufficient off-street parking for their needs and many have been there for over 20 years at which time they stated their Development Conditions did not require them to provide off-street parking. (*This point has been difficult to substantiate because copies of their original DA's are not available*).
- They have been requesting Council to approve angle parking on Quirk Road for many years. When the SES 'No Stopping' section is installed there would be 87.5m of kerb on the east side of Quirk Road available for angle parking. (*Quirk Road is 11m wide which is not wide enough to accommodate angle parking. Under Australian Standard 'AS2890.5 – On-Street Parking' the minimum road widths for angle parking with no parallel parking on the opposite side of the road are:*
  - for 30° angle parking – 11.7m (17 parking spaces would be linemarked)
  - for 45° angle parking – 13.3m (23 parking spaces would be linemarked)
  - for 90° angle parking – 15.2m (35 parking spaces would be linemarked)



- There was a request for 2-hour parking. *(This would need further consultation with the local businesses to determine whether there was support for 2-hour parking)*
- Several replies requested further information on why SES needed this 'No Stopping' area. *(Council requested SES to provide supporting information - refer Attachment 2)*

Response by SES to points raised in the objections to the proposal:

Attachment 2 is a summary of the answers provided by SES to the objections raised by other local businesses near the SES Site at 1C Quirk Road, Manly Vale.

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## RECOMMENDATIONS TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Stopping Emergency Vehicles Excepted' sign (L) on the western side of Quirk Road, Manly Vale, approximately 20.5m from the south end of Quirk Road.
  - B. Installation of 'No Stopping Emergency Vehicles Excepted' signs (L&R) across the south end of Quirk Road.
  - C. Installation of 'No Stopping Emergency Vehicles Excepted' sign (R) on the eastern side of Quirk Road approximately 20.5m from the south end of Quirk Road.
  - D. Installation of a 'No Stopping' yellow edge line between all No Stopping signs along both sides of Quirk Road and across the south end of Quirk Road.
  - E. Installation of a painted 'KEEP CLEAR' pavement marking immediately opposite the entrance to the SES Depot at 1C Quirk Road.
-

**ATTACHMENT – SES REPLIES TO QUESTIONS RAISED BY NORTHERN BEACHES COUNCIL (NBC)**

**"Why does SES need 'No Stopping – Emergency vehicles excepted' for all the 'No Stopping' area. How do Council Rangers identify an emergency vehicle with respect to SES vehicles?"**

- We have requested that the signs display "emergency vehicles excepted" primarily to highlight to motorists the importance of their compliance with the "No Stopping" zone. It is my opinion that motorists often view "No Stopping" signs in dead end streets such as Quirk Road as optional, and often disregard them due to there being no through traffic. I feel that in this location, the notation will allow motorists to see the other reasoning behind the "No Stopping" zone (other than traffic flow and safety), and think twice about ignoring the signage.
- Council Rangers (and other authorised officers such as Police) will be able to identify vehicles as an emergency vehicle as they usually do - via vehicle markings, emergency lighting and/or vehicle registration checks. If we need to use the "No Stopping" zone to park emergency vehicles, we will ensure that the vehicles parked there are fully marked, so as to ensure their easy identification. Finally, we already have provisions under the Road Rules 2014 (Rule 307) that permits us to park emergency vehicles in contravention of the "No Stopping" signage in certain circumstances; the addition of the "Emergency Vehicles Excepted" notation merely would expand the circumstances in which we can park there.

**"Please provide further details of the largest vehicle expected to enter and leave your site. We will require a plan showing the swept path (turning path) of this vehicle to confirm that you need the 'No Stopping' on the western side of Quirk Road. We could install signs that 'Vehicles must Park Parallel to the Kerb' if necessary to compensate your neighbours for loss of parking. Your neighbours would like to be convinced that you need all this 'No Stopping' as there is a high demand for parking in Quirk Road."**

- I will respond in the coming days with exact measurements of the longest/largest vehicle, however I can comment at this point that the longest vehicle/combination that the Manly SES owns is a large Light Rigid truck towing a flood rescue boat. The turning path of this vehicle is wide and long, and the turning path of this vehicle in reverse is even wider. Please note that we do not have the luxury of driving front in and turning around inside our site. All vehicles must be reversed in.
- There is no current arrangement permitting angle parking in this street. Rule 208 of the Road Rules 2014 states that "a driver who parks on a road (except in a median strip parking area) must position the driver's vehicle in accordance with subrules (2) to (8)". Subrule (3) states that "the driver must position the vehicle parallel, and as near as practicable, to the far left side of the road", and subrule (9) states that the rule only does not apply if there is signage specifically permitting angle parking. Taking this into account, on most days the large majority of the vehicles parked in Quirk Road are parked unlawfully. If "vehicles must park parallel to the kerb" signage was to be installed, then this would need to continue the length of Quirk Road, or a separate angle parking zone would need to be planned, approved by the Traffic Committee, and installed in the rest of the street (likely including signage and road markings). I would suggest that the neighbours should be made aware of this should they wish to remain firm on their opposition to a short extension of the "No Stopping" zone.
- Finally, our proposed mapping of the extension of the "No Stopping" zone on the Western Side merely added the remainder of the kerbside outside our premises, and the driveway of the next door premises. It does not include the street parking out front of our nearest

neighbour. As parking in front of driveways is already all but prohibited under Rule 198 (2) of the Road Rules, this should not affect the neighbour at all, if anything it will assist him.

- Despite the above, we will provide plans as requested to justify the extension of the No Stopping zone, and with the measurements as stated above.

**"Your original Development Application for your site DA383/06 – date 6/11/2016 does not mention you need to park SES vehicles on Council land or on the street. The DA mentions all your on-site parking shall be in accordance with AS2890.1 – 2004, which means all your parking needs should be provided on your site. Please be advised it is illegal to park vehicles and boats on the verge area. Council Rangers frequently issue Infringement Notices for cars and boats parked on the verge. Maybe you have outgrown this site."**

- The Development Application for this site was prepared wholly by the former Manly Council. This was a council designed building, on a council designed site. We had objections to the location of the headquarters, parking and access being one of the objections, however council deemed to proceed with the location despite our objections. In the course of discussing parking, the issue surrounding the nearby verge was raised. The Manly Unit Local Controller suggested that this be fenced and/or signposted for the use of SES Vehicles, and this request was denied. Informal and unwritten permission was however granted to park minimal vehicles on the verge, for instances where the on street parking was fully utilised and emergencies arose.
- Our current site is sufficient to park our vehicles in normal circumstances. We have room to park our two response trucks, our flood rescue boat, and our storm trailers. There are, however, circumstances in times of emergencies when further vehicles may need to attend our headquarters for staging, tasking, and stand down purposes. An example of this is in the 2016 storms (which included the large scale flooding in Narrabeen and North Manly), when the sheer number of jobs we were responsible for necessitated the assistance of other SES units and the Rural Fire Service. As a result, we from time to time had other SES response trucks, and "Cat 1" RFS tankers attending our headquarters. It is our opinion that the site itself is currently sufficient for our needs and the size of our Unit, hence why we are not raising that as an issue.

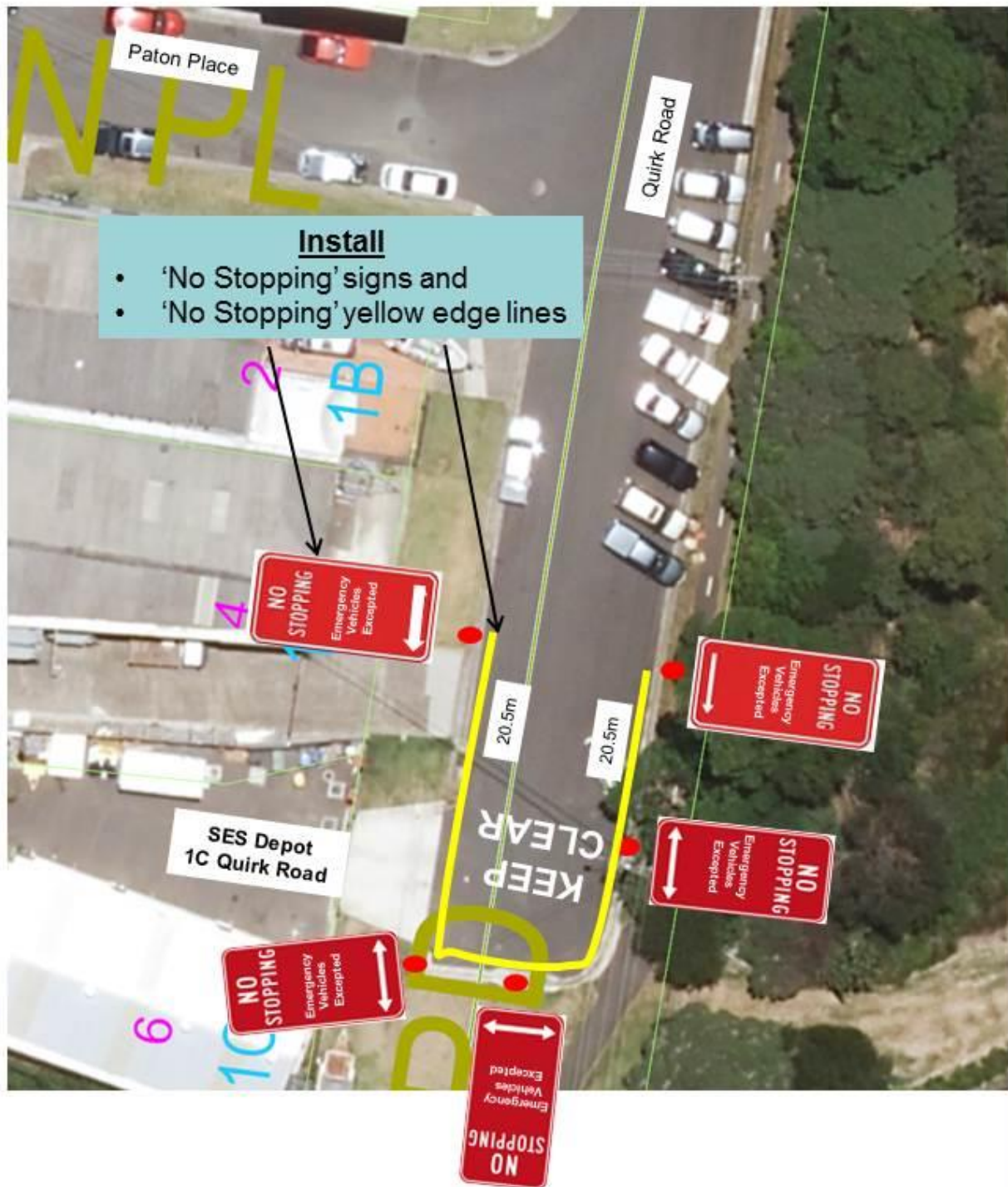
**Further details on the largest vehicle expected to require access to the site and the swept path of this vehicles.**



- A photo of the largest vehicle is attached.
- I have done some more research in relation to swept path diagrams. Unfortunately I am not a person qualified to prepare such a diagram, nor do I have access to CAD software to prepare one. As such I will not be able to provide one. If you would like I could possibly get access to a drone to provide some aerial photography of the vehicle.
- Despite this, I would like our application to be put before the traffic committee as soon as possible. If the request is made by the traffic committee for swept path diagrams then I will canvass our options in relation to commissioning these diagrams.
- Again today we were unable to gain access to our headquarters due to a large truck unloading onto a smaller utility; these vehicles were completely blocking the roadway.





Photo of Largest SES Vehicle that will Access the SES Site at 1C Quirk Road, Manly Vale



	PROPOSAL		 northern beaches council
	QUIRK ROAD, MANLY VALE EXTEND 'NO STOPPING' PARKING RESTRICTIONS		

<b>ITEM 4.12</b>	<b>SORLIE PLACE, FRENCHS FOREST - CHANGES TO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/515790</b>
<b>ATTACHMENTS</b>	<b>1 Sorlie Place, Frenchs Forest - Changes to Parking Restrictions</b>

**UBD Ref:** 176 J5

## **REPORT**

### **BACKGROUND**

Council has received a request to change the parking signage outside the former Frenchs Forest Motor Registry now that the Motor Registry has been closed.

Originally there were four parking spaces assigned to the Motor Registry (shown cross-hatched on the attached plan). The four spaces were originally signposted 'No Standing 7:30am-4:30pm Mon-Fri, Vehicles with Applicants for Driving Test Excepted' and the signs have since been removed.

The proposal is to install '1P 8:30am-5:00pm Mon-Fri and 8:30am-12:30pm Sat' on the original signage poles that were used for the previous signs. It is also proposed to remove the cross-hatching on the pavement that was used by Roads and Maritime Services to highlight their parking spaces.

### **ISSUES**

There are four additional parking spaces available for persons shopping at the Forest Way Shopping Centre.

### **CONSULTATION**

Public consultation was not considered necessary for this issue.

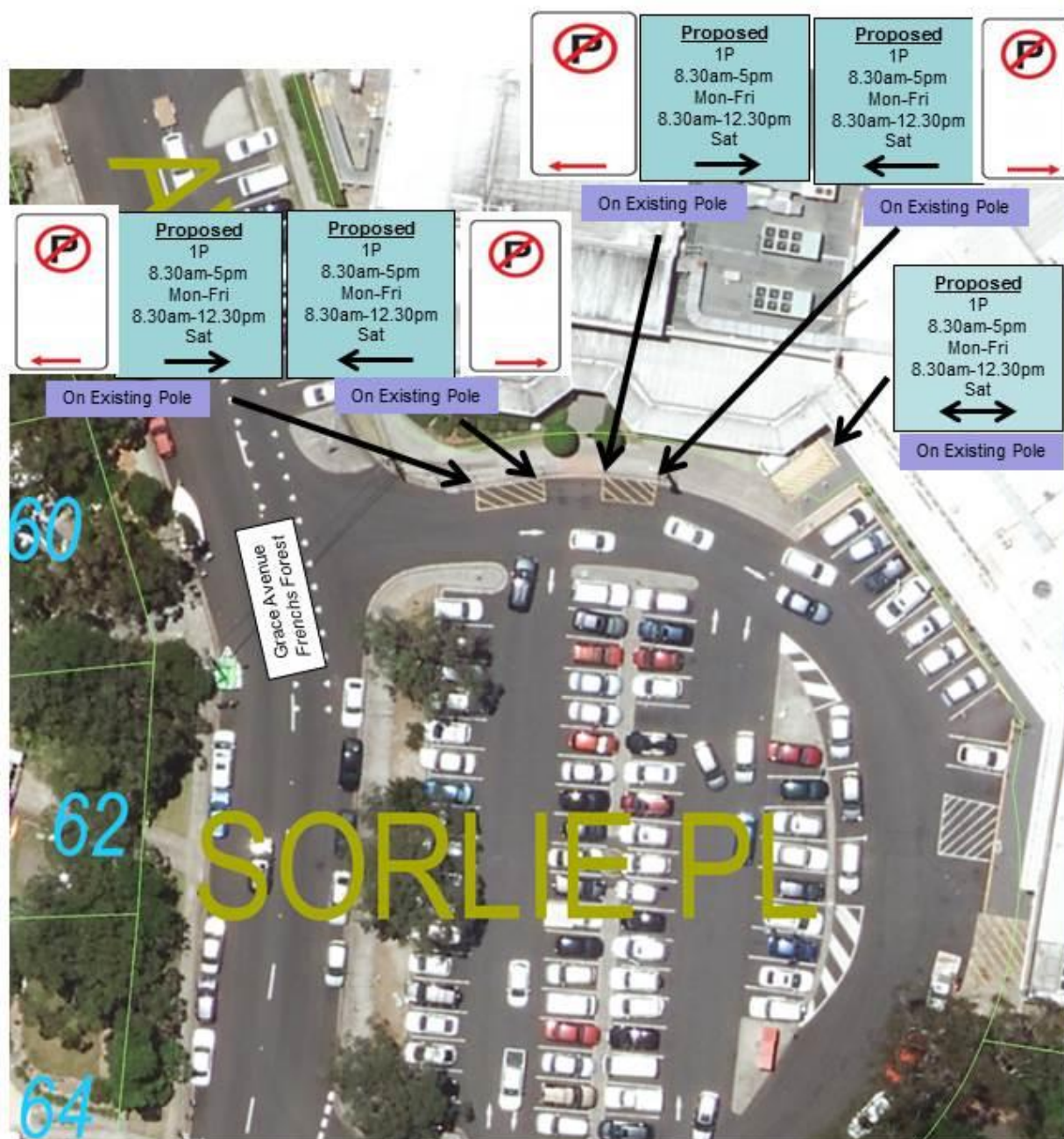
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the:

- A. Installation of '1P 8:30am-5:00pm Mon-Fri and 8:30am-12:30pm Sat' and 'No Parking' signs on the five signage poles that were used for the original signs.
  - B. Removal of the cross-hatched pavement markings as they are no longer required.
-





	<p>PROPOSAL</p>	 <p>northern beaches council</p>
	<p>SORLIE PLACE, FRENCHS FOREST CHANGES TO PARKING RESTRICTIONS</p>	

<b>ITEM 4.13</b>	<b>WILLIAM STREET, BROOKVALE - CHANGES TO ON-STREET PARKING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/068158</b>
<b>ATTACHMENTS</b>	<b>1 William Street - Design Plans</b> <b>2 William Street - Directional Signage</b>

**UBD Ref:** 177 L12

## **REPORT**

The NSW Government is managing the construction of the Brookvale Community Health Centre at 612-624 Pittwater Road, Brookvale. The centre also feature a multi-floor parking area intended for commuters using the Northern Beaches B-line services. With the construction works nearing completion, Council received an application for civil works, including a reconstruction of kerb buildout, B-line stops, bicycle wayfinding signage, linemarking and regulatory signage.

The civil works along the road-related areas also connect existing bicycle shared paths to the new Brookvale Community Health Centre, including access to bicycle parking within the centre and also to existing on-road bicycle rails at the intersection of William Street and Pittwater Road.

To satisfy this condition the applicant has provided civil design plans illustrating the proposed works including linemarking and signage.

As the works include regulatory signs and traffic facilities on a public road it requires the approval of the Traffic Committee prior to installation.

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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee:

- A. Approve the attached signage and linemarking plan subject to the additional changes shown in the markup plans and additional bicycle wayfinding signage as shown in the attachment.
  - B. Supports that the approved signage and linemarking works be undertaken by the applicant at no cost to Council.
-





W67a			Pittwater Rd and William St just S of William St				Manly ↑	Retain direction indication sign on existing pole with two shared path signs mounted back.
W67	R3	B07	Pittwater Rd and William St	Fingerboard	FBP-1	S	Manly 4.4 →	Mount on new pole with above sign.
W67	R3	115	Pittwater Rd and William St	Fingerboard	FBP-2	N	Dee Why 3.3 → Dee Why Beach 4.0	Mount fingerboard on new steel pole at SW corner of bicycle parking area. See marked Up site photo. This fingerboard and sign below on this new pole.
W67			Pittwater Rd and William St	Direction indication		N	Curl Curl →	Remove redundant sign and pole.
W67			Pittwater Rd and William St	Direction indication		S	← Manly	Remove redundant sign from signals pole.

Northern Beaches Council

Bicycle Route Directional Signage Plan 2017-B

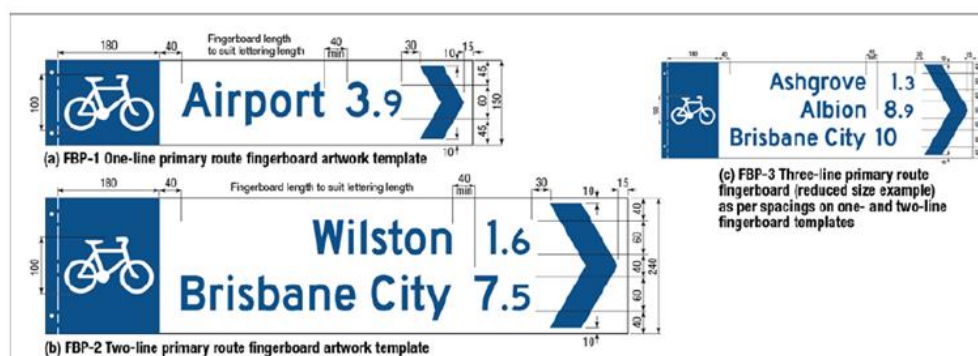


Figure 9: Regional route fingerboard layout template (from Austroads 2015)

**ITEM 4.14 KENNETH ROAD, MANLY VALE - FORMALISATION OF 90°  
ANGLE PARKING****REPORTING OFFICER SENIOR TRAFFIC ENGINEER****TRIM FILE REF 2018/062254****ATTACHMENTS 1 Kenneth Road, Manly Vale - Angle Parking Proposal****UBD Ref: 197 K5****REPORT****BACKGROUND**

Council has received complaints from the Pedestrian Council of Australia and others over a number of years regarding vehicles parking at 90° angles to the road alignment on the south side of Kenneth Road, west of Condamine Street, Manly Vale. There is no signage permitting 90° parking and the vehicles are therefore parked illegally. Vehicles parking in this location are also parking on the nature strip and hard up against the adjacent building forcing pedestrians to walk on the edge of the road pavement.

Complaints have also been received about delays for left turning or straight through vehicles exiting Kenneth Road as they are often delayed by right turners due to the presence of parked vehicles on the north side of Kenneth Road on the eastbound approach to Condamine Street. At present No Stopping signage is missing.

**ISSUES**

It is proposed to formalise and time restrict the existing 90° angle parking which takes place on the southern side of Kenneth Road, west of Condamine Street on the side frontage of No.269 Condamine Street (Best Price Furniture Warehouse). The parking currently occurs on the nature strip area in an ad hoc fashion. Although the nature strip area has been partially sealed to facilitate parking, regrading/sealing of the nature strip area together with linemarking and signposting of the spaces is required for the parking to be legalised.

In order to provide for pedestrians extension/expansion of a short length of existing footpath and installation of wheelstops to prevent encroachment onto the footpath will be undertaken. The above actions will yield 8 x 90° angle parking spaces.

To facilitate turnover of the spaces and ensure they are not used as commuter or employee parking it is proposed to also introduce a 1P time restriction applying 8:30am to 6:00pm every day.

Angle parking currently occurs in front of No. 88 Kenneth Road as well. A development application for this site is currently under consideration and parking requirements for that development will be accommodated offstreet allowing that angle parking to be removed.

To address delays for eastbound traffic waiting to enter Condamine Street it is proposed to introduce a length of peak period 'No Stopping' coupled with 1P parking at other times on the northern side of Condamine Street along the side frontage of No.271 Condamine Street (KFC). This would yield three additional short term parking spaces in offpeak periods and would also increase storage area at peak times on the approach to the traffic signals at Condamine Street.

