

# AGENDA

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

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

**TUESDAY 3 JULY 2018**

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



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

### **Voting Members**

Chair – Mayor - Northern Beaches Council	Mr Michael Regan
Member for Pittwater Mr R Stokes MP Representative	Mr Andrew Johnston
Member for Davidson Mr J O’Dea MP Representative	Mr Phil Corbett
Member for Wakehurst Mr B Hazzard MP Representative	Mr Toby Williams
Member for Manly Mr J Griffin MP Representative	Mr John O’Connor
Roads and Maritime Services	Mr Raymond Tran
Northern Beaches Police Command, Dee Why	Sergeant Nino Jelovic

### **Non Voting Members**

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

### **Officers**

General Manager Environment and Infrastructure	Mr Ben Taylor
Acting Executive Manager Transport & Civil Infrastructure	Mr Grant Tighe
Manager Transport Network	Mr Phillip Devon
Senior Traffic Engineer	Mr James Brocklebank
Traffic Engineer	Mr Ricky Kwok
Traffic Engineer	Mr Patrick Bastawrous
Traffic Engineer	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
Intern	Ms Nafisa Nishandar

### **Visitors**

Nil

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

**to be held on Tuesday 3 July 2018**

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

**Commencing at 10:00am**

- 1.0 APOLOGIES**
- 2.0 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST**
  - 2.1 Minutes of Northern Beaches Council Local Traffic Committee held 5 June 2018
  - 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 .....6**
  - 4.1 Rodborough Road, Frenchs Forest - No Stopping Restrictions.....6
  - 4.2 Altona Avenue, Forestville - No Parking Restrictions .....9
  - 4.3 Middleton Road, Cromer - Authorised Vehicles Parking Restrictions ..... 11
  - 4.4 Whistler Street, Manly - Loading Zone ..... 13
  - 4.5 Iluka Avenue, Manly - Loading Zone..... 16
  - 4.6 Hay Street and Bedford Crescent, Collaroy - Line Markings ..... 18
  - 4.7 Oxford Falls Road, Oxford Falls - Speed Humps and LED Wildlife Warning signs .....21
  - 4.8 Seaforth Crescent, Seaforth - Bus Zone Extension.....36
  - 4.9 Belrose, Frenchs Forest and Curl Curl - Bus Priority Improvement Program.....38
  - 4.10 Grevillea Street, Collaroy Plateau - Pedestrian Safety Improvements.....46
  - 4.11 Howard Avenue, Dee Why - Proposed Shared Path.....63
  - 4.12 Garden Street, Warriewood - Signage and Line Marking Plan for the Proposed Subdivision .....72
  - 4.13 Event: Pub to Pub Charity Fun Run and Walk - Dee Why to Newport - 26 August 2018 .....74
  - 4.14 Event: The Bloody Long Walk - Palm Beach to Manly - 9 September 2018 ..... 112
  - 4.15 Event: Avalon Beach Market Day - Avalon Beach Village - 18 November 2018 .... 122
  - 4.16 Request for Works Zone ..... 128

<b>5.0</b>	<b>MATTERS FOR NOTATION.....</b>	<b>131</b>
5.1	Fisher Road and Regent Street, Dee Why.....	131

**NEXT MEETING Tuesday 7 August 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 JUNE 2018**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 5 June 2018, 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

**ITEM 4.1** **RODBOROUGH ROAD, FRENCHS FOREST - NO STOPPING RESTRICTIONS**

**REPORTING OFFICER** **TRAFFIC ENGINEER**

**TRIM FILE REF** **2018/360307**

**ATTACHMENTS** **1 Rodborough Road, Frenchs Forest - Plan**

**GEOCODES:** -33.753706, 151.243861

### REPORT

#### BACKGROUND

Council has received concerns from workers in the Frenchs Forest Business Park regarding traffic congestion and related PM peak hour queues in Rodborough Road on the approach to the roundabout at Allambie Road in Frenchs Forest.

#### LOCATION

- Rodborough Road is a No Through Road located in the Frenchs Forest Business Park area which connects to Warringah Road at the western end.
- The road has a 50km/h speed limit and a pavement width of approximately 12.5m between kerbs.
- Allambie Road is classified as a regional road with a 60km/h speed limit and traffic volumes exceeding 7,000 vehicles per day.
- The Rodborough Road/Allambie Road intersection is controlled by a roundabout with two traffic lanes on the eastern approach which includes a dedicated left turn lane.
- The section of Rodborough Road, east of the roundabout, provides access to 18 properties and a greater number of businesses.
- Parking is generally unrestricted on the northern side, except for a 'Mail Zone' located outside the Australia Post - Frenchs Forest Business Hub. Existing 'No Parking 4:30pm-6:00pm Mon-Fri' restrictions have been installed on the southern side of the road and 'No Stopping' restrictions in the turning circle at the eastern end.

#### ISSUES

- Council's Rangers' have received reports regarding vehicles parking on the southern side of Rodborough Road, obstructing the left turn lane into Allambie Road.
- Vehicles parked on the eastern approach to the roundabout reduce the westbound traffic to a single traffic lane resulting in congestion and affecting the overall traffic flow exiting Rodborough Road.
- Motorists exiting the Frenchs Forest Business Park experience lengthy delays, especially during the afternoon peak, when a large proportion of the workforce leaves at the same time.
- The traffic congestion in the area is further exacerbated by the roadworks for the new Northern Beaches Hospital.
- Council proposes to install 'No Stopping' restrictions (50m in length) in Rodborough Road, on the eastern approach to the Rodborough Road/Allambie Road roundabout.
- It is considered reasonable that the proposed restrictions be granted to ensure that the left turn lane remains unobstructed and to improve overall traffic flow exiting Rodborough Road.

#### CONSULTATION

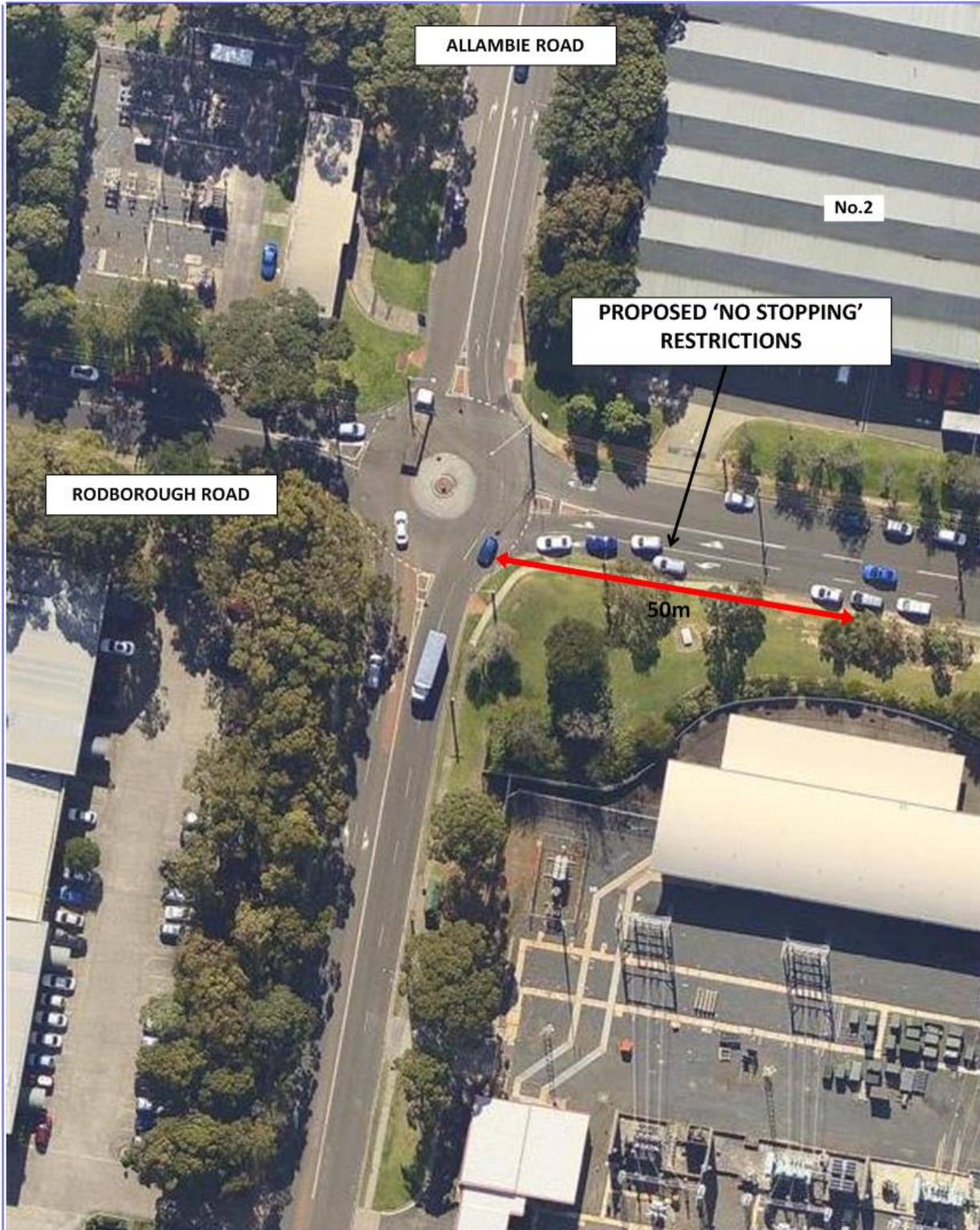
No consultation has been undertaken as businesses have existing off-street parking facilities and the proposed measures are essential to improve traffic flow for the area.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Stopping' restrictions (50m in length) in Rodborough Road, on the eastern approach to the Rodborough Road/Allambie Road roundabout, Frenchs Forest.

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### PROPOSAL

RODBOROUGH ROAD, FRENCHS FOREST  
'NO STOPPING' RESTRICTIONS  
SHEET 1 OF 1



northern  
beaches  
council

Drawn RK Approved *P. Devo* ISM No.

**ITEM 4.2                      ALTONA AVENUE, FORESTVILLE - NO PARKING  
RESTRICTIONS****REPORTING OFFICER        SENIOR TRAFFIC ENGINEER****TRIM FILE REF              2018/356853****ATTACHMENTS              1   Altona Avenue, Forestville - Plan****GEOCODES:** -33.755847, 151.220815**REPORT****BACKGROUND**

Council has approved a development application for a boarding house to operate at No.556 Warringah Road, Forestville. Condition of consent No.24 states:

“Approval shall be sought through the Northern Beaches Traffic Committee for a 'No Parking' restriction to be established on the northern side of Altona Avenue between the proposed driveway to No. 556 Warringah Road and Warringah Road.

Reason: To ensure safety of waste collection and to minimise congestion on approach to Warringah Road” (DACPLCPCC1).

**ISSUES**

Introduction of the 'No Parking' restrictions will allow garbage trucks to pull up at kerbside to empty bins from the development and will also improve egress from the street to Warringah Road.

A 10m length of 'No Stopping' will also be signposted in conjunction with the 'No Parking' restriction to reinforce the statutory 10m 'No Stopping' rule on approach to the intersection with Warringah Road.

**CONSULTATION**

As this is a condition of consent impacting only the address subject to the DA approval, consultation on the matter has not been undertaken.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A.    The introduction of a 'No Parking' restriction on the north side of Altona Avenue, Forestville, between the driveway of the boarding house development and a point 10m west of Warringah Road, Forestville.
  - B.    10m of 'No Stopping' restrictions be signposted on the north side of Altona Avenue west of the Warringah Road kerb alignment, Forestville.
-





## PROPOSAL

### Altona Avenue, Forestville No Parking Zone

Drawn JB

Approved *P. Deon* ISM No.



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<b>ITEM 4.3</b>	<b>MIDDLETON ROAD, CROMER - AUTHORISED VEHICLES PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2018/364219</b>
<b>ATTACHMENTS</b>	<b>1 Middleton Road, Cromer - Plan</b>

**GEOCODES:** -33.734903, 151.284271

## **REPORT**

### **BACKGROUND**

Northern Beaches Joint Consultative Committee (NBJCC) raised issues with parking outside Northern Beaches Council Depot, Cromer, and requested that the parking space near the water hydrant be for Authorised Vehicles only.

The water hydrant opposite the Northern Beaches Council Depot, Cromer, is where most of the Road Sweepers fill up. It is becoming a problem as numerous vehicles are parking in this location. Many of these vehicles are council vehicles visiting Northern Beaches Council Depot, Cromer. This allocated parking space would help immensely by allowing the trucks to pull alongside or reverse into it.

### **LOCATION**

Near the water hydrant opposite the Northern Beaches Council Depot at 55 Middleton Road, Cromer.

### **CONSULTATION**

Public consultation is not necessary as no residents are affected by the proposal.

### **ISSUES**

The water hydrant on Middleton Road is where most of the Road Sweepers fill up. Many of these vehicles are council vehicles visiting the Northern Beaches Council Depot, Cromer; however, this space is often occupied by other road users too.

This can be resolved by providing a parking space of 10m x 3.5m for 'Authorised Vehicles' only. This parking space is to be hatched and sign posted to reflect the intended usage.

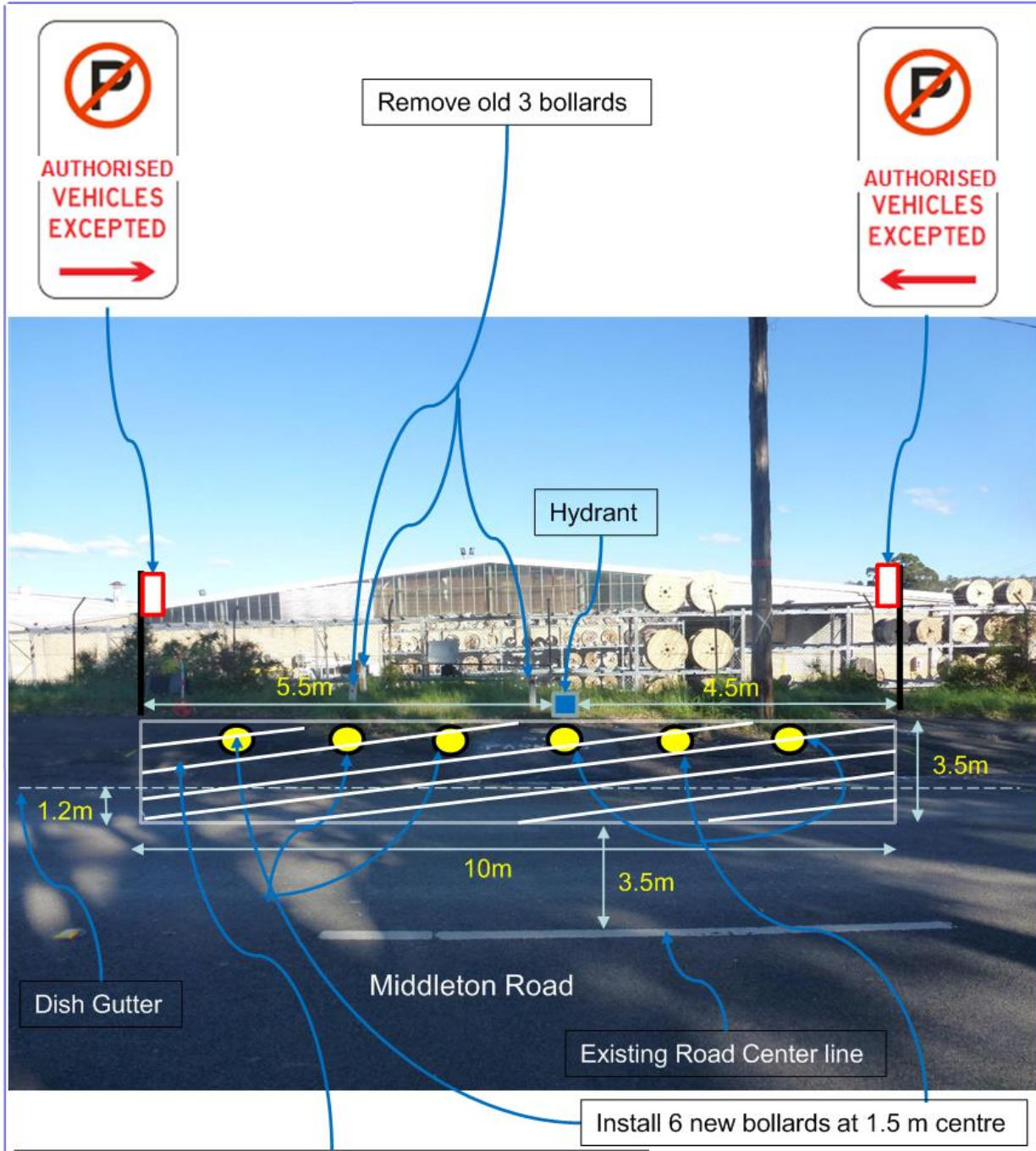
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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a parking space of 10m X 3.5m for 'Authorised Vehicles Only' and the necessary line marking, hatch and sign posting on Middleton Road, Cromer.




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Mark and hatch the proposed parking space

- Outline marking with 100mm thick white line
- Hatching with 150mm thick white line @ 45 degree & 250mm spacing

	PROPOSAL		 northern beaches council
	MIDDLETON ROAD, CROMER		
	Drawn: VS	Approved  ISM No.	



**ITEM 4.4 WHISTLER STREET, MANLY - LOADING ZONE****REPORTING OFFICER SENIOR TRAFFIC ENGINEER****TRIM FILE REF 2018/326213****ATTACHMENTS 1 Whistler Street, Manly - Plan****GEOCODE REF: -33.796786, 151.285582****REPORT****BACKGROUND**

A condition of consent for the mixed use development at 21 Belgrave Street, Manly, requires "That a report be submitted by the applicant to the Northern Beaches Council Traffic Committee seeking approval for a) the creation of the 2 x Telstra maintenance parking spaces on Whistler Street and b) the removal of on-street parking spaces opposite the driveway to facilitate egress from the driveway by service vehicles. The report is to include supporting information justifying the need for the Telstra Maintenance spaces and the removal of parking opposite the driveway and proposing measures to offset the loss of publicly accessible on-street parking. A Traffic Committee resolution on the above is to be obtained prior to occupation".

**LOCATION**

The subject development is sited on the intersection of Belgrave Street and Sydney Road, Manly. Ingress and egress to the development is via a single width driveway accessed off the development's Whistler Street frontage. Whistler Street has a width of 7.8m with parking permitted on both sides of the road. North of Sydney Road it has a One Way northbound traffic flow.

**ISSUES**

Whistler Street is not wide enough to permit a small rigid vehicle to turn in and out of the driveway serving the development without removal of some parking opposite and on approach to the driveway. The developer has been asked to provide swept path plans to demonstrate how access can be provided while minimising parking loss.

Two Loading Zone spaces which previously existed on the eastern side of Whistler Street are lost. These spaces are necessary to cater for deliveries to premises on Whistler Street and on the Sydney Road Plaza. They will be relocated to the west side of Whistler Street and signposted with a 15 minute time limit.

The development is taking place on land which previously provided parking for Telstra maintenance vehicles servicing the adjacent Telstra substation. Telstra have a need for two parking spaces. These spaces will only be required intermittently by Telstra Vehicles; however, when not in use can be made available for other uses. Signposting these spaces as '15 minute Loading Zone (Telstra Vehicles Excepted)' allows the spaces to be used for Loading when not in use by Telstra.

There are two existing disabled parking spaces located on the east side of Whistler Street opposite the development. These spaces are substandard; however, removal of both spaces which are well used is not recommended. It is proposed to retain one of the disabled parking spaces. There is currently no disabled access ramp serving this space. The developer will be required to provide this ramp. The other disabled space will be re-allocated for 1P parking. This would allow a driver displaying a mobility parking permit to park on an unrestricted basis in the space but also allows it to be used for other short term parking purposes. The creation of this 1P parking space offsets the loss of 1P parking on the west side of Whistler Street for the Loading Zone spaces.

## CONSULTATION

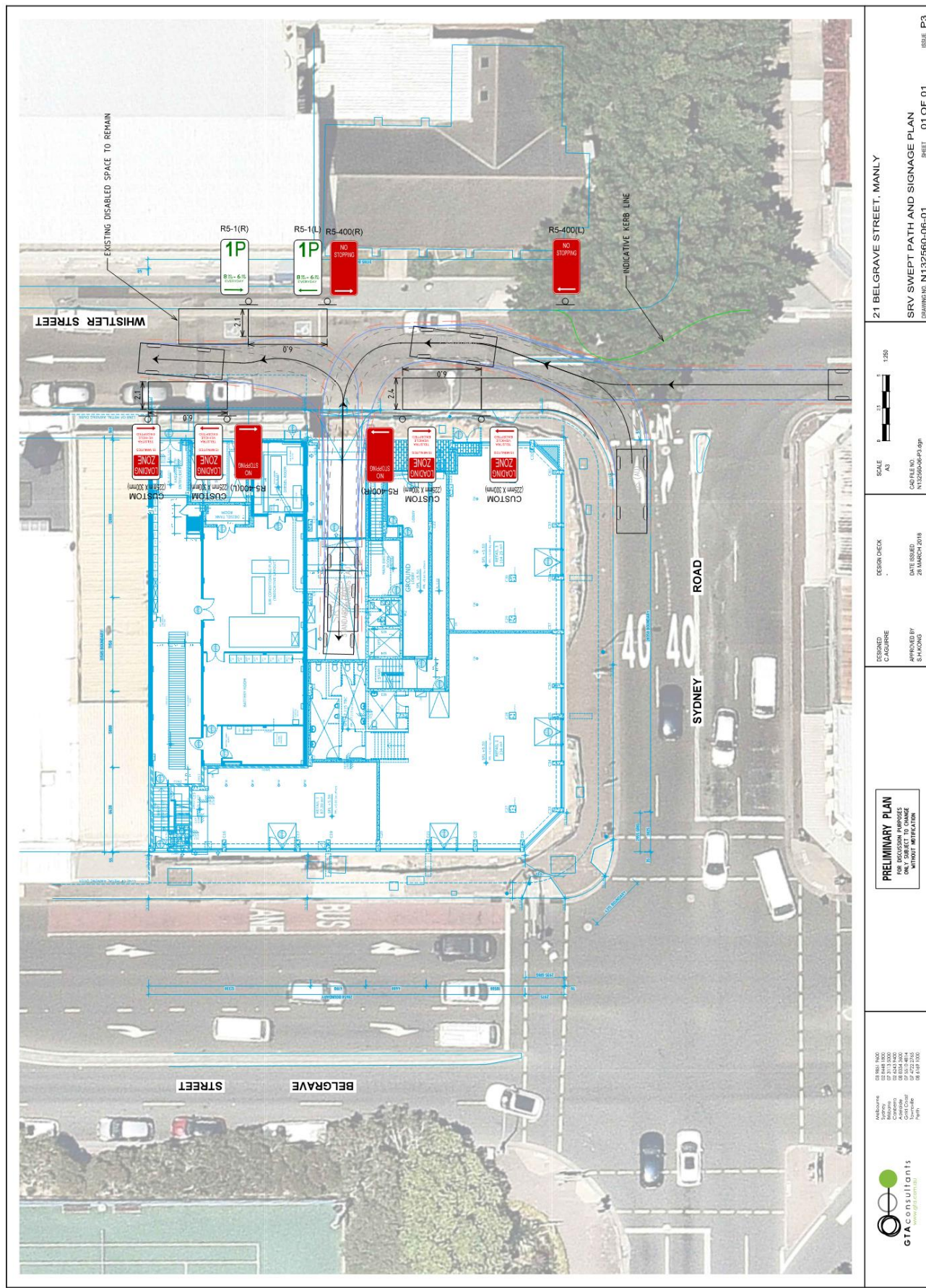
6 consultation letters to all premises within the immediate vicinity of the location have been distributed providing notification of the proposed parking changes. At the time of drafting the Agenda one response, raising no concerns with the changes, has been received.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The parking changes on both sides of Whistler Street, Manly, near its intersection with Sydney Road. Changes include:
- Creation of 2 x '15 minute Loading Zone spaces (Telstra Vehicles Excepted)' on the west side of Whistler Street, Manly
  - Retention of 1 x disabled parking space on the east side of Whistler Street, Manly (the developer of 21 Belgrave Street, Manly, to meet the cost of remarking this space and providing a disabled access ramp to facilitate access to the footpath)
  - Creation of 1 x 1P parking space applying 8:00am to 6:00pm Everyday on the east side of Whistler Street, Manly
  - Introduction of a pram ramp on the west side of Whistler Street, Manly, opposite the existing pram ramp on its eastern side
- B. That the installation of the proposed changes be at full cost to the developer of 21 Belgrave Street, Manly.
-





<b>ITEM 4.5</b>	<b>ILUKA AVENUE, MANLY - LOADING ZONE</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/358702</b>
<b>ATTACHMENTS</b>	<b>1 Iluka Avenue, Manly - Plan</b>

**GEOCODES:** -33.7868908, 151.2847707

## **REPORT**

### **BACKGROUND**

Council has been approached by the Stella Maris School who request a change to the parking restrictions applying in Iluka Avenue, Manly, on the school frontage to allow for the creation of a Loading Zone applying during school hours and school days.

### **LOCATION**

Iluka Avenue forms one frontage of the Stella Maris Catholic College. It is 7.3m in width and carries One Way westbound traffic. Parking is permitted on both sides of the road. A pedestrian crossing is present on Iluka Avenue just west of its intersection with Collingwood Street. The school requests that a Loading Zone be created on the north side of Iluka Avenue on the departure side of the pedestrian crossing.

### **ISSUES**

The area within which the Loading Zone is requested is currently zoned No Stopping. Pedestrian Crossings are installed with 20m of No Stopping on the approach side of the crossing and 10m of No Stopping on the departure side. This is to facilitate sight distance to and from approaching traffic. On Iluka Avenue, given that it carries One Way westbound traffic flow, there is no need for visibility to oncoming traffic coming from the west and the No Stopping zone is therefore redundant. Creation of a Loading Zone within the existing No Stopping zone will not therefore impact upon the safety of pedestrians using the crossing who will still have unimpeded visibility to all approaching traffic.

At present, trucks making deliveries to the school often park on the footpath area to the east of the crossing or on pedestrianised areas inside the school gates. Both locations are unsafe as they require the truck to cross and reverse over highly utilised pedestrian areas. If trucks do not park in those areas they park within the 2P resident parking zones nearby taking away parking for residents.

### **CONSULTATION**

The school is strongly supportive of the proposed course of action. No additional consultation has been undertaken as the change has only positive impacts for residents of the street.




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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a Loading Zone (8:00am to 4:00pm School days) of approximately 10m in length on the north side of Iluka Avenue, Manly, west of the existing marked foot crossing.

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	PROPOSAL		 northern beaches council
	Iluka Avenue, Manly Loading Zone		
	Drawn JB	Approve  ISM No.	

<b>ITEM 4.6</b>	<b>HAY STREET AND BEDFORD CRESCENT, COLLAROY - LINE MARKINGS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2018/363236</b>
<b>ATTACHMENTS</b>	<b>1 Hays Street and Bedford Crescent, Collaroy - Plan</b>

**GEOCODES:** -33.741534, 151.302063

## **REPORT**

### **BACKGROUND**

Residents raised safety concerns regarding the intersection of Hay Street and Bedford Crescent, Collaroy. Residents on the western side of Pittwater Road take a right turn at Hay Street to access their properties. Due to the B-Line road changes the median on Pittwater Road at Hay Street has been closed preventing southbound traffic on Pittwater Road from turning right at Hay Street.

Residents are using an alternate route by turning right from Pittwater Road onto Anzac Avenue, then left into Hay Street and right into Bedford Crescent. The intersection between Hay Street and Bedford Crescent has been controlled by a 'Stop' sign. However, as it is a tight hairpin bend road users find it difficult to negotiate the bend. Furthermore, cars often park very close to the intersection and make it hard to negotiate the bend and sometimes require a three-point turn.

Though the traffic volume is low there are some safety concerns observed due to narrow road width, poor sight distance, and poorly defined road edges. The following recommendations are proposed:

- Install 10m Dividing Barrier Lines (two way) at Hay Street (north) starting from the intersection up to the starting of vehicular crossing of property No. 11.
- Install 12m Dividing Barrier Lines (two way) at Hay Street (south) starting from the intersection up to the starting of vehicular crossing of property No. 9.
- Install 15m Dividing Barrier Lines (two way) at Bedford Crescent starting from the intersection up to the starting of vehicular crossing of property No. 1A.

### **LOCATION**

Intersection of Hay Street and Bedford Crescent, Collaroy

### **CONSULTATION**

Public consultation is not necessary as no residents are affected by the proposal and safety is enhanced at the intersection.

### **ISSUES**

- The median on Pittwater Road at Hay Street has been closed. It prevents southbound traffic on Pittwater road from turning right into Hay Street.
- Most residents have changed their usual route and use Hay Street and turn right into Bedford Crescent.
- The intersection is a tight hairpin bend.
- Cars park very close to the intersection and make it hard to negotiate the bend.



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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The installation of 10m Dividing Barrier Lines (two way) at Hay Street (north), Collaroy, starting from the intersection up to the starting of vehicular crossing of property No. 11.
  - B. The installation of 12m Dividing Barrier Lines (two way) at Hay Street (south), Collaroy, starting from the intersection up to the starting of vehicular crossing of property No. 9.
  - C. The installation of 15m Dividing Barrier Lines (two way) at Bedford Crescent, Collaroy, starting from the intersection up to the starting of vehicular crossing of property No. 1A.
-

Proposed Dividing Barrier (BB) Lines (two way).

- Length = 10 m
- 100mm thick white unbroken line
- Spacing between two lines = 100mm



Proposed Dividing Barrier (BB) Lines (two way).

- Length = 12 m
- 100mm thick white unbroken line
- Spacing between two lines = 100mm

Proposed Dividing Barrier (BB) Lines (two way).

- Length = 15m
- 100mm thick white unbroken line
- Spacing between two lines = 100mm



PROPOSAL

INTERSECTION OF HAY ST & BEDFORD CR, COLLAROY

Drawn: VS

Approved *P. Dea*

ISM No.



northern  
beaches  
council



<b>ITEM 4.7</b>	<b>OXFORD FALLS ROAD, OXFORD FALLS - SPEED HUMPS AND LED WILDLIFE WARNING SIGNS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/372025</b>
<b>ATTACHMENTS</b>	<b>1 Oxford Falls Road, Oxford Falls - Speed Hump Concept Plan</b> <b>2 Oxford Falls Road, Oxford Falls - Sign Location Plan</b>

**GEOCODES:** -33.728001, 151.234953

## **REPORT**

### **BACKGROUND**

At Council's meeting on 28 November 2017, Council approved the proposal to upgrade the unsealed sections of Oxford Falls Road and Morgan Road, Oxford Falls, to a sealed road and for the road to be included in the Road Resurfacing Program. Council has recently reconstructed and sealed the gravel section of Oxford Falls Road and plan to seal Morgan Road in 2018/19, adjacent to the lane bridge over Oxford Falls Creek. Traffic volumes in Morgan Road and Oxford Falls Road have increased significantly due to the ongoing roadworks around the Northern Beaches Hospital development. It is also expected that there will be an increase in traffic due to the recent upgrade of Oxford Falls Road.

There are concerns that improving this road will increase traffic through this area and create speeding issues. Council, on 28 November 2017, considered upgrading these sections of road with a resolution to investigate traffic calming measures to address traffic speed or volume changes and impact on road safety, flora and fauna within four months. To address this issue Council is proposing to install speed humps to be limited to 75mm in height at six various locations of Morgan Road and Oxford Falls Road. It is also proposed to install wildlife warning signs with LED flashing lights to reduce the number of 'road kill' incidents of native animals.

### **LOCATION**

- Oxford Falls Road, Oxford Falls, is a collector road with a 50km/h speed limit.
- The section of road under consideration has a variable pavement width between 6m and 7m, and no kerb and gutter.
- There are a few existing Double Separation lines which are located around the bend in Oxford Falls Road and Morgan Road.
- Major installations such as Telstra Satellite Earth Station and Optus Satellite Antennae are located along this section of Oxford Falls Road.

### **ISSUES**

- A traffic volume and speed survey was carried out on Oxford Falls Road West, Oxford Falls, between Morgan Road and Wakehurst Parkway at two different times. The first survey was undertaken in October 2017 and the second one in May 2017. A summary of the results is as follows:

**Table 1: Traffic volume and speed data for Oxford Falls Road West**

Starting date for the period of 7 days	On East–West towards Morgan Road near driveway on the south of road, Near House 1002 ELP FF21306	
	27 October 2017	17 May 2018
Weekly 50 <sup>th</sup> Percentile Speed	57	57
Weekly 85 <sup>th</sup> Percentile Speed	67	66
Five Day AADT	3028	3740
Seven Day AADT	2577	3106

- The results indicated that the 85<sup>th</sup> percentile speed is 66km/h after the resealing of the road, which is considerably higher than the speed limit of 50km/h.
- The volume of traffic using the road has increased after resealing by 529 vehicles on the seven day average, which is an average increase of 75 vehicles per day.
- It is expected to reduce the 85<sup>th</sup> percentile speed to 50km/h with the Installation of those watts profile speed humps.
- It is considered appropriate to upgrade the current level of wildlife warning signs along the Morgan Road/Oxford Falls Road route. Existing slow down and wildlife warning signs will be replaced with LED flashing warning signs.

## CONSULTATION

All the affected residents will be notified prior to the construction.

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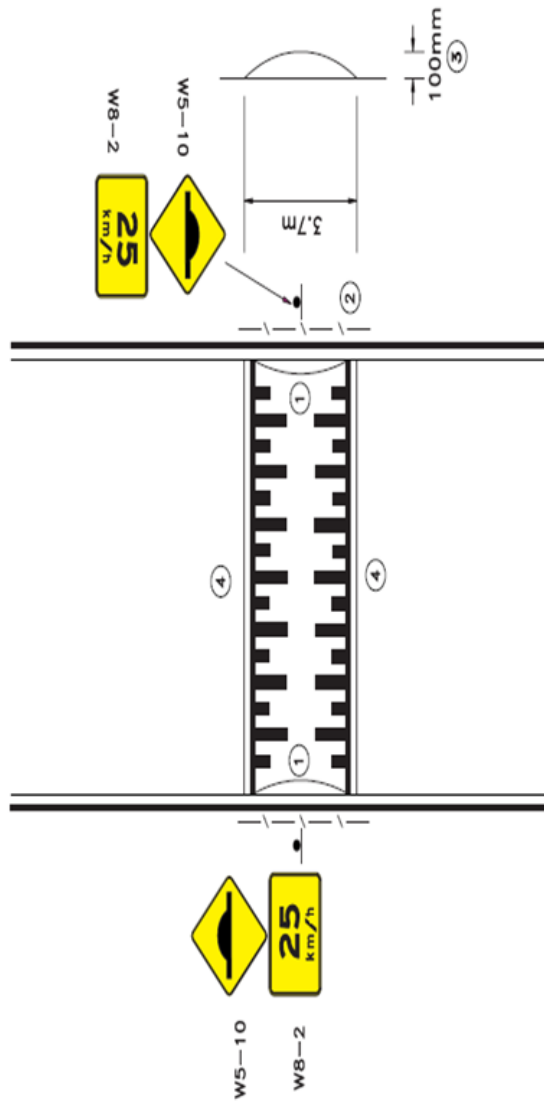
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of watts profile speed humps at six various locations on the Morgan Road/Oxford Fall Road, Oxford Falls, route and for the detailed design to be reported back to the Traffic Committee prior to their installation.
  - B. The replacement of existing wildlife warning signs with LED flashing wildlife warning signs.
-

**Oxford Falls Road, Oxford Falls**  
- Use 75mm for height of hump  
- Sign W8-17-2 and W3-4 for first hump  
from each direction

**WATTS PROFILE ROAD HUMPS**



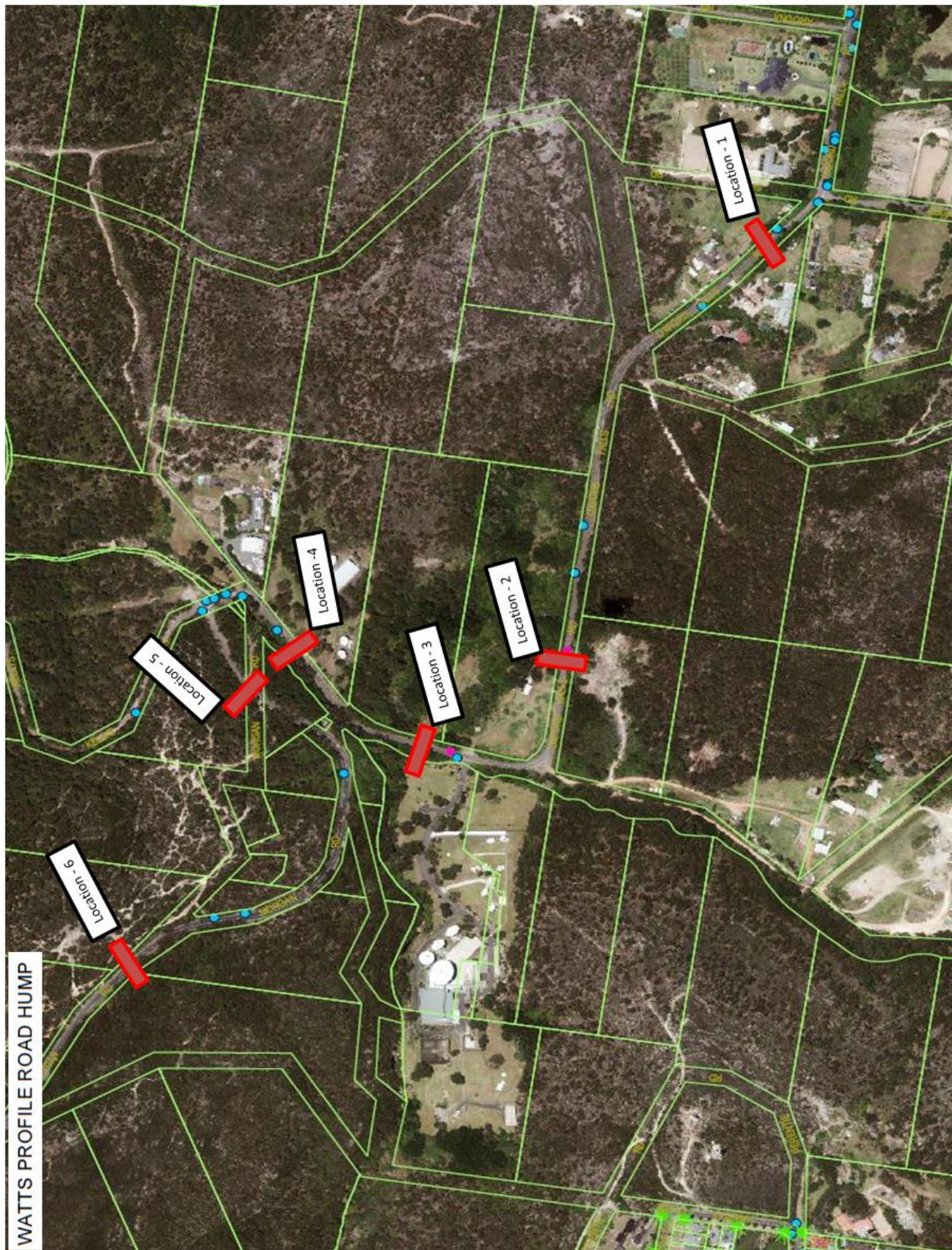
**NOTES:**

- ① Taper the last 600mm at each end flush to the edge of the gutter to provide for drainage.
- ② Pedestrian barrier (eg. landscaping / fence).
- ③ Max. 75mm on bus routes.
- ④ Mark hump in accordance with Australian Standard AS1742.13 (1991).



DIMENSIONS IN MILLIMETRES





















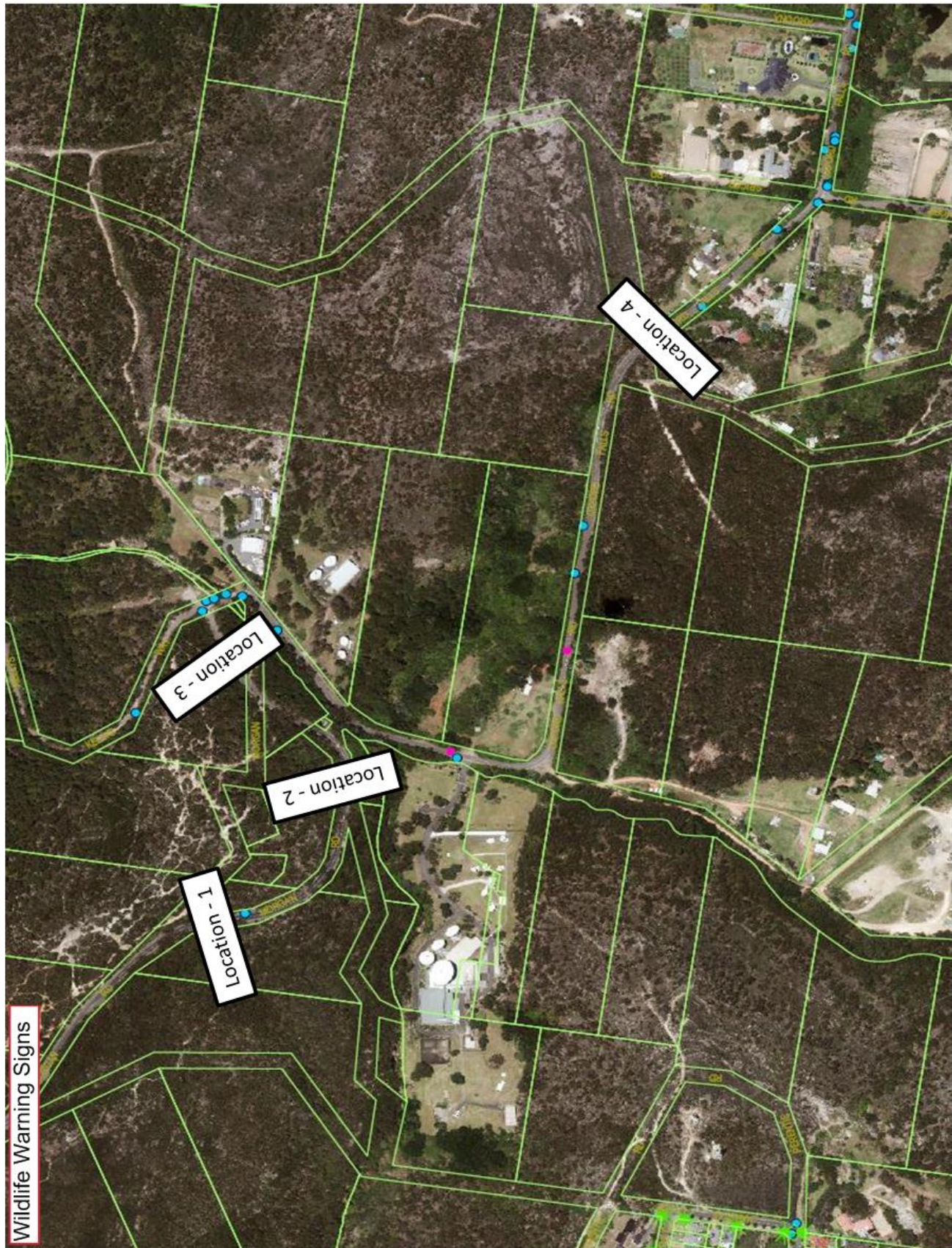




























<b>ITEM 4.8</b>	<b>SEAFORTH CRESCENT, SEAFORTH - BUS ZONE EXTENSION</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/360757</b>
<b>ATTACHMENTS</b>	<b>1 Seaforth Crescent, Seaforth - Bus Zone Extension Plan</b>

**GEOCODES:** -33.799718, 151.239148

## **REPORT**

### **BACKGROUND**

Residents at No.s 167-173 Seaforth Crescent, Seaforth, have raised concerns about difficulties getting in and out of their driveway due to parking activity opposite their driveway.

### **LOCATION**

Seaforth Crescent is approximately 7.5m in width with parking permitted on both sides of the road. It carries low volumes of two way traffic. The 145 Bus Route proceeds west along Seaforth Crescent and a Bus Zone applying 7:30am to 5:00pm Mon-Fri is sited in front of No.s 86 and 88 Seaforth Crescent on its south side.

### **ISSUES**

The common driveway serving No.s 167-173 Seaforth Crescent meets Seaforth Crescent at an acute angle. It has a steep grade uphill on approach to Seaforth Crescent and turning from the driveway is difficult when cars are parking opposite.

The existing Bus Zone terminates approximately 6m west of the driveway serving No.88 Seaforth Crescent. Extension of the Bus Zone by 6m to prevent parking in this location would both improve access to the Bus Stop and improve access for the residents at No.s 167-173 Seaforth Crescent.

### **CONSULTATION**

Residents from No.s 167-173 Seaforth Crescent are supportive of the change and the change has not been opposed by residents at No.88 who have off street parking for several vehicles.

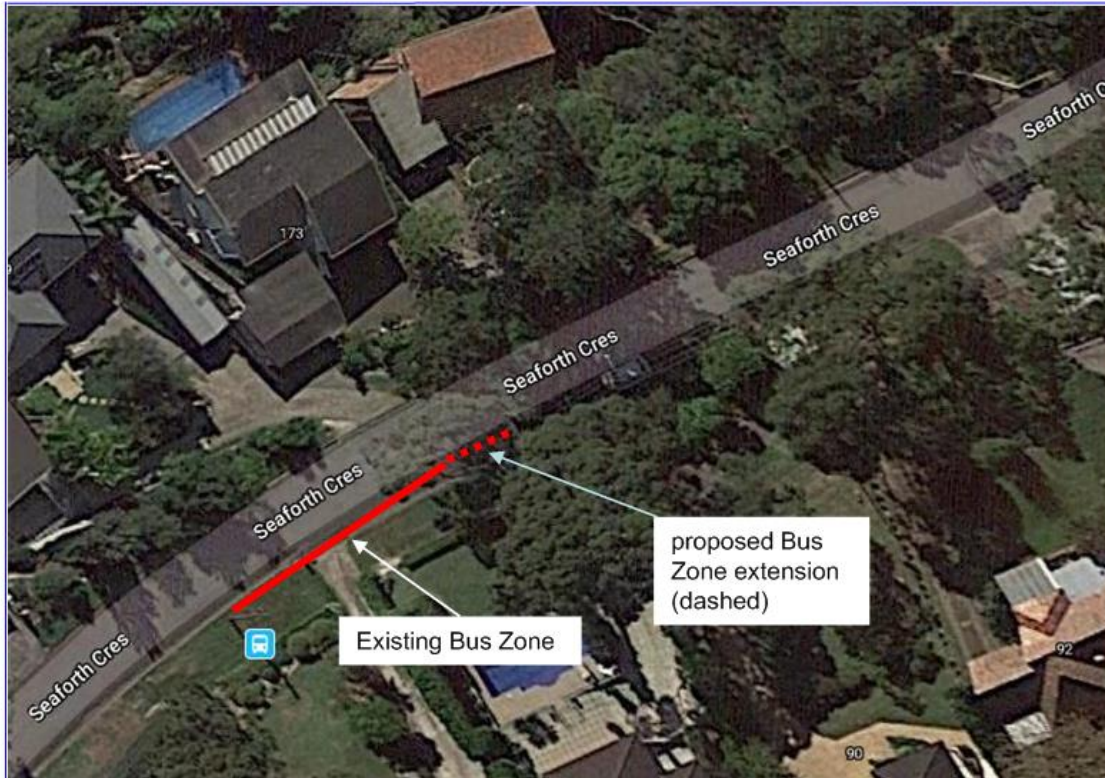
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## **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the extension of the existing Bus Zone, on the south side of Seaforth Crescent, Seaforth, in front of No.s 86 and 88 by 6m in an easterly direction and applying 7:30am to 5:00pm Mon-Fri restrictions.

---





## PROPOSAL

### Seaforth Crescent Bus Zone extension

Drawn JB

Approved  ISM No.



northern  
beaches  
council

**ITEM 4.9** **BELROSE, FRENCHS FOREST AND CURL CURL - BUS PRIORITY IMPROVEMENT PROGRAM****REPORTING OFFICER** **SENIOR TRAFFIC ENGINEER****TRIM FILE REF** **2018/326136****ATTACHMENTS** **1 Bus Stop Changes - Locations and Justification****GEOCODES:** Various**REPORT****BACKGROUND**

Council staff have been liaising with the Roads and Maritime Services (RMS) regarding their Bus Priority Improvement Program – On Time Running Project. Phase 4 of the project involves optimisation of bus services along the M60, 270/271, 136, M20 and M54 routes. RMS have provided copies of their assessment reports completed by consultants WSP and have requested that Council raise the matter for information and approval through the Traffic Committee.

The 270/271 and 136 Bus Routes pass through parts of the Northern Beaches LGA and as part of the changes recommended to improve on-time running of buses, the removal of some underutilised bus stops along these routes is proposed.

**LOCATION**

It is proposed to remove six bus stops within the Northern Beaches LGA. These stops are located at the following locations:

- On either side of Warringah Road, Frenchs Forest, at Melwood Avenue
- On either side of Adams Street, Curl Curl, at Travers Road
- On either side of Forest Way, Belrose, near the Telephone Exchange

**ISSUES**

The bus stops proposed for removal are each underutilised and removal of the bus stops will assist in improving the reliability and on time running of the respective bus services. Alternate bus stops with higher levels of patronage are available within 400m of each of the bus stops due to be removed. An exception to the above is the Forest Way Bus stops which are in an isolated location and are rarely used.

The Bus Stop changes on Warringah Road and Forest Way are on State Roads and are therefore matters for the RMS to manage. They are submitted for information only. The bus zone changes on Adams Street are on a Council Road; however, owing to the low daily patronage at the stops (12 passengers per day at each stop) and the proximity of alternate bus stops within 200m of the ones being removed, the removal of the bus stops is not opposed.

**CONSULTATION**

RMS is responsible for consultation in regard to this matter and has liaised with Council staff, STA and bus commuters regarding the changes.

---

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The removal of the Bus Zones and bus stops at the following locations:
- Warringah Road near Melwood Avenue, Frenchs Forest (Bus Stops 208736 & 208753)
  - Forest Way, Belrose, at No.287 and opposite the Telephone Exchange (Bus Stops 208533 & 208586)
  - Adams Street at Travers Road, Curl Curl (Bus Stops 209662 & 209637)
- B. That all costs associated with removal of the Bus Zones, bus stops, reinstatement of footpaths, relocation of bus shelters and the reinstatement of nature strips be completed at full cost to the RMS under the RMS Bus Priority Improvement Program.
-



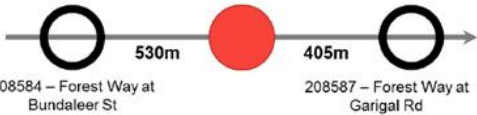
Bus Stops proposed for removal & justification

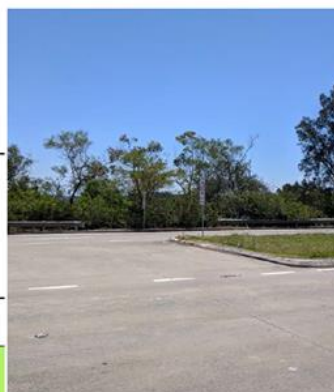




**5.4.1 208586 – FOREST WAY OPPOSITE PHONE EXCHANGE**

Table 5.8 Bus Stop No 208586 Summary Table

<b>Bus Stop No 208586</b> <i>Forest Way opposite Phone Exchange</i>		 208584 – Forest Way at Bundaleer St      208587 – Forest Way at Garigal Rd		
OPAL Patronage (all routes)	Pax per day	8	1	84
	Seniors	1 (3%)	1 (7%)	4 (5%)
	Students	6 (78%)	1 (22%)	11 (14%)
PTIPS ON TIME RUNNING		Unavailable		
RECOMMENDATION		REMOVE  Bus stop to be removed due to low patronage and stop safety and access. Bus stop pair on opposite side of the road, bus stop no 208533, also to be removed.		

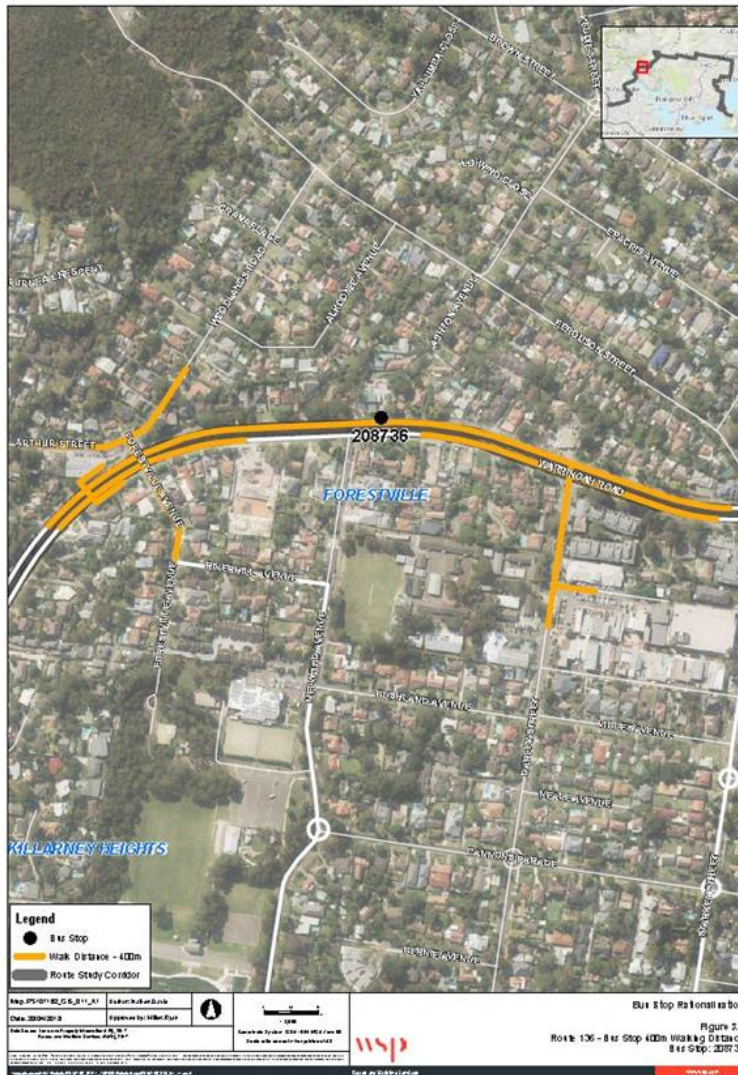


**5.4.2 208533 – FOREST WAY – 287 FOREST WAY**

Table 5.9 Bus Stop No 208533 Summary Table

<b>Bus Stop No 208533</b> <i>Forest Way – 287 Forest Way</i>		 208460 – Forest Way opposite Garigal Rd 208534 – Forest Way opposite Bundaleer St		
OPAL Patronage (all routes)	Pax per day	14	1	3
	Seniors	1 (8%)	0 (0%)	<1 (1%)
	Students	3 (21%)	<1 (17%)	<1 (15%)
PTIPS ON TIME RUNNING		Unavailable		
RECOMMENDATION		REMOVE Bus stop to be removed due to low patronage and stop safety and access. Bus stop pair on opposite side of the road, bus stop no 208586, also to be removed.		





#### 5.5.2 208736 – WARRINGAH ROAD OPPOSITE MELWOOD AVENUE

Table 5.12 Bus Stop No 208736 Summary Table

<b>Bus Stop No 208736</b> <i>Warringah Road opposite Melwood Avenue</i>				
Pax per day		312	90	156
OPAL Patronage (all routes)	Seniors	59 (19%)	22 (24%)	36 (23%)
	Students	105 (34%)	30 (33%)	47 (30%)
PTIPS ON TIME RUNNING		0 minutes 52 seconds late Lower variability		
RECOMMENDATION		<b>REMOVE</b>  Bus stop to be removed due to low patronage and adjacent stops having pedestrian crossing facilities close by. Bus stop pair on opposite side of the road, bus stop no 208753, also to be removed.		







Table 5.13 Bus Stop No 208753 Summary Table



Table 5.15 Bus Stop No 209662 Summary Table





Table 5.17 Bus Stop No 209637 Summary Table

**ITEM 4.10                      GREVILLEA STREET, COLLAROY PLATEAU - PEDESTRIAN SAFETY IMPROVEMENTS****REPORTING OFFICER        TRAFFIC ENGINEER****TRIM FILE REF              2018/359980****ATTACHMENTS              1 Grevillea Street, Collaroy Plateau - Concept Plan  
   2 Wheeler Heights Public School - Request to Council****GEOCODES:** -33.728041, 151.286679**REPORT****BACKGROUND**

Council has received a submission including a 'Concept Plan' prepared by Wheeler Heights Public School and the Parents and Citizen Association regarding a pedestrian safety initiative for the western part of Grevillea Street, Collaroy Plateau. Representations from the School Principal regarding pedestrian safety including the request for a pedestrian crossing in Grevillea Street has been previously investigated and considered by the Traffic Committee on 1 September 2009. The level of pedestrian and traffic movements on Grevillea Street are well below the Roads and Maritime Services (RMS) warrant of a marked foot crossing.