The available width of Kenneth Road is 16.7m and does not strictly comply with the requirements of Australian Standards for the proposed arrangement. Another 1m is available on private property on the southern side which is currently used as footpath; however, this is currently blocked on a frequent basis by parked vehicles. As the angle parking has been operating for many years, and as

there is a shortage of parking in the vicinity for commercial purposes, retention of the angle parking is preferred. The proposal will address the pedestrian safety concerns currently present on the southern side of Kenneth Road by creating a continuous length of footpath behind the angle parking and protecting it with wheelstops.

The proposal will also address a congestion issue on approach to the Condamine Street traffic signals and it is therefore considered appropriate for consideration.

## **CONSULTATION**

Council staff have liaised with the management of Best Price Furniture who are supportive of the proposal.

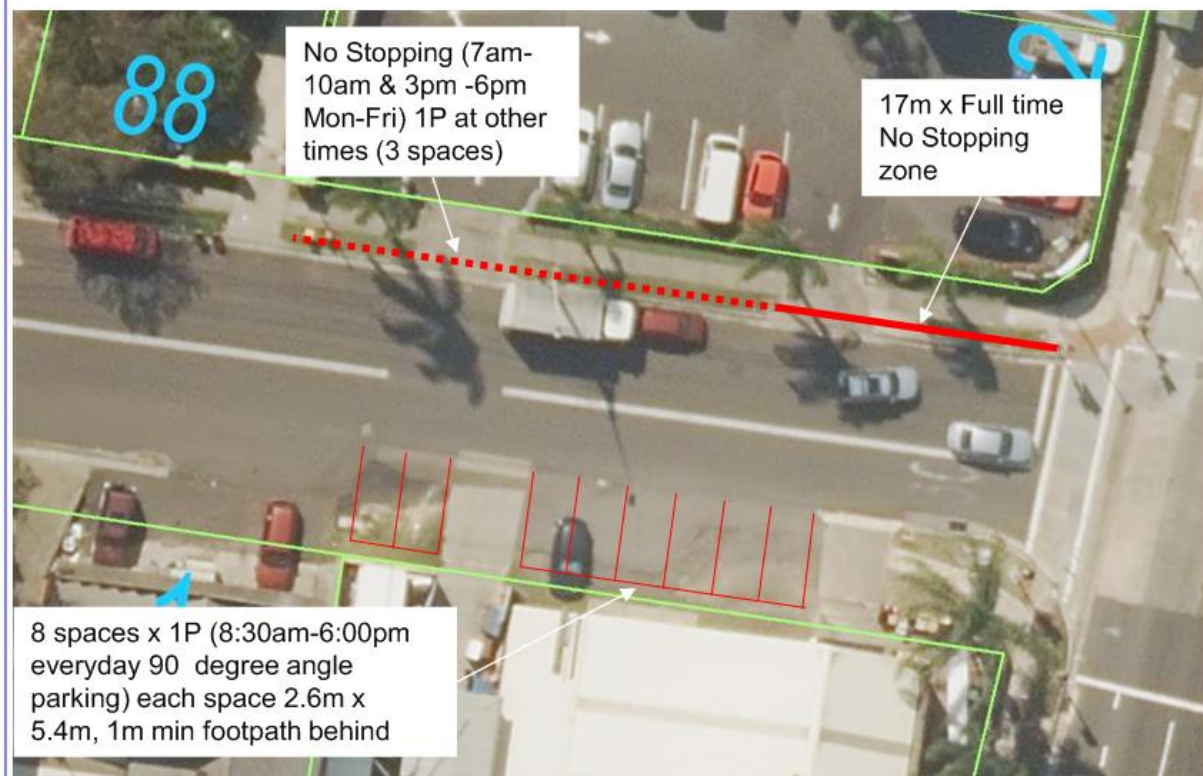
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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

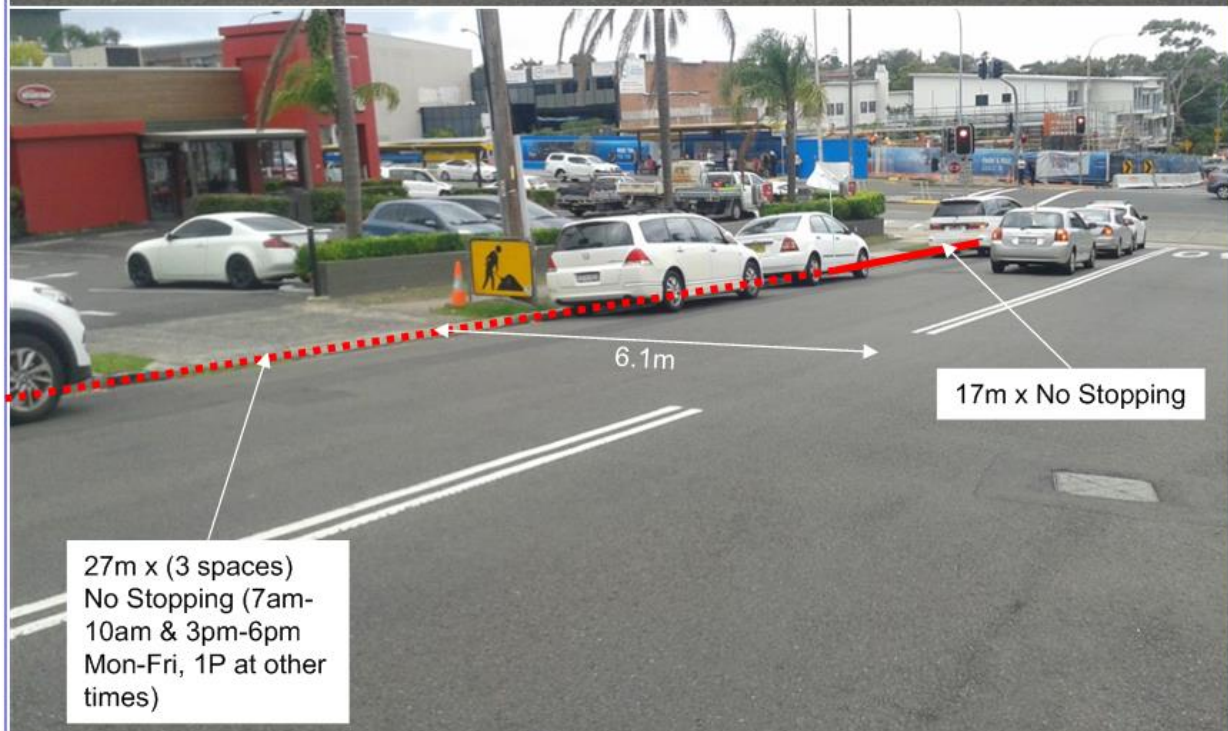
That the Traffic Committee supports:

- A. The preparation of construction plans for the creation of 8 x 90° (nose to kerb) angle parking spaces on the south side of Condamine Street, Manly Vale. These plans are to include the provision of a minimum 1m footpath and wheelstops (0.6m from the edge of the path) to prevent encroachment onto the footpath.
  - B. That parking on the northern side of Kenneth Road be adjusted to provide for 17m of full time 'No Stopping' on approach to the intersection with Condamine Street, Manly Vale, (replacing missing signage) and an additional 27m of 'No Stopping' (applying 7:00am to 10:00am and 3:00pm to 6:00pm Mon-Fri) with parking reverting to 1P at other times.
-





	<p>PROPOSAL</p> <p>Kenneth Road, west of Condamine Street, Manly Vale – parking proposal</p>	 northern beaches council
-------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------



### PROPOSAL

Kenneth Road, west of  
Condamine Street, Manly Vale –  
parking proposal



northern  
beaches  
council





Western end of  
property –  
regrading/sealing of  
nature strip required  
& 1m footpath  
against wall



East of upper  
driveway –  
regrading/sealing of  
nature strip required  
& 1m wide footpath  
against wall



Eastern end of  
property – resheet of  
parking area required  
& widening/extension  
of footpath



**ITEM 4.15                      FORESTVILLE SHOPPING CENTRE, DARLEY STREET,  
FORESTVILLE - REDESIGNING EXSISTING ACCESSIBLE  
PARKING SPACES****REPORTING OFFICER              TRAFFIC OFFICER****TRIM FILE REF                      2018/049589****ATTACHMENTS                      1   Forestville Shoppin Centre, Darley Street, Forestville -  
Accessible Parking Space****UBD Ref: 176 F10****REPORT**

It was noted that two accessible parking spaces within the carpark in front of the Forestville Shopping Centre facing Darley Street, Forestville, do not have a shared area and bollard. This carpark is located opposite the Forestville Library and used by employees and visitors to the Forestville Centre.

Redesigning the accessible car spaces is considered necessary as the Australian Standard requires shared areas and bollards for accessible car spaces. The proposal is to convert an adjacent space to an accessible car space and provide the required shared space between them which will result in the reduction of one car parking space.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the redesigning of the two existing accessible car spaces in front of the Forestville Shopping Centre, facing Darley Street, Forestville, to provide the required shared space between them which will result in the reduction of one car parking space.

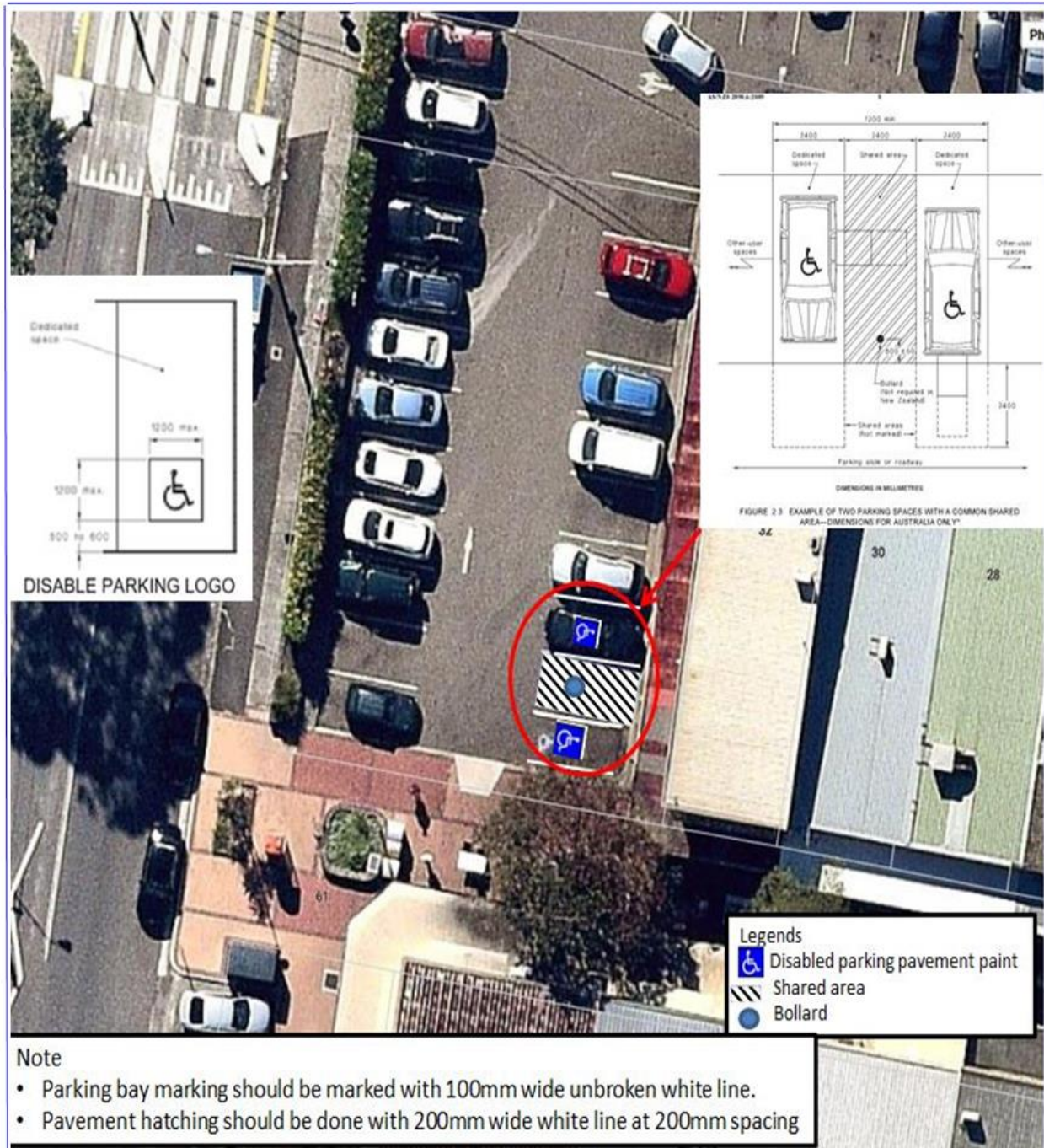
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Existing

Car park in front of the shops facing Darley Street  
Existing two accessible parking spaces





	<p>PROPOSAL</p>	 <p>northern beaches council</p>
	<p>Car park in front of the shops facing Darley Street</p> <p>Proposed two accessible parking spaces</p>	



<b>ITEM 4.16</b>	<b>INTERSECTION OF BLACKBUTTS ROAD AND PRINGLE AVENUE, FRENCHS FOREST - ROAD SAFETY IMPROVEMENTS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/002866</b>
<b>ATTACHMENTS</b>	<b>1 Blackbutts Road and Pringle Avenue - Concept Plan</b> <b>2 Blackbutts Road and Pringle Avenue - Proposed Improvements</b> <b>3 Blackbutts Road and Pringle Avenue - Signage and Linemarking Plan</b> <b>4 Draft Glen Street Open Space Concept Plan</b>

**UBD Ref:** 176 F1

## **REPORT**

A number of concerns from the community were raised to Council regarding safety of pedestrians and other road users at the intersection of Blackbutts Road and Pringle Avenue, Frenchs Forest. In response a recent review of the road operations and environment has been undertaken and a number of proposed safety changes are recommended for implementation.

The subject site includes the roundabout at Blackbutts Road and Pringle Avenue, including two marked foot crossings in Blackbutts Road located 70m west and 15m east of the Pringle Avenue.

Both Blackbutts Road and Pringle Avenue are collector roads carrying higher level of vehicular traffic and consist of a two way two lane layout with a local speed limit of 50km/h. Both roads are used as a bus route and the intersection is surrounded by residential houses and the Frenchs Forest Showground reserve and sporting fields.

An examination of the traffic accident database provided by the Roads and Maritime Services (RMS) for the five year period ending in September 2016 shows the following accidents:

- Three tow away accidents at the roundabout, two collisions at adjacent directions and one rear end accident
- One tow away off-carriageway accident in Blackbutts Road 60m east of the roundabout

Comparing this location with other similar collector roads indicates that this location has no prominent patterns of crashes and that the level of accidents is relatively low. Council is aware of a recent accident involving a motor vehicle and school children on bicycles at the pedestrian crossing east of Pringle Avenue; however, the database has not yet been updated with this information.

A list of recommended action items arising from the recent review is attached. Most of the items involving signage and linemarking improvements can be undertaken immediately. In addition, two capital works are identified below which would require further funding allocation.

- Upgrade of existing Pedestrian Crossing in Blackbutts Road east of Pringle Avenue to a Wombat Crossing, 75mm in height, including reconstruction of the roundabout splitter island incorporating a 2m wide pedestrian refuge island at the pedestrian crossing, kerb extensions along the north side of the crossing and a widened footpath to the proposed refuge island in Pringle Avenue. This work is estimated at a cost of \$80,000 and is recommended to be included in Council's future traffic works ledger.

- Construction of a refuge island in Pringle Avenue about 12m north of Blackbutts Road, including reconstruction of the splitter island, new kerb access ramps on both sides of Pringle Avenue, removal of redundant kerb ramps and reinstate kerb and gutter. This work is estimated at a cost of \$40,000 and is proposed to be undertaken as part of the Glen Street Open Space Masterplan comprising of works within the Frenchs Forest Showground, with works expected to commence in late 2018.

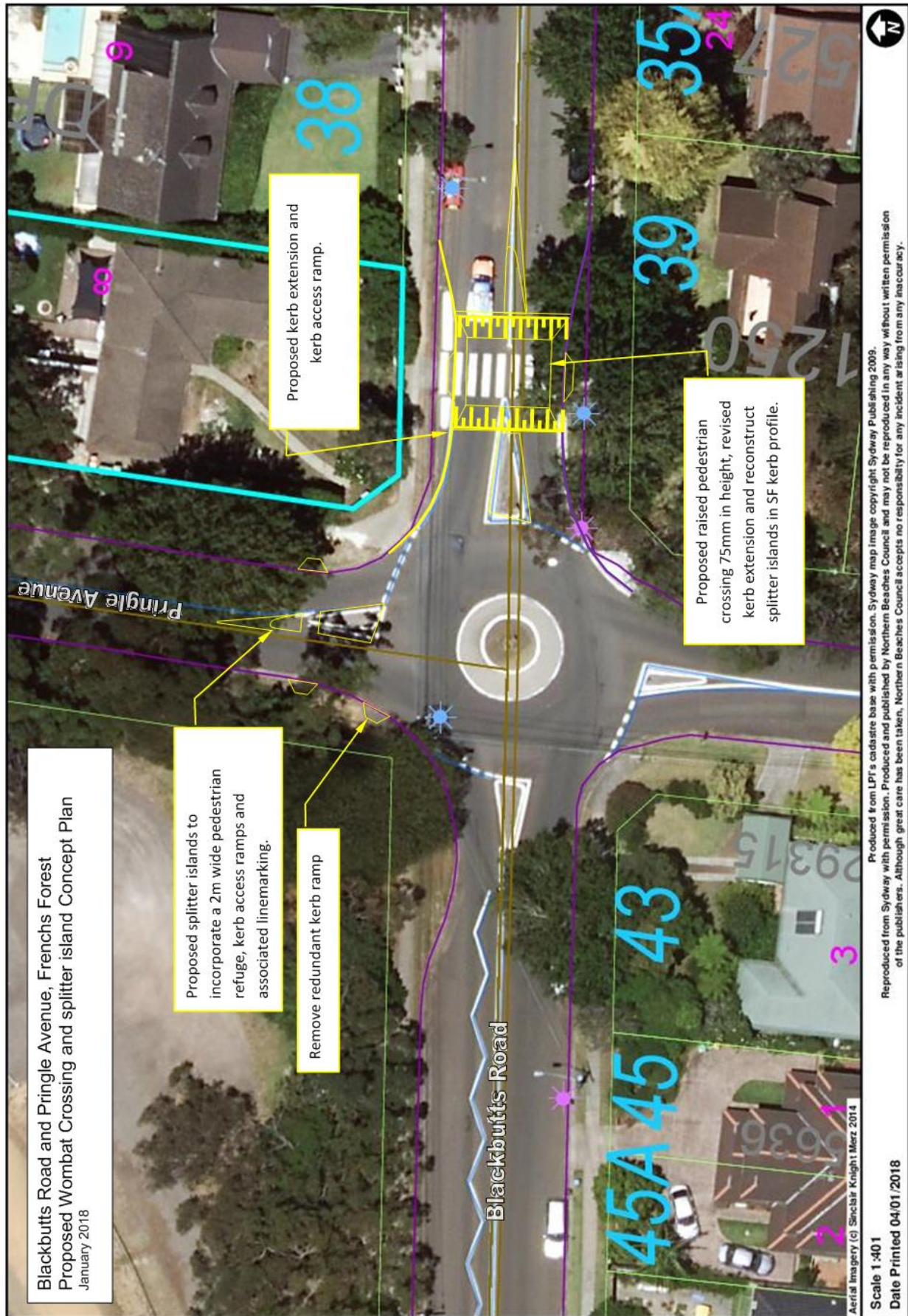
The upgrade of the eastern pedestrian crossing to a raised pedestrian (wombat) crossing would assist in lowering the overall vehicle speeds in this area and highlight the presence of a pedestrian crossing. Kerb extensions on the north side will assist in improved pedestrian visibility for left turning vehicles from Pringle Avenue to Blackbutts Road eastbound. A concrete refuge island over the wombat crossing would also allow for pedestrians to use the concrete island as a refuge in the instance where a car would fail to give way.

The proposed refuge island has been identified as a crossing point across Pringle Avenue in the Glen Street Open Space Masterplan. The refuge island will consist of a minimum 2m width to cater bicycle riders, and there is opportunity under the Council's bike plan implementation program to link existing shared paths using this refuge island.