Observations indicate that illegal parking does occur in existing No Stopping Zones on both sides of Grevillea Street, particularly during the morning and afternoon school pick up and set down times. In the interest of safety for school children and families crossing the road it is proposed to install kerb blisters on Grevillea Street and a new footpath extending across the existing southern carpark. This will eliminate the pedestrian pinch point at the end of Grevillea Street for morning and afternoon school pick up and set down times.

**LOCATION**

- Grevillea Street is a Local Road in the Sydney Road Hierarchy Plan and carries a relatively low volume of traffic in keeping with its local classification.
- The carriageway is 9m wide and is subject to a 40km/school zone on the approach to Veterans Parade.
- A wombat crossing is located in front of the school for the safety of school children crossing Veterans Parade.

**ISSUES**

- Vehicles are continuously parking on the existing No Stopping Zone on both sides of Grevillea Street, particularly during the morning and afternoon school pick up and set down times.
- Parking in this area makes it difficult to see oncoming traffic without having to step out into the road first.
- Extension of a new footpath across the existing southern carpark will improve the pedestrian safety and eliminate the pedestrian jaywalking.
- Parking restrictions will be adjusted as required and included in the detailed plan.

**CONSULTATION**

- As the concept plan was prepared by Wheeler Heights Public School and the Parents and Citizen Association, most of the affected residents are aware of the proposed plan.
- All the nearby residents will be notified prior to the construction.

**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The concept design of kerb blisters on Grevillea Street, Collaroy Plateau, and a new footpath extending across the existing southern carpark.
  - B. That the detailed design be reported back to Traffic Committee prior to installation.
  - C. That Council will liaise with the Roads and Maritime Services (RMS) in regards to relocating the School Zone signs with flashing lights on Grevillea Street, Collaroy Plateau.
-



# PEDESTRIAN SAFETY INITIATIVE

## CORNER OF VETERANS PARADE AND GREVILLEA STREET, COLLAROY PLATEAU

Submission to Northern Beaches Council by Wheeler Heights Public School  
and the Parents and Citizens Association

22 November 2017

# BACKGROUND

## PREVIOUS WORK UNDERTAKEN BY NORTHERN BEACHES COUNCIL

By email - 27 June 2017

Thank you for your email dated 14 June 2017 regarding concerns for ongoing traffic safety issues around Wheeler Heights Public School and specifically Grevillea Street, Collaroy Plateau. I certainly share your concern for the safety of all users, but especially children in and around schools.

On June 16, 2016, the Principal – David Scottier, P&C Representative, Traffic Manager from Council and myself all met on site at Wheeler Heights Public School to review how the safety around the school could be improved. At the conclusion of the meeting Council made a commitment to help make the area safer.

The list below are the items that were discussed and these were all completed by the beginning of Term 3 2016. In addition to these items a request to the Council rangers was put in to periodically enforce Grevillea Street – especially the “No Stopping” area near the pram ramps.

I have again forwarded a request on to the rangers (Pe2017/01654 ) to continue enforcing on Grevillea Street as this is a safety hazard to all road users, but especially children. It was requested previously that these pram ramps be formalised with a pedestrian crossing, but it did not meet the requirements set out by the Roads and Maritime Services to make this a formal crossing.

The items that Council did install to make the area safer included:

- Extra fencing panel and movement of street sign on Veterans Parade (just near the driveway exit outside Wheeler Heights Primary School)
- Renew the “LOOK” stencils at the driveway entrance to the school
- Renewing the line marking for the children’s crossing at Veterans Parade including the grinding off of the areas that can cause a trip hazard
- Renewing the line marking for the dragons teeth and 40km/h patch on Grevillea Street
- Removing the random redundant pole on Rose Avenue
- Renew the line marking for the children’s crossing on Rose Avenue
- Removal of all of the white and red poles at the speed hump at Rose Avenue – these will be replaced with black and white chevrons (arrows)
- Renewing of the line marking for the speed hump on Rose Avenue

I hope that you find this information helpful. Should you have any further questions regarding this issue please call me or email me using the details below.

Sincerely

**Karen Menzies** Road Safety Education Officer  
Traffic Engineering  
tel: 02 9942 2447 mob: 0419 695 299  
Karen.Menzies@northernbeaches.nsw.gov.au

**NORTHERN  
BEACHES  
COUNCIL**



# INTRODUCTION

WHPS and the P&C Association acknowledges previous responses by Council regarding serious ongoing pedestrian safety concerns at Grevillea Street, Collaroy Plateau. This submission illustrates the local setting, provides examples of parking behaviour and presents a 'concept plan' that seeks to provide a permanent solution to improve pedestrian access and safety for our community.

Let's work together to push the number of deaths on New South Wales roads towards zero.

GREVILLEA STREET - PM PEAK // NO STOPPING ZONE



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



Submission to Northern Beaches Council  
Grevillea Street Pedestrian Safety Initiative - Towards Zero

GREVILLEA STREET - PM PEAK // NO STOPPING ZONE



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



GREVILLEA STREET - PM PEAK // NO STOPPING ZONE



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



Submission to Northern Beaches Council  
Grevillea Street Pedestrian Safety Initiative - Towards Zero

AM PEAK // NO STOPPING ZONE



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



Submission to Northern Beaches Council  
Grevillea Street Pedestrian Safety Initiative - Towards Zero

NO STOPPING ZONE

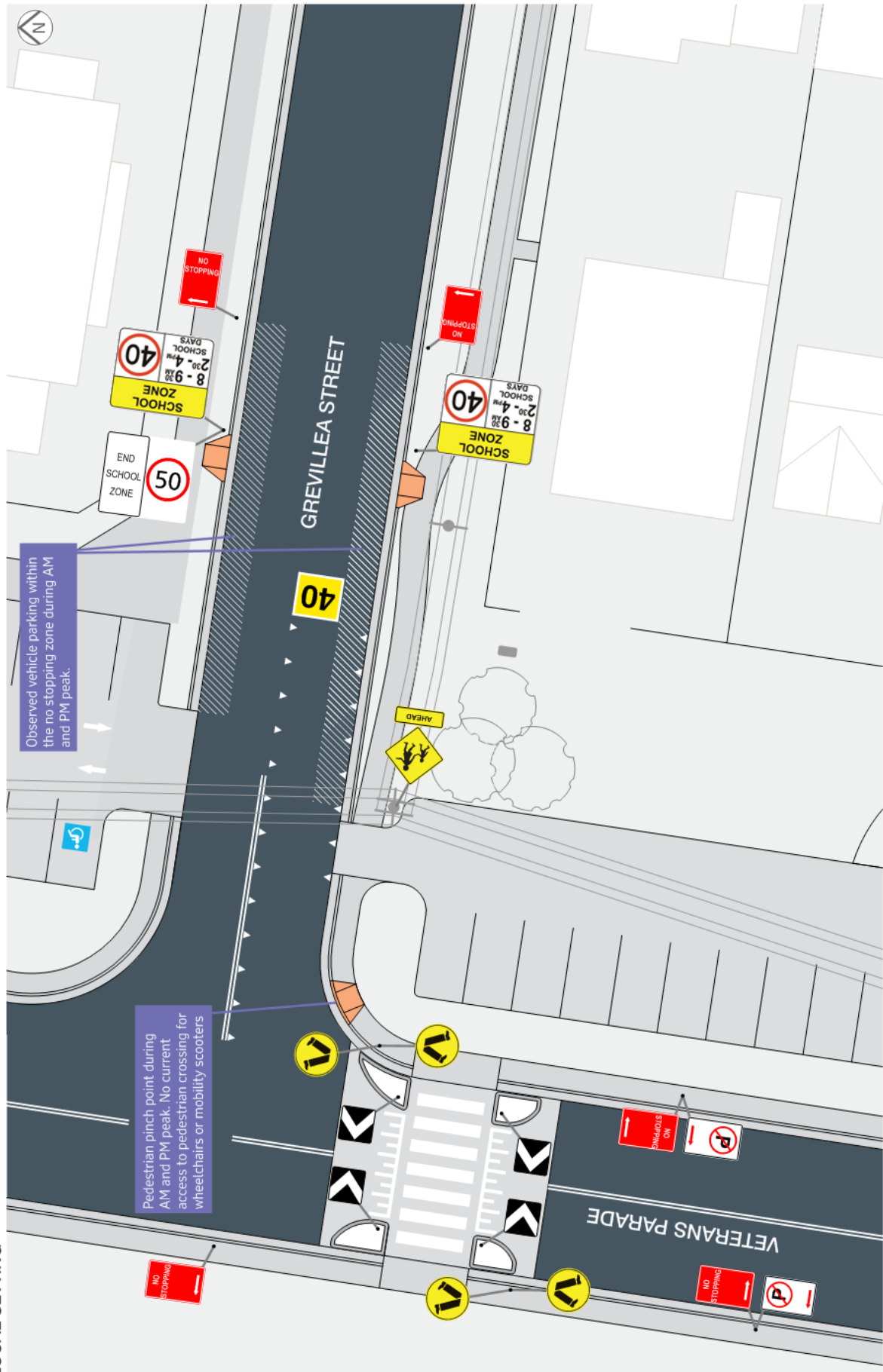


031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



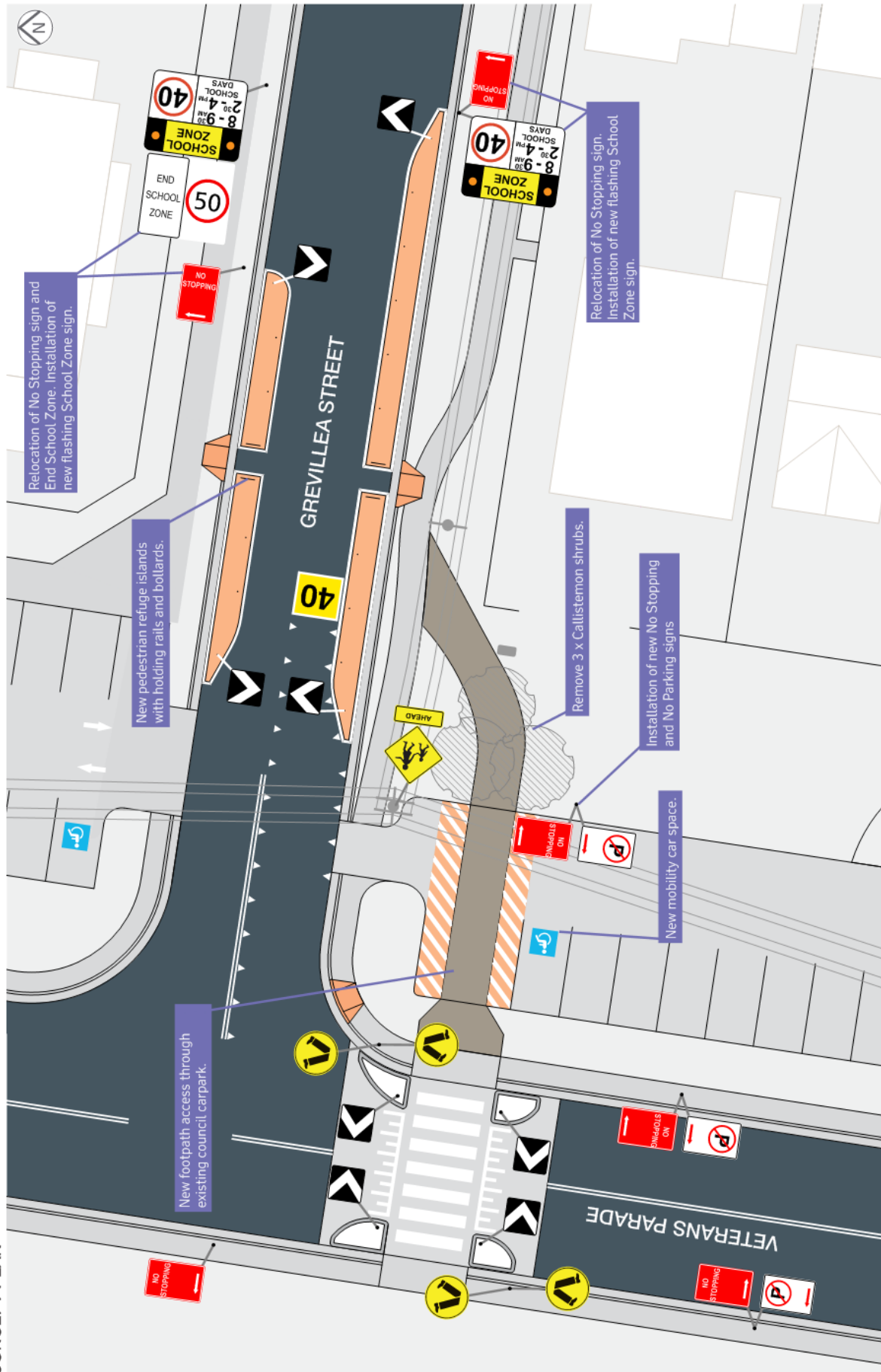


LOCAL SETTING





CONCEPT PLAN





Submission to Northern Beaches Council  
 Grevillea Street Pedestrian Safety Initiative - Towards Zero

EXISTING VIEW



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



CONCEPT PLAN PHOTOMONTAGE



031137 Grevillea Street | Collaroy Plateau - Pedestrian safety initiative\_171122\_v02



# WORKING TOWARDS ZERO

The NSW road toll isn't simply a number. It is people. Sadly, it's closer to home than you think. It's people like you. Grandparents, mothers, fathers, children. And it's a number that's unacceptable, no matter how small it gets, until it gets to zero.

That should be the aim for all of us – government, law enforcement, business, communities, families, and individuals – we should work together to do everything in our power to push the number of deaths on New South Wales roads towards zero.

© State of New South Wales (Transport for NSW)

# REFERENCES

New South Wales Government, Transport, Road and Maritime Services, Standard drawing, road design engineering RO300 kerb and channel series, standard kerb and gutter shapes

New South Wales Government, Transport, Road and Maritime Services, Supplement to Australian Standard, version 2.4

New South Wales Government, Transport, Roads and Traffic Authority, Technical direction TDT 2001/04b. Use of traffic calming devices as pedestrian crossings.

New South Wales Government, Transport, Roads and Traffic Authority, Technical direction TDT 2002/12c. Stopping and parking restrictions at intersections and crossings.

New South Wales Government, Transport, Roads and Traffic Authority, Technical direction TDT 2011/01a. Pedestrian refuges (Supplement for narrowing or widening of roads at pedestrian refuges).

New South Wales Government, Roads and Traffic Authority, Technical direction TDT 2006/07. A guide to the delegation to Councils for the regulation of traffic (including the operation of Traffic Committees)

Austroroads, Guide to road design, Part 4: Intersections and crossings, General

New South Wales Government and Transport for New South Wales, Towards Zero





# WHEELER HEIGHTS PUBLIC SCHOOL

36 Veterans Parade, Collaroy Plateau 2097  
Telephone: (02) 9971 8352, (02) 9982 2475 Fax: (02) 9982 5617  
Email: [wheelerhts-p.school@det.nsw.edu.au](mailto:wheelerhts-p.school@det.nsw.edu.au)

**Northern Beaches Council**

725 Pittwater Road

Dee Why

New South Wales 2099

Attention: **Mr Michael Regan**

Re: Pedestrian Safety Initiative - Grevillea Street, Collaroy Plateau

24/11/17

Dear Michael

Wheeler Heights Public School and the Parents and Citizens Association have prepared this submission in relation to a pedestrian safety initiative for Grevillea Street, Collaroy Plateau. The submission responds to serious ongoing safety concerns and illustrates the local setting, provides examples of parking behaviour and presents a 'concept plan' that seeks to provide a permanent solution to improve pedestrian access and safety for our community.

**CONCEPT PLAN**

Key aspects of the submission are summarised as follows:

- Install permanent pedestrian refuges, holding rails, bollards and signage on Grevillea Street
- Install new footpath extending across the existing southern carpark to eliminate the pedestrian pinch point for AM and PM peak.
- Install flashing school zone lights on Grevillea Street
- Install new no parking and no stopping signs within the southern carpark
- Relocation of existing no stopping and school zone signage to the east on Grevillea Street
- Allocation of new mobility car space in the southern carpark

I welcome the opportunity to discuss this submission with you and your traffic engineering team and work together to push the number of deaths on New South Wales roads towards zero.

Regards



David Scotter

Principal

Wheeler Heights Public School

36 Veterans Parade

Collaroy Plateau 2097

Ph 9971 8352 F 9982 5617

[david.scotter@det.nsw.edu.au](mailto:david.scotter@det.nsw.edu.au)

[www.wheelerhts-p.schools.nsw.edu.au](http://www.wheelerhts-p.schools.nsw.edu.au)

<b>ITEM 4.11</b>	<b>HOWARD AVENUE, DEE WHY - PROPOSED SHARED PATH</b>
<b>REPORTING OFFICER</b>	<b>PROJECT OFFICER</b>
<b>TRIM FILE REF</b>	<b>2018/302177</b>
<b>ATTACHMENTS</b>	<b>1 Howard Avenue, Dee Why - Plan</b>

**GEOCODES:** -33.753339, 151.292788

## **REPORT**

### **BACKGROUND**

The Traffic Committee, at the meeting of 5 April 2016, considered a report on the proposed shared path on Howard Avenue between the Dee Why Town Centre and The Strand, Dee Why. It was recommended amongst other things *“That the detailed design plans for the shared path be brought back to the Traffic Committee for approval.”*

Following community consultation and in accordance with the Traffic Committee recommendation detailed design plans have been developed for the shared path on the northern side of Howard Avenue. These plans are provided to the committee for final approval.

As shown on the attached plans the existing 17 street trees will be removed and replaced with approximately 30 new mature trees. The existing kerb will need to be relocated to accommodate the new street tree planting alignment and the proposed 3.0m wide shared path along the northern side of Howard Avenue. The existing on street parking will remain with no loss of parking.

The road width alteration will result in parking lane widths of 2.5m and travel lane widths of 3.5m in accordance with requirements for buses.

The proposed shared path will provide a safe direct route for bicycle riders, and another step towards encouraging and promoting sustainable transport options including walking and bicycle usage in Dee Why. It will also improve connections to existing bike path networks, better cater for pedestrians and provide greater accessibility for bus passengers to the new B-Line bus rapid transport system on Pittwater Road.

The proposed shared path design plan is based on Roads and Maritime Services (RMS) NSW Bicycle Guidelines, section 5.2.1, in terms of the required widths for pedestrian paths, bicycle lanes, vehicle parking lanes and traffic lanes.

### **LOCATION**

- Howard Avenue, Dee Why, northern side from Walter Gors Park to The Strand, length of approximately 540m.
- Howard Avenue is a local road with 50km/h speed limit.

### **ISSUES**

- Loss of street trees
- Pedestrian and bicycle safety
- On street parking

### **CONSULTATION**

Council undertook an extensive consultation process including direct mail to 12,000 residents and businesses in and around Dee Why seeking comments between 1st December 2017 and 14th January 2018 with information drop in sessions held on 7th, 10th and 13th December 2017.



Council received 101 submissions relating to the proposal. These submissions identified a number of issues including loss of trees, parking, pedestrian safety and conflicts that were important to the community.

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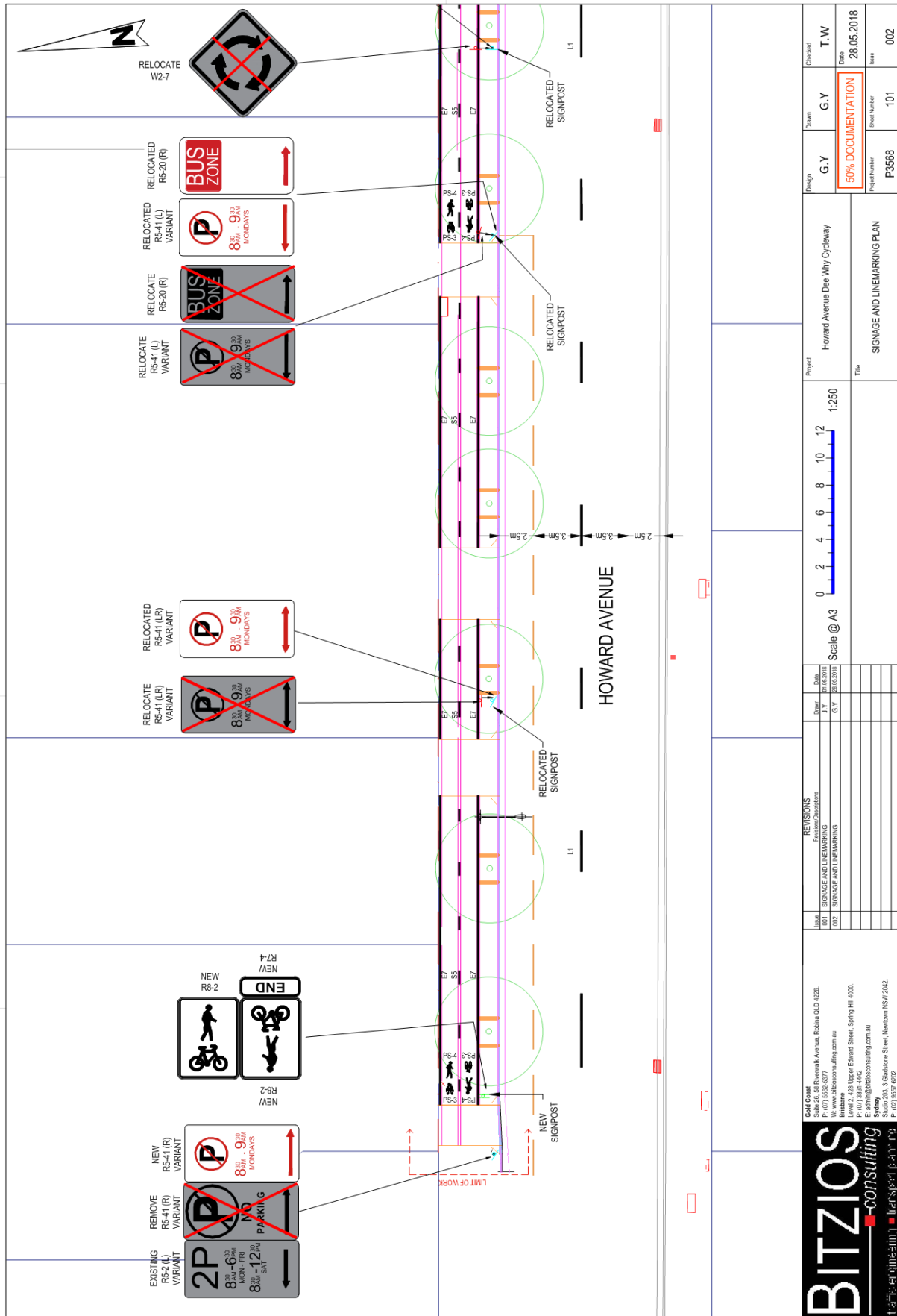
**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the plans for the Howard Avenue, Dee Why, shared path.

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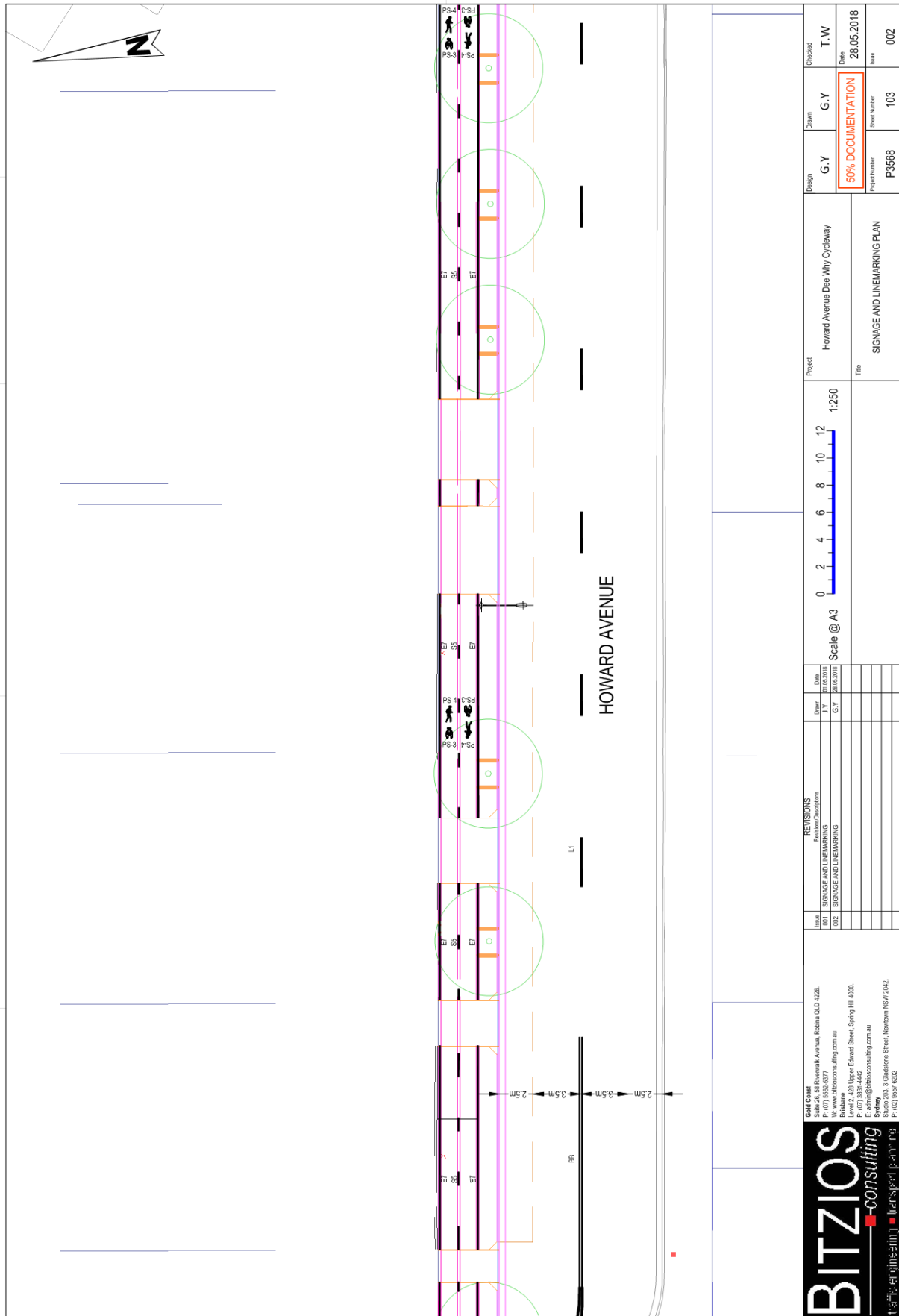




















**ITEM 4.12                                      GARDEN STREET, WARRIEWOOD - SIGNAGE AND LINE MARKING PLAN FOR THE PROPOSED SUBDIVISION****REPORTING OFFICER                      TRAFFIC ENGINEER****TRIM FILE REF                              2018/369863****ATTACHMENTS                              1   Garden Street, Warriewood - Plan****GEOCODES:** -33.687291, 151.289012**REPORT****BACKGROUND**

Council received a Signage and Line Marking Plan for the proposed subdivision of Lot 200 DP 1212459, 228-260 Garden Street, Warriewood. This plan is submitted based on the Development Application (DA N0379/14/S96/2) prior to obtaining a Construction Certificate.

**LOCATION**

- Proposed roads are 'No Through' Roads with local residential traffic.
- Both ends of the proposed road will have a turn around area for the vehicles to make a U-turn.

**ISSUES**

- Access point for proposed roads is at a roundabout with enough visibility of the vehicles in Garden Street.
- All pavement marking, chevrons and reflectors are to be in accordance with Roads and Maritime Services (RMS) Specifications, RMS Delineation Guidelines and supplements, and Australian Standards.
- All signs are to be in accordance with current Australian Standard AS1743 – Road Signs, RMS Supplements.

**CONSULTATION**

As the proposed roads are new and internal there are no existing residents to consult with.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the Signage and Line Marking Plan for the proposed subdivision of Lot 200 DP 1212459, 228-260 Garden Street, Warriewood.

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<b>ITEM 4.13</b>	<b>EVENT: PUB TO PUB CHARITY FUN RUN AND WALK - DEE WHY TO NEWPORT - 26 AUGUST 2018</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/364202</b>
<b>ATTACHMENTS</b>	<b>1 Pub 2 Pub Charity Fun Run and Walk - Traffic Control Plans</b>

**GPS Ref:** -33.752412, 151.296762, -33.699735, 151.306790, -33.678255, 151.313448, -33.653789, 151.322923

## REPORT

### BACKGROUND

- Council received a submission from the Rotary Club of Brookvale for the running of the Pub to Pub Charity Fun Run and Walk over 13.5km from Dee Why Beach to Newport Beach to be held on Sunday 26 August 2018.
- This will be the 26<sup>th</sup> year that the event will be held, which includes a 6km course commencing at 9:15am from Pittwater Rugby Park, North Narrabeen, a 3km short commencing at 9:45am from Apex Park, Mona Vale; and the main event which starts at 8:00am from Dee Why Beach.
- The event is a Class 2 event, and requires the approval from the Roads and Maritime Services (RMS). It is estimated that over 4500 participants will take part in the overall event.
- Approval is required by the Traffic Committee members and Council of the requested road closures. The Traffic Management Plan (TMP) is unchanged from the approved TMP submitted last year. Extracts of the Traffic Control Plans (TCP) are shown in Attachment 1. A full copy of the documents will be tabled at the Traffic Committee meeting.

### ISSUES

- There are no major changes to last year's event, except that the route will now travel along the newly built coastal path adjacent to the Mona Vale Golf Course and exits at the eastern end of Golf Avenue, continuing northwards along Surfview Road, and into Apex Park.
- Road closures to general traffic, with exceptions for residents, will apply to a number of local streets from 7:00am till 12:00pm. Reduced 40 km/h speed zones will also apply on certain sections of roads. The Traffic Control Plans provide further details and show the traffic controls.
- The RMS will install special event clearways on the main roads as indicated in the TMP. The eastern side of Barrenjoey Road, Newport, is informally used by car owners wanting to sell their cars with vehicles parked along this section of road in Newport from Friday afternoon until Sunday night. It is suggested that the required event signage be installed on the Friday one week prior to the event so that those who regularly use the area are aware of the event restrictions.
- Bus stops along the event route will be attended by marshals who will assist passengers and divert participants around the bus stops where possible.
- The Organiser proposes to use the NSW Rural Fire Service, marshals, and volunteers to keep runners on the footpath and to watch for drivers leaving driveways along the event route.
- A comprehensive awareness program to inform affected residents (especially those on the new event route) is required through direct letter box drops, newspaper advertisements, and VMS in advance of the event.
- It is considered that the proposed restrictions for the event will have a net safety improvement for participants and road users at a cost of minor inconvenience to the community in respect to access restrictions and additional travel times.
- Support for the proposed road closures by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.

- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, STA, at least four months in advance of the event date to inform and notify all parties of the details of the event.

## CONSULTATION

- The Traffic Management Plan (TMP) has been developed in consultation with the Organisers, Traffic Management Centre (TMC), the Police and Council and is supported by all parties.
- The Applicant 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 at least 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.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Approves the implementation of the Traffic Management Plan for the Pub to Pub Charity Fun Run and Walk to take place on Sunday 26 August 2018.
  - B. Approval be subject to the following conditions:
    - (i) that the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
    - (ii) that any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
    - (iii) that barriers and signs to be used in the road closures are to be to RMS standards.
    - (iv) that the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.
    - (v) that approvals being granted by Council for the use of the public reserves specified in the application and for the use of the road reserve for drink stations etc.
    - (vi) that the Applicant advises Sydney Buses, Forest Coach Lines and the various emergency services of the closure.
    - (vii) that the temporary road closure be advertised in 'The Manly Daily' the week prior to the event.
    - (viii) that the affected properties in the affected area be notified by a letterbox drop at least two weeks in advance of the event with details of access restrictions, followed by a second letterbox drop one week prior to the event. The notification letter must also provide a contact phone number of the Applicant should residents have any enquiries.
    - (ix) that Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event.
    - (x) that the Applicant obtains the necessary RMS approvals to hold the event on the Main roads.
  - C. Supports the event to be held annually 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.
-



- 
- D. Requires the Applicant to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval.
  - E. Requires the Applicant to send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, STA, at least four months in advance of the event date, to inform and notify all parties of the details of the event.
-



# 2018

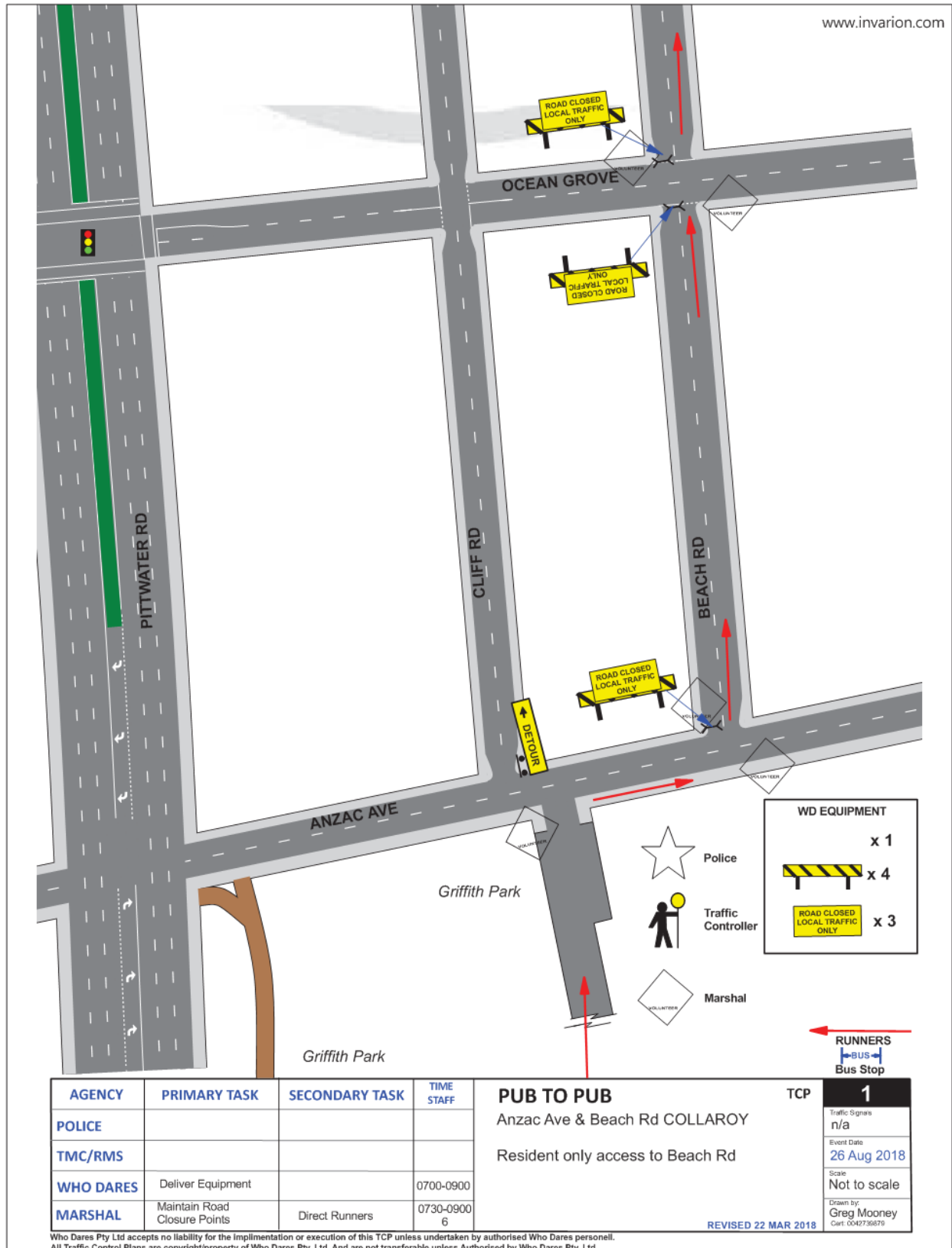
## Traffic Control Plans

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

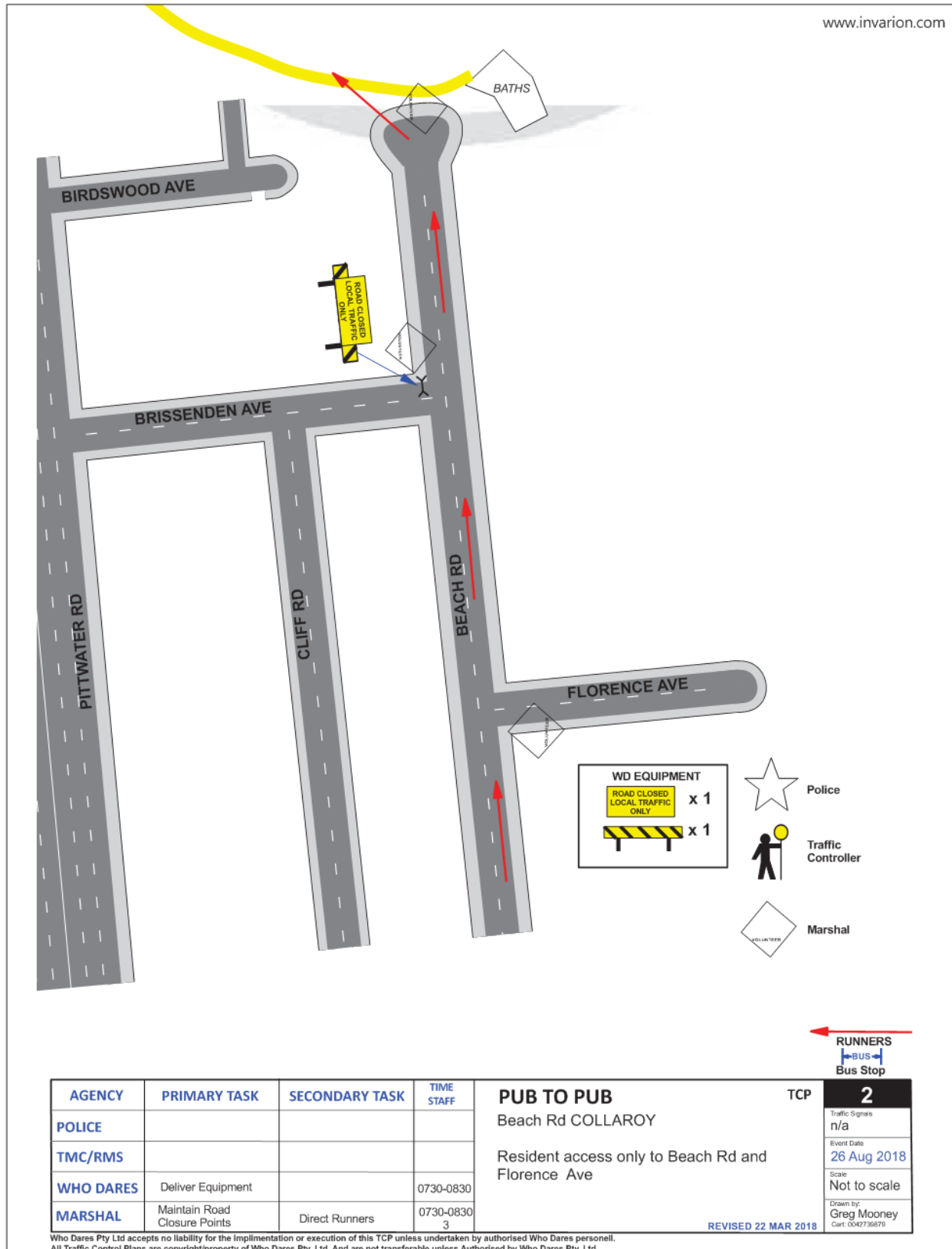
### DEE WHY LAGOON OPEN CONTINGENCY

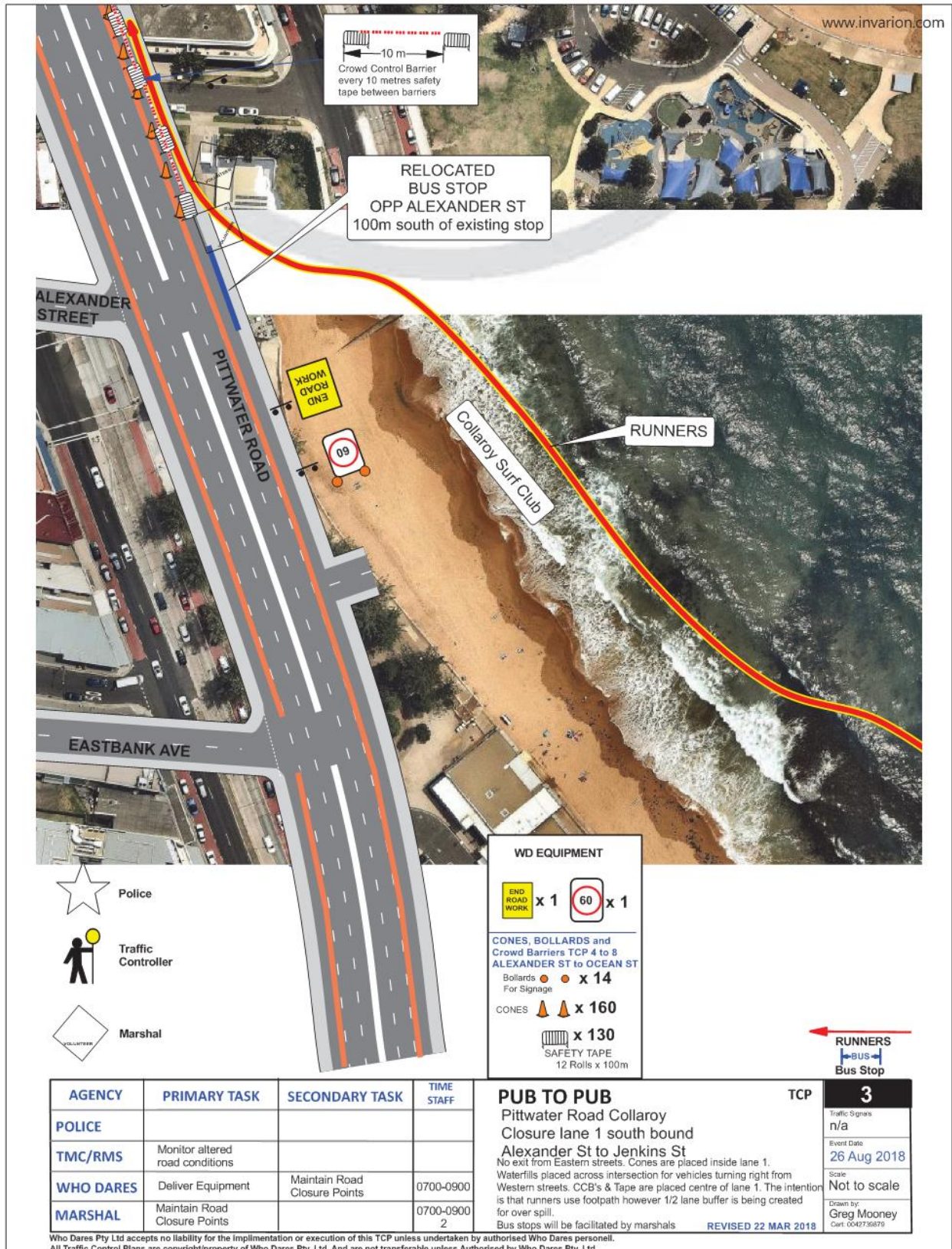
TCP 101 CONTINGENCY Hawkesbury Ave & Pittwater Rd DEE WHY  
TCP 102 CONTINGENCY South Creek Rd & Pittwater Rd DEE WHY  
TCP 103 CONTINGENCY Bedford Cr & Pittwater Rd COLLAROY