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#### **RECOMMENDATION TO TRAFFIC COMMITTEE**

- A. That the Traffic Committee supports the signage and linemarking improvements in Blackbutts Road and Pringle Avenue, Frenchs Forest.
  - B. That the upgrade of the existing pedestrian crossing in Blackbutts Road east of Pringle Avenue, Frenchs Forest to a Wombat Crossing, including concrete islands be included in Council's future works ledger.
  - C. That it be noted that the construction of a refuge island in Pringle Avenue, north of Blackbutts Road, Frenchs Forest, be undertaken as part of the Glen Street Open Space Masterplan.
-



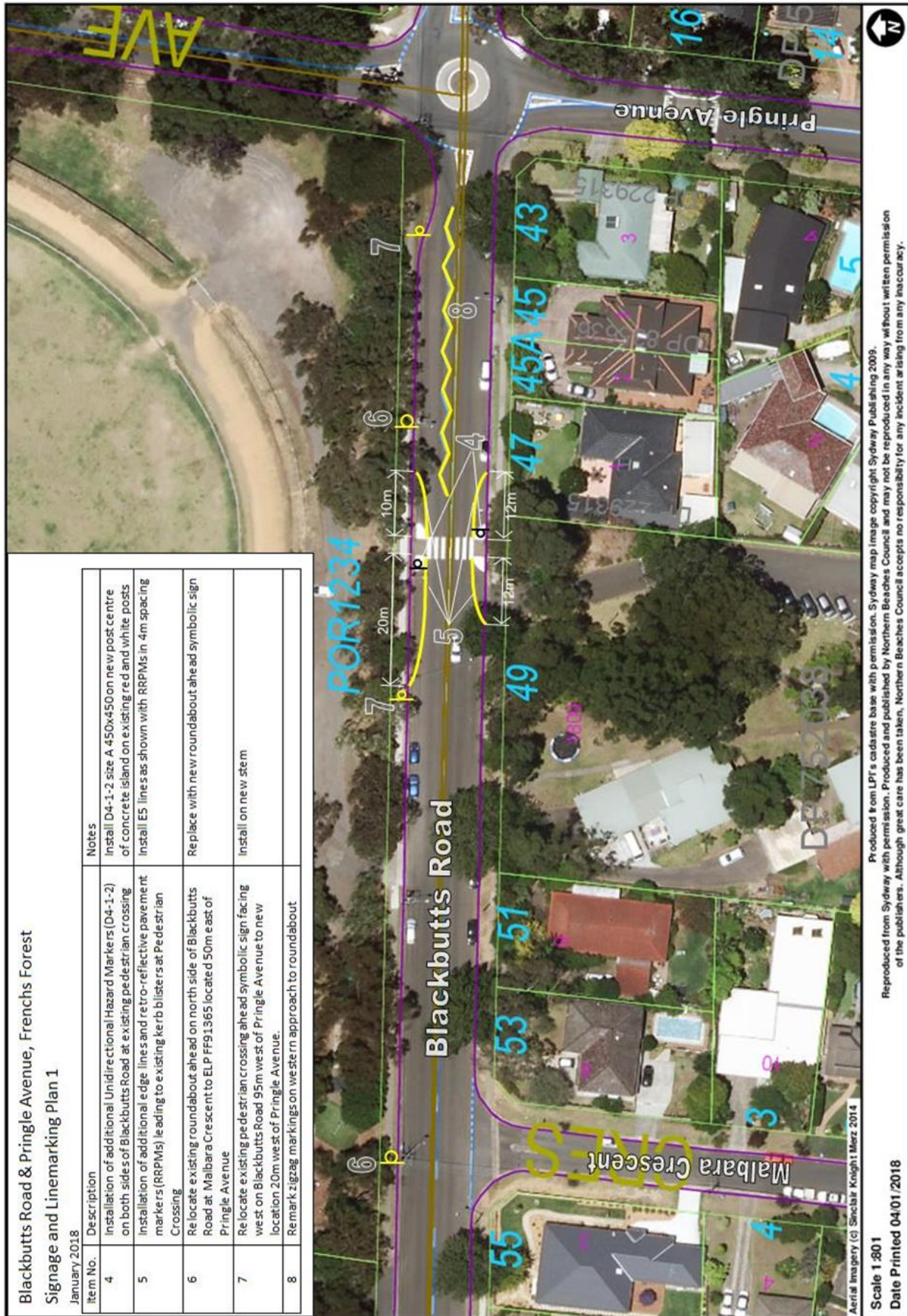


### Blackbutts Road and Pringle Avenue Intersection Recommended Action Items

January 2018

Item No.	Description	Location	Timeframe
1	Trimming or removal of vegetation at corner property 40 Blackbutts Road	North eastern corner of Blackbutts Road and Pringle Avenue	Immediate
2	Extend zigzag marking on eastern approach to pedestrian crossing at Blackbutts Road	Blackbutts Road, east of Pringle Avenue	Immediate
3	Upgrade of Pedestrian Crossing signs from size A to size B fluorescent yellow	At existing pedestrian crossings in Blackbutts Road 70m west and 15m east of Pringle Avenue	Immediate
4	Installation of additional Unidirectional Hazard Markers (D4-1-2) on both sides of Blackbutts Road at existing pedestrian crossing	At existing pedestrian crossing in Blackbutts Road 70m west of Pringle Avenue	Immediate
5	Installation of additional edge lines and retro-reflective pavement markers (RRPMs) leading to existing kerb blisters at Pedestrian Crossing	At existing pedestrian crossing in Blackbutts Road 70m west of Pringle Avenue	Immediate
6	Relocate existing roundabout ahead on north side of Blackbutts Road at Malbara Crescent to ELP FF91365 located 50m east of Pringle Avenue	Blackbutts Road at Malbara Crescent	Immediate
7	Relocate existing pedestrian crossing ahead symbolic sign facing west on Blackbutts Road 95m west of Pringle Avenue to new location 20m west of Pringle Avenue	North side of Blackbutts Road, 95m west of Pringle Avenue	Immediate
8	Remark zigzag markings on western approach to roundabout	Blackbutts Road, west of Pringle Avenue	Immediate
9	Upgrade of existing Pedestrian Crossing to a Wombat Crossing including reconstruction of the roundabout splitter island incorporating a 2m wide pedestrian refuge island at pedestrian crossing	At Blackbutts Road east of Pringle Avenue	This work estimated at a cost of \$80,000 is proposed to be included in Council's future works ledger. Works are undertaken based on the allocated funds for each year for traffic facilities.
10	Construction of a refuge island in Pringle Avenue about 12m north of Blackbutts Road, including reconstruction of splitter island, new kerb ramps, removal of redundant kerb ramps and reinstate kerb and gutter	At Pringle Avenue north of Blackbutts Road	This work estimated at a cost of \$40,000 is proposed to be undertaken as part of the Frenchs Forest Showground Masterplan, with works expected to commence in 2019.

Should read "west"









**LEGEND**

**Entries**

- Vehicle entry
- Cycle/bicyclist entry
- Footpath entry
- Footpath crossing
- Footpath refuge

- Paths
- Shared path around oval - 3.5m
- Shared path along Blackbutt Road & Prince Avenue - 2.0m
- Interim shared path - 2.5m

- Footpath - 1.5m
- Grassed sandstone path - 1.8m
- On road cycleway

**Paths & Circulation**

- Introduce vehicle entries to each car park with better pedestrian separation with signage and painting. These vehicle entries are important as arrival spaces are needed for the informal market.
- Introduce new pedestrian paths to enhance existing cross-traffic with new entries, steps and signage to connect the footpath to the surrounding streets.
- Introduce new pedestrian paths to enhance existing cross-traffic with new entries, steps and signage to connect the footpath to the surrounding streets.
- Introduce a new pedestrian path to enhance existing cross-traffic with new entries, steps and signage to connect the footpath to the surrounding streets.
- Allow improved circulation and access to the oval, including the missing links in the path network across the site.
- Introduce a new pedestrian path to enhance existing cross-traffic with new entries, steps and signage to connect the footpath to the surrounding streets.



<b>ITEM 4.17</b>	<b>CHURCH POINT PARKING DEMAND MANAGEMENT STRATEGY - CHURCH POINT CAR PARK - INTRODUCTION OF RESTRICTED (COUPON) PARKING SCHEME</b>
<b>REPORTING OFFICER</b>	<b>ACTIVE TRAVEL OFFICER</b>
<b>TRIM FILE REF</b>	<b>2017/140215</b>
<b>ATTACHMENTS</b>	<b>1 Church Point Car Park Layout</b>

**UBD Ref:** 118 A5

## **REPORT**

To seek support from the Traffic Committee for Council to implement a Coupon Parking Scheme which will apply to all car parking spaces located on the upper level of the Church Point car park in accordance with Roads and Maritimes Services (RMS) guidelines for Pay Parking Schemes.

## **BACKGROUND**

Council has worked with the Scotland Island, Western Foreshore and Church Point residents and local businesses for a number of years to develop strategies to manage the current and future demand for vehicle parking in the Church Point precinct.

A Plan of Management (PoM) for the Church Point precinct was adopted by Council in 2010. The PoM identifies a range of outcomes and management arrangements for Church Point. In recognition of both safety issues and the shortage of parking in the area, the PoM proposes the realignment of McCarrs Creek Road to reduce curvature and generally improve sign lines and the construction of a new car park on the southern side of the re-aligned road.

At the Council Meeting held on 16 December 2013, Council endorsed the construction of a car park in Church which would provide a minimum of 120 car parking spaces over two levels.

At the Council Meeting held on 7 December 2015, Council considered a number of proposals to address parking issues in the Church Point precinct. It was resolved to progress with a new car park at Church Point, providing a minimum of 120 additional car parking spaces in the area.

At this meeting it was also endorsed that Council call for expressions of interest prior to completion of the Church Point car park for the annual licence of all spaces located on the upper level of the new car park.

Through a revised Church Point car park design in 2017 the total number of car parking spaces in the Church Point car park increased from 120 to 137 car parking spaces. Once the Church Point car park is operational, there will be 69 car parking spaces located on the ground floor, which includes four disabled car parking spaces and 68 car parking spaces on the upper level.

On 6 December 2016, the Church Point Parking Demand Management Strategy was endorsed by the Traffic Committee and is based on the following priority principles:

1. Addressing safety issues in local streets immediately while minimising the parking spaces required to be removed
2. Offsetting these changes by providing more exclusive overnight parking for Church Point
3. Permit holders in the Church Point Reserve car park
4. Completing the new Church Point car park, providing an additional 120 spaces
5. Introducing further changes to parking arrangements only when the new Church Point car park is operational

6. Balancing the needs of on-shore and off-shore residents and businesses whilst maximising availability of parking for off-shore residents in the Reserve and new Church Point car park

The following parking restrictions in the Church Point car park were approved at the Traffic Committee held on Tuesday 6 December 2016 and applies to 65 car parking spaces located on the ground floor. These conditions are:

- 6:00am – 6:00pm - Pay and Display and Church Point Permit Holders Excepted
- 6:00pm – 6:00am - Church Point Permit Holders Only

### **RMS COUPON PARKING SCHEME**

Council proposes to introduce an RMS approved Coupon Parking Scheme which will apply to all car parking spaces located on the upper level of the Church Point car park.

This scheme will be managed by Northern Beaches Council and will operate in accordance with RMS Pay Parking Guidelines.

### **COMMUNITY ENGAGEMENT**

Council has undertaken extensive community engagement relating to the Church Point Parking Demand Management Strategy.

Council has established the criteria for the leasing of car parking spaces located on the upper level of the Church Point car park and will open the application process for the Coupon Parking Scheme following Traffic Committee endorsement.

### **ISSUES**

- It has been recognised that the demand for parking is currently at a level which exceeds available supply, particularly on weekends and peak summer and holiday periods.
- Off-shore residents do not have an opportunity to park their vehicles at their home and therefore park their vehicles on-shore and access their residences by boat.
- It is considered that the implementation of the proposed Coupon Parking Scheme will significantly improve parking availability for off-shore residents and it is recommended that the scheme be supported.

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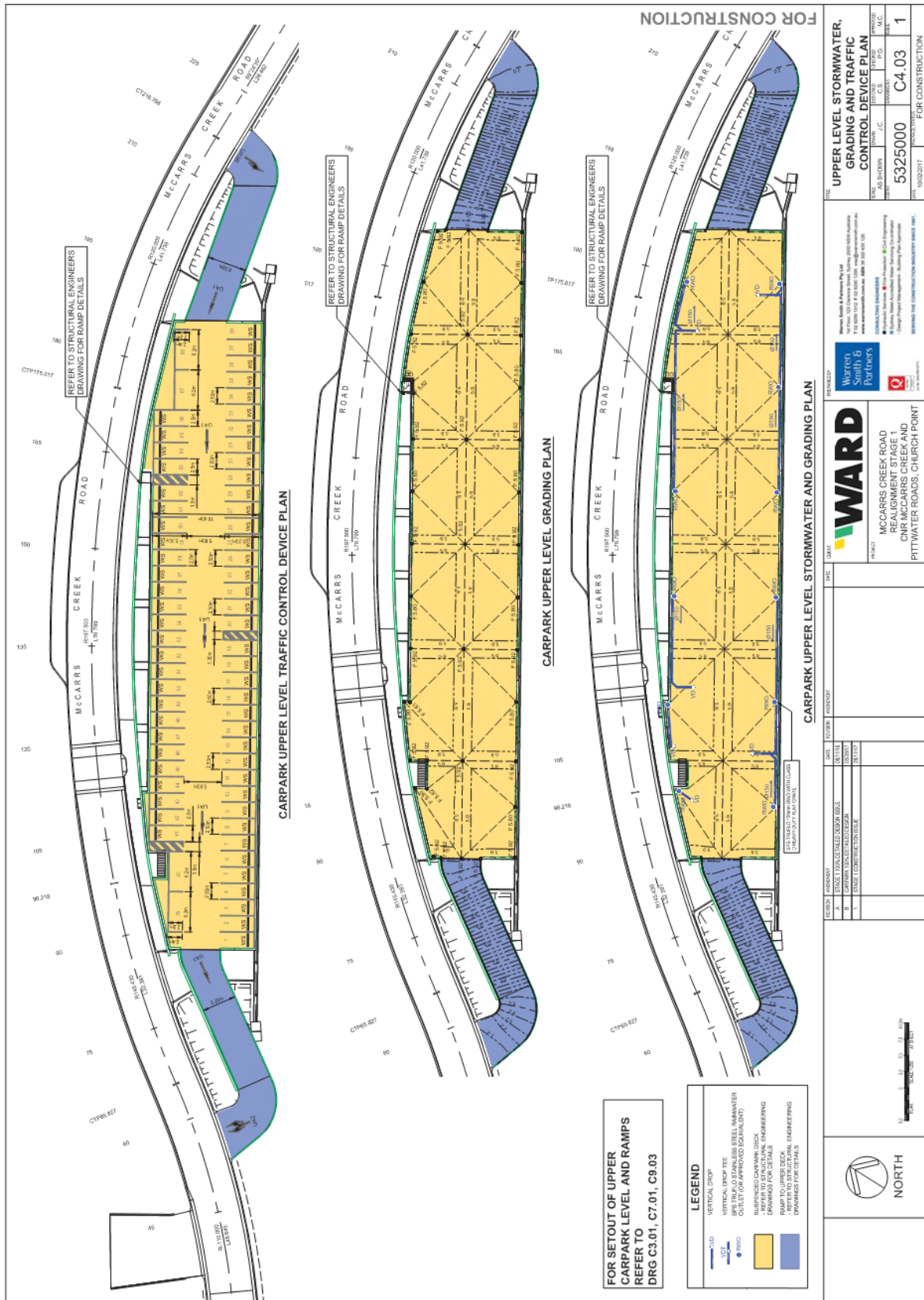
### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee:

- A. Supports the introduction of the Coupon Parking Scheme for all car parking spaces located on the upper level of the Church Point car park, as per RMS Pay Parking Guidelines.
  - B. Note that Council will establish the criteria for the Coupon Parking Scheme, which will apply to all parking spaces located on the upper level of the Church Point car park.
-







<b>ITEM 4.18</b>	<b>EVENT: MONA VALE AUTUMN FESTIVAL - 3 MARCH 2018</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/063119</b>
<b>ATTACHMENTS</b>	<b>1 Bungan Street, Mona Vale - Event Traffic Management Plan</b> <b>2 Jason Falinski MP Support Letter</b>

**UBD Ref:** 138 G4

## **REPORT**

### **BACKGROUND**

Council has received a request from the Mona Vale Chamber of Commerce to hold the Mona Vale Autumn Festival on Saturday 3rd March 2018, with a temporary road closure required in Bungan Street, between Pittwater Road and Waratah Street, Mona Vale. This is the first time the event has been held and approval of the Traffic Committee and Council is sought.

### **LOCATION**

- Bungan Street is a local sub-arterial road directly connecting Pittwater Road and Mona Vale Road. It is also a principal road in the Mona Vale commercial shopping area and carries large volumes of traffic throughout the day.
- Bungan Street is designated a High Pedestrian Activity Area with a reduced 40km/h speed limit. There are two marked pedestrian crossings located within the section of road under consideration.
- The existing parking on the eastern side of Bungan Street is predominantly '1P 8:30am-6:00pm Mon-Fri 8:30am-12:00pm Sat' restrictions in the 90° angle parking area. There are sections of '1P 8:30am-6:00pm Mon-Fri 8:30am-12:00pm Sat' and '2P 8:30am-6:00pm Mon-Fri 8:30am-12:00pm Sat' restrictions for parallel parking on the western side.

### **CONSULTATION**

The Mona Vale Chamber of Commerce has liaised with Council regarding the staging of the event and will be required to carry out notifications as part of the conditions of approval. Affected businesses and residents are to be notified in writing, of the changes in traffic conditions, with a letterbox drop undertaken two weeks in advance of the event. Additional notification of the event is required for the general public, including advertising in the Manly Daily, social media, and VMS displays. A letter of support has been received from Jason Falinski MP, Member for Mackellar.

### **ISSUES**

- The Traffic Management Plan (TMP) proposes a temporary road closure in Bungan Street, between Pittwater Road and Waratah Street, which will allow food and market stalls to be setup within the closed section of road. A stage for a music event will also be located at the southern end of Bungan Street.
- Traffic controllers will be located at each end of the road closure. The laneway access onto Bungan Street will be barricaded to prevent vehicles entering the closed section of Bungan Street.
- The traffic control plan includes temporary detour signs in place during the road closures to divert traffic from Bungan Street to the surrounding road network along Waratah Street, Keenan Street, Park Street, Pittwater Road, and Barrenjoey Road.



- There are no bus stops located in Bungan Street, and scheduled bus services will not be affected.
  - The event will run between 10:00am and 4:00pm, and it is estimated that between 3,000 to 8,000 people will attend throughout the day. The TMP will operate from 7:00am to 7:00pm to facilitate the setting up and removal of all equipment and traffic management.
  - The TMP aims to minimise safety conflicts between vehicles and pedestrians through the proposed road closures. All pedestrian access will be maintained with improved pedestrian movement within the event area.
  - Vehicles will be prohibited from entering the road closure during the event, with the exception of emergency vehicles. A St Johns Ambulance trailer will also be in attendance throughout the day.
  - It is considered that restricting parking within the road closure will have a net safety improvement for the community at a cost of minor inconvenience in respect to additional walking distances to parking spaces or the use of public transport.
  - Support for the proposed road closures by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- 

### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the temporary closure of Bungan Street (between Pittwater Road and Waratah Street) Mona Vale, from 7:00am-7:00pm Saturday 3 March 2018 to enable the event to proceed, subject to the following conditions:

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

1/8/2018

# TRAFFIC MANAGEMENT PLAN

MONA VALE CHAMBERS, BUNGAN  
STREET, MONA VALE 2103



Darren Lindsay  
SYDNEY TRAFFIC CONTROL

A Traffic Management Plan (TMP) must be prepared for any activity or event that results in a temporary road closure. Council submits all applications for road closures to the Roads and Maritime Services (RMS) for approval.

The RMS require all TMP's to be prepared and submitted as detailed in the RMS's guidelines titled "Procedures for use in the Preparation of a Traffic Management Plan (TMP)" Ver 2.0 dated December 2001. The relevant details required for the TMP is reproduced below.

<b>ACTIVITY/EVENT</b>	Markets
<b>LOCATION</b>	Bungan Street, Mona Vale 2103
<b>TYPE</b>	Class 3
<b>CLIENT</b>	Mona Vale Chambers
<b>CONTACT</b>	Aaron Hendrickson Mona Vale Chambers Executive Secretary 8052 5350
<b>APPLICANT CONTACT</b>	Sydney Traffic Control Darren Lindsay Director 0400441775 <a href="mailto:info@sydneytrafficcontrol.com.au">info@sydneytrafficcontrol.com.au</a>
<b>ADDRESS</b>	Unit 50, 45-51 Huntley Street, Alexandria 2015
<b>EVENT DATE(S) &amp; EVENT HOURS</b>	Saturday 3 <sup>rd</sup> March 2018 7:00am- 4:00pm

This Traffic Management Plan reviewed by:

Northern Beaches Council:	/ /	
Northern Beaches LAC:	/ /	



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  - 3. Pedestrians
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**1. Event overview.**

This document – Traffic Management Plan (TMP) aims to provide a plan for vehicular traffic and pedestrian control measures to assist in delivering safe logistical support of the Mona Vale Chambers “Mona Vale Market Day 2018” event planned to take place along Bungan Street, Mona Vale, on Saturday 3<sup>rd</sup> March 2018. The underlining objective is to minimise safety conflicts between vehicles and pedestrians and disruption to normal vehicular and pedestrian traffic on all approaches to Bungan Street, Mona Vale.

The objectives of this TMP are:

- To provide a high level description of the various traffic management elements needed to make the event a success
- Ensure effective separation between event patrons and participants from vehicular traffic
- To provide a frame work for each agency to use to develop their own lower level plans
- To serve as the key document that is agreed to by all parties and is the final approval to conduct the event.
- Minimise impact on non-event community and emergency services

**2. Execution:****General outline:**

The event requires highly coordinated efforts from a number of agencies:

Mona Vale Chambers:

- Co-ordinates the logistics for holding the event, Venue Management / Event Production / Stage Management / Marshalling / Programming

- Arranges advertising for road closure locations, times, other traffic disruptions / delays and alternative route information in the Local newspaper if required.
- Provides traffic information signposting as identified in the TMP and associated Traffic Control Plan(s) (TCPs).
- Provides resources and traffic management infrastructure for traffic control and road closures as identified in the TMP

Sydney Traffic control:

- Prepares the Traffic Management Plan
- Monitors traffic on all roads approaching Bungan Street, Mona Vale to minimise traffic congestion on the day.

### **3. Management of the TMP**

Mona Vale Chambers has warranted that it will provide people, materials, resources and systems to properly perform the services related traffic management.

### **4. Situation Analysis:**

On Saturday 3<sup>rd</sup> March 2018 between the hours of 7:00am- 4:00pm Mona Vale Chambers propose to host the “Mona Vale Market Day 2018”, between Pittwater Road and Waratah Street. The event proposes to host for approximately \* attendees, and approximately \* stalls during the event.

Traffic Control measures included in this document is a result of consultation undertaken by Mona Vale Chambers, Northern Beaches Council & Northern Beaches LAC.