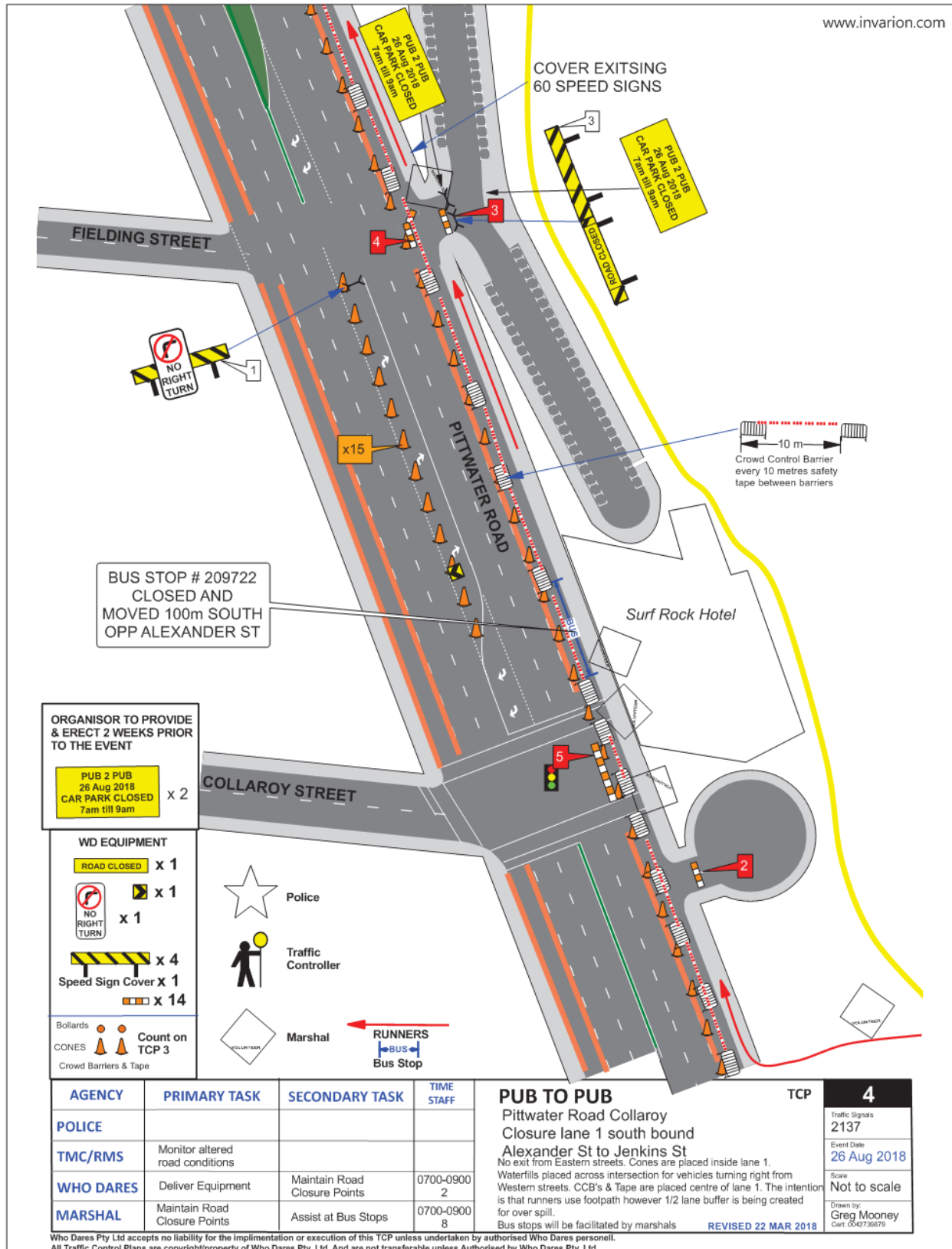
**ISSUED 22nd MARCH 2018**



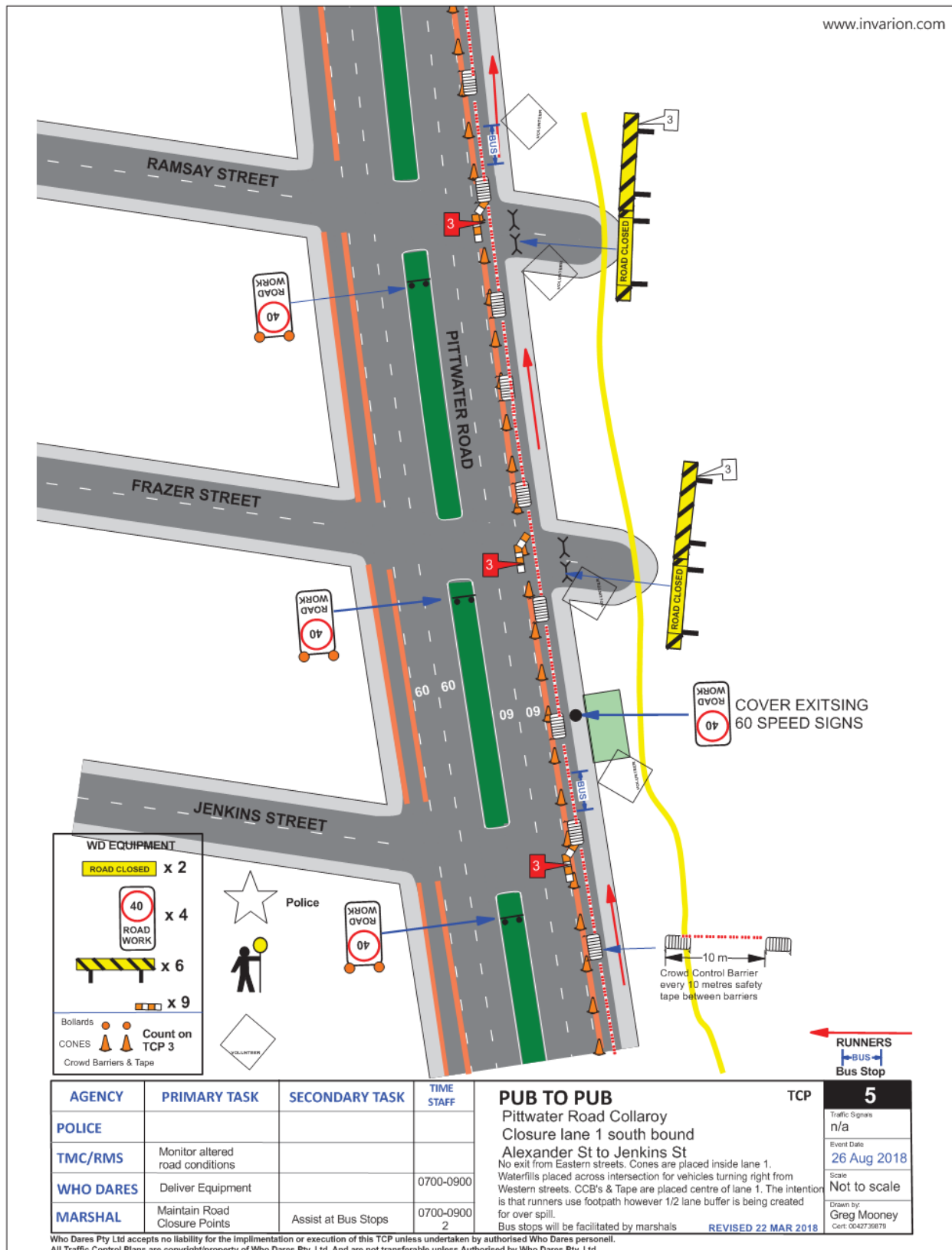


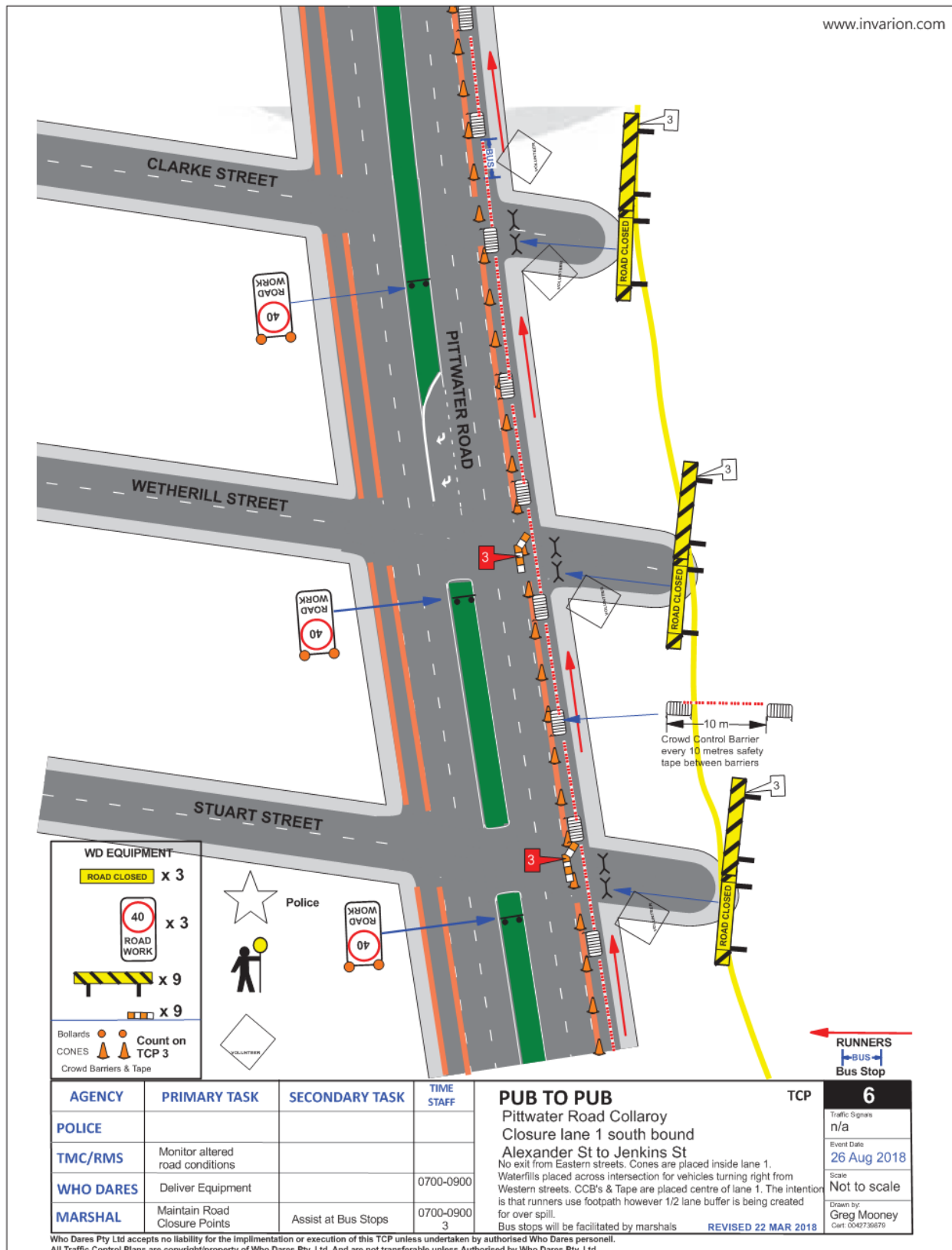






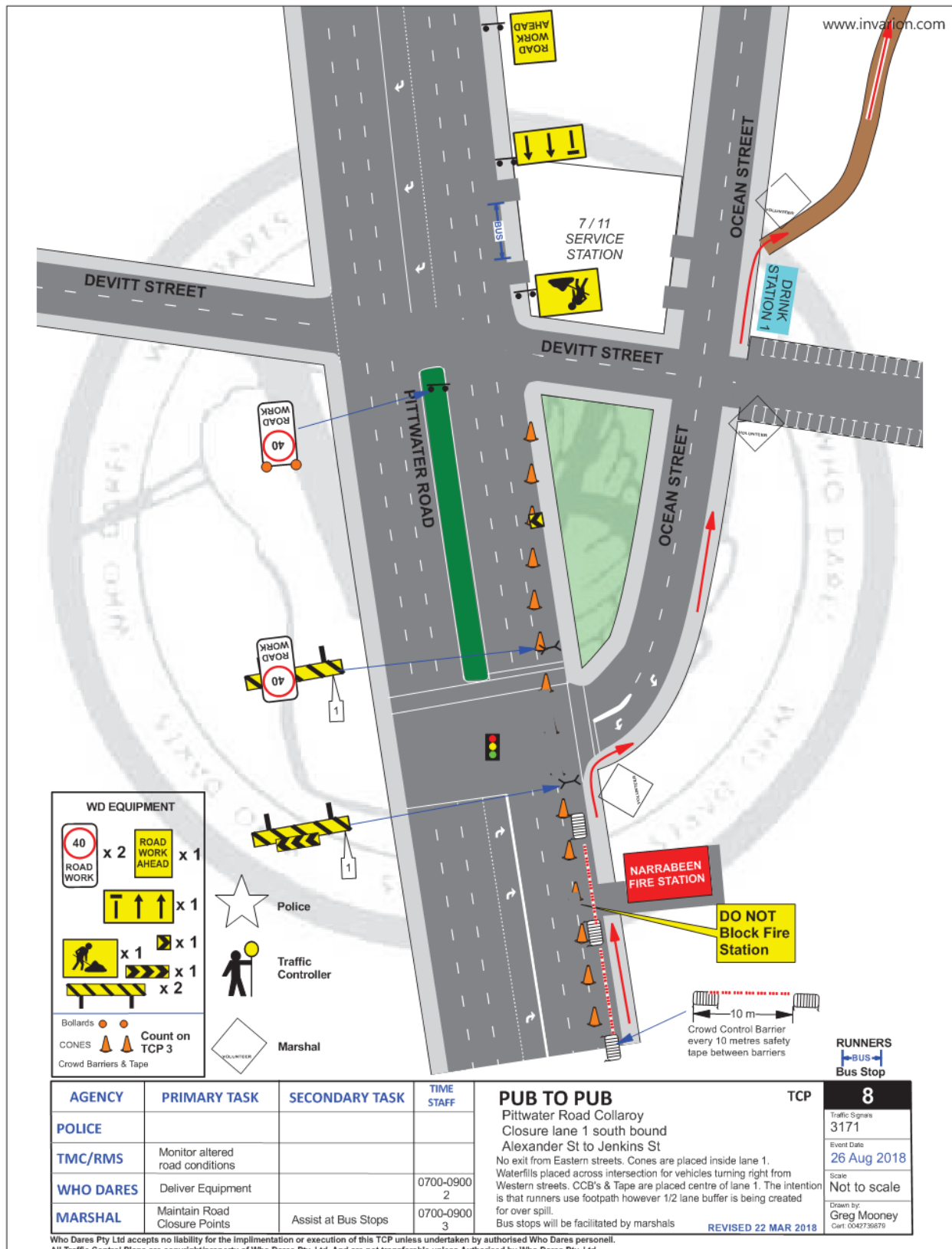


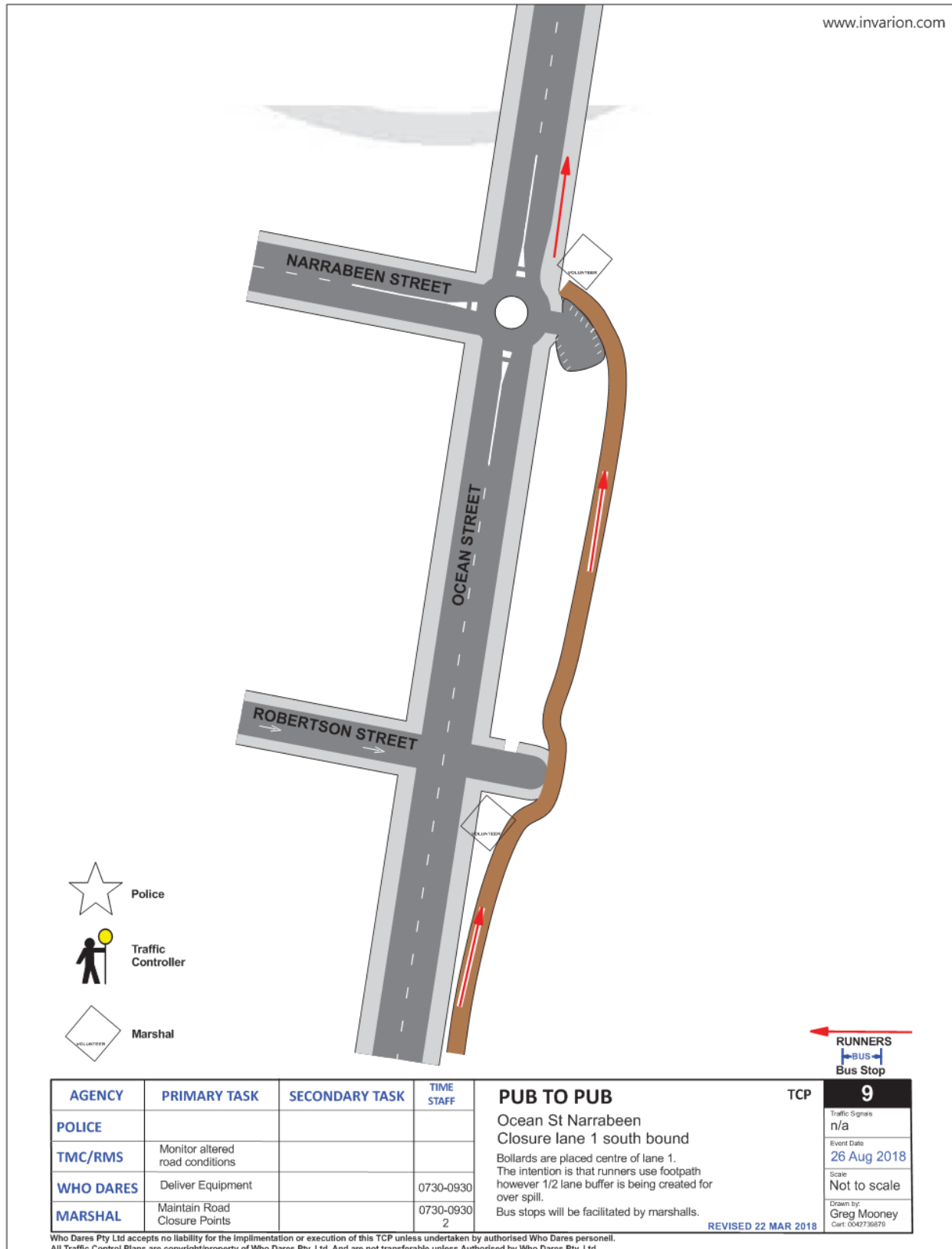


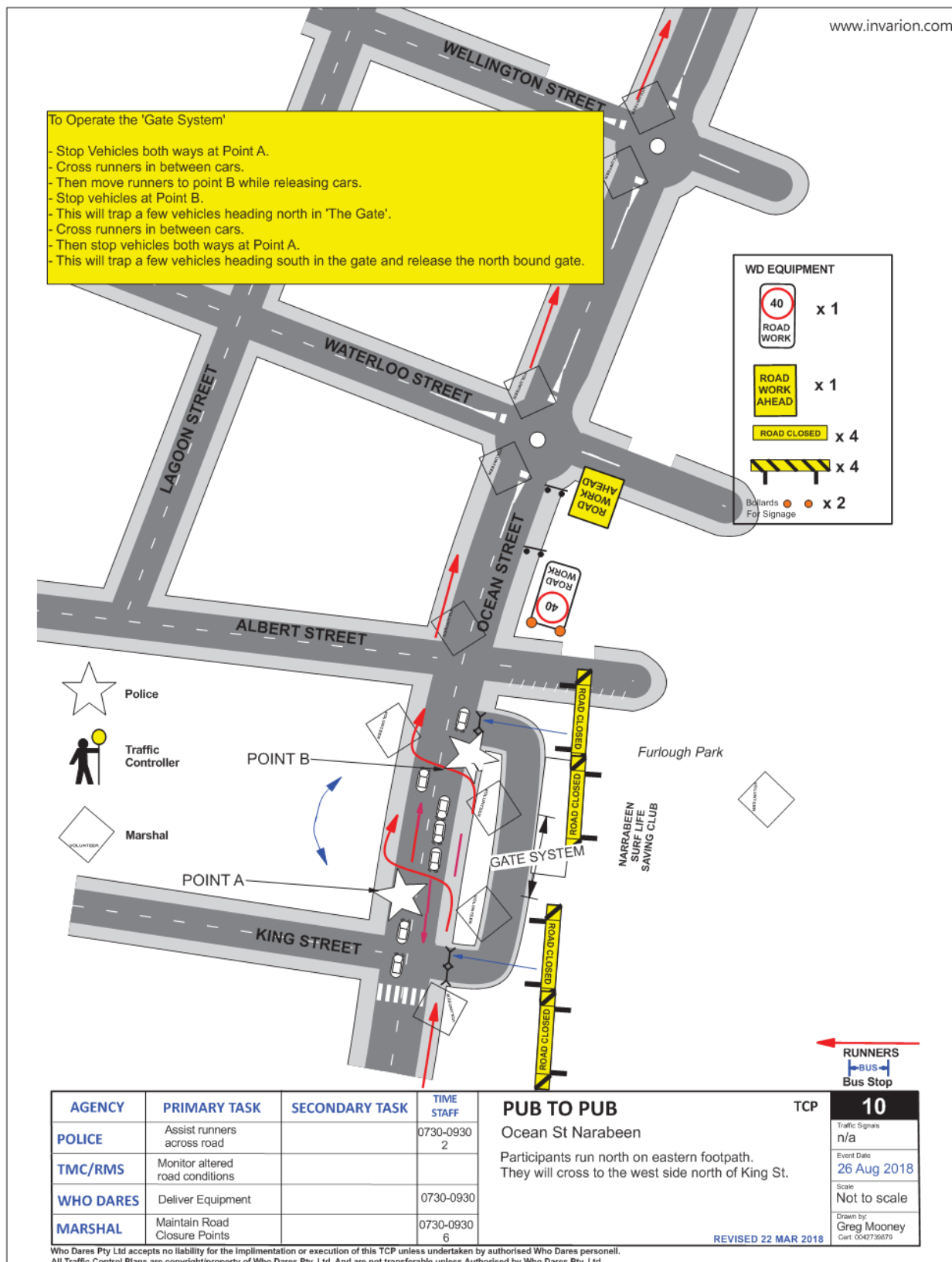




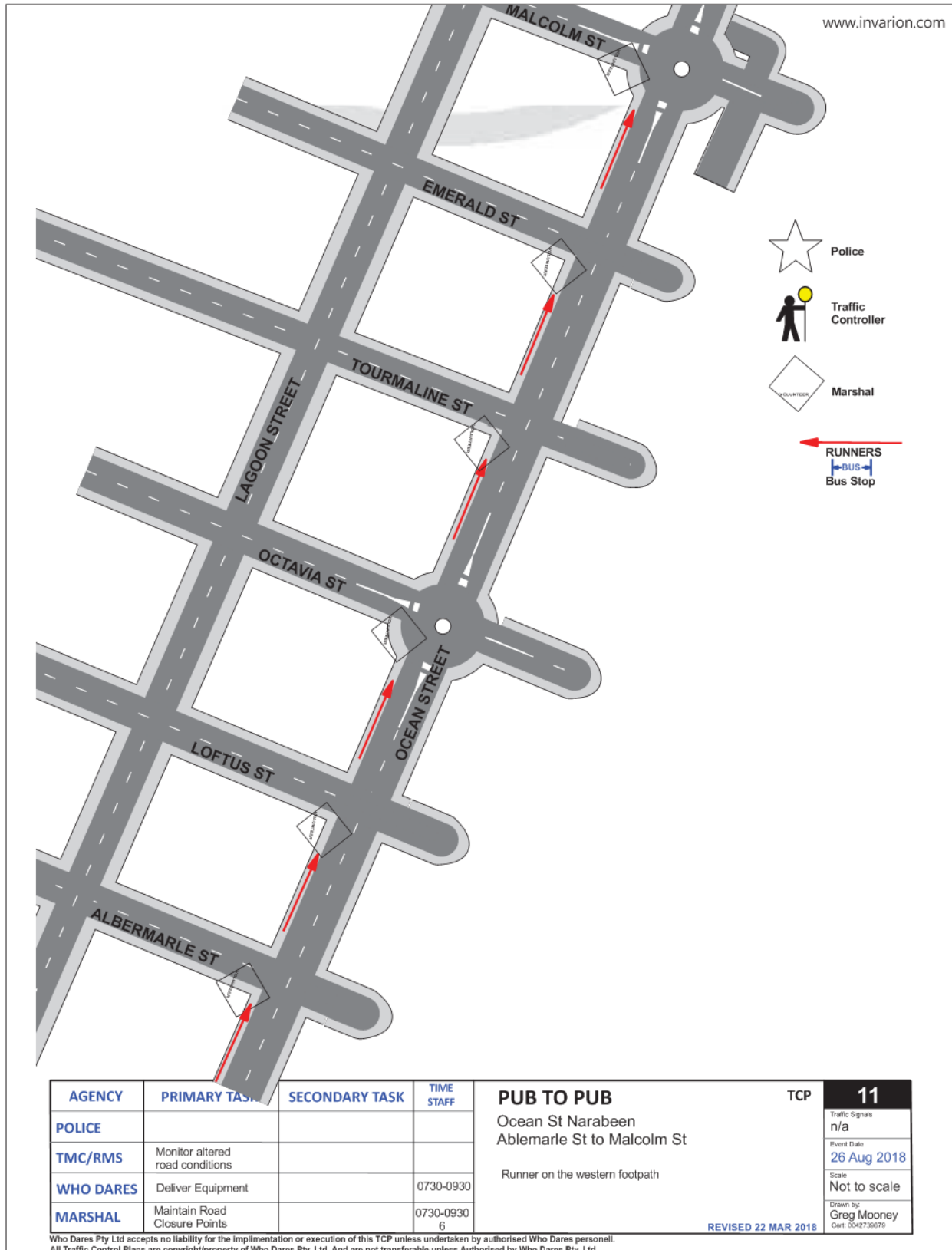


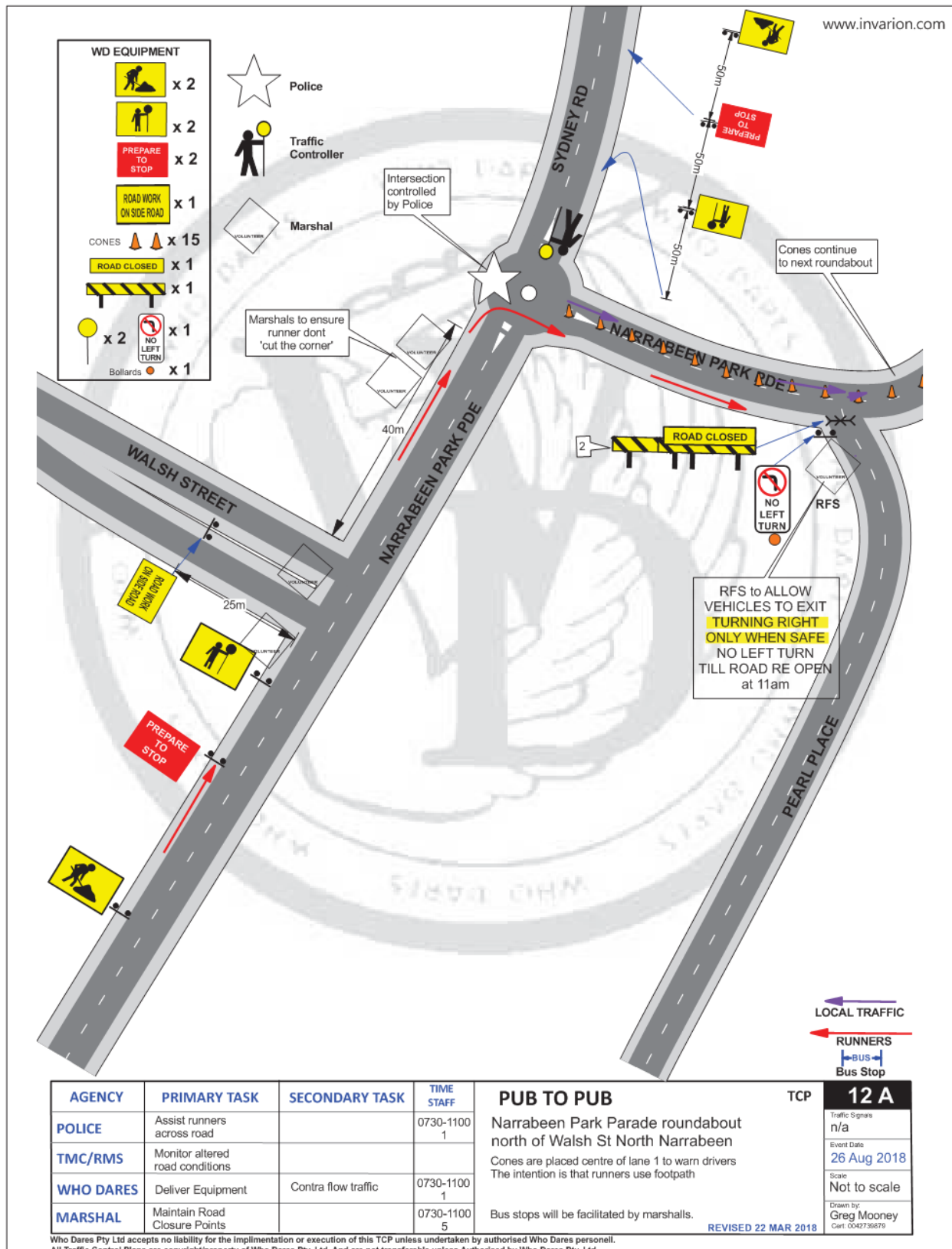


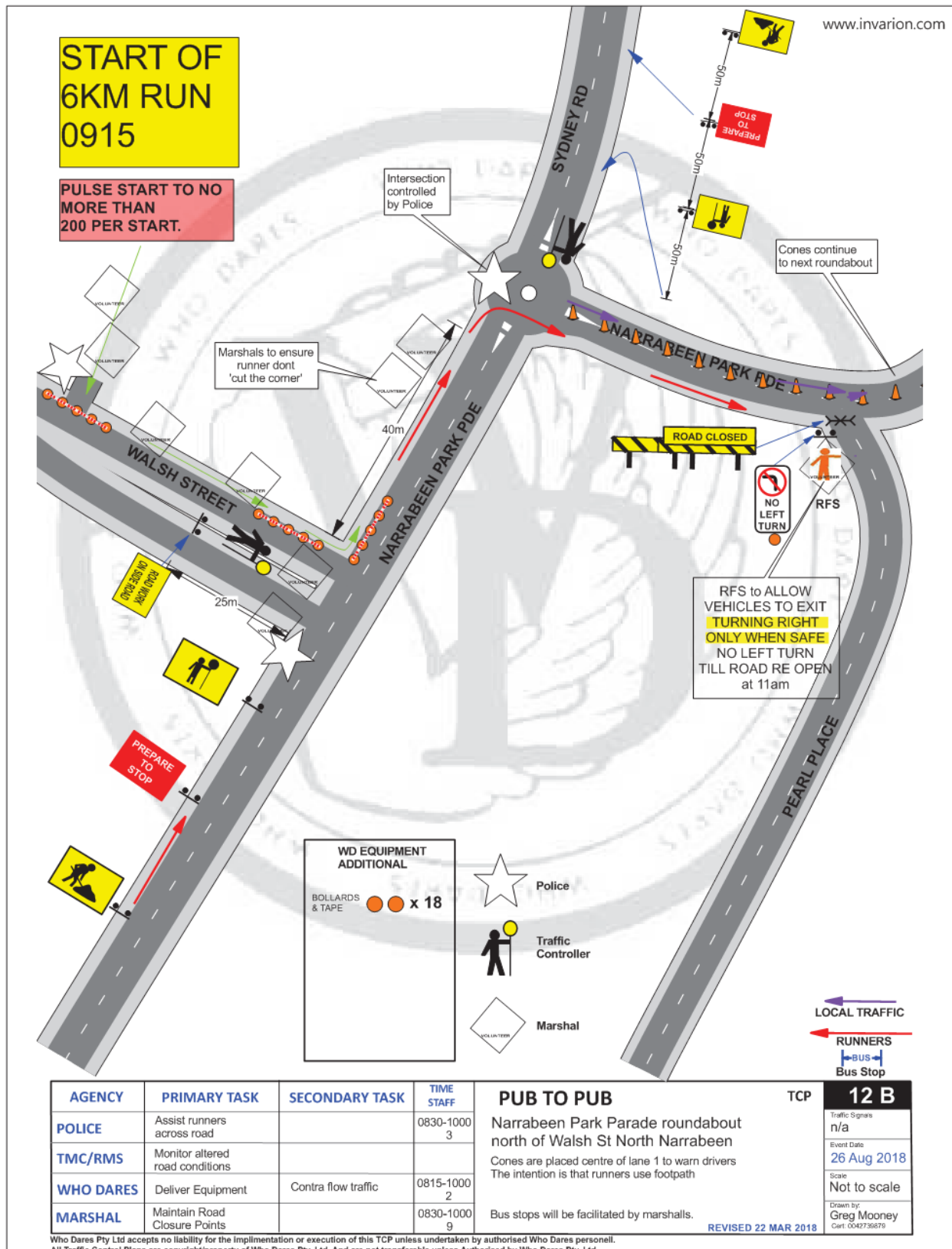




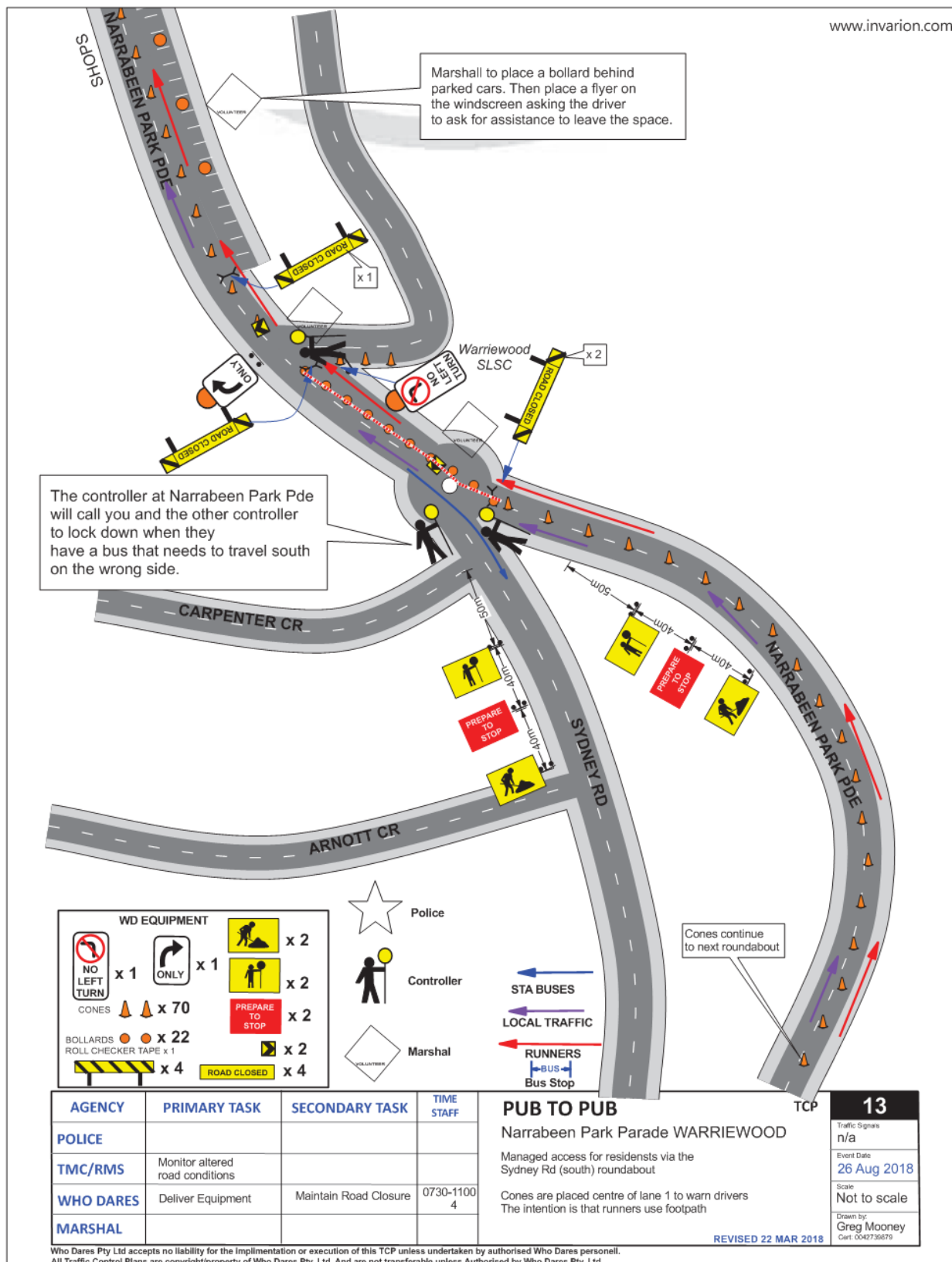


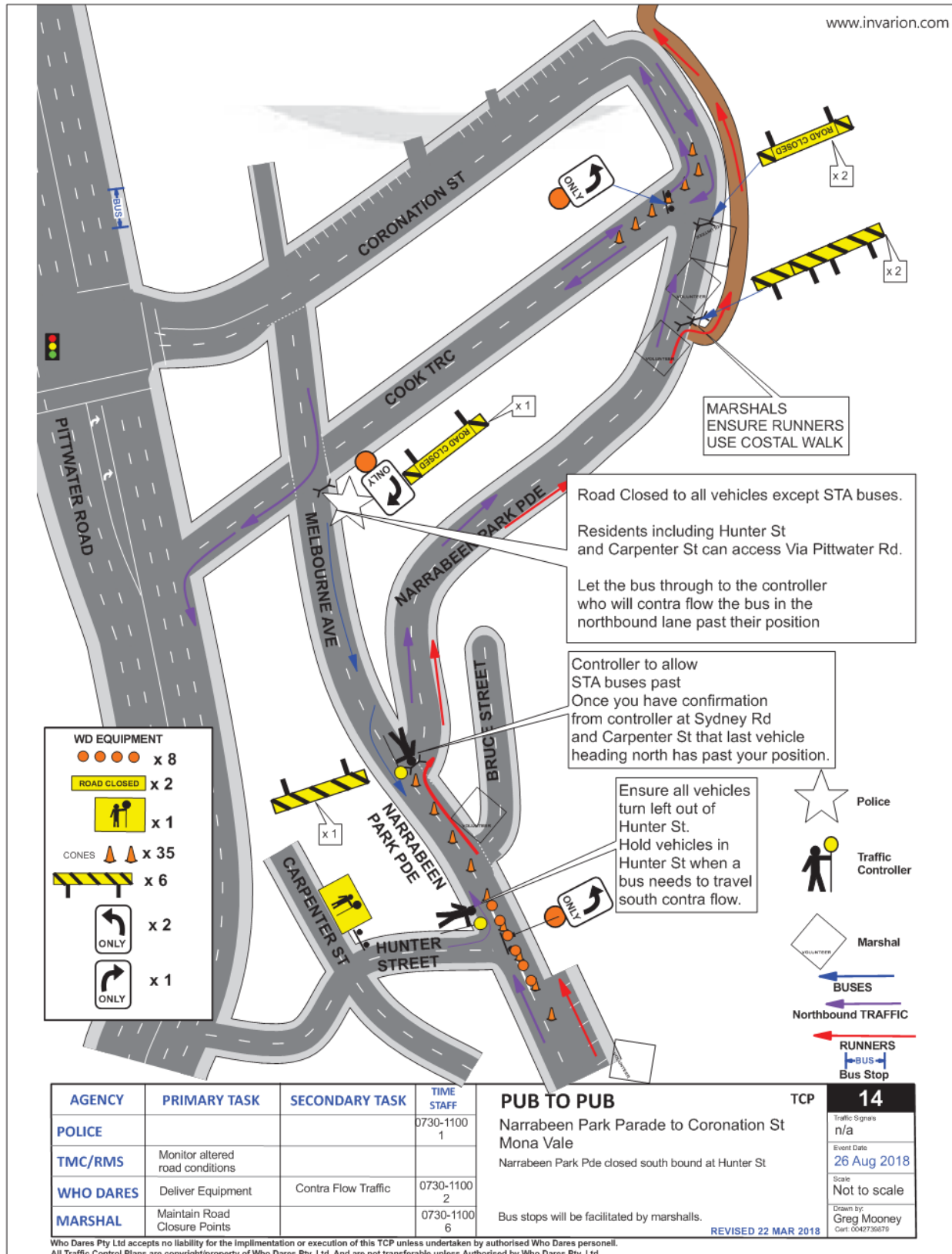


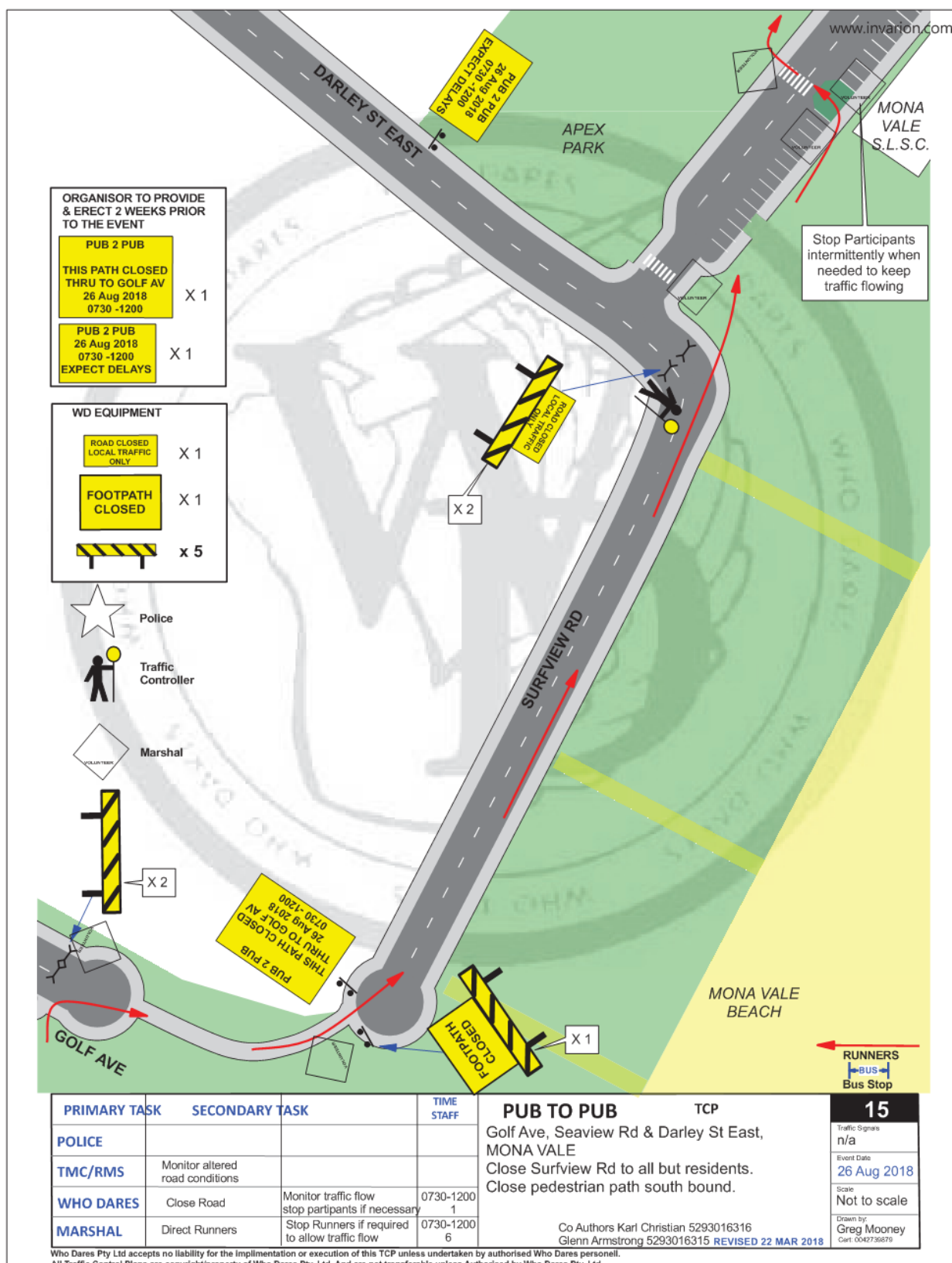




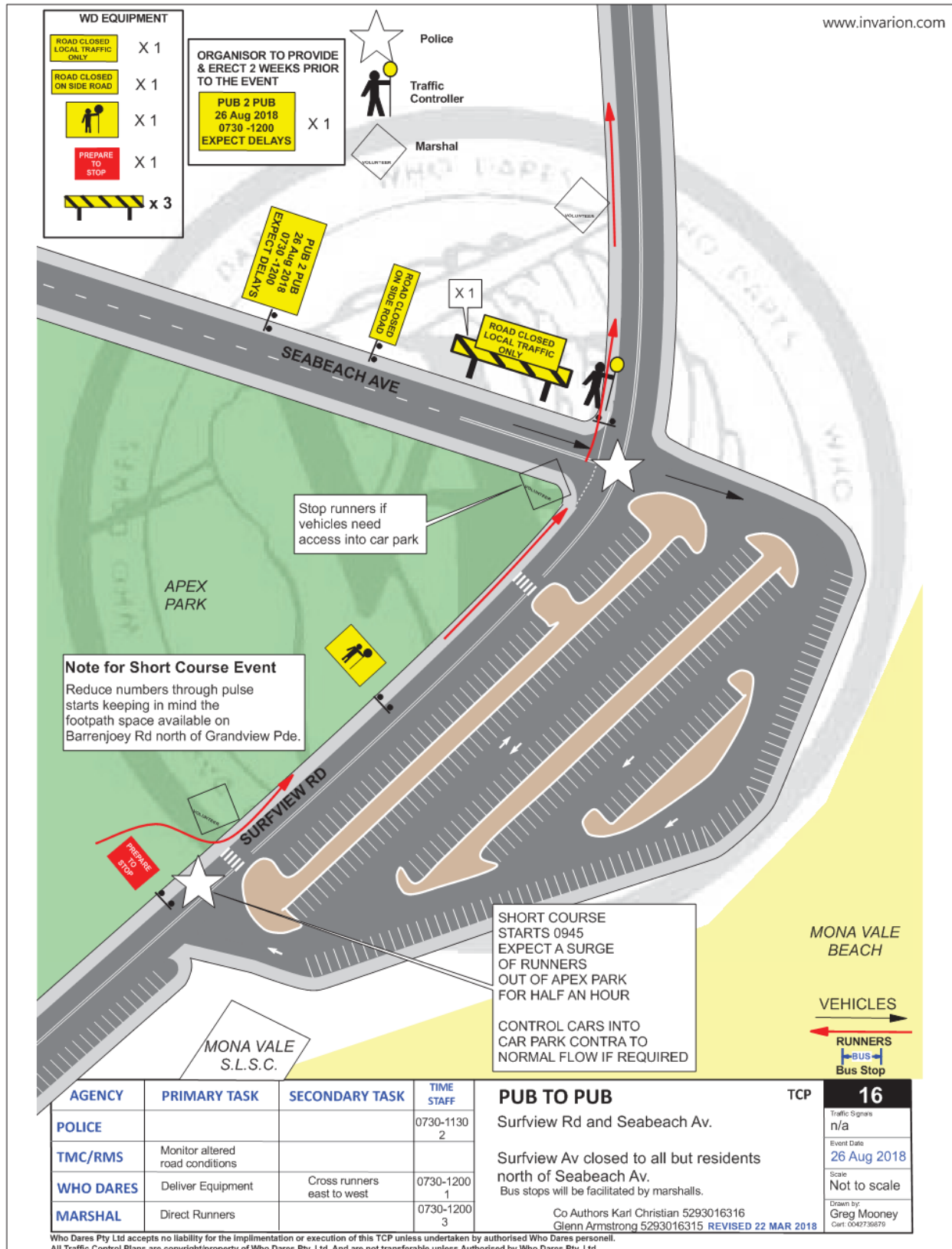


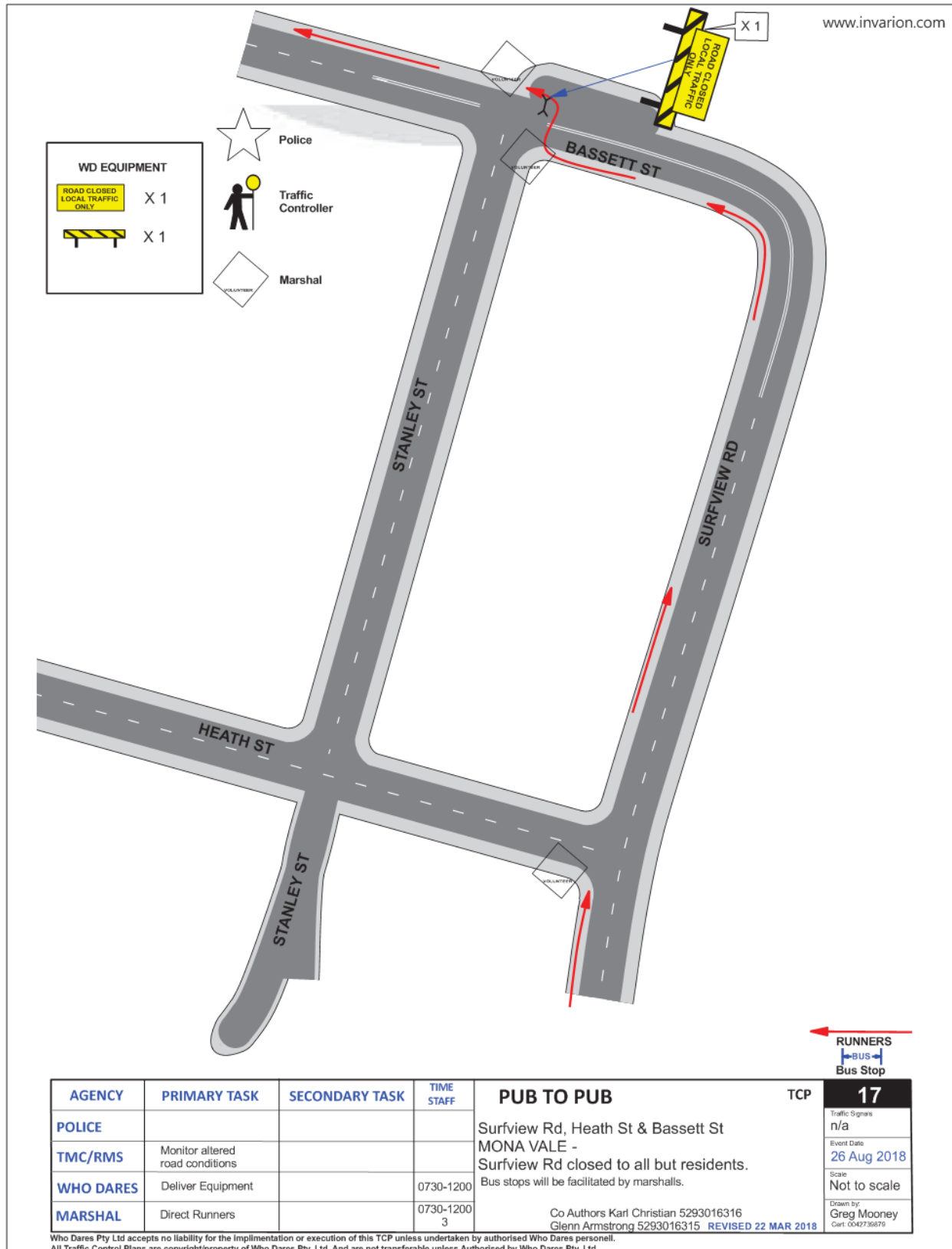


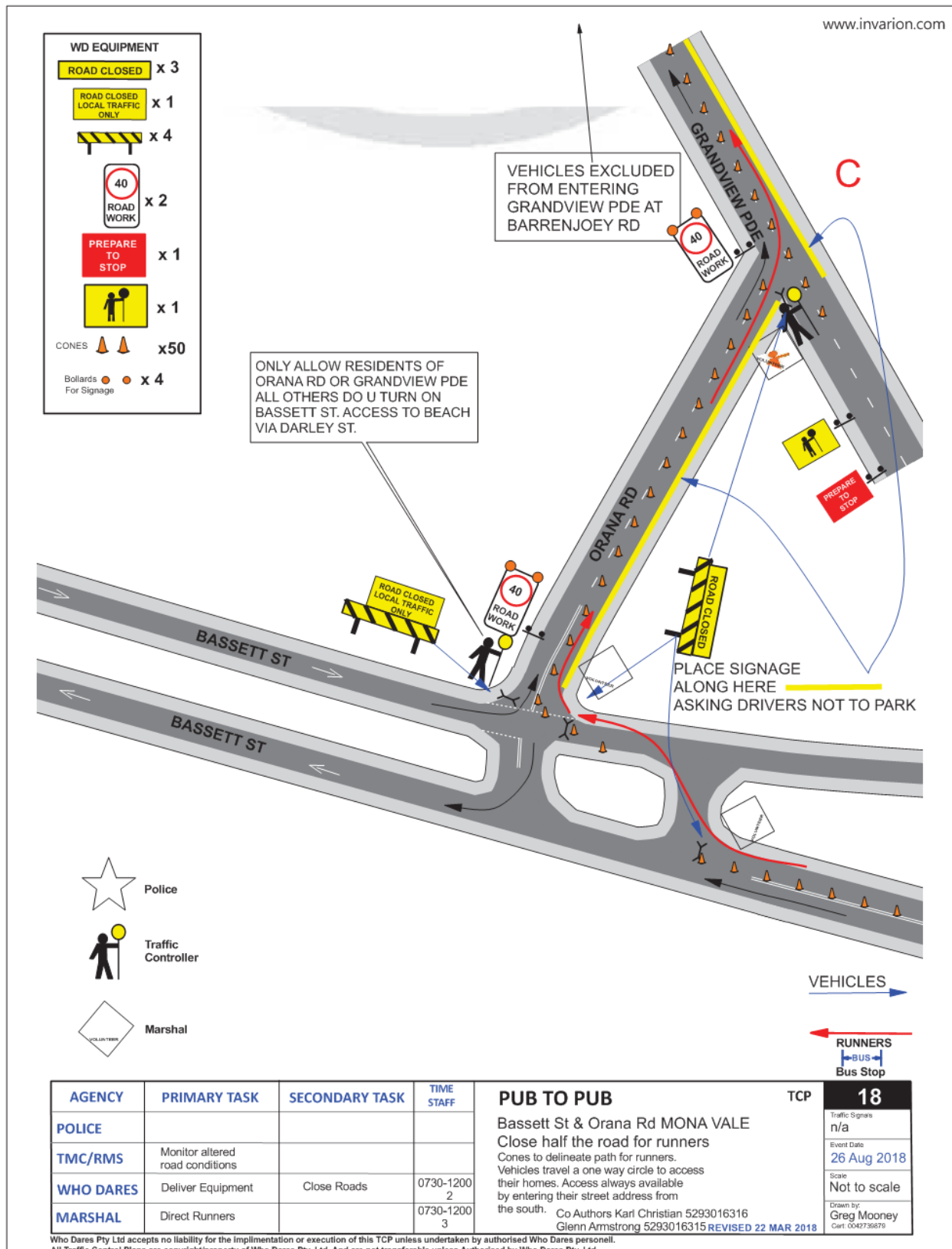




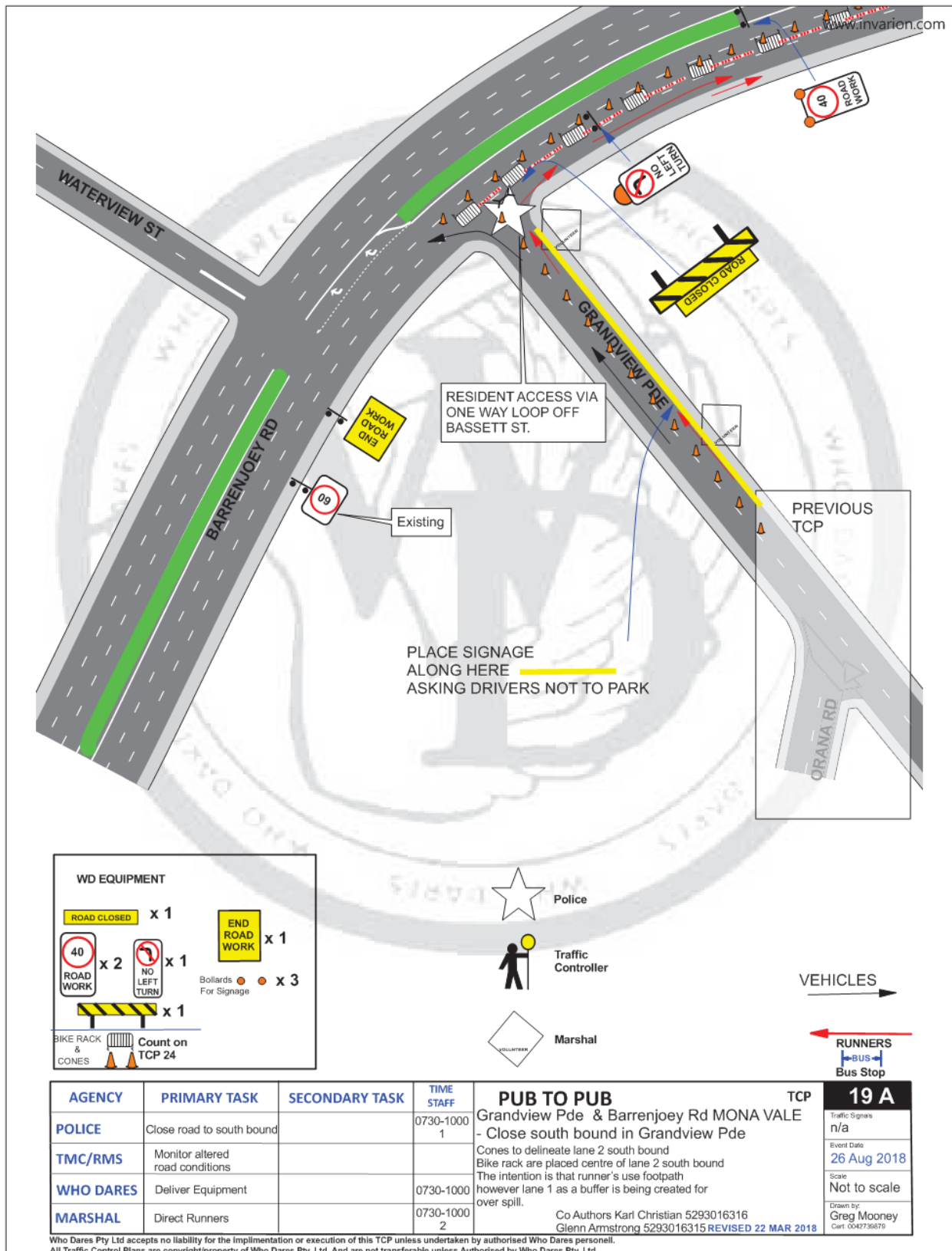


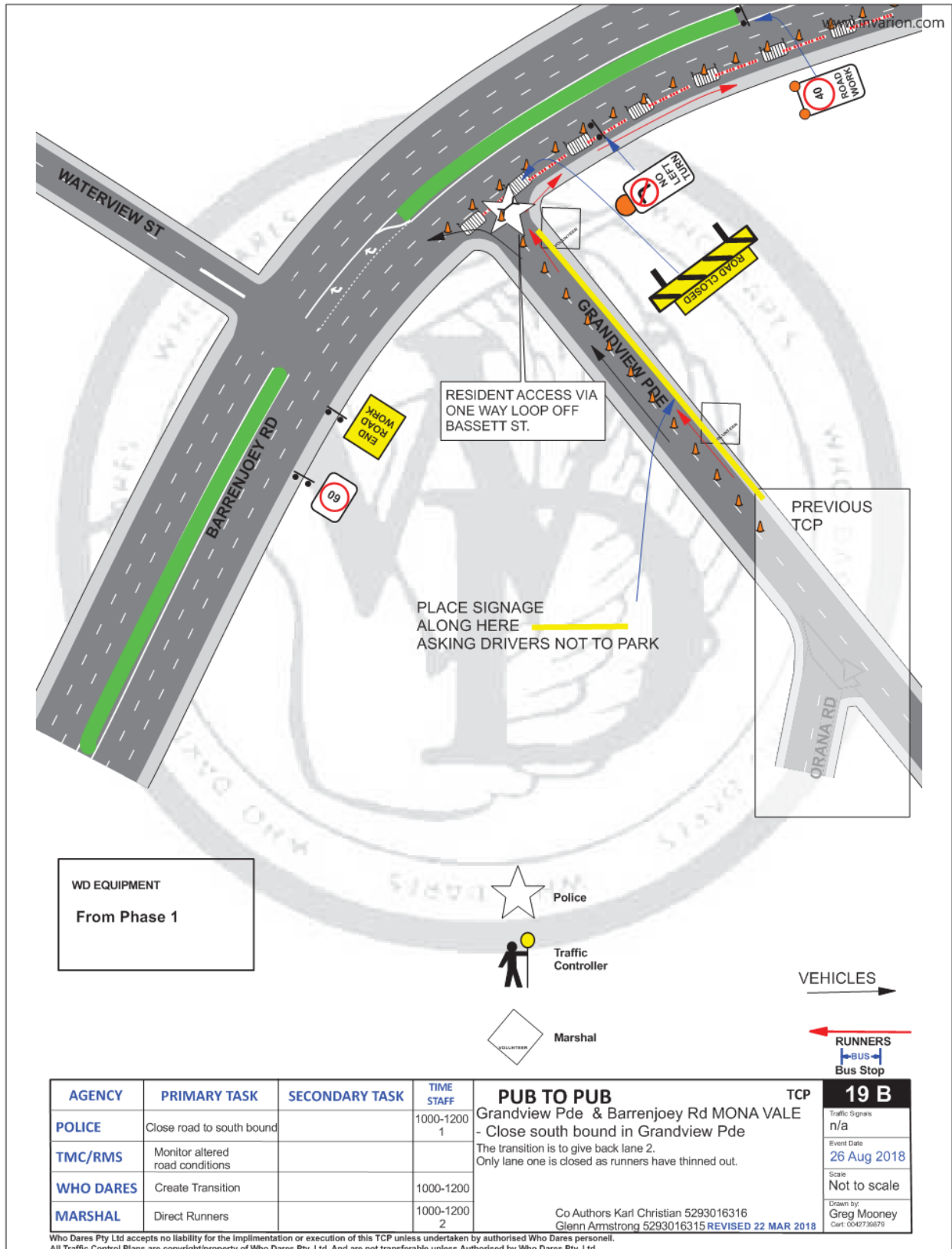


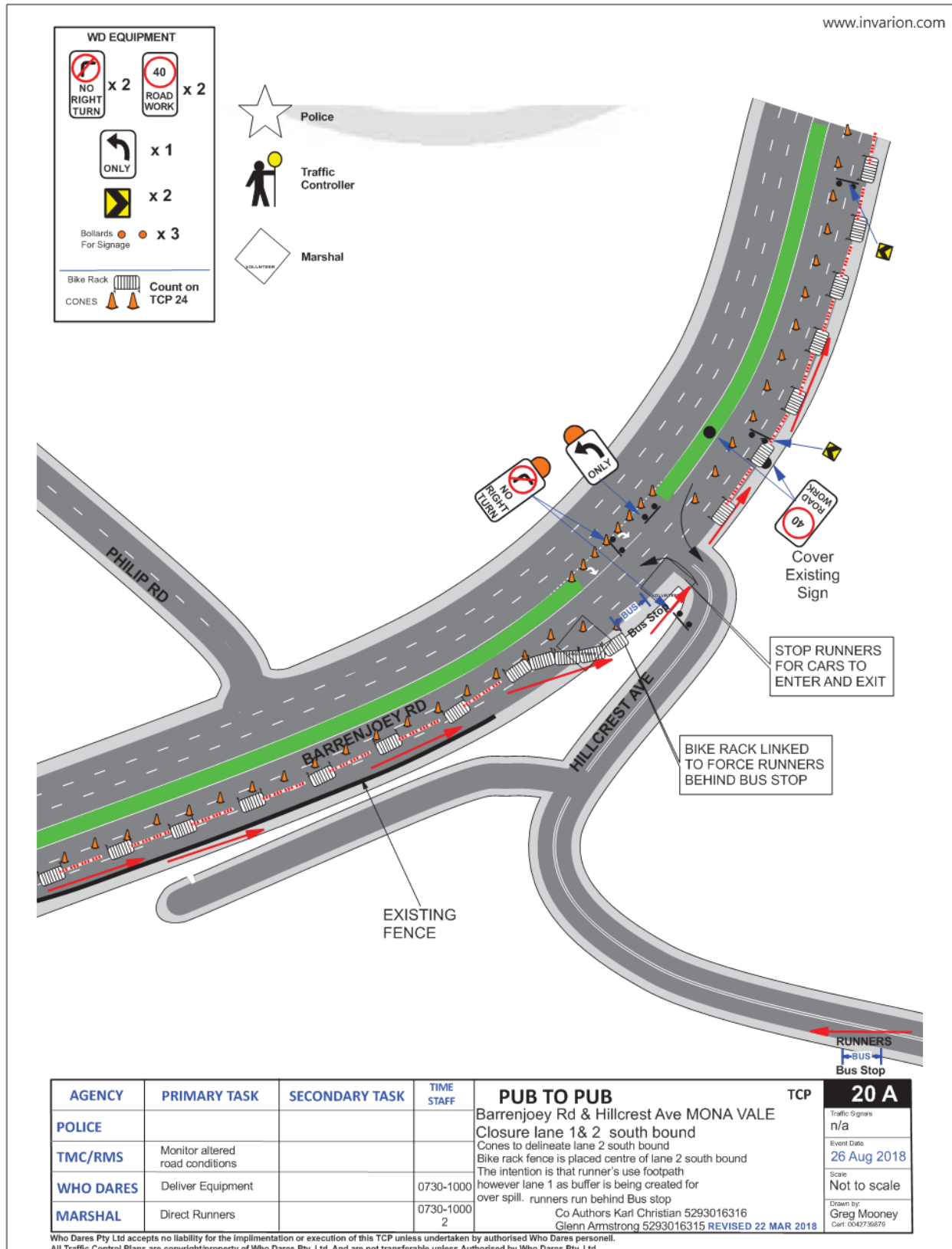




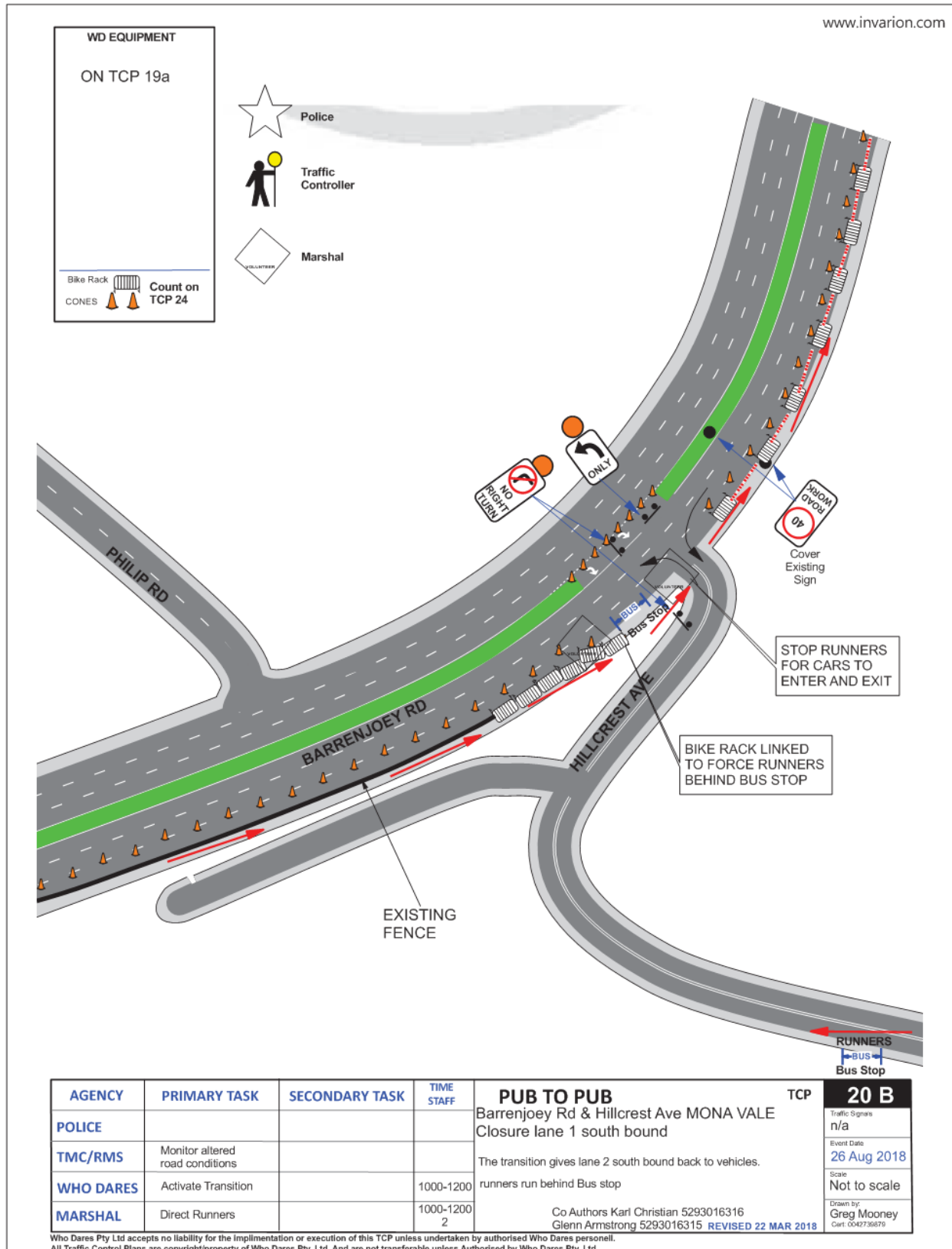


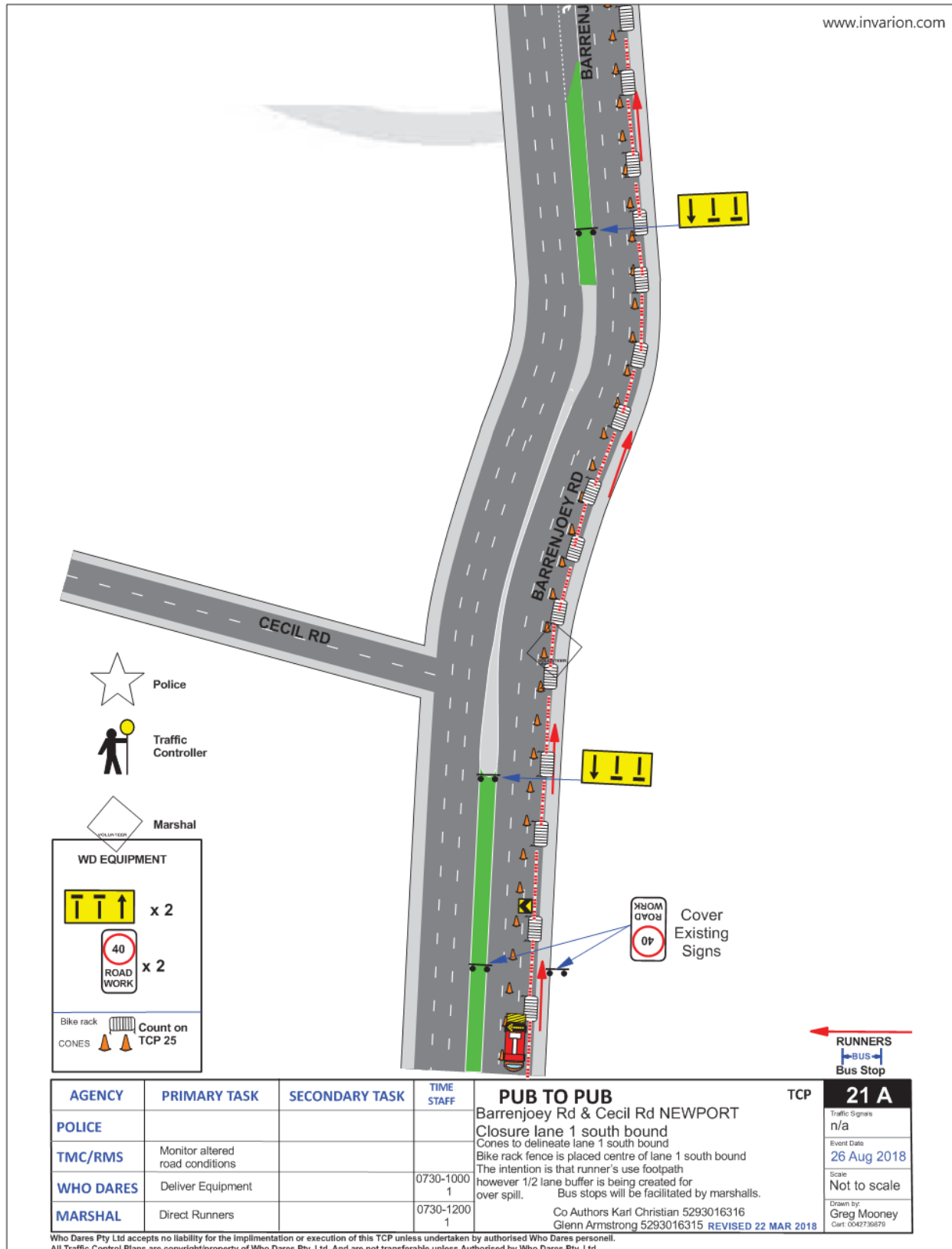


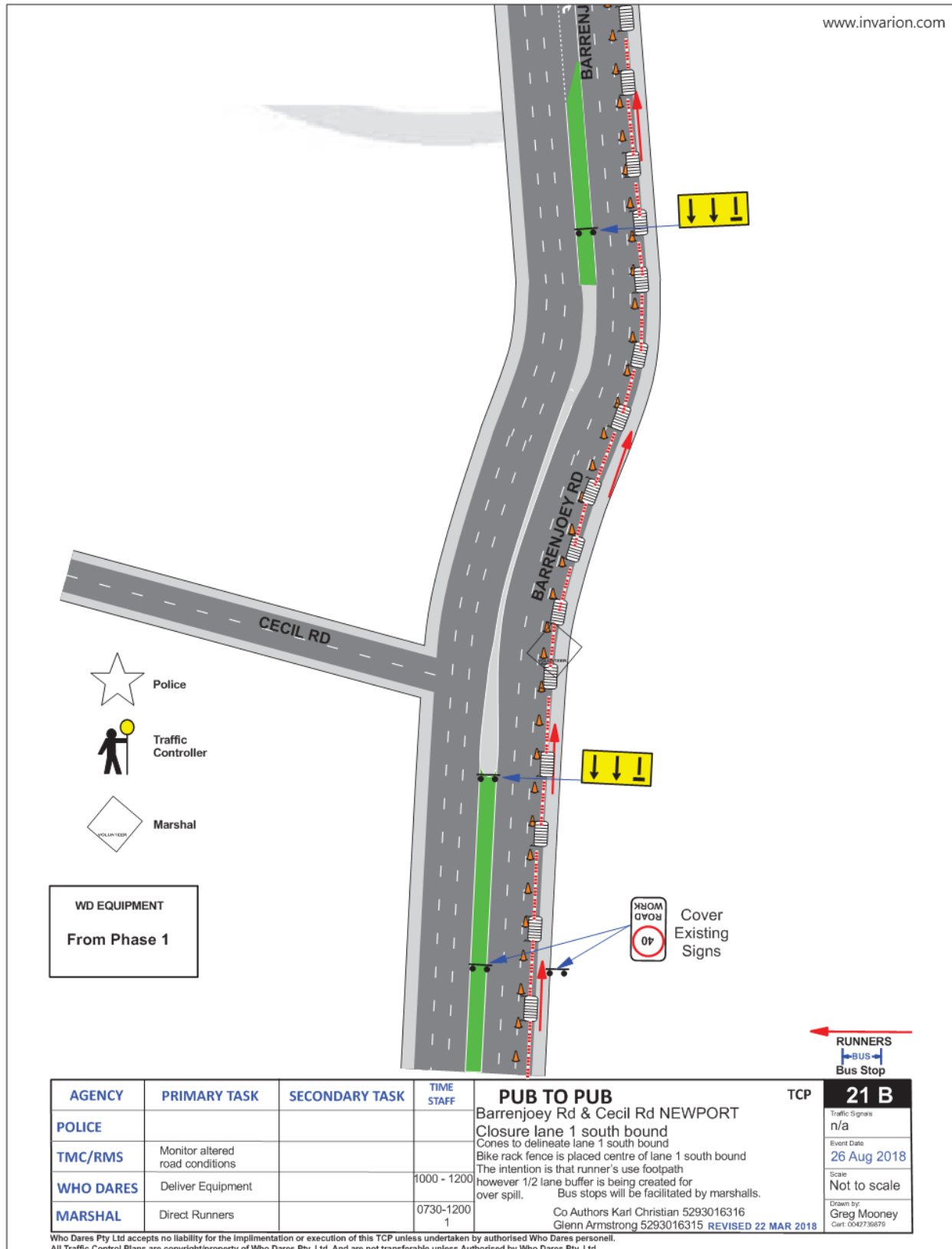






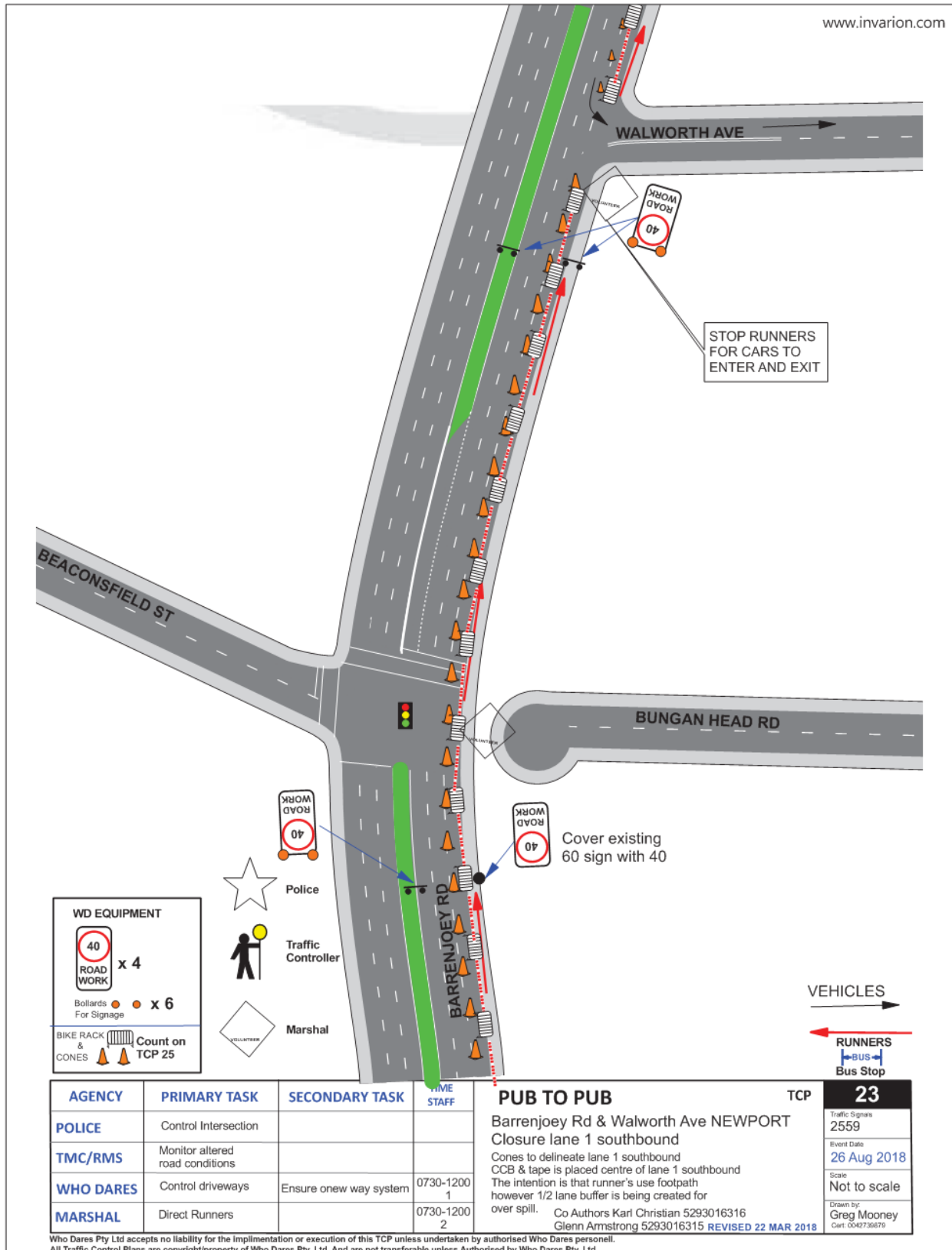


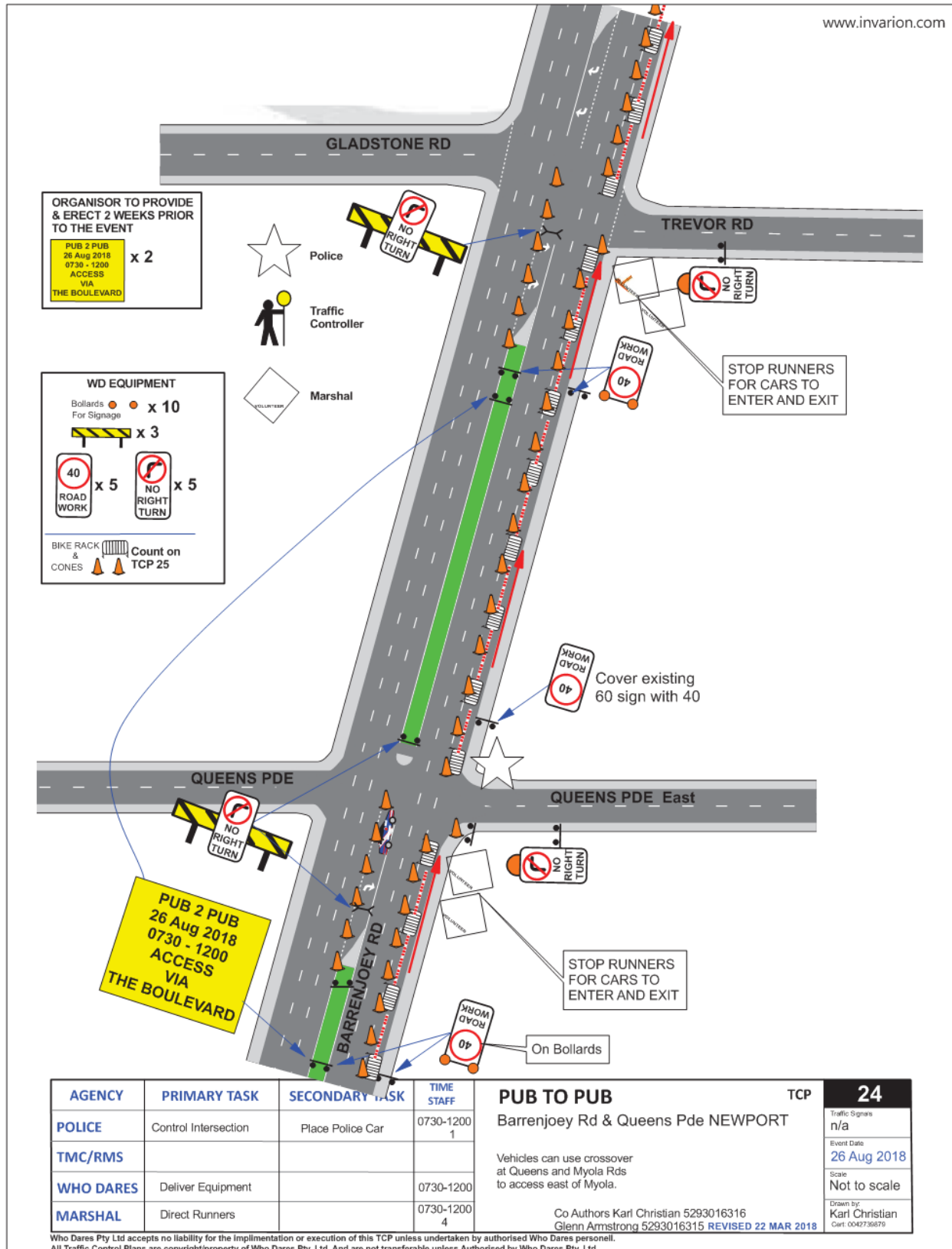




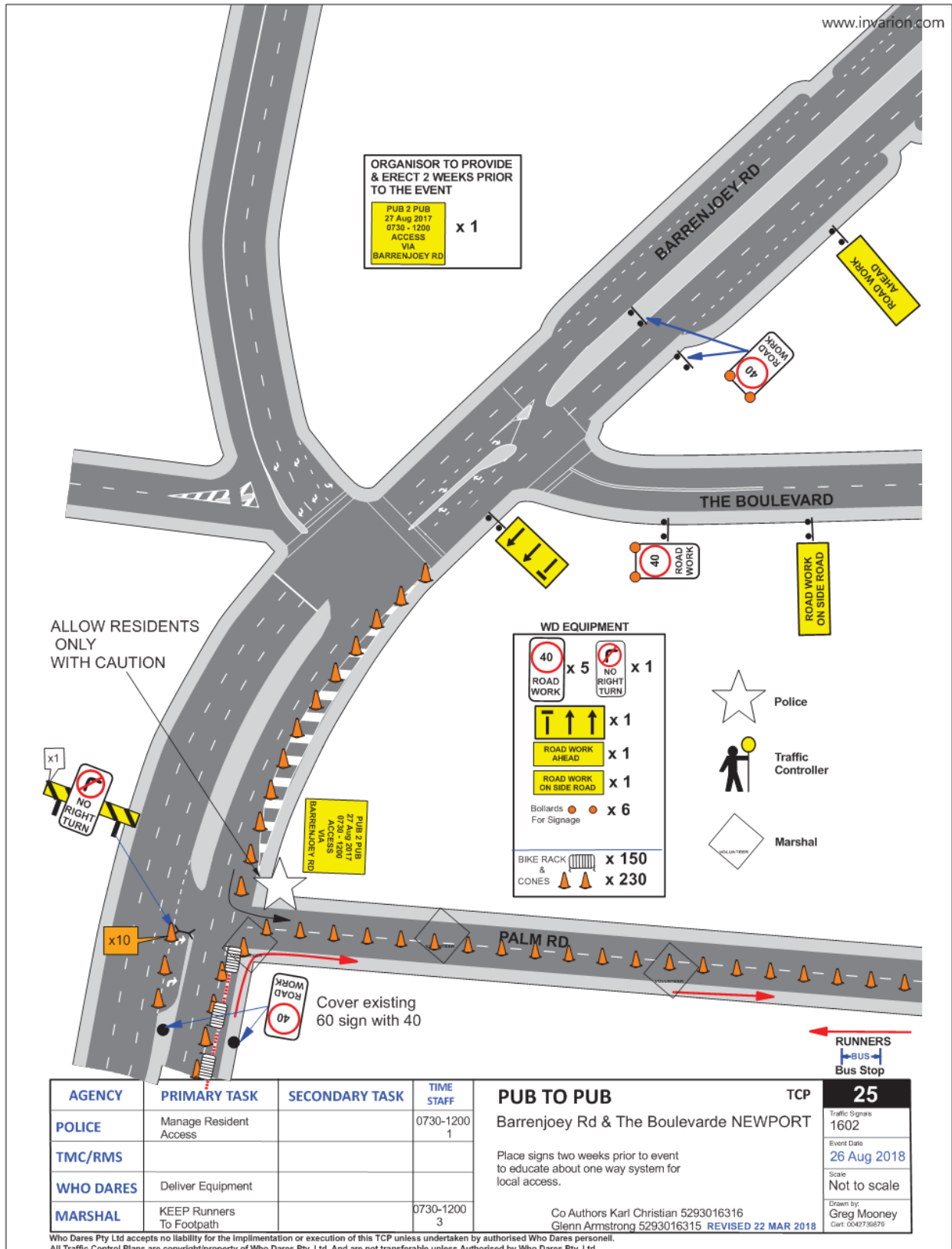


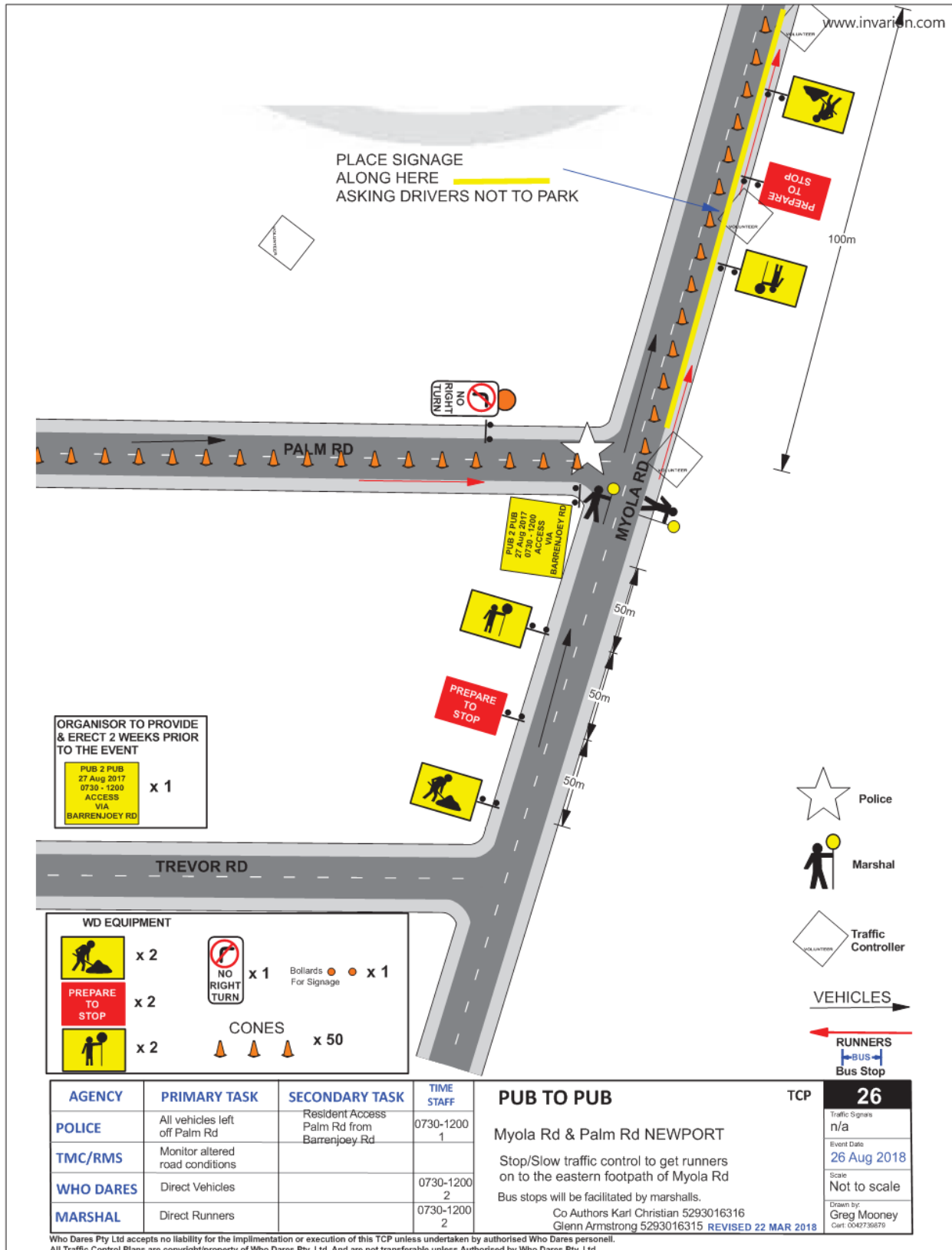


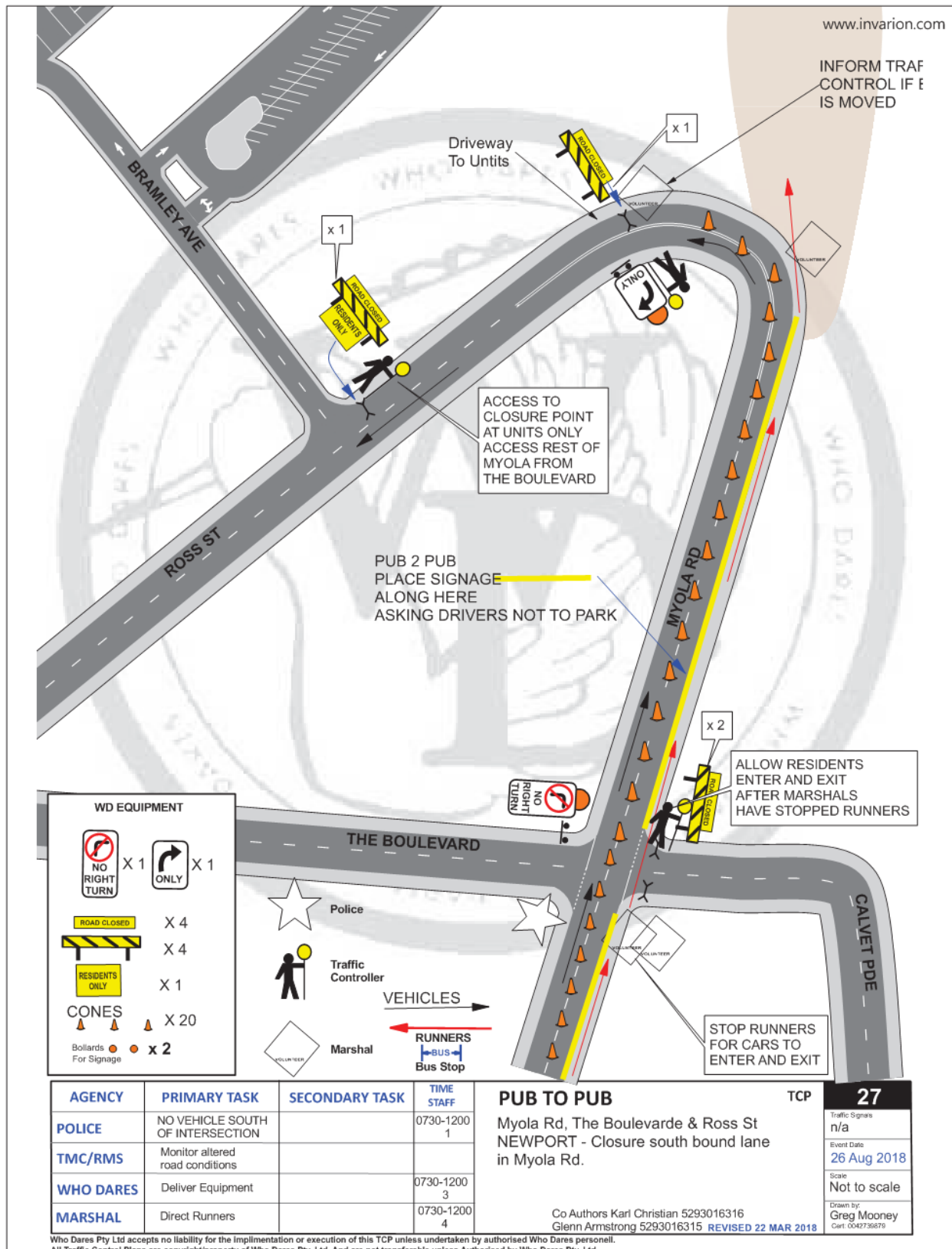




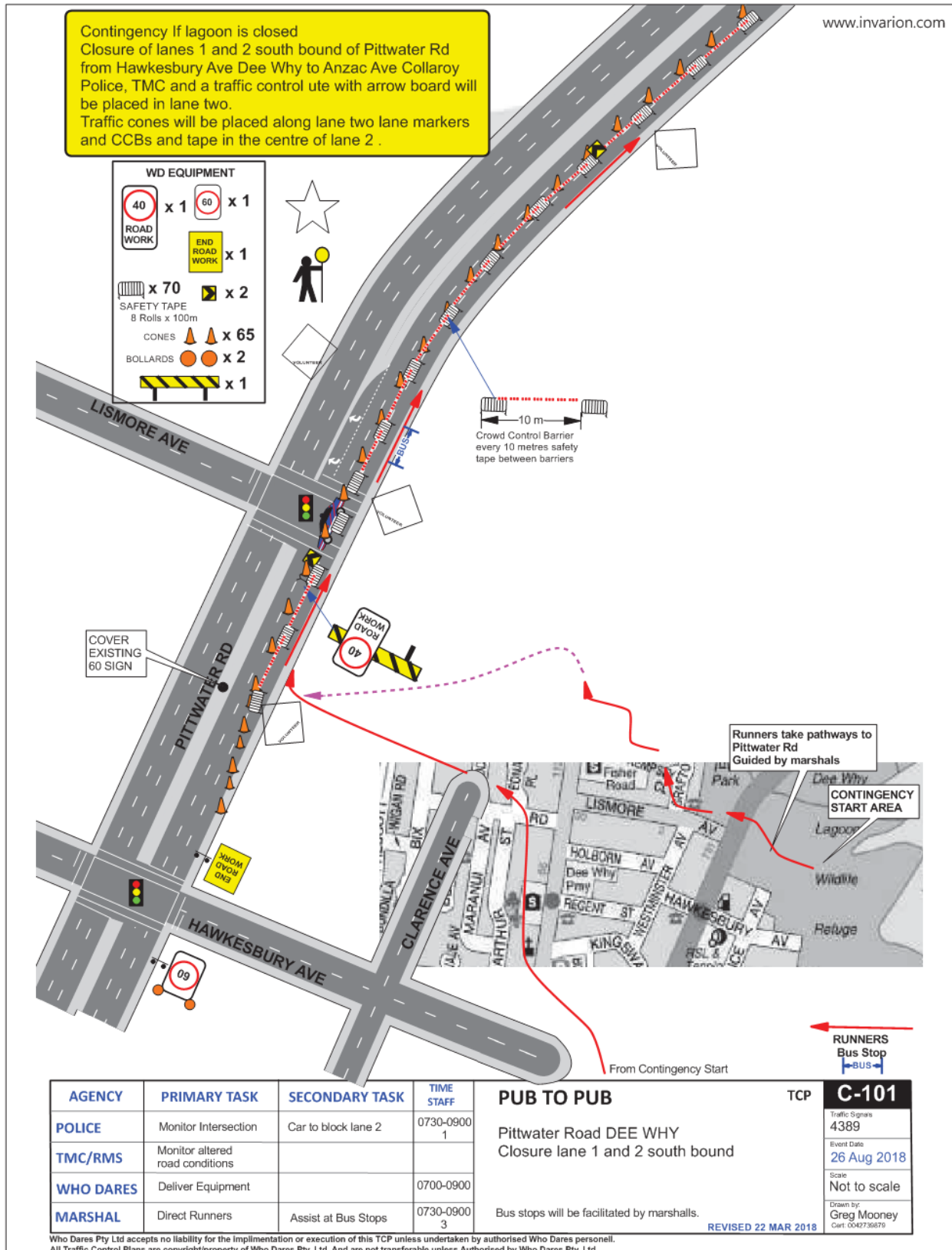






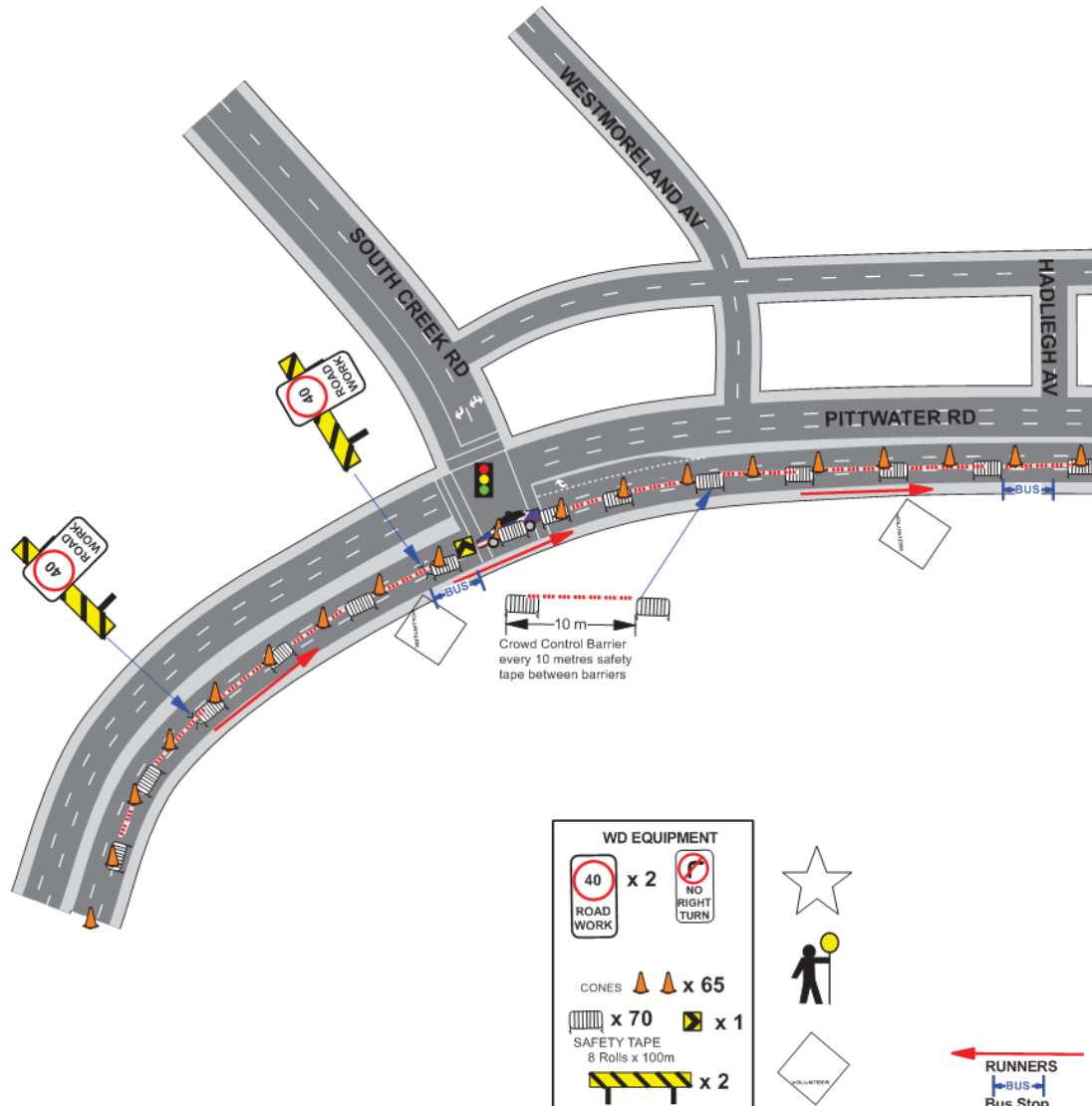








Contingency If lagoon is closed  
Closure of lanes 1 and 2 south bound of Pittwater Rd  
from Hawkesbury Ave Dee Why to Anzac Ave Collaroy  
Police, TMC and a traffic control ute with arrow board will  
be placed in lane two.  
Traffic cones will be placed along lane two lane markers  
and CCBs and tape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



AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	PUB TO PUB	TCP
POLICE	Monitor Intersection	Car to block lane 2	0730-0900 1	Pittwater Road COLLAROY Closure lane 1 and 2 south bound	C-102
TMC/RMS	Monitor altered road conditions				Traffic Signs 1205
WHO DARES	Deliver Equipment		0700-0900		Event Date 26 Aug 2018
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0730-0900 2	Bus stops will be facilitated by marshalls.	Scale Not to scale

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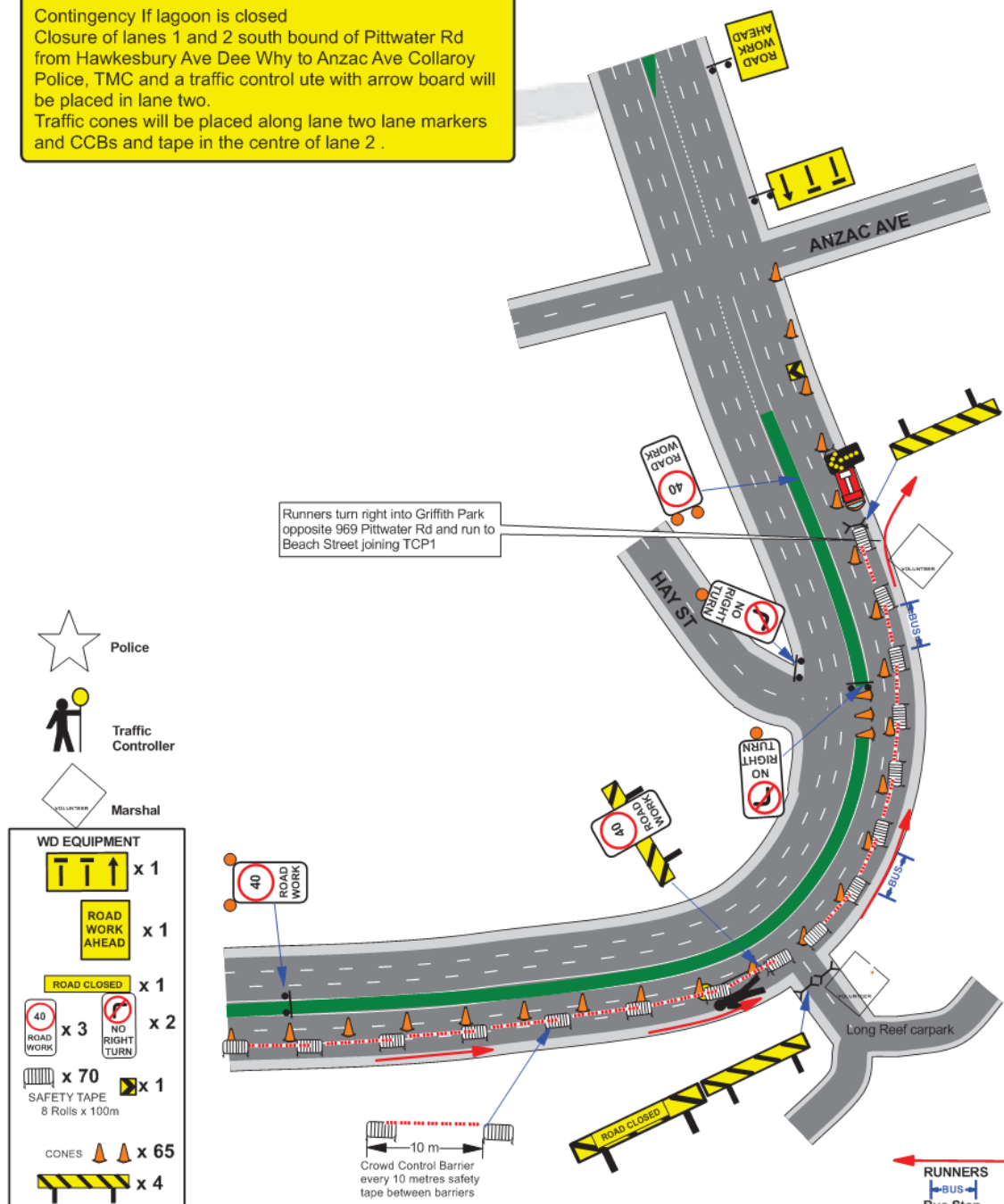
REVISED 22 MAR 2018

Drawn by:  
Greg Mooney  
Cert. 0042735879



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



AGENCY	PRIMARY TASK	SECONDARY TASK	TIME STAFF	PUB TO PUB		TCP	C-103
POLICE				Pittwater Road COLLOROY			Traffic Signs n/a
TMC/RMS	Monitor altered road conditions			Closure lane 1 and 2 south bound			Event Date 26 Aug 2018
WHO DARES	Deliver Equipment		0700-0900 2				Scale Not to scale
MARSHAL	Maintain Road Closure Points	Assist at Bus Stops	0730-0900 2	Bus stops will be facilitated by marshalls.		REVISED 22 MAR 2018	Drawn by Colt Mooney Cart: 0042736879

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REVISED 22 MAR 2018

Drawn by:  
Greg Mooney  
Cart. 0042736879



<b>ITEM 4.14</b>	<b>EVENT: THE BLOODY LONG WALK - PALM BEACH TO MANLY - 9 SEPTEMBER 2018</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/364205</b>