**TRAFFIC ARRANGEMENTS**

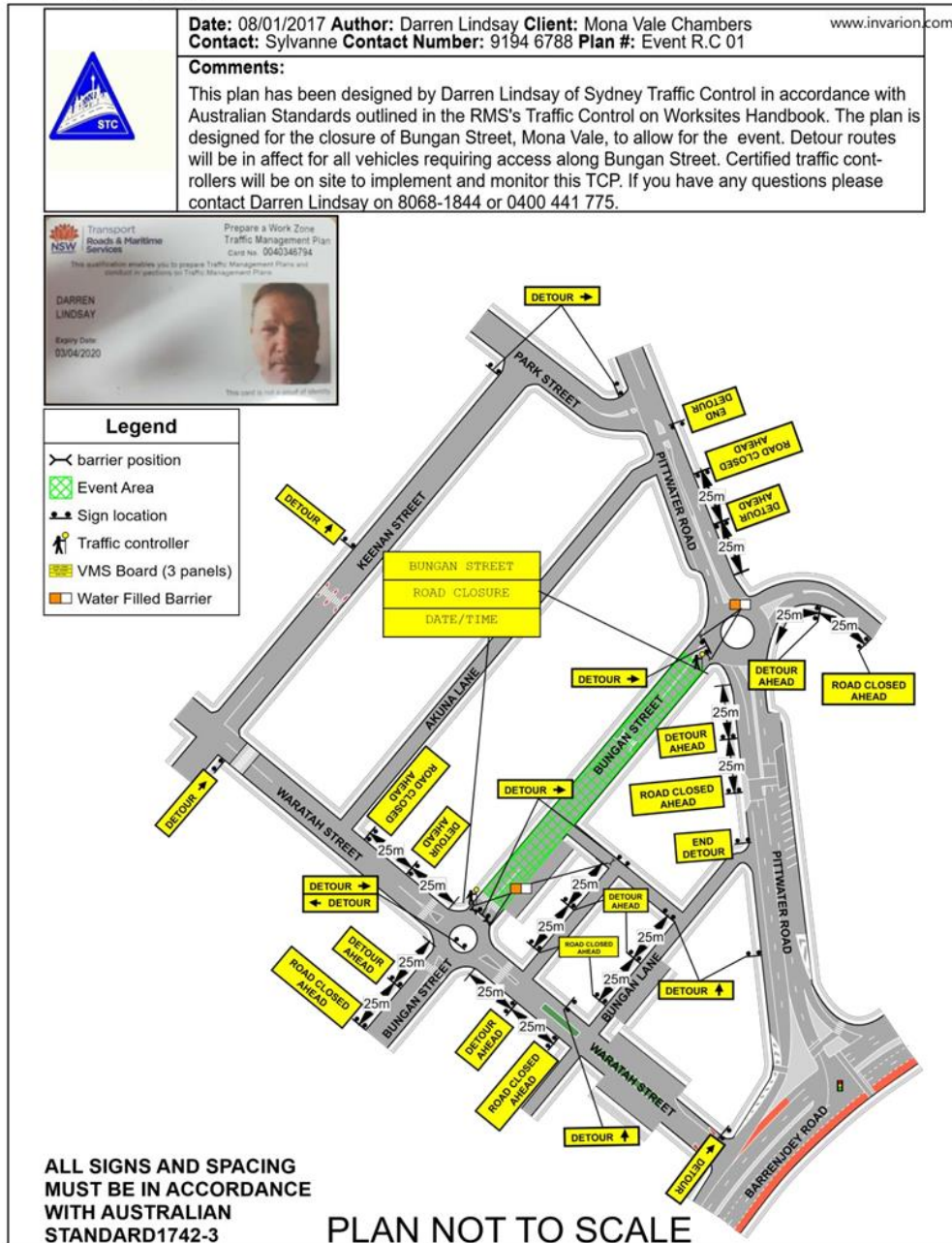
Traffic control measures include simple hard and soft road closures, use of traffic control devices (traffic signs) to warn motorists of the changes in traffic conditions. It is noted that per NSW Event place Health & Safety (WHS) law the Event Organiser – Mona Vale Chambers and Land Owners –Northern Beaches Council, bear individual and shared risks related to the safety of event patrons and motorists. Mona Vale Chambers is identified as being responsible for event related safety risks which are associated with non-transferable WHS statute-posed obligations and Common Law Duty of Care provisions. In this context, Mona Vale Chambers should continue to actively consult and take all reasonable measures to practically exercise their duty of care obligations.

**5. Traffic Control**

It is suggested that 2 T.C with a vehicle attend to the proposed event and lay out all advanced warning signs and barricades ready for the start. Traffic controllers will be positioned as per. Pg. 6 TCP- #R.C 01. All Traffic controllers in attendance on the day are to be RMS accredited. Traffic entering and exiting the event area will be under the direction of traffic control.

• **TRAFFIC CONTROL PLAN**

TCP-#R.C 01



## **6. Time Management.**

- Bump In- The road closure will be in affect at approximately 7:00am to ready the event to begin at 10:00am.
- Bump out- Pack up for the event will begin approximately 4:30pm with the completion of pack up at approx. 7:00pm.

## **7. Parking:**

Designated parking area will be not be provided for event attendees. Surrounding parking (metered and/or unmetered) will be restricted on the night of Friday 2<sup>nd</sup> March to ready the event setup on Saturday 3<sup>rd</sup> March. Hard set barrier boards and notification signs will be implemented to exclude the parking space. It is suggested that approx. 56 kerbed parking spaces on both the eastern and western side of Bungan Street will be restricted.

## **8. Details of provision made for emergency vehicles, heavy vehicles and pedestrians.**

- **Emergency vehicles-** will have been briefed of the day's activities prior to event commencing. Access into and pass the event site will be maintained at all times.

- 

## **9. Public Consultation Process.**

Letters will be distributed to all residents and businesses prior to event commencing. A notice will be placed in the local paper and VMS boards located on the corners of Pittwater road & Bungan Street and Waratah Street & Bungan Street will be implemented 7 days prior to event commencing.





**Mona Vale Chambers**

NAME	ACTING FOR	TELEPHONE	MOBILE	EMAIL
Aaron Hendrickson	Mona Vale Chambers - Executive Secretary	8052 5350		
Darren Lindsay	Sydney Traffic control- Director	8068 1844	040044177 5	info@sydneytrafficcontr ol.com.au



**Jason Falinski MP**  
Member for Mackellar

22 January 2018

TO WHOM IT MAY CONCERN

I write in support of the Mona Vale Chamber of Commerce's planned inaugural Autumn Festival scheduled for the 3<sup>rd</sup> March 2018.

The festival would be of great value to garner support for local businesses in Mona Vale and to provide the community with an engaging fun day out for families, friends and residents of the Northern Beaches at large.

The Chamber of Commerce wish to close the section of Bungan Street between the two roundabouts, between Pittwater Road and Waratah Streets to accommodate the market place.

I hope the Northern Beaches Council and the NBCLTC support the Mona Vale Chamber of Commerce's initiative to foster community engagement.

1238 Pittwater Rd  
Narrabeen NSW 2101  
(02) 8484 0300  
jason.falinski.mp@aph.gov.au  
jasonfalinski.com.au



<b>ITEM 4.19</b>	<b>EVENT: BALGOWLAH BOLT FAMILY RUN - 18 MARCH 2018</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/002458</b>
<b>ATTACHMENTS</b>	<b>1 Balgowlah Bolt Family Run - Traffic Control Plan</b> <b>2 Balgowlah Bolt Family Run - Traffic Management Plan</b>

**UBD Ref:** 197 G13

## **REPORT**

### **BACKGROUND**

Balgowlah Heights Public School (BHPS) has submitted an application to hold an annual Fun Run event, known as the Balgowlah Bolt Family Run, on Sunday 18 March 2018 commencing at 6:45am and finishing at approximately 9:15am.

BHPS is sited on Lewis Street, Balgowlah, and has a student population of over 700. The Fun Run was successfully conducted last year over the same course and similar times and is a Class 3 event as classified in the Roads and Maritime Services (RMS) Special Event Guidelines. This event is targeted at children of BHPS and their parents primarily, although it will also be open to the wider community. The event involves a number of temporary road closures which are enacted for the safety of participants many of whom are primary school aged children.

### **ISSUES**

The Fun Run involves two runs consisting of a 2.75km Walk/Jog/ Run option for younger children and a 5.3 km run only option aimed at those able to jog for the 5.3km circuit. An estimated 800 people are expected to participate in the Fun Run event with 300 participants expected to take part in the 2.75km, 500 in the 5.3km run and around 50 spectators given the local nature of event. All events commence at the school gates in Lewis Street and finish within Balgowlah Heights Public School.

To ensure smooth operations of events, the applicant is proposing to utilise an external traffic control company who specialise in organising fun run events and compliment their efforts with a team of the school's volunteers. Police assistance with traffic control is also being sought.

The event TMP advises that road closures will be in place between approximately 8:00am and 9:15am and residents of the following streets in Balgowlah Heights and Clontarf will be impacted with vehicle access not possible during that time:

- Lewis Street (southern end only, No 1-9 and 2-6)
- Abbott Street
- Adelaide Street
- 22 Woodland Street (driveway access)
- Bareena Drive
- Adrian Place
- Dobroyd Scenic Drive (around Tania Park)
- Vista Avenue
- Wiliawa Street
- Mulgowrie Crescent
- Tabalum Rd
- Ogilvy Road
- Cutler Road (Eastern side up to Vista Avenue only, No 2-34 and 1-21)
- Barrabooka Street



## CONSULTATION

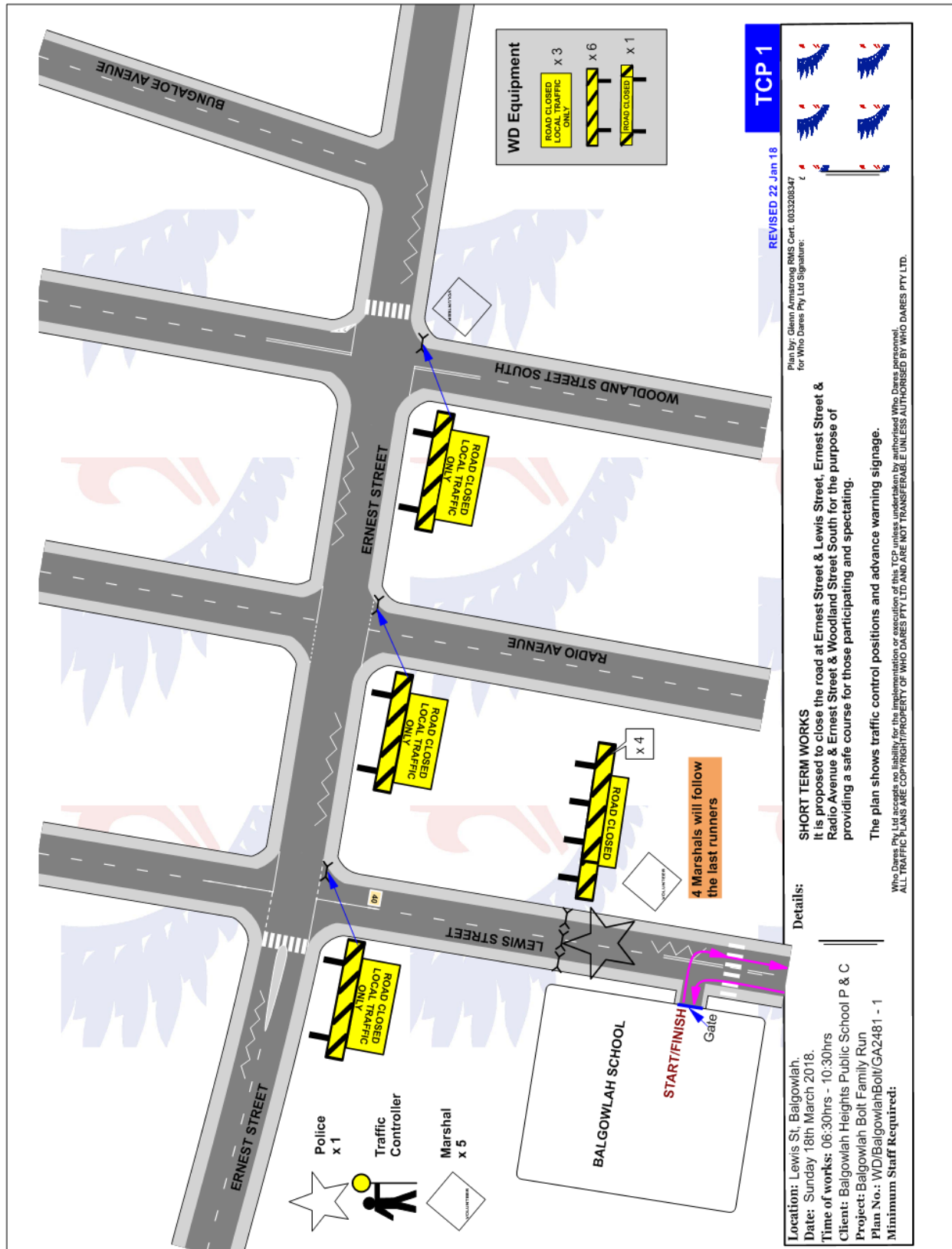
BHPS will issue notification letters in late January 2018 to inform residents with roads impacted and provide a feedback channel. An additional notification letter will be distributed in the last week of February for residents who will be impacted by this event. Furthermore, the applicant advises that the impacted road closures will also be advertised in the Manly Daily two weeks prior to the event.

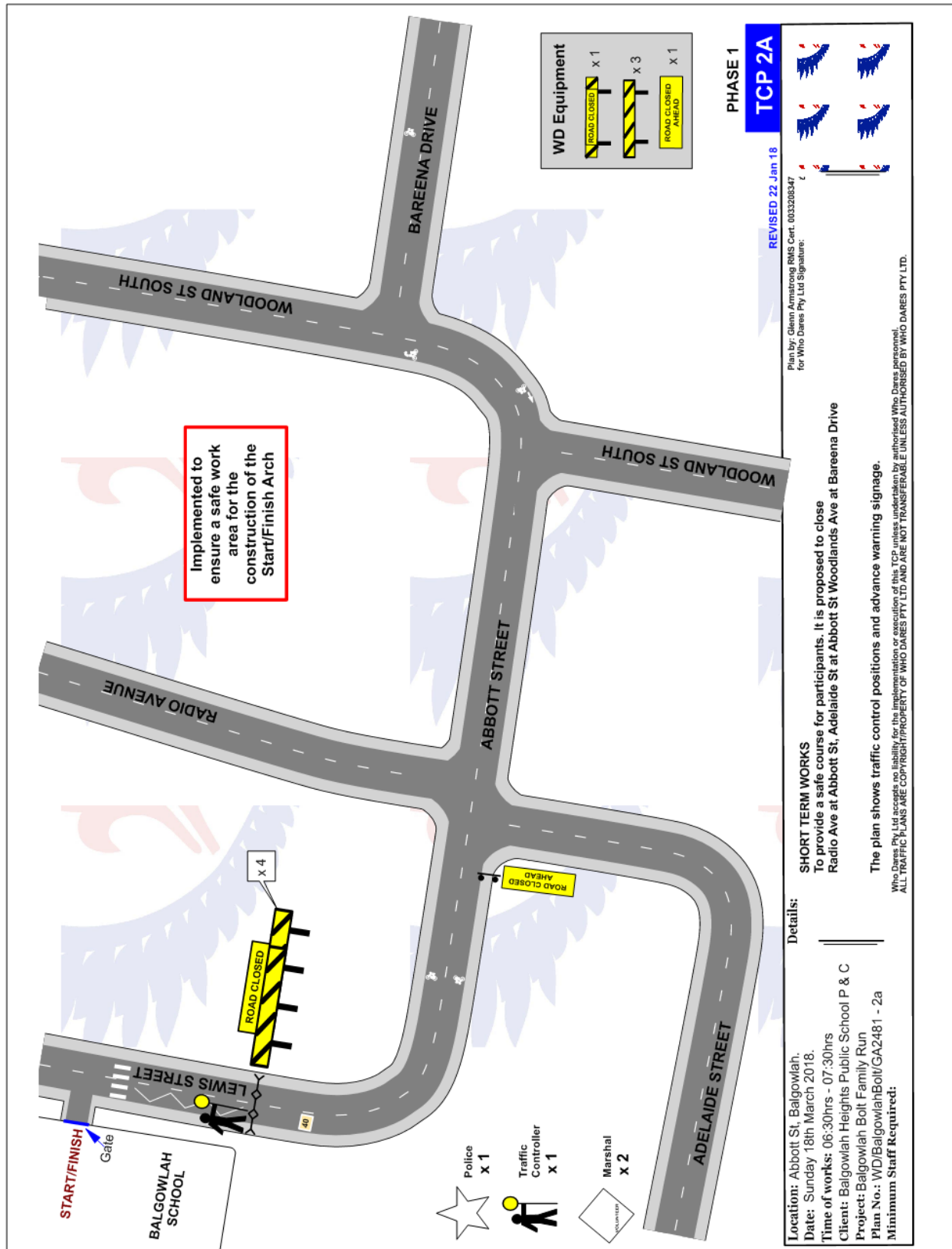
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## RECOMMENDATION TO TRAFFIC COMMITTEE

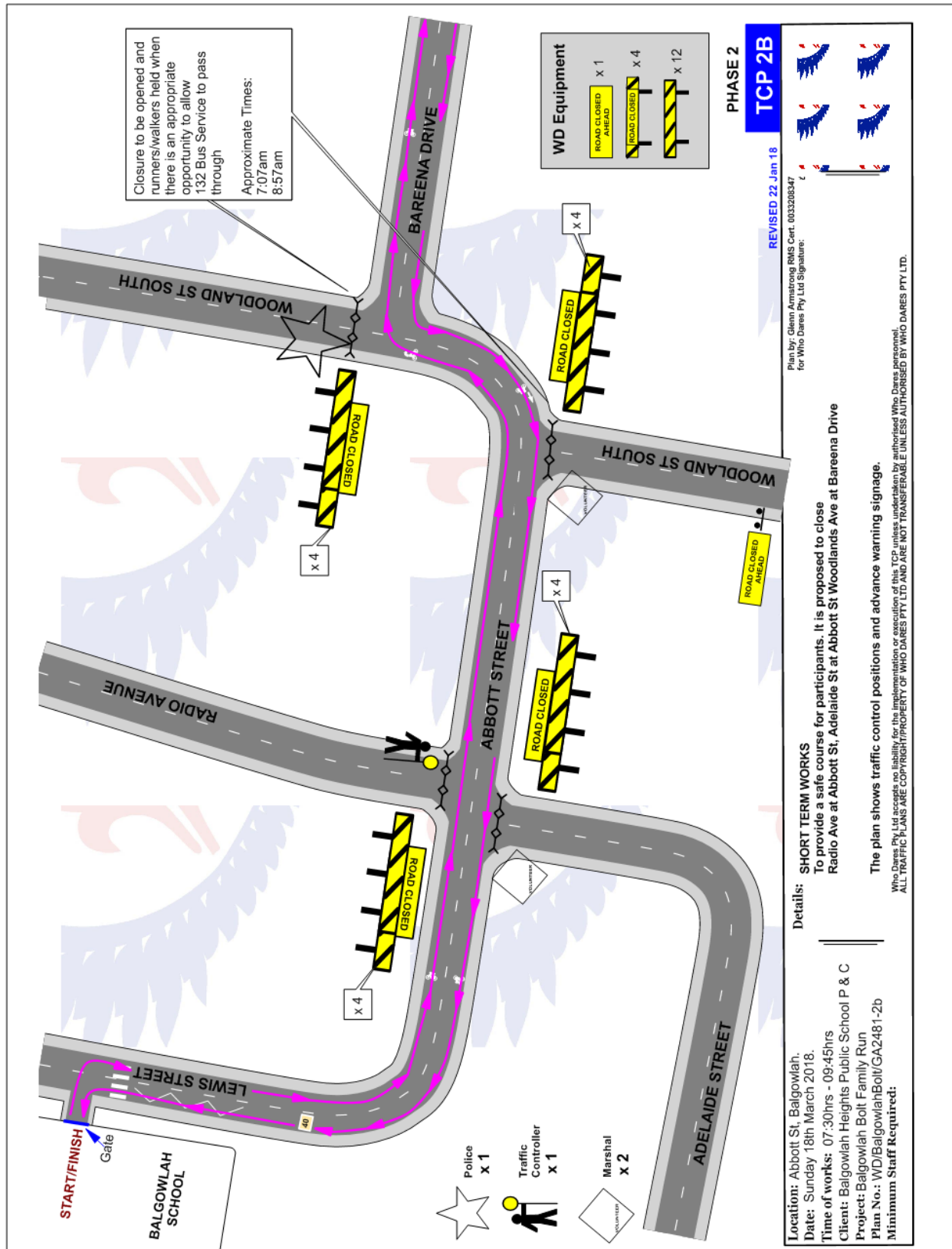
That the Traffic Committee supports the temporary road closures and traffic control arrangements proposed for the Balgowlah Bolt Fun Run on Sunday 18 March 2018, subject to the following conditions:

- i) That the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards
  - ii) That any traffic control is only to be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS
  - iii) That separate approval be granted by Council for the event to proceed
  - iv) That barriers and signs to be used in the road closures are to be to RMS standards
  - v) That the organiser arranges for the road closures to be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved
  - vi) That the organiser advises Sydney Buses and the various emergency services of the closure
  - vii) That the organiser advertises the closure in the Saturday edition of 'The Manly Daily' the week prior to the event
  - viii) That the organiser notifies the residents and businesses in the affected area by a letterbox drop two weeks in advance of the road closures with details of access restrictions
  - ix) That any Variable Message Sign (VMS) advertising used for the event is to be in accordance with RMS guidelines
  - x) That the organiser promotes the use of active travel (walking and cycling) to the event in advertisings and publications to reduce car usage and traffic congestion on the surrounding road network
  - xi) That a copy of the Public Liability Insurance which covers the date of the event be provided
  - xii) The Traffic Committee supports the event for the next five years and that the item not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
-

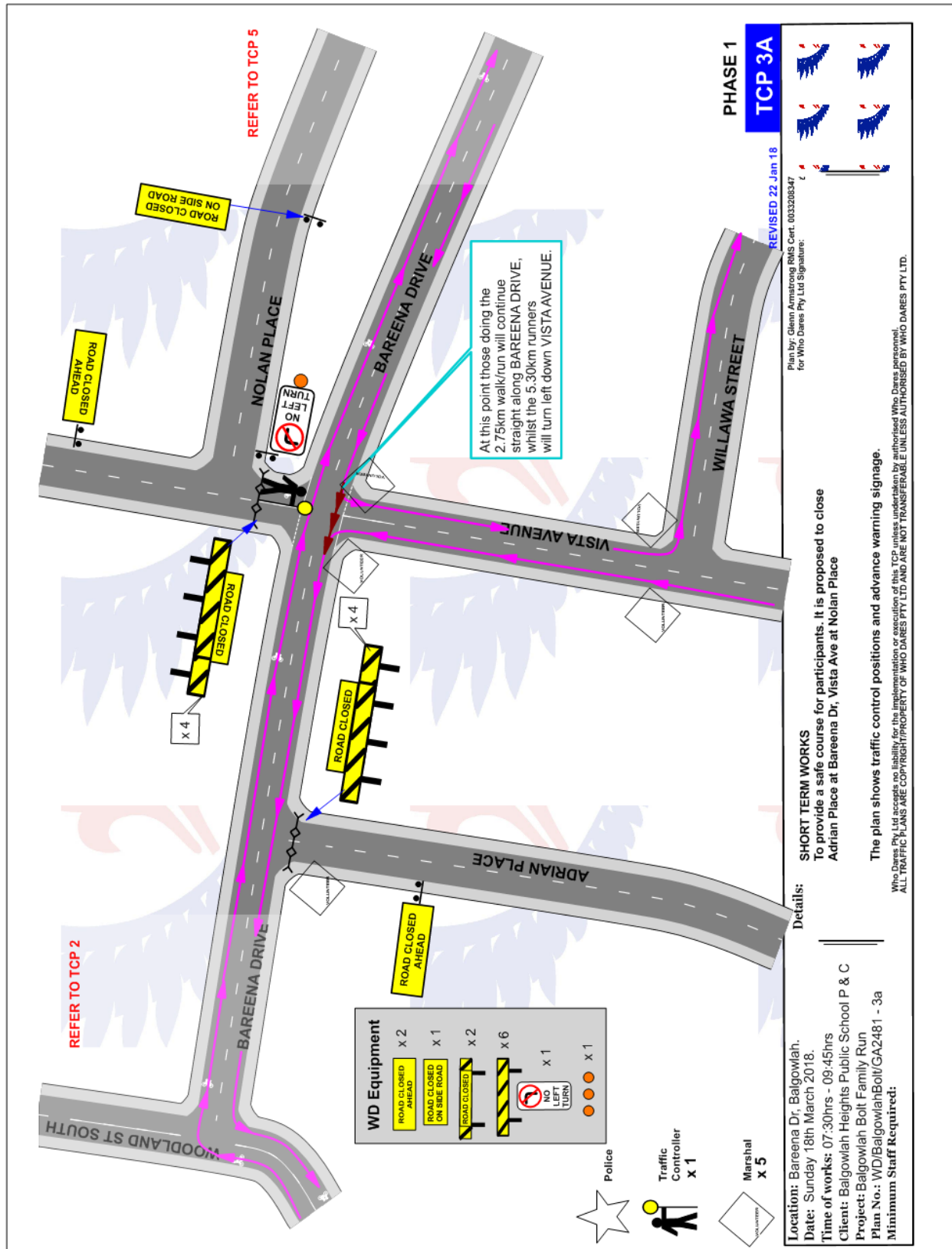




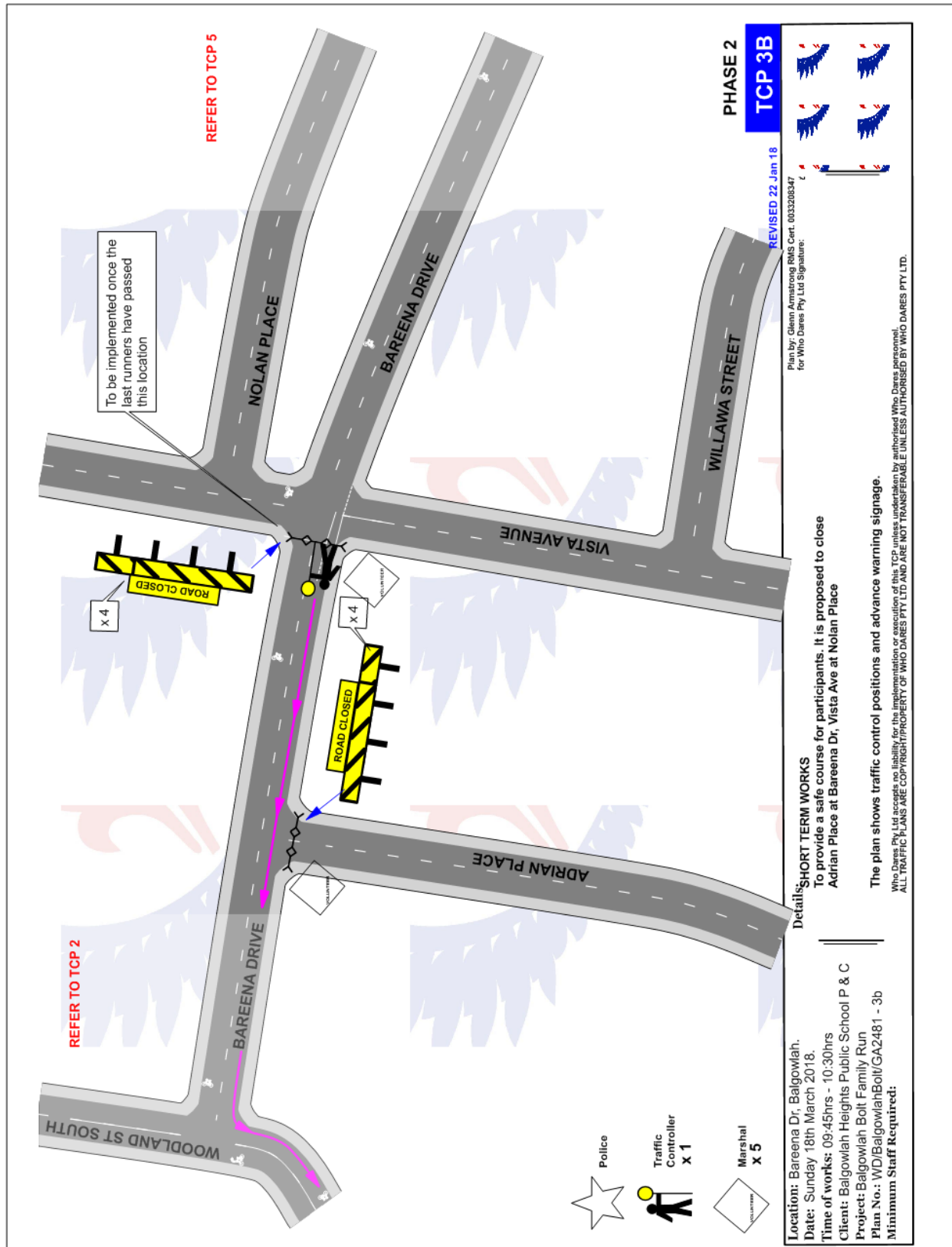


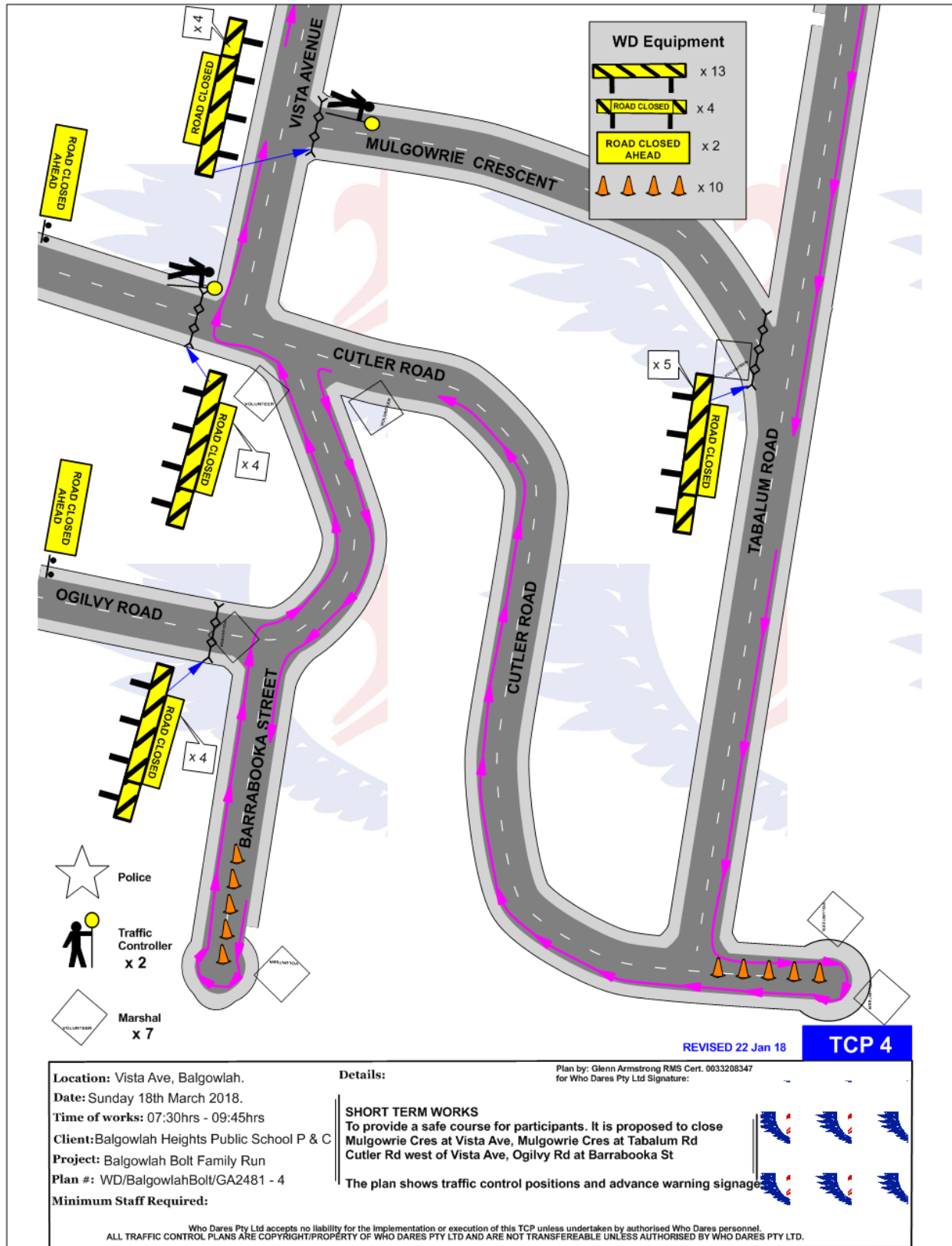


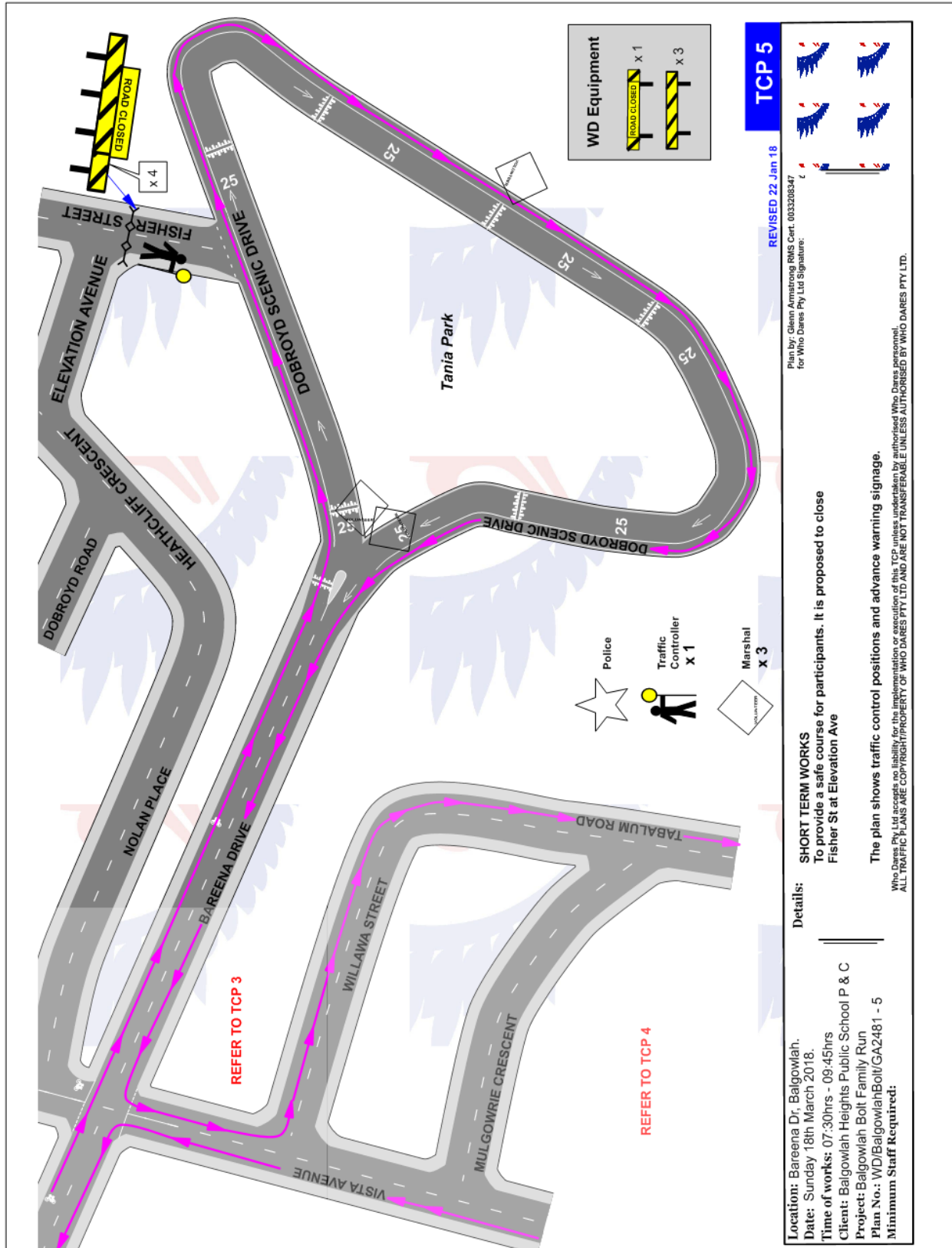
















## TRAFFIC MANAGEMENT PLAN

Sunday 18th March 2018

PREPARED ON BEHALF OF



Balgowlah Heights Public School

BY  
WHO DARES PTY LTD

Version 1.0  
24<sup>th</sup> January 2018

TRAFFIC PLANNERS  
SAFETY CONSULTANTS  
SECURITY CONSULTANTS

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

Fax: 02 9569 9933  
Ph: 02 9569 9922

Event Organiser: **Balgowlah Heights Public School**

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

**Version Control**

Version	Date	Status	Comments
Draft 1.0	24 Jan 2018	Draft	First Draft

## 1. EVENT DETAILS

### 1.1 Event summary

Event Name	Balgowlah Bolt.
Event Date:	Sunday 18th March 2018
Event Start Time:	08:15 hours
Event Finish Time:	10:30 hours
Event Set Up Time:	07:30 hours
Event Pack Down Finish Time:	11:00 hours
Event is:	Fun Run

### 1.2 Contact Names

#### Transport for NSW – Local RMS Representative

Nazli Doraji	<b>Phone</b>	131 782
	<b>Fax</b>	
	<b>E-mail</b>	<a href="mailto:nazli.doraji@rms.nsw.gov.au">nazli.doraji@rms.nsw.gov.au</a>

#### POLICE - Northern Beaches

Sgt Nino Jelovic	<b>Phone</b>	02 9971 3327
	<b>Fax</b>	
	<b>Mobile</b>	
	<b>E-mail</b>	<a href="mailto:jelo1nin@police.nsw.gov.au">jelo1nin@police.nsw.gov.au</a>

#### Northern Beaches Council -

Bethany Thompson	<b>Phone</b>	02 9942 2545
<b>Sports and Open Space</b>	<b>Mobile</b>	
<b>Officer</b>	<b>E-mail</b>	<a href="mailto:bethany.thompson@northernbeaches.nsw.gov.au">bethany.thompson@northernbeaches.nsw.gov.au</a>

#### Balgowlah Heights Public School

Antony Dutton	<b>Phone</b>	
	<b>Mobile</b>	0412 778 259
	<b>E-mail</b>	<a href="mailto:antonydutton@bigpond.com">antonydutton@bigpond.com</a>

#### Who Dares Pty Ltd – Traffic Consultants

Glenn Armstrong	<b>Phone</b>	02 9569 9922
<b>Operations Manager - Film</b>	<b>Mobile</b>	0438 426 433
	<b>E-mail</b>	<a href="mailto:glenn@whodares.com.au">glenn@whodares.com.au</a>



## **2. RISK MANAGEMENT - TRAFFIC**

### **2.1 Occupational Health & Safety – Traffic Control**

Refer Annex 1

### **2.2 Public Liability Insurance**

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

### **2.3 Police**

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

### **2.4 Fire and Rescue NSW and NSW Ambulance**

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

### **2.5 Transport Management Centre & Local Councils**

Due to the event road closures this TMP will need to be reviewed and approved by the local traffic committee. Given that event is hosted solely on council roads and not within 100 metres of traffic signals there will be no requirement for a Road Occupancy License.

## **3. TRAFFIC AND TRANSPORT MANAGEMENT**

### **3.1 Event description**

This will be the 2<sup>nd</sup> year for this event. It is designed as a school fun run with a purpose of raising valuable funds for the school.

The participants will be running on the road as the surrounding footpaths in the area are mostly grass verges. The TMP and supporting TCP's shows the route the participants will take with the assistance of event marshals.

It is proposed to have two sub events with in the event, a 5.3km Jog route starting at 08:15hrs, a 2.75km Walk/Jog route starting at 08:25hrs.

### 3.2 The 2.75 Walk/Jog Route

#### Course description:

- 8:25am Commencement on Lewis street
- Participants will head south and turn left onto Abbott Street before the dog-leg turning onto Bareena Drive heading up to Tania park
- At Tania park participants will travel clockwise around the track on the road before exiting via the entry
- Bareena Drive will have 5 small traffic cones on the road - using the traditional separation of car direction to split participants heading towards Tania Park versus those returning out of the park, participants will remain left and run clockwise around the road, a volunteer will remain in this area to assist.
- 3 Volunteers will be stationed in the middle of road on approach to the park to assist participants on correct direction usage.
- Participants will then travel west on Bareena Drive.
- At Woodlands Street participants will go through the dog-leg turning onto Abbott Street and follow it around onto Lewis Street to return to the finish line.
- This course is open to walkers and hence will generally be at slower pace to the longer track.
- At a slow walking pace this course is 25 minutes, it is expected that most participants will be completed at approximately 15-20 minutes.

### 3.3 The 5.3km Jog Track Route

#### Course Overview:

- 8:15am Commencement on Lewis street
- Participants will head South on Lewis Street from school gates and turn left onto Abbott Street before the dog-leg turning onto Bareena Drive heading up to Tania park
- At Tania park participants will travel clockwise around the track on the road before exiting via the entry and returning down Bareena Avenue to Vista Avenue
- Participants will turn left on Vista Avenue and left onto Wilawa Street which turns into Tabalum Road
- A loop will be conducted at the peak of Cutler Road to showcase the local area with breathtaking views.
- Participants will return down Cutler Road until Barrabooka Street where a loop will occur return back to Cutler Road and right onto Vista Avenue.

- Participants will travel north on Vista Avenue and then turn left onto Bareena Drive and travel west.
- At Woodlands Street participants will go through the dog-leg turning onto Abbott Street and follow it around onto Lewis Street to return to the finish line.
- This course is open to joggers-and hence will generally be at faster pace to the shorter track. At a slow jogging pace this course is 45 minutes. Most participants will be completed at approximately 30 minutes.

### **3.4 Detours**

No detours are required for this event.

### **3.5 Road Closures**

In order to ensure participant, volunteer and spectator safety, the following roads will be closed at the times shown:

#### **BALGOWLAH**

##### **0630 till 1030**

- Lewis Street between Ernest Street and Abbott Street

##### **0730 till 0945**

- Abbott Street between Lewis Street and Bareena Drive
- Adelaide Street south of Abbott Street
- Bareena Drive between Woodlands Street South and Dobroyd Scenic Drive
- Adrian Place south of Bareena Drive
- Dobroyd Scenic Drive east of Bareena Drive
- Vista Avenue between Bareena Drive and Cutler Road
- Willara Street between Vista Avenue and Tabalum Road
- Mulgowrie Crescent between Vista Avenue and Tabalum Road
- Tabalum Road between Willawa Street and Cutler Road
- Cutler Road east of Vista Avenue
- Barrabooka Street south of Cutler Road
- Ogilvy Road west of Barrabooka Street

### **3.6 Cleaning**

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

### **3.7 Public Transport**

Route 132 on Sundays first passes through Woodland Street at approximately 08:30 and then every 30 minutes or so. (Buses operate hourly in each direction).



The service may experience slight delays due to intermittent traffic control on Woodlands Street. Police and Traffic control will give priority to buses to get them through as quickly as possible.

### **3.8 Parking**

Participants will be asked to park on surrounding local streets. Participants will also be asked not to park where they will be on the course or may turn onto the course when leaving. Self-generated parking and vehicle congestion can impact negatively on events.

### **3.9 Construction, traffic calming and traffic generating developments**

At present there are no indication of construction works that will be impact the event.

There are no traffic calming devices or traffic generating developments along the route.

### **3.10 Traffic Control**

Accredited Who Dares Traffic Manager will oversee implementation of the Traffic Control Plans.

Temporary traffic control signage, barricades and equipment as per the Traffic Control Plans must be installed by accredited traffic controllers with an RMS apply traffic control certificate. (Implement Traffic Control Plans)

### **3.11 Contingency Plans**

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

### **3.12 Heavy Vehicle impacts**

There should be no impact to heavy vehicles

### **3.13 Special Event Clearways**

Special event clearways are not required for this event.

#### 4. MINIMISING IMPACT ON THE NON-EVENT COMMUNITY AND EMERGENCY SERVICES

##### 4.1 Advertise the traffic management arrangements

All residents will be notified of the event through:

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

##### 4.2 Portable variable message sign

No portable VMS boards will be used for this event.

#### 5. PRIVACY NOTICE

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

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

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

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

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

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

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

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

#### 6. APPROVAL

TMP Approved by: .....

Date:.....

*Event Organiser – Balgowlah Heights Public School*

## 7. AUTHORITY TO \*REGULATE TRAFFIC

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

Regulation of traffic authorised by:..... Date:.....

*Northern Beaches Council*

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

Regulation of traffic authorised by:..... Date:.....