<b>ATTACHMENTS</b>	<b>1 The Bloody Long Walk – Traffic Control Plans</b>

**GEOCODES:** -33.592381, 151.322468, -33.599097, 151.325013, -33.608132, 151.330996,  
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-33.738575, 151.305571, -33.780404, 151.294269, -33.784634, 151.287762

## REPORT

### BACKGROUND

- Council has received a submission from the Australian Mitochondrial Disease Foundation (AMDF) to stage 'The Bloody Long Walk' over 35km from Palm Beach to Manly Beach, to be held on Sunday 9 September 2018. All profits from 'The Bloody Long Walk' will go to the AMDF to support its research, patient support and education/awareness programmes. It is estimated that approximately 3000 participants will take part in the event.
- This will be the sixth year that the event will be held, which follows the same route as previous years.
- A temporary road closure is necessary in the Governor Phillip Park carpark from 4:30am for public safety, as required in previous years.
- Approval is required by the Traffic Committee members and Council of the requested road closures. The Traffic Management Plan (TMP) is unchanged from the approved TMP submitted last year. Extracts of the Traffic Control Plans (TCP) are shown in Attachment 1. A full copy of the documents will be tabled at the Traffic Committee meeting.

### ISSUES

- The proposed starting time is the same as last year's event commencing at 6:00am; however, walkers will be leaving in groups of 100-120 every five minutes (estimated at 25 groups) to facilitate the earlier movement of participants from the narrow roads of Pittwater and to enable the event to be completed in daylight hours.
- 'The Bloody Long Walk' route will predominantly follow the Bicentennial Coastal Walk, and is unchanged from last years which includes Queens Parade and Barrenjoey Road to bypass the steeper section along the headlands and Bungan Beach.
- There are no proposed road closures (other than the closure of the Governor Phillip Park carpark) with the TMP designed to include safety controls at key locations such as pedestrian advance warning signs installed along specified sections of road, volunteer marshals to assist participants at road crossing points, and traffic controllers advising drivers of high pedestrian activity when entering narrow roads. Volunteer marshals can only control walkers as they are not accredited to stop traffic. Marshals should also be provided along sections where participants may be required to walk on the road, especially on narrow sections and bends with reduced sight distances, noting that there is a high likelihood of parked vehicles on local roads during the staging of the event.
- Bus stops or routes will not be directly affected by the event; however, notification will be given to Sydney Buses advising increased number of walkers along some bus routes.
- The event Organiser will provide 20 event specific buses to transport participants from Central Station and Manly to the starting point.

- A comprehensive marketing and communications program will be undertaken to inform residents of the event (especially those along the event route) through direct letter box drops, flyers, posters, social media, newspaper advertisements, and magazine publications.
- Support for the proposed road closures by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, and STA, at least four months in advance of the event date, to inform and notify all parties of the details of the event.

## CONSULTATION

- The Traffic Management Plan (TMP) has been developed in consultation with the Organiser, RMS, the NSW Police and Council.
- The Applicant 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 one month in advance of the event, followed by a second letterbox drop one week prior to the event. Additional notification of the event is required for the general public, including advertising in the Manly Daily, social media, and VMS displays.

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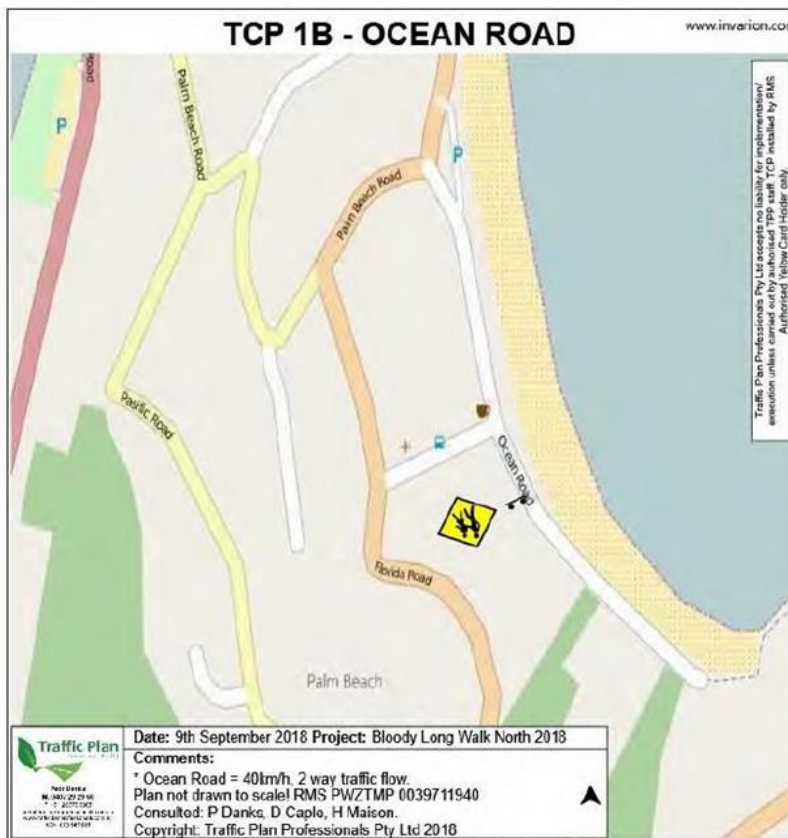
## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Approves the implementation of the Traffic Management Plan for the 'The Bloody Long Walk' to take place along the proposed route on Sunday 9 September 2018.
  - B. Approval be subject to the following conditions:
    - (i) that the TCP be prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
    - (ii) that any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
    - (iii) that barriers and signs to be used in the road closures are to be to RMS standards.
    - (iv) that the road closure be staffed at all times to allow access for emergency vehicles, and to ensure barriers are not moved.
    - (v) that approvals being granted by Council for the use of the public reserves specified in the application and for the use of the road reserve for drink stations etc.
    - (vi) that the Applicant advises Sydney Buses, Forest Coach Lines and the various emergency services of the closure.
    - (vii) that the temporary road closure be advertised in the Saturday edition of 'The Manly Daily' the week prior to the event.
    - (viii) that the properties in the affected area be notified by a letterbox drop one month in advance of the event with details of access restrictions, followed by a second letterbox drop one week prior to the event. The notification letter must also provide a contact phone number of the Applicant should residents have any enquiries.
    - (ix) that Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event.
-

- 
- (x) the Organiser promote the use 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.
  - (xi) that the approval be subject to any approvals or conditions required by the RMS.
  - (xii) that the approval is for a maximum of 3000 participants.
- C. Supports the event to be held annually 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.
- D. Requires the Applicant to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval.