*Road and Maritime Services*

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



## 8. PHYSICAL SURVEY OF THE ROUTE

Item	Verified	Action Taken
All one way streets are as described	<input checked="" type="checkbox"/>	
Blocked access to local businesses	<input type="checkbox"/>	Local Businesses will be aware of the Traffic control arrangements for the event
Blocked Ambulance access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked local resident access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked Police vehicle access	<input type="checkbox"/>	All Emergency Services notified of event. Access will be provided by onsite traffic control.
Blocked public transport access	<input checked="" type="checkbox"/>	Some delays due to traffic
Restricted movements – banned turns, heavy/high vehicles	<input type="checkbox"/>	Intersections under Traffic Control
Road signage – existing/temporary	<input type="checkbox"/>	
Signalised intersections	<input type="checkbox"/>	To be managed by TMC
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	<input checked="" type="checkbox"/>	Traffic generators are aware of the Traffic control arrangements for the event

## 9. Attachments

Annex 1 – Traffic Control Measures Checklist

Annex 2 – Public Liability Insurance

## 10. Traffic Control Plans

TCP 01 - 05

**ANNEX 1**

### TRAFFIC CONTROL MEASURES CHECKLIST

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

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

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



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

ANNEX 2

PUBLIC LIABILITY INSURANCE



***Certificate of Currency***

General Public Liability Insurance

Date: 2 August 2017

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

Policy Number: 10M 9907324

Insurer: CGU Insurance Limited

Insured: Balgowlah Heights Public School P&C Association

Period of Insurance: From 1 August 2017 at 4.00pm local time at the place of issue

To 1 August 2018 at 4.00pm local time at the place of issue

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

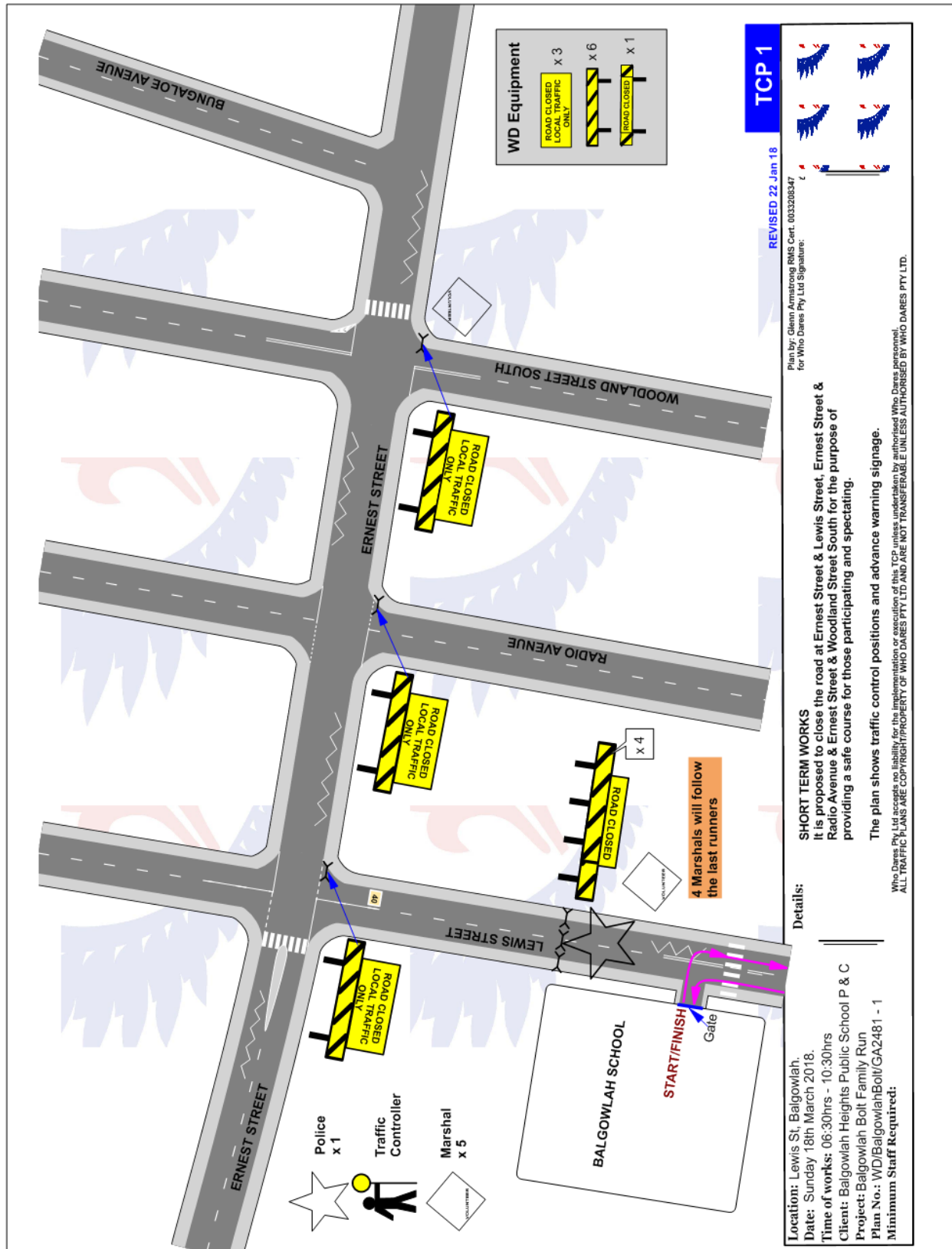
Wording: As per Federation of Parents and Citizens Associations Group Scheme

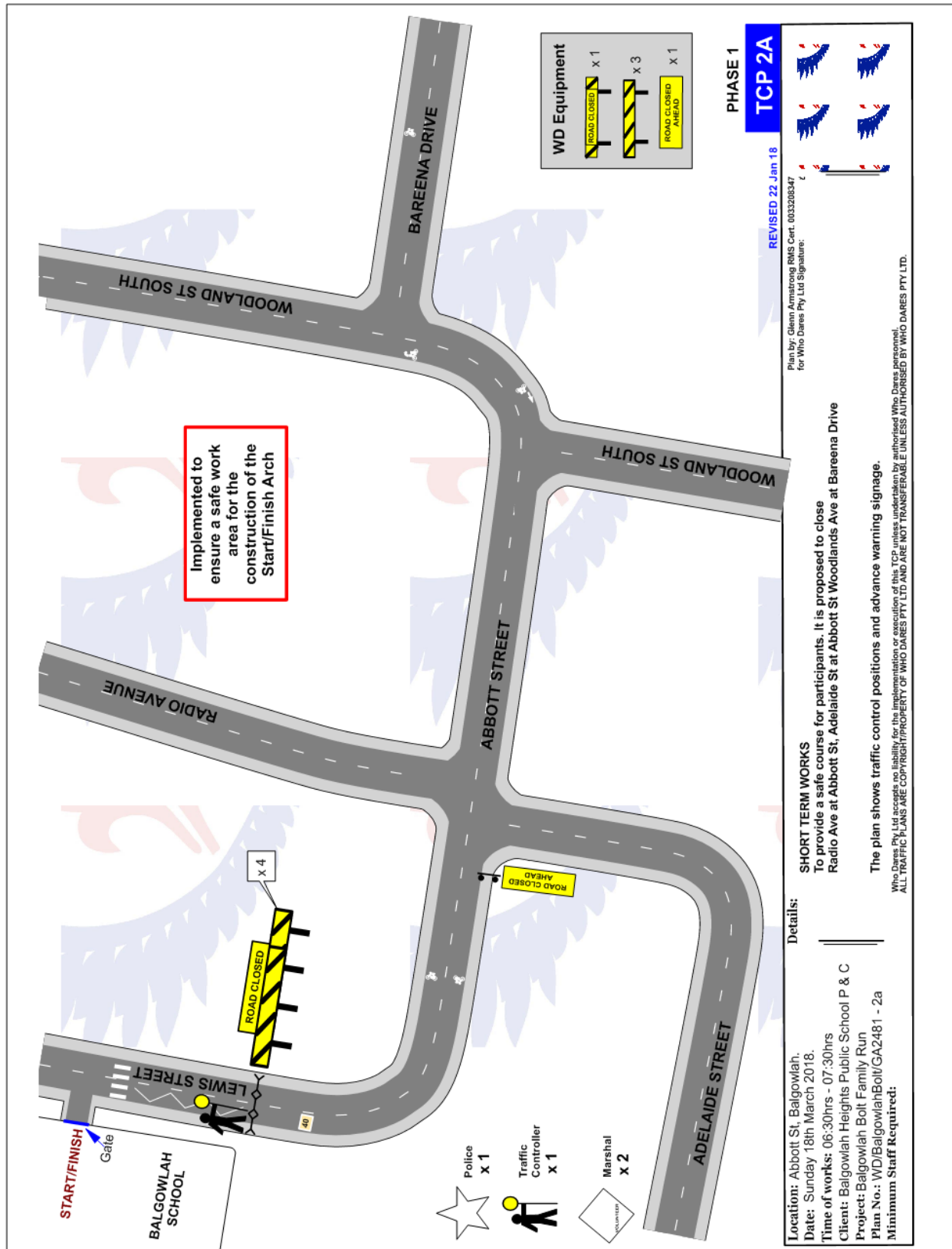
Territorial Limit: Anywhere in Australia

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

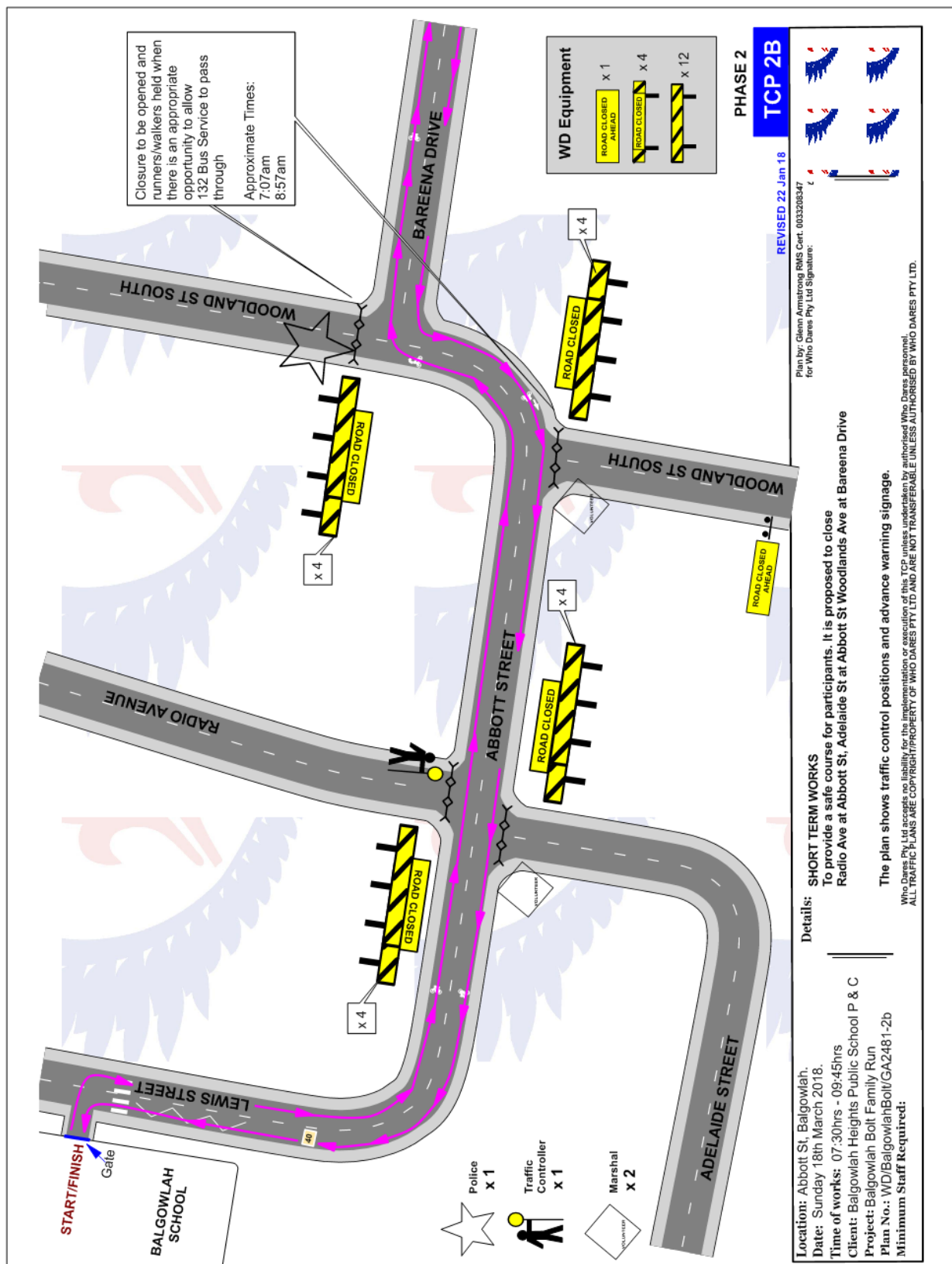


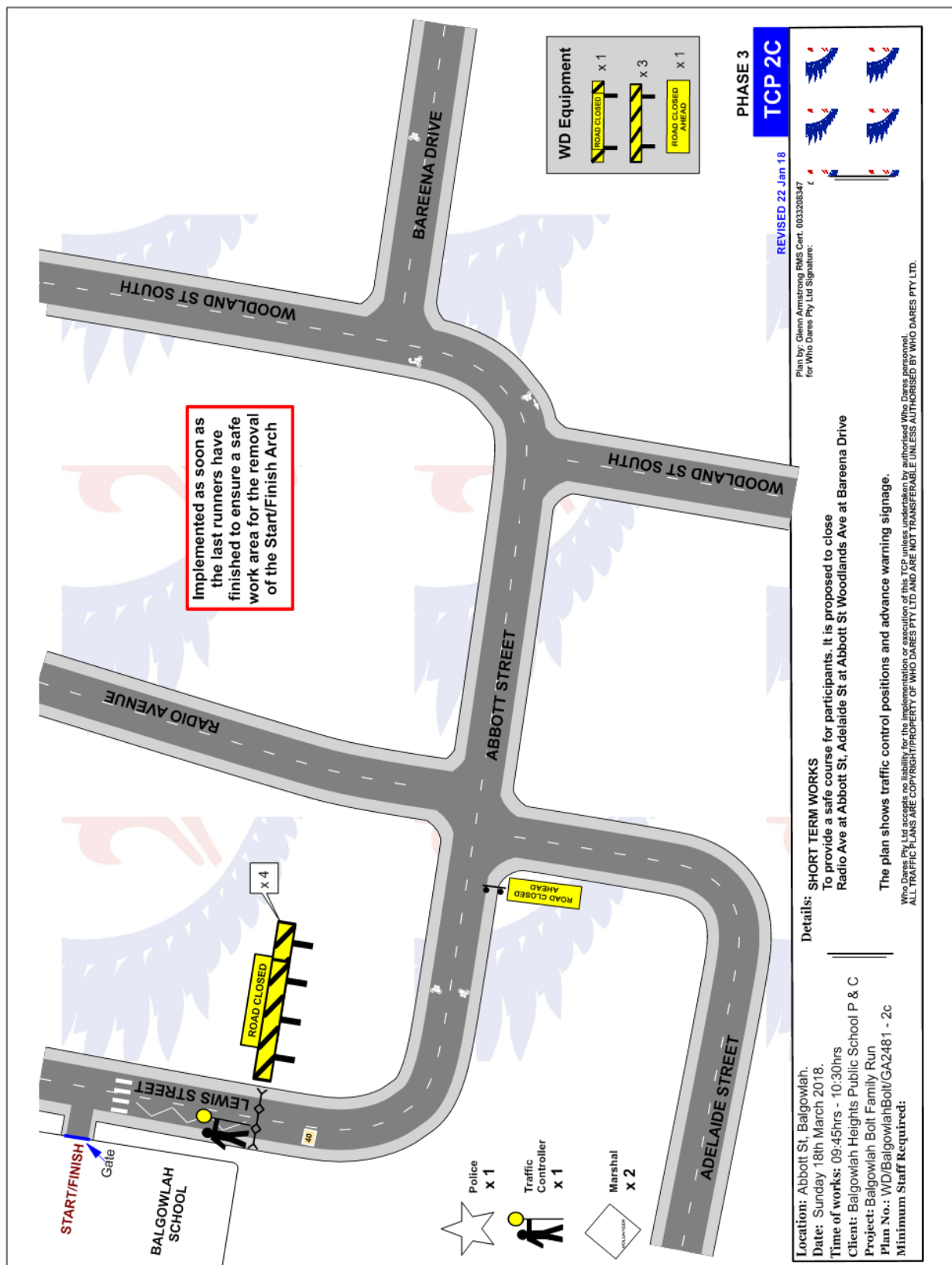
CGU Insurance  
Limited  
ABN 27 004 478 371  
An IAG Company  
On Behalf of CGU Liability

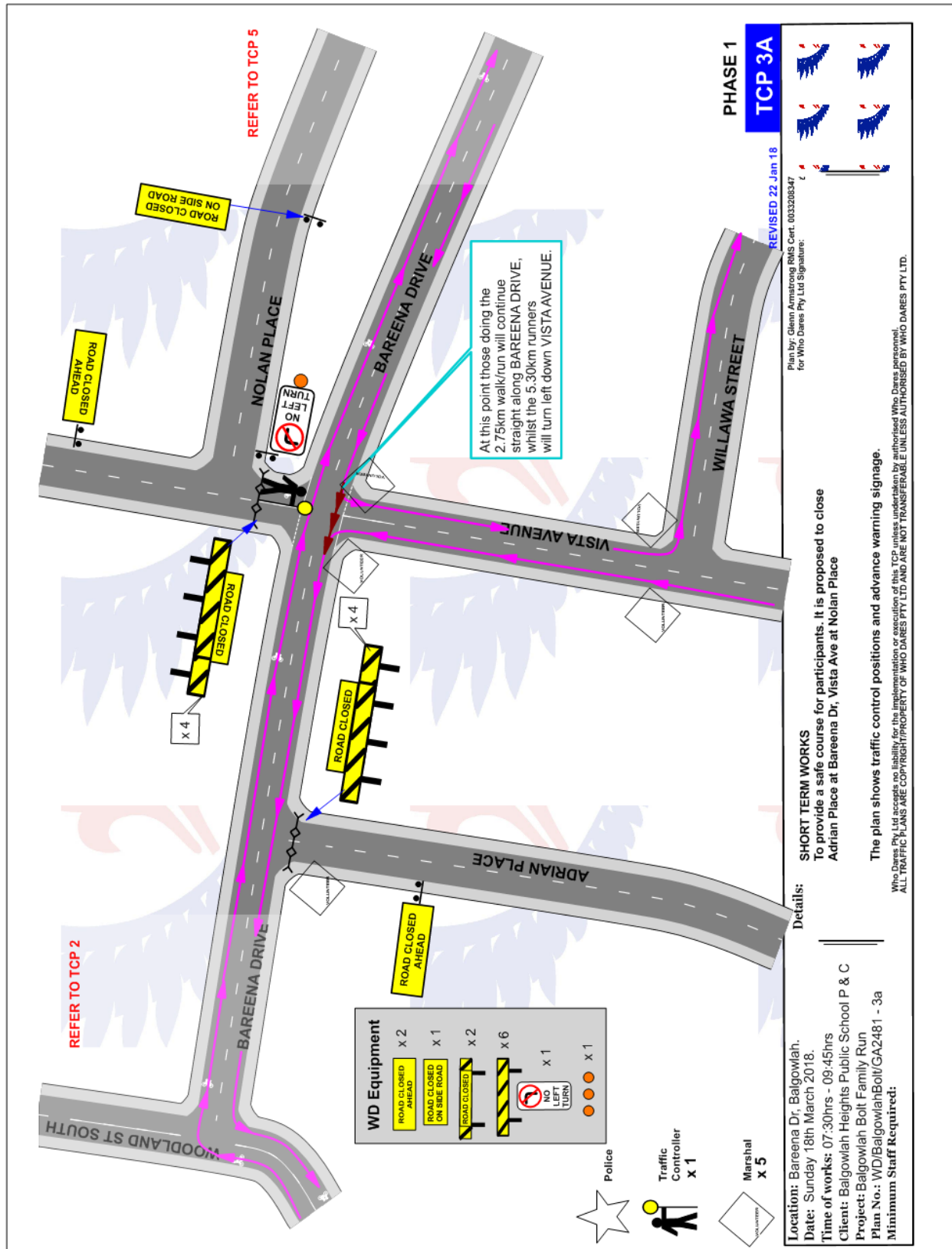


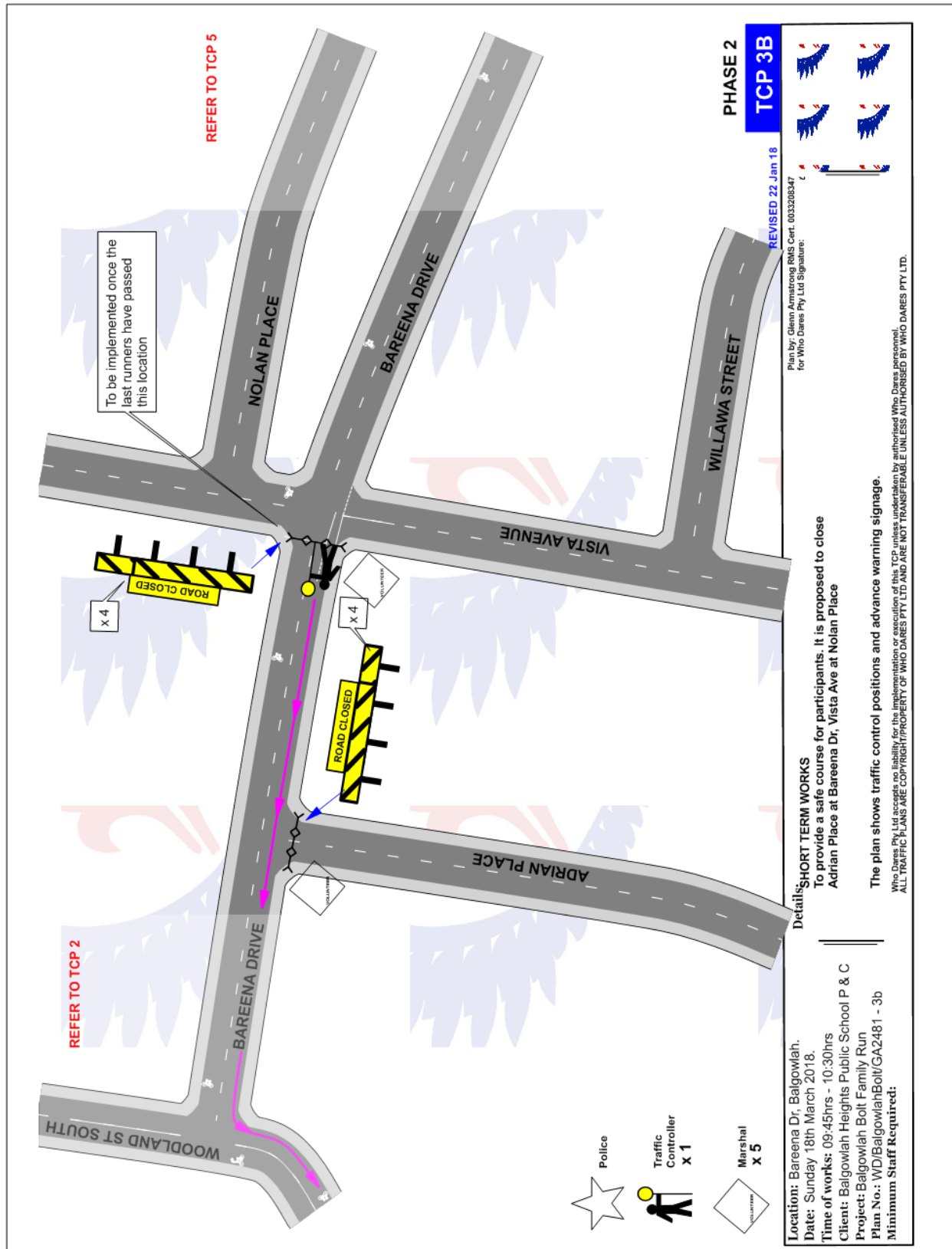




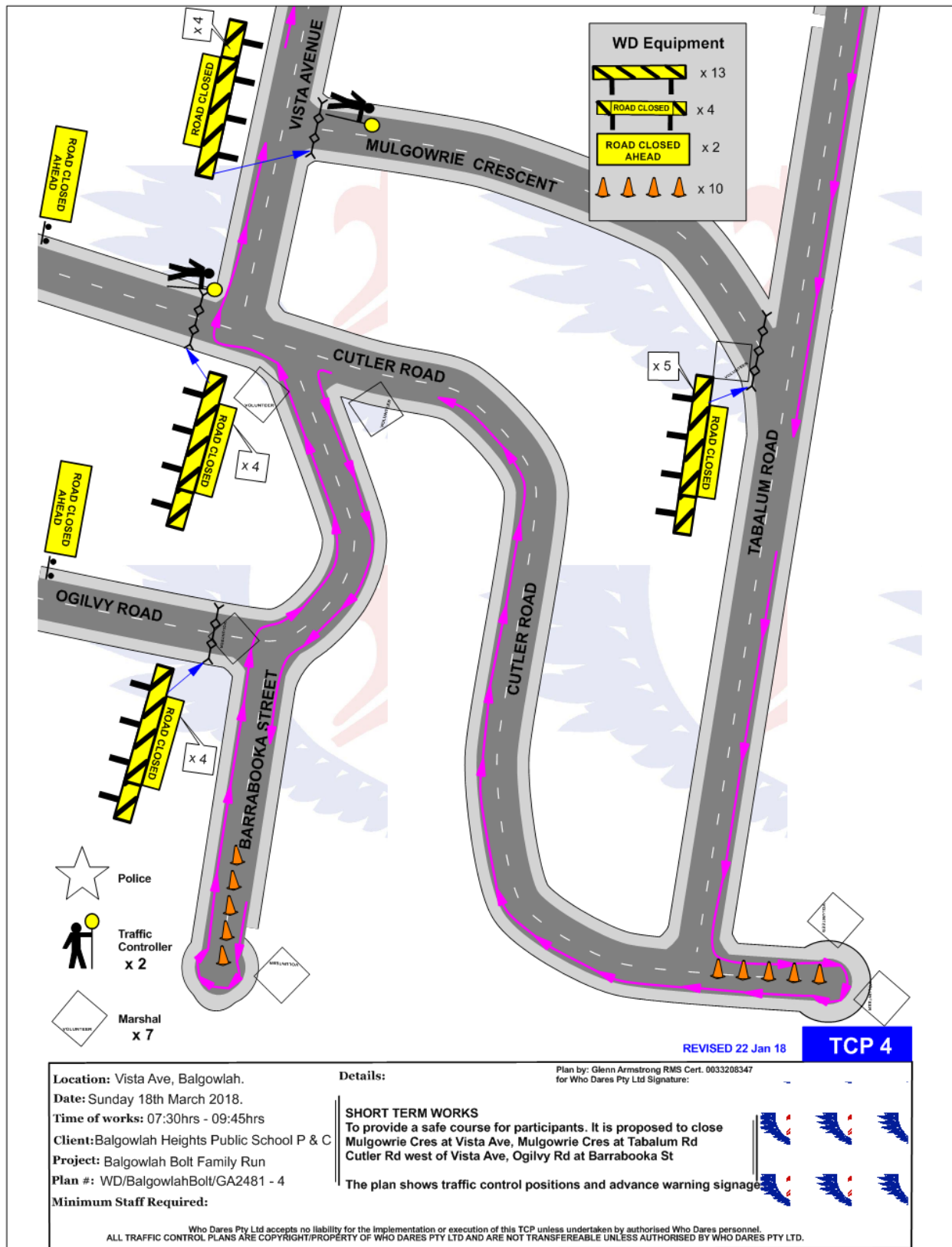


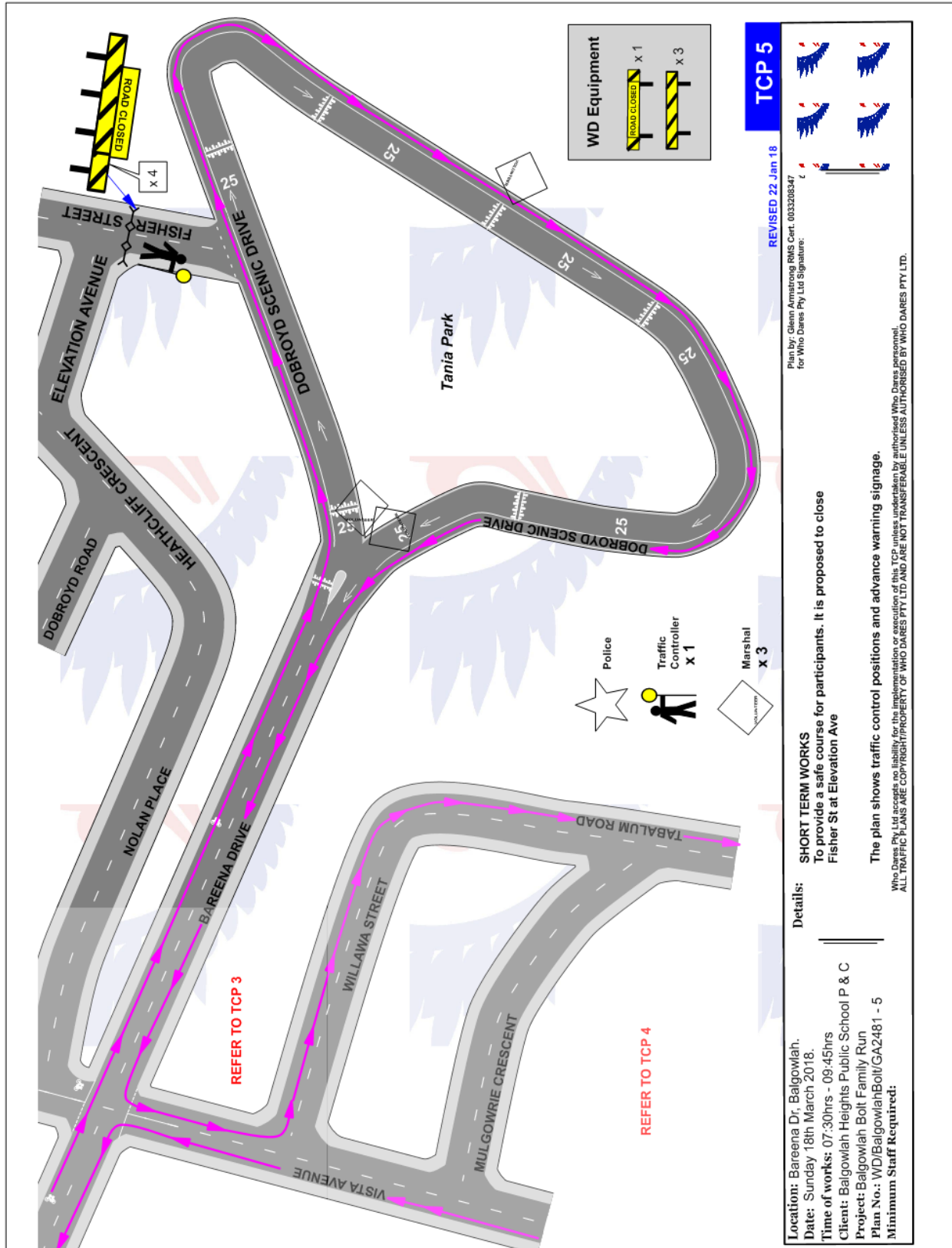












<b>ITEM 4.20</b>	<b>EVENT: BOBBIN HEAD CYCLE CLASSIC - 25 MARCH 2018</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2017/491199</b>
<b>ATTACHMENTS</b>	<b>1 Annexure A - Changes to 2018 Event</b> <b>2 Traffic Management Plan Extract</b> <b>3 104km Route Map</b>

**UBD Ref:** N/A

## **REPORT**

The Rotary Clubs of Ku-ring-gai, St Ives, Turramurra and Wahroonga are organising the Bobbin Head Cycle Classic event to be held on Sunday 25 March 2018.

The Bobbin Head Cycle Classic is an organised on-road recreational ride intended to raise money for its charity partners, including Lifeline services and other charity beneficiaries.

The event is a Class 1 special event under the Roads and Maritime Services (RMS) guidelines for traffic and transport management for special events, as it involves changed traffic arrangements on Classified State Roads and crosses a number of Local Government Areas (LGA). Accordingly the event requires the approval of the Transport Management Centre and NSW Police.

The Bobbin Head Cycle Classic incorporates four events consisting of a 27km, 57km, 80km and 104km routes respectively. The size of the event is expected to increase to 3,500 participants. All events start and finish in the Ku-ring-gai LGA.

The 27km ride will take place entirely in Ku-ring-gai LGA while the 57km, 80km and 104km rides start in Turramurra then travel on a circuitous route through the Hornsby LGA back through Ku-ring-gai LGA before entering Northern Beaches LGA heading east on Mona Vale Road to Terrey Hills. The 57km category returns to Ku-ring-gai LGA whilst the 80km and 104km courses continue towards West Head, then proceed to Akuna Bay and Illawong Bay before returning to Terrey Hills and west on Mona Vale Road.

The 2018 event includes some changes to addresses and other matters based on the feedback provided by the Police, National Parks and Wildlife Service (NPWS) and RMS. The changes have been included in the Annexure A of the TMP.

There are road/lane closures proposed as part of this event on Mona Vale Road and Liberator General San Martin Drive. There are also speed limit reductions proposed on Mona Vale Road between Wildflower Gardens at St Ives and Myoora Road / Forestway at Terrey Hills, West Head Road between Liberator General San Martin Drive, and West Head Picnic Area and McCarr's Creek Road between West Head Road and Liberator General San Martin Drive. These roads are classified State Roads under the direct care and control of RMS.

The full details of the event are contained in the TMP and Traffic Control Plan (TCP), which has been separately circulated with the Traffic Committee agenda.

A public liability insurance certificate of currency has been provided by the event organiser as part of the TMP.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

- A. That the Traffic Committee raises no objections to the Bobbin Head Cycle Classic event subject to Roads and Maritime Services (RMS) approval of the Traffic Management Plan (TMP) and the following conditions:
- i) That approval is obtained from NSW Police to hold the event
  - ii) That approval is obtained from NSW National Parks and Wildlife Service
  - iii) That the event organiser shall close the roads in accordance with the approved TMP, unless otherwise directed by Police and/or authorised Council Rangers
  - iv) The event is to be advertised in the local media to inform the Northern Beaches Community, particularly Terrey Hills and Duffys Forest residents
  - v) All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by RMS accredited traffic controllers or Police engaged by the applicant
  - vi) All traffic control devices are to be installed in accordance with Australian Standard 1742.3
  - vii) All barriers and signs associated with the event shall be removed at the times nominated to reopen the street to normal traffic
  - viii) The event organiser shall indemnify Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council and that the cover period expires no earlier than 25 March 2018
- B. That the Traffic Committee supports the road closures related to the event for the next five years and that the item is not to be resubmitted to the Traffic Committee during this period unless there are significant changes to the traffic management arrangements for the event.
-



**Annex A – Changes to 2018 Event**

Set out below are the proposed major changes to the plan for the 2018 Event compared to the 2017 Event:

- On Mona Vale Rd at St Ives, outside numbers 409 to 425, a short extension to the Clearway zone will be requested to provide riders with greater safety in the kerb-side lane. (TCPs 84 and 85, between Marshals 84C and 85A)
- An additional VMS placed on the eastern side of Liberator General San Martin Drive, approximately 240 metres south of the intersection of Cottage Point Rd. This will display a message to reinforce to riders and drivers that this section of road southwards has two-way traffic. (TCP 72)
- Traffic cones will be placed on the road side in selected areas on McCarrs Creek Rd between Liberator General San Martin Drive and West Head Rd. This will reinforce to riders and drivers to take care in this area. (TCP 59)

## 1. Event

### Bobbin Head Cycle Classic

The Bobbin Head Cycle Classic is organised by the Rotary Clubs of Ku-Ring-Gai, St Ives, Turramurra and Wahroonga. The 2018 event follows the success of the events conducted from 2012 onwards, and incorporates changes to address amongst other things, the feedback provided by the Police, NPWS and RMS following last year's event. A summary of the major changes is set out in Annex A.

The purpose of the event is to raise money for our charity partners. Our primary beneficiary is Lifeline (Harbour to Hawkesbury). Eagles RAPS (a youth charity in Doonside), KYDS (Ku-Ring-Gai Youth Development Service), Hornsby Ku-ring-Gai Women's Shelter, Cronheimat School and a Children's Hospital in Bo. Sierra Leone (supported by Rotary) are the secondary beneficiaries.

Additionally we see this event as an opportunity to involve the community in a healthy and enjoyable recreational activity, whilst highlighting important aspects of bike and road safety. It is emphasised that it is a community bicycle ride and NOT a race.

We have attempted to create an event, with four ride options, that will provide cyclists of all abilities and experience with a challenging and spectacular route that will highlight some wonderful parts of the Northern Sydney area.

All rides will start and finish at Karuah Oval in Turramurra.

### 27km Ride

- Sunday 25 March, 2018.
- Estimated 300 riders.
- Minimum age of participant 12 years.
- Start from 7.20 am.
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval.
- 27km. See Annex B.
- First riders expected to return by 8.20 am, last riders by 10.00 am.

### 57km Ride

- Sunday 25 March, 2018.
- Estimated 500 riders.
- Minimum age of participant 12 years.
- Start from 7.40 am.
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, St Ives, Terrey Hills (unround), St Ives, cycle way to North Turramurra, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 57km. See Annex C.
- First riders expected to return by 9.00am, last riders by 1.00pm.

### 80km Ride

- Sunday 25 March, 2018.
- Estimated 800 riders.
- Minimum age of participant 15 years.
- Start from 7.00 am

- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, St Ives, Terrey Hills, McCarr's Creek Road, turnoff to West Head, Akuna Bay, Terrey Hills, St Ives, cycle way to North Turramurra, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 80km. See Annex D.
- First riders expected to return by 9.30am, last riders by 1.30pm.

### 104km Ride

- Sunday 25 March, 2018.
- Estimated 1,600 riders.
- Minimum age of participant 15 years.
- Start from 6.30am, in 3 or more waves.
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, St Ives, Terrey Hills, McCarr's Creek Road, West Head (unround), Akuna Bay, Terrey Hills, St Ives, cycle way to North Turramurra, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 104km. See Annex D.
- First riders expected to return by 9.30am, last riders by 1.30pm.

## 2. Description of route and of proposed control measures.

- Refer Annex B for 27km Route Street by Street.
- Refer Annex C for 57km Route Street by Street.
- Refer Annex D for 80km and 104km Routes Street by Street.
- Refer Traffic Control Plans 01 to 106.

## 3. Pre-Sunrise Start for 104km Ride

To reduce the potential for later traffic congestion, in particular along Mona Vale Road, it is proposed to start the 104km ride from 6.30am. This is after nautical twilight of 6.07am, but prior to official sunrise at 7.01am. To help ensure the safety of participants and event staff, the following actions will be taken:

- Flood lighting in the start/finish area in Karuah Road at Turramurra;
- Physical check to make sure that all riders have bikes with working lights that comply with the Traffic Rules; and
- Marshals with reflective high visibility vests.

## 4. Course Signage

- Bobbin Head Cycle Classic will be responsible for the event, directional, warning and advisory signage. These signs will provide information to both cyclists and motorists.
- Detailed signage plans will be established for each route. The following signs will be used:

CA	Caution Cyclists Ahead
CD	Cyclists Dismount
CEIP	Cycling Event in Progress
DT	Detour
KL	Keep Left
LA	Left Arrow

NL.T No Left Turn  
 NRT No Right Turn  
 RA Right Arrow  
 RC Road Closed  
 RN Road Narrows  
 SD Cyclists Slow Down  
 SH Sleep Hill  
 SF Single File  
 SRCL Side Road Closed on Left  
 SRCR Side Road Closed on Right  
 ST Sharp Turn Ahead  
 SD Cyclists Slow Down  
 SH Sleep Hill  
 LC Use Cycleway

## 5. Rider Identification

To enable Event Management, Police, Marshals and other interested parties to identify riders participating in this event, and to determine which ride they have entered, we propose to provide high visibility bibs with different colours and numbers for riders in each separate route. Additionally, the bib numbers will be clearly grouped for each ride – refer Annex J. Bibs will be placed in front of the bikes' handle bars for visibility.

## 6. Vehicle Mitigation

Vehicle Mitigation strategies will be undertaken within the Road Closures in accordance with the risk assessment and NSW Police direction. This information is to remain confidential.

## 7. Special Event Clearways

To improve safety for all riders, application will be made with TMC to extend the existing Clearway on Mona Vale Rd at St Ives over the following short length:

- on Mona Vale Rd, outside numbers 409 to 425. Note that this section already encompasses a Bus Stop and Left Turn Lane, and numerous driveways. A maximum of five parking spaces will be affected. The reason for this request is that the kerb-side lane is quite narrow, and if parked cars are present then the riders are forced to be close to higher speed traffic in lanes 2 & 3.

## 8. Road Closures

The following road closures are proposed:

- Karuah Road Turramurra (between Eastern Rd and Turramurra Avenue) from 5.00am to 3.00pm. This area will be used as the start/finish area and allow for the safe assembly of riders and visitors. Please refer TCP 01a, 01b and 01c. (Approval of Ku-Ring-Gai Council required);
- Turramurra Avenue Turramurra (between Brentwood Avenue and Karuah Road), northbound lane only, from 5.00am to 3.00pm. Closure will facilitate the safe return of

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- the riders (who will be heading west on Karuah Road and crossing Turramurra Avenue). Please refer TCPs 02, 108 (Approval of Ku-Ring-Gai Council required);
- Bobbin Head Road northbound (between the Park Gates at North Turramurra to the Park Gates at Mt Colah, from 6.15am to 9.15am. The road will be closed in a northerly (western) direction, and operate in a 'one-way' direction in the same direction as the cyclists (refer TCPs 24, 25, 26, 27, 28, 29 & 30). Impacted motorists and other Park users will be able to use a detour via the Mt Colah entrance to the Park. Portable variable message signs will be positioned in the lead up to the event for up to 9 days to alert road users of the detour (refer Annex F);
- Warrimoo Ave St Ives (between Killalea St and Mungana Ave), northbound lane only, from 6.45am to 1.30pm. Closure will facilitate the safe turn by the cyclists from the Burns Road cycleway onto Warrimoo Avenue on the way out, and the safe turn by the cyclists from Warrimoo Avenue onto the cycleway on the way back to North Turramurra (refer TCPs 37 and 87);
- Liberator General San Martin Drive northbound (between Cottage Point Road and West Head Road, from 7.30am to 12.30pm. The road will be closed in a northerly (eastern) direction, and operate in a 'one-way' direction in the same direction as the cyclists (refer TCP 82, and TCPs 67 - 72). Impacted motorists and other Park users will be able to use a detour from the east via McCarr's Creek Road and West Head Road. Portable variable message signs will be positioned in the lead up to the event for up to 9 days to alert road users of the detour (refer Annex F);
- Woodbury Road St Ives (between Mona Vale Road and Hume Avenue), eastbound lane only, from 8.30am to 1.30pm. Closure will facilitate the safe exit from Brigidine College of the riders (who will be turning right to head west on Woodbury Road), and then be able to cross Mona Vale Road with the traffic signals. Please refer to TCP 90, and TCPs 87, 88, 89 & 91. (Approval of Ku-Ring-Gai Council required).

## 9. Lane Closures

The following temporary lane closures are proposed:

- Mona Vale Road westbound, left hand lane approximately 500m east of the transition to a 60km zone into the St Ives built up area (opposite the Wildflower Gardens), from 8.30am to 1.30pm. This will allow for the safe passage of the cyclists up a very steep ascent, where the shoulder narrows to less than 1m wide (refer TCP 84). If traffic on Mona Vale Road builds up, the lane delineation may be lifted earlier;
- Old Pacific Highway Mt Colah at Belmont Parade. Close left lane in each direction, reduce speed to 40kph, traffic signal lights on amber, request Police to do point duty, from 6.15am to 8.45am. This will allow safe passage of cyclists making a right hand turn across Old Pacific Highway (refer TCP 22);
- Bobbin Head Rd Turramurra, northbound right turn lane at intersection with Burns Rd, from 8.00am to 1.45pm (refer TCP -101 and Section 13, below). This intersection will be closely monitored, and if conditions permit, the lane closure may be lifted earlier.

## 10. Reduced speed limit from 90 kph to 60 kph

Due to the potential for heavy traffic and to improve rider safety, application will be made to reduce the speed on Mona Vale Road from 90 kph to 60 kph:

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- a) Eastbound, between the Wildflower Gardens at St Ives to Myoora Road at Terrey Hill, from 7.00am to 10.45am (refer TCPs 45 - 49);
- b) Westbound, from Forrest Way at Terrey Hills to opposite the wildflower garden at St Ives, from 8.00am to 1.30pm (refer TCPs 80 - 84).

#### 11. Reduced speed limit from 80 kph to 60 kph

On some roads with little or no road shoulder, the speed should be reduced to 60 kph for riders and motorist safety.

- a) West Head Road eastbound, between Liberator General San Martin Drive and West Head Picnic Area (from 7.00am until 12.00pm);
- b) West Head Road westbound, between West Head Picnic Area and Liberator General San Martin Drive (from 7.00am until 12.00pm);
- c) Bobbin Head Rd eastbound, between Park Gates at Mt Coleah to Kalkari Visitor Centre (from 6.30am until 8.30am).

#### 12. Reduced speed limit from 80 kph to 40 kph – Old Pacific Highway

On the old Pacific Highway at Mt Coleah near Belmont Parade, reduce the speed limit from 80 kph to 40 kph, from 6.15am to 8.45am (refer TCP 22 and Section 8(c) above).

#### 13. Reduced speed limit from 80 kph to 40 kph – McCarr's Creek Road

McCarr's Creek Road at Terrey Hills has little or no shoulder and during the descent to the West Head Road turn-off, cyclists could encounter oncoming traffic. To improve the safety of cyclists descending, it is proposed to reduce the speed limit from 80 kph to 40 kph for traffic heading west / south west, between West Head Road and Liberator General San Martin Drive, a distance of approximately 2.8km, between the hours of 7.30am and 10.45am (TCP 58 to 60).

#### 14. Intersection changes

Temporary changes to the following intersections are proposed to allow the smooth passage of riders:

- a) Bobbin Head Road and Burns Road Turramurra, from 8.00am until 1.45pm, change traffic direction of 3<sup>rd</sup> lane of Bobbin Head Road northbound (current right hand turn lane to Burns Road east), and use this for traffic heading south on Bobbin Head Road so that motorists do not need to cross the double yellow line to avoid cyclists. (refer TCP 107). This intersection will be closely monitored, and if conditions permit, the changes may be lifted earlier.

#### 15. No Parking

To improve safety for all riders, application will be made with Ku-Ring-Gai Council for "no parking":

- a) on Eastern Road at Turramurra, northbound lane, between Brentwood Avenue and Chilton Parade, from 5.00am and 8.00am;
- b) on Karuah Road at Turramurra, eastbound and westbound lanes, between Turramurra Avenue and Kaitia Street, from 5.00am and 3.00pm.

#### 16. Cycle Way

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Between Ellalong Road North Turramurra and Warrimoo Avenue St Ives, it is proposed that the 57km, 80km and 104km rides travel along the cycle way adjacent to Burns Road, a distance of approximately 400m (refer TCPs 35 - 37 & 97 - 99). As the cycle-way is relatively narrow and steep, the following safety measures will be adopted:

- Cyclists to ride in single file, LHS of path;
- Speed limited to 30km ph;
- Telegraph pole at bottom of hill to have protective padding; and
- Marshalls at either end to ensure compliance, warn pedestrians etc

#### 17. West Head Lookout

The descent into the West Head Lookout has been identified as a high risk part of the course. Active marshalling, together with warning signs and traffic cones to narrow the route and slow cyclists and motorists, will be employed (refer TCP 66).

#### 18. King of the Mountain

To provide an incentive for corporate cycling teams and more experienced riders in the 104km and 80km events, it is proposed to offer an individually timed "uphill section". Riders would be timed over a distance of approximately 3.93km in length along Bobbin Head Road, starting immediately after the bridge over Cockle Creek at Bobbin Head, and finishing just before the Park entry gates near Sphinx Road (refer TCPs 27 - 30).

This section of the road is sterile (potentially open only to motorists travelling in the same direction as the cyclists to North Turramurra, who would then be escorted), wholly within the National Park and uphill. Electronic/RFID timing technology would be used, with timing to operate only between 6.45 am and 8.30 am.

Noting the approval process for a timed vehicle activity (as per section 115 of the Road Transport Act 2013), please refer to Annex E for a detailed submission supporting this activity.

#### 19. Cut-off Times

To minimise the inconvenience to motorists and other users, and to help ensure that the event is completed in a timely manner, cut-off times will be established for a cyclist to continue participation on the event route. If a cyclist does not reach the cut-off point, he/she will be instructed to return to Karuah Oval. The following points are proposed:

Point	Rides	Time	Instruction	Rationale
KC NP Gate at Mt Coleah (TCP 24)	27km, 57km, 80km and 104km	8.15am	Do not continue, return to Karuah.	Will ensure all riders are clear of KC NP (Western Section) by 9.15am
Toolang Oval (TCP 38)	57km, 80 km and 104km	10.00am	Return to Karuah.	Unlikely to complete ride by finish time
West Hd Rd and Lib Gen San Martin Drive (TCP 82)		9.50am	Continue via Akuna Bay.	Reduces route by avoiding return loop to West Head Lookout
Booralie Rd & Myoora Rd.	80km, 104km	10.00am	Do not continue, past Terrey Hills.	Riders will not complete ride before event

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Terry Hills (TCP ab)		return to Karuah.	closure.
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## 20. Rest Stops

Rest stops will be provided at the following locations:

Karuah	Location	Address	Hours
	Karuah Oval	Karuah Road, Turramurra	6.00am to 3.00pm
St Ives	Toolang Playing Field	Cm Toolang Rd & Warimoo Ave, St Ives	7.00am to 1.00pm
Terry Hills	Kinka Reserve	Tooranga Road & Kinka Road, Terry Hills	7.30am to 10.45am
West Head	West Head	Resolute Bay Picnic Area	8.00am to 11.30am
Terry Hills	Thai Restaurant at Terry Hills	Cm McCarr's Crk Road & Kanangra Rd	8.30am to 12.30pm

Each rest stop will have the following facilities:

- Snacks, water, electrolyte;
- Medical and first aid assistance;
- Toilets.

## 21. Course Officials

- Accredited Traffic Controllers from the SES, RFS and Who Dares will manage key positions as listed on the Traffic Control Plans, assisted by Police from KLAC (as appropriate);
- Volunteer Course Marshals will be positioned along the route to assist cyclists with directions and report any issues to the command post;
- BHCC Ride Director will co-ordinate the marshals to ensure all intersections and required postings are staffed and managed; and
- Marshal briefings will be conducted in the fortnight leading up to the Event to ensure Marshal understand their functions and duties, along with the event guidelines the safety requirements. An outline of the briefing is provided in Annexure G

## 21. Event First Aid and Medical

- For all life threatening situations call 000 (triple 0) immediately;
- For major accidents and major incidents, riders and marshals will be briefed to call 000 (triple 0) immediately; render appropriate assistance and contact nearest marshal who will implement our emergency response protocol.
- The Event organisers will deploy:
  - Medical teams at identified high risk areas;
  - Descent into Bobbin Head; and

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- Descent into West Head;
  - Private emergency paramedic team and ambulance in the eastern section of the Ku-ring-Gai National Park (area bounded by McCarr's Creek Road, Liberator General San Martin Drive and West Head Road);
- d) For minor incidents, first aid and medical assistance will be provided as follows:
- At the start/finish line (Karuah Oval), by St John Ambulance;
  - At each rest stop, by St John Ambulance or a First Aid certificated volunteer;
  - On course, by certificated SES volunteers.

## 22. Rider Briefing, Safety and Support

- All cyclists will be briefed inside the front gate of the starting area at Turramurra/Karuah Oval prior to their participation in the event. An outline of the briefing is provided in Annexure H;
- From 5.00am to 3.00pm, no motor vehicles will be permitted to drive on Karuah Road, between Eastern Road and Turramurra Avenue where there is currently only one way traffic toward the east;
- There will be support and observation vehicles travelling along the course collecting riders and their bicycles in the case of physical or mechanical breakdown;
- The "Sweeper" vehicle will be equipped with flashing warning lights and have these lights together with its hazard lights operational when required, such as when vehicle is travelling at a speed less than the road speed limit, or is stationary picking up riders along the course. Unless attending to riders the vehicle will travel at the specified road speed limit. When attending to riders, the driver of the "Sweeper" vehicle will position the vehicle well off the road to avoid any traffic disruption;
- A physical check of the route will be conducted in the week preceding the event and on the morning of the event by the event organisers to confirm that riders will not be obstructed by any construction works or surface obstacle.

## 23. Command and Control

- Command of the event will be under the control of the BHCC Ride Director. He will be supported by a Deputy Ride Director, SES staff and other personnel.
- A Command Post will be established at Karuah Oval. The Command Post will have liaison officers from:
  - BHCC;
  - NSW Police;
  - Roads and Maritime Services;
  - SES;
  - Traffic Contractor;
- The event organisers will provide adequate radio communications between the Ride Director, BHCC volunteers, SES and other personnel. Please refer to Annexure I for the Event Radio Communications Plan.

## 24. Assessment of public transport services affected.

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- the event, and ensure that any concerns raised by those people are attended to. It is expected that around 500 homes will be contacted;
- c) The Event Organisers will notify potentially inconvenienced residents around the Collage Point precinct by way of a letter drop prior to the event, and ensure that any concerns raised by those people are attended to. It is expected that around 150 homes will be contacted;
  - d) The Event Organisers will also notify impacted residents around Warrimoo Avenue Stives by way of a letter drop at least seven days prior to the event, and ensure that any concerns raised by those people are attended to.
  - e) Business operators in, and users of the Ku-Ring-Gai Chase National Park will be notified in accordance with a communications plan being developed with the Events Team of the National Parks & Wildlife Service; and
  - f) The Event Organisers will place advertisements in the major local newspapers (North Shore Times and Maitland Daily) advising of possible traffic disruption and directing further enquiries to the RMS live traffic website.

#### 28. Contingency Plan

If the weather conditions are expected to be extreme, or if the Police otherwise direct, the Event Organisers will cancel or postpone the event. The Event Organisers will endeavour to broadcast any cancellation or postponement message on the BHCC website no later than 7.00pm on Saturday 24 March 2018, and will attempt to send participants an SMS message (where a mobile contact number has been provided).

#### 29. Conclusion

The Event Organisers believe that the arrangements proposed in this Traffic Management Plan should lead to a successful and safe event, with only limited impact on other users. Importantly, the Event will involve the community in a healthy and enjoyable recreational activity, increase awareness of bike and road safety, and raise much needed funds for our charity beneficiaries.

- a) Contact will be made with the bus operators (Transdev and Forest Coach Lines) to advise them of the event. There is no requirement to re-route local public bus services. Bus routes that share part of the route generally operate lower frequency services on Sundays. Contact will also be made with the operators of the Royal Easter Show buses along Mona Vale Rd. Marshals will be instructed to hold back riders at least 10 metres from bus stops when buses approach.
- b) Participants will be encouraged to use public transport to get to/depart from the event. The proximity of Turramurra and Warrawee Railway Stations means that it is only a short ride from each of the stations to Karuah Oval. Some minor overcrowding may be experienced at Turramurra Station between 0530 and 0730 hrs. Contact will be made with CityRail to advise them of the event.
- c) As at early Sept 2017, we are not aware of any planned track work on the North Shore Railway Line on Sunday 25 March, 2018. This will be checked closer to the event date as the City Rail work schedule becomes available.

#### 25. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

- a) Emergency Services will be informed of the event and a copy of the TMP will be sent;
- b) In the case of an emergency along the event route that will require an emergency vehicle to attend, Police, Event Staff and Traffic Controllers will be on hand to facilitate;
- c) First aid crews will be stationed at Karuah Oval and rest stops;
- d) Medical teams will be stationed at identified high risk areas (descent into Bobbin Head, descent into West Head);
- e) An emergency para medic team and ambulance will be stationed in the eastern end of Ku-Ring-Gai Chase National Park to provide support (if required);
- f) The event will not be affected by, or attract any heavy vehicle operations during the day;
- g) Non event cyclists in Ku-Ring-Gai National Park will be impacted to the extent of additional cyclists on the road, however will witness less impact from motorists due to road closures, policing etc; and
- h) Pedestrian impact will be minimal.

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

It is the Event Organisers intention to implement plans in line with other events of a similar scope to contribute to the amelioration of as much inconvenience as possible in order to not effect negatively on any future developments.

#### 27. Public notification process

- a) The Public will be notified of the event via VMS boards placed in advance at key points, and on the RMS live traffic website. Details of the proposed portable VMS locations (to be agreed with the RMS) are listed in Annexure F.
- b) The Event Organisers will notify impacted residents around the Karuah Oval/Turramurra Oval precinct by way of a letter drop at least seven days prior to

### **Annex D – 80km and 104km Course Route Street by Street**

Direction	KM/s	At/On	Orientation	Notes
South	0.0m	Koruhui Road	West	Start on Koruhui Rd
Right	0.15	Eastern Road	North	Right turn immediately into Eastern Road
Left	1.3	Western Road	West	Turns left into Burns Road
Strait	2.7	Carmichael St	West	Continue through Cleveland Burns Intersection
Left	3.1	Wanmarama Rd	South	Right turn into Wanmarama Rd
Right	3.1	North-West	North-West	Right turn into North-West
Strait	3.5	Alexandra Pk	North-West	Continue straight into Alexandra Parade
Strait	3.9	Wyra Street	North-West	Continue straight through traffic lights
Right	4.6	Romey Street	North	Right turn into Romey Street
Left	5.0	Engsworth David	West	Right turn into Engsworth David Avenue
Left	5.4	Pacific Highway	North	Right turn into Pacific Highway across the bridge into "old" Pacific Highway
Strait	7.1	Guston Road	North	Continue straight through "Gaston" Rd-Pacific Hwy intersection
Strait	7.8	Jersey Rd Nth	North	Continue straight through "Jersey Rd Nth-Pacific Hwy intersection"
Right	9.6	Wyra Road	East	Continue across Pacific Highway Wyra Road Intersection, through traffic lights
Right	9.6	Belmont Parade	South	Right turn into Belmont Parade
Left	9.8	Ki-Rung Gg	East	Left turn into Ki-Rung Gg Crane Rd
Strait	11.8	Kuluan Ku-Rung Crane Rd	North	Continue to Boulton Houli
Strait	16.9	Babbitt Head R	South-East	Continue across bridge into Babbitt Head Rd
Strait	20.9	Babbitt Head R	South	Continue straight through Park Gates
Strait	22.0	Babbitt Head R	South	Continue straight through roundabout at Curragh Rd
Left	24.6	Alps Avenue	East	Left turn into Alps Avenue
Right	25.1	Ellisling Road	South-East	Right turn into Ellisling Road
Left	25.2	Burns Rd (cycle way)	South	Left turn into cycle way running adjacent to Burns Road
Left	25.7	Warrioroo Avenue	North	Left turn into cycle way into Warrioroo Avenue
Right	27.0	Toulson Road	East	Right turn into Toulson Road
Right	27.5	Memo Hill Avenue	South	Right turn into Memorial Avenue
Strait	27.8	Mudies Avenue	South	Continue straight through roundabout at Mudies Avenue
Left	29.1	Lincoln Road	East	Left turn into Lincoln Rd
Left	29.2	Koruhui Rd	North	Left turn into Koruhui Rd
Left	29.3	Douglas Street	East	Right turn into Douglas Street
Left	29.9	Mona Vale Road	North	Left turn into Mona Vale Road
Left	34.6	Wyona Road	North	Left turn into traffic lights into Wyona Road
Strait	35.9	Aumua Rd	North-East	Straight through roundabout at Aumua Road
Left	35.8	Coyoying Rd	West	Left turn into roundabout into Coyoying Road
Right	37.8	Kallaroo Rd	North	Right turn into Kallaroo Rd
Left	38.2	Tongatonga Road	West	Left turn into Tongatonga Road
Right	38.7	Kinua Road	North	Right turn into Kinua Road
Right	38.8	Bongstrie Road	East	Right turn into Bongstrie Road (turns round)
Left	42.8	Yulong Avenue	North-East	Left turn into Yulong Avenue
Left	43.0	McGauris Creek	North-East	Left turn into McGauris Creek Road
Right	45.0	Lidder	North-East	Continue right on McGauris Creek Road at intersection with Lidder General San Martin Drive
Left	47.8	West Head Rd	North-East	Left turn into West Head Road to proceed to West Head Intersection with Lidder General San Martin Drive
Right	48.3	Lidder General San Martin Dr	North-East	104 km Turn right to continue along West Head Road to West Head Lookout 88km Turn left into Lidder General San Martin Drive
Right	104 km	West Head Lookout	East	Take left fork of West Head one way loop, Turn around at West Head Picnic Area
Right	73.3	Lidder General San Martin Drive	North-West	Right turn into Lidder General San Martin Drive

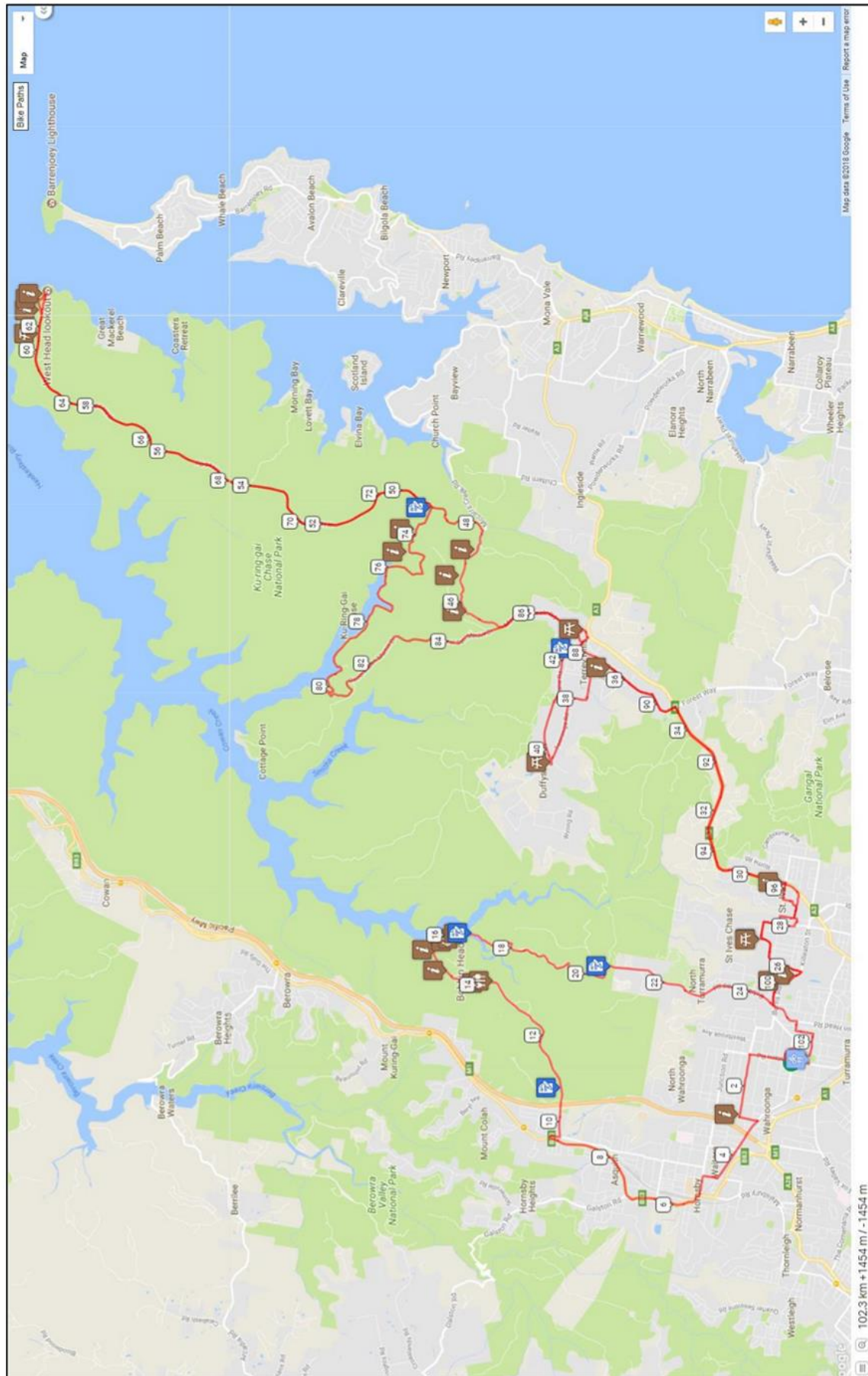
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Street	77.3	Aluna Bay	North	Continue straight along Liberator General San Martin Drive to Aluna Bay.
Street	81.6	Cottage Plm: Rd	South	Continue straight along Liberator General San Martin Dr at intersection with Cottage Point Rd
Rt	87.3	McCart's Creek Rd	South-East	Right turn into McCart's Creek Road
Street	87.4	Bonnie Road	South West	Continue straight through roundabout onto Bonnie Rd (one street with McCart's Creek Rd)
Lt	87.9	Moody Rd	South-West	Left turn into Moody Rd
Street	88.3	Cooyra Rd	South-West	Straight through roundabout at Cooyra Road
Street	89.2	Aluna Rd	South-West	Straight through roundabout at Aluna Road
Rt	90.5	Mon Vale Road	South West	Right turn into Mon Vale Road
Lt	90.8	Bridgeton College	South	Left turn into Bridgeton College Campus
Rt	95.8	Woodbury Road	West	Right turn into Woodbury Road (from car park exit)
Street	95.9	Mon Vale Road	South	Straight across Mon Vale Road at traffic light
Street	98.3	Warabara Ave	South	Left turn into Warabara Ave
Rt	98.5	Bundilla Ave	South-West	Half right turn at Bundilla Ave, continue along Warabara Ave
Rt	98.7	Douglas St	West	Right turn into Douglas St
Rt	98.9	Kentham Rd	North	Right turn into Kentham Rd
Lt	97.2	Medley Road	West	Left turn into Medley Road
Rt	97.4	Memorial Avenue	North	Right turn into Memorial Avenue
Lt	97.7	Todding Road	West	Left turn into Todding Road
Lt	98.1	Warr into Avenue	South	Left turn into Warr into Avenue
Rt	98.4	Burns Road (cycle ways)	West	Right turn onto cycle way running adjacent to Burns Road
Rt	100.3	Ellisburg Road	North	Right turn into Ellisburg Avenue
Lt	100.1	Apps Avenue	West	Left turn into Apps Avenue
Rt	100.5	Burns Head Rd	South-West	Right turn into Burns Head Road
Street	100.6	Burns Road	South	Straight across traffic lights at Burns Road/Burns Head Road
Rt	111.2	Karara Street	West	Right turn into Karara Street
Street	111.4	Furber Avenue	West	Straight across Furber Avenue
Lt	111.5	Enley Avenue	South	Left turn into Enley Avenue
Street	111.7	Wester Avenue	West	Straight across Wester Avenue
Rt	112.8	Karara Road	West	Right turn into Karara Road
Rt	102.3	Turramurra Ave	West	Right turn into Karara Road and NISH Avenue

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2018 Robbin Head Cycle Classic Tree Management Plan - V1.1, 12 September 2017





<b>ITEM 4.21</b>	<b>REQUEST FOR WORKS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2018/047539</b>
<b>ATTACHMENTS</b>	<b>1 Works Zone - 52 Queenscliff Road, Queenscliff</b> <b>2 Works Zone- 35 Innes Road, Manly Vale</b>

**UBD Ref:** Various

## REPORT

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

Address	Applicant	Works Zone Length, Time and Location	Requested Period
52 Queenscliff Road Queenscliff NSW 2096	John Olaf Halverson	Length: 16m  Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday  Location: 52 Queenscliff Road Queenscliff <i>(Refer Attachment 1)</i>	24 November 2017 – 22 December 2017
35 Innes Road, Manly Vale, NSW, 2093	Meticon Homes Pty Ltd	Length: 8m  Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday  Location: 35 Innes Road Manly Vale <i>(Refer Attachment 2)</i>	2 January 2018 – 24 April 2018

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## RECOMMENDATION TO TRAFFIC COMMITTEE

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

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