- E. Requires the Applicant to send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, and STA, at least four months in advance of the event date, to inform and notify all parties of the details of the event.
-

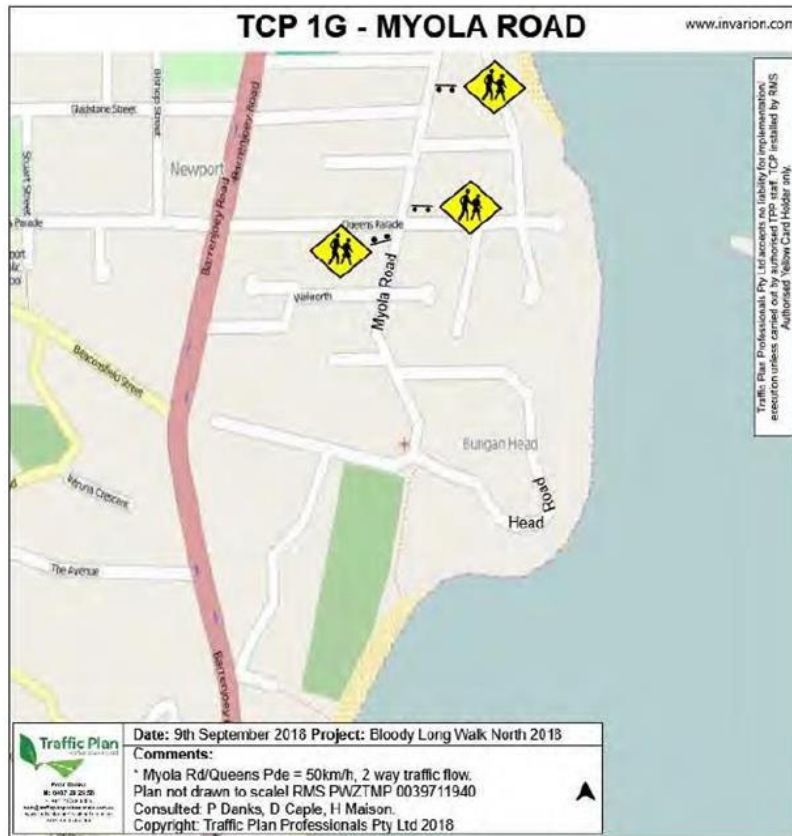


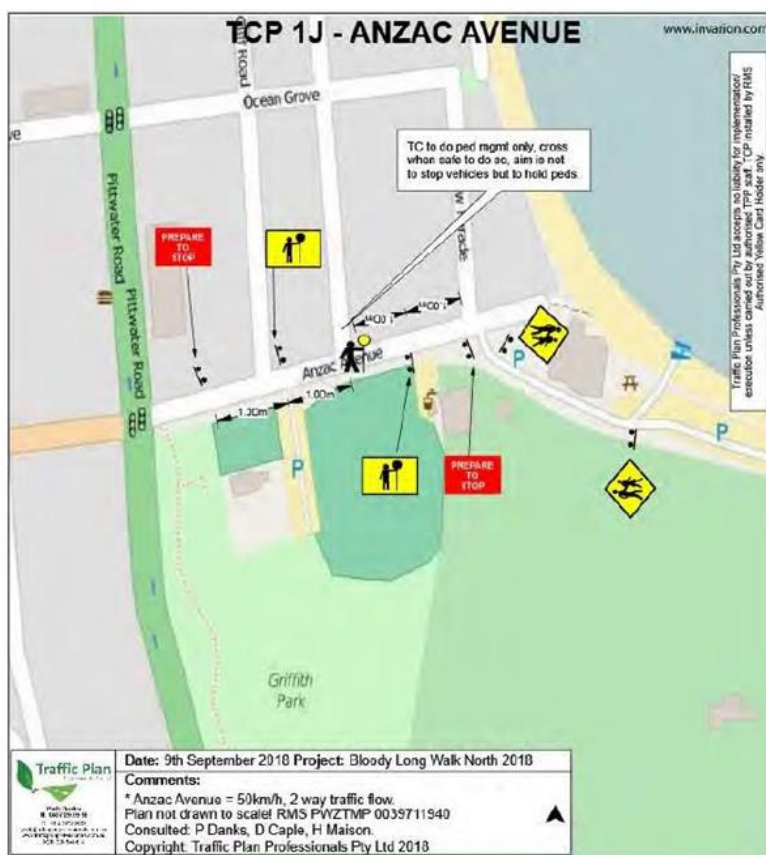


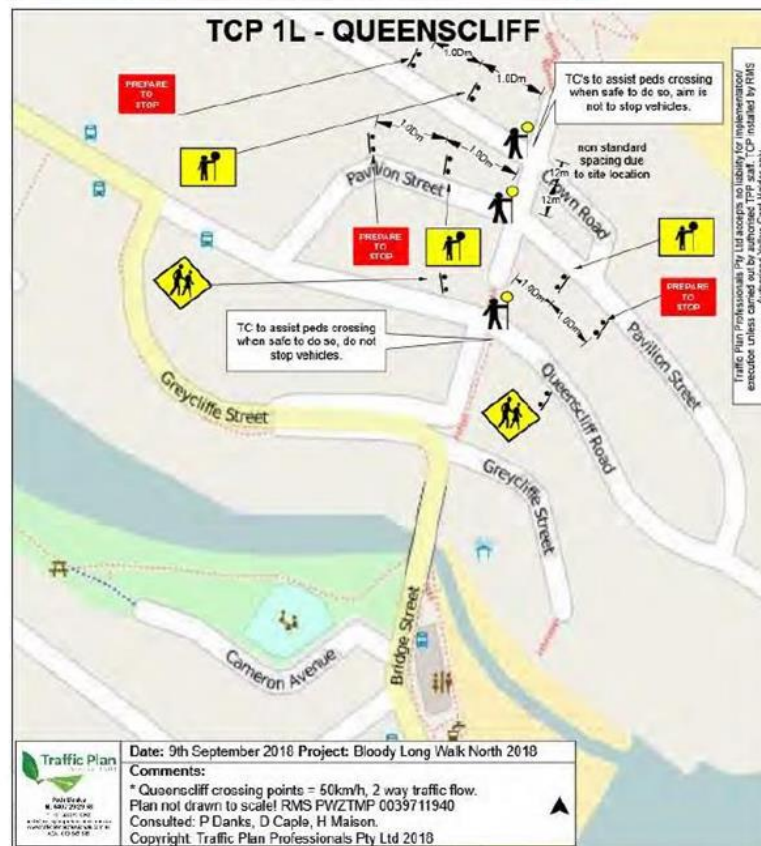




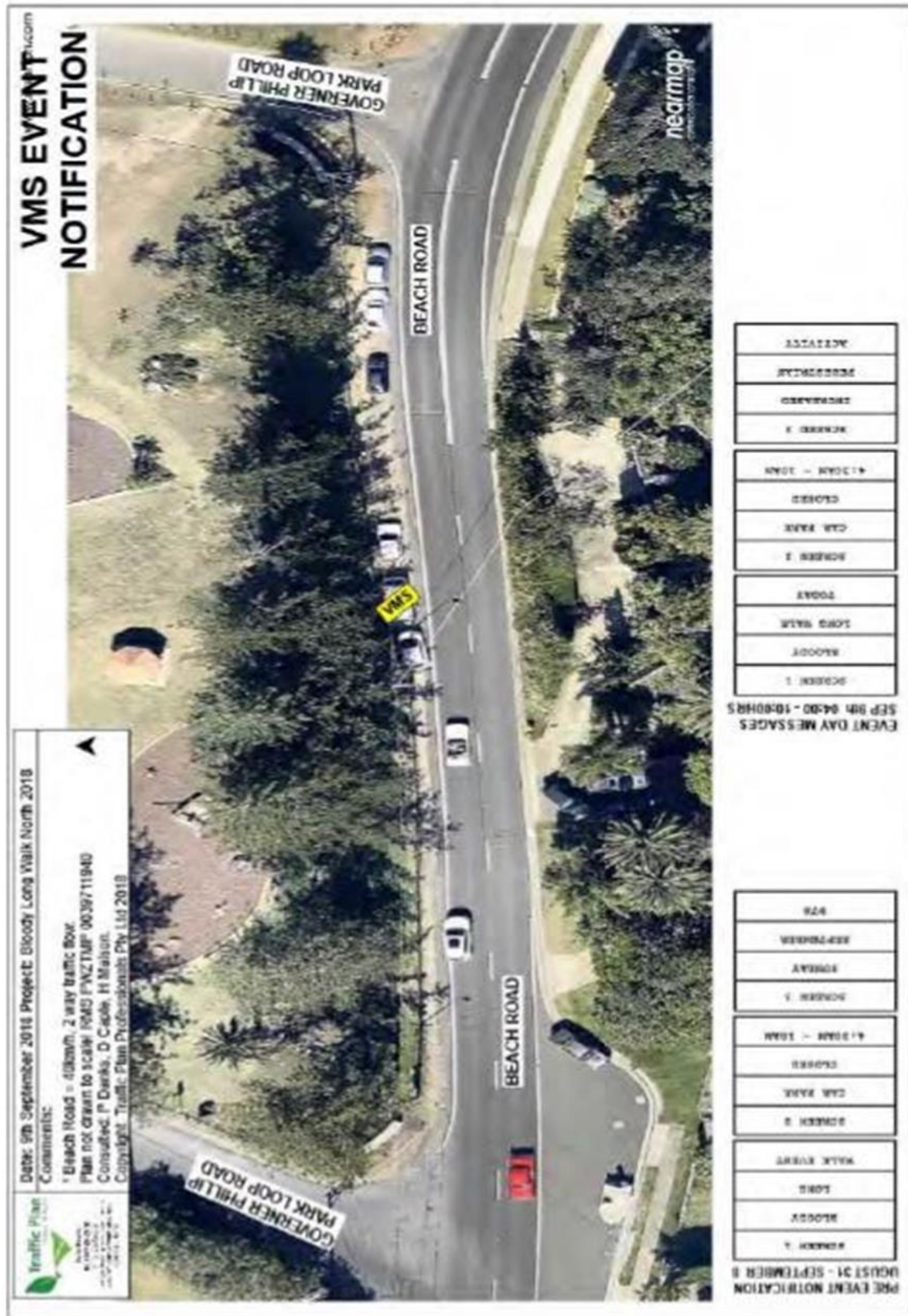












**ITEM 4.15** **EVENT: AVALON BEACH MARKET DAY - AVALON BEACH VILLAGE - 18 NOVEMBER 2018****REPORTING OFFICER** **TRAFFIC ENGINEER****TRIM FILE REF** **2018/364211****ATTACHMENTS** **1 Avalon Beach Market Day - Traffic Control Plans****GEOCODES:** -33.636423, 151.329351**REPORT****BACKGROUND**

- Council has received a request from the Organiser acting on behalf of the Avalon Palm Beach Business Chamber, to hold the annual Avalon Market Day on Sunday 18 November 2018 with road closures from 5:00am till 7:00pm. This event attracts over 30,000 visitors to the area and is held annually on the third Sunday of November each year with approval of the Traffic Committee.
- Approval is required by the Traffic Committee members and Council of the requested road closures. The Traffic Management Plan (TMP) is unchanged from the approved TMP submitted last year. Extracts of the Traffic Control Plans (TCP) are shown in Attachment 1. A full copy of the TMP will be tabled at the Traffic Committee meeting.

**LOCATION**

- Avalon Parade is a local sub-arterial road with a 50km/h speed limit. The section between Edmund Hock Avenue and Bellevue Avenue has a 40km/h speed limit as it is a designated High Pedestrian Activity Area.
- Old Barrenjoey Road is a collector road that serves as a secondary access route to the Avalon Shopping Centre from Barrenjoey Road. The section between Barrenjoey Road and The Crescent has a 40km/h speed limit as it is a designated High Pedestrian Activity Area, followed by a 40km/h School Zone which extends to the southern boundary of the Avalon Public School
- The 191, 192 and E89 are bus services which operate in the area.

**ISSUES**

- The TMP is based on the TMP approved by the Traffic Committee for last year's Market Day, which includes a road closure in Old Barrenjoey Road between Sanders Lane and Dress Circle Road, in order to relocate the staging of the rides (previously held in the Avalon RSL and Bowling Green Lane Carpark) to the proposed closed section of Old Barrenjoey Road.
- The road closure is a similar closure used by the Avalon Public School, when holding their biennial School Fete, with a full road closure in Old Barrenjoey Road only extending along the length of the frontage of the public reserve. Old Barrenjoey Road is to be only closed to through traffic at Dress Circle Road but allowing local resident access only.
- Access is provided around the closure with detours via Sanders Lane/Bellevue Avenue at the northern end and Dress Circle Road/Bellevue Avenue at the southern end of the closure.
- As with previous years, the TMP proposes that 'No Stopping' restrictions apply in Central Road (south side) and Bellevue Avenue (both sides from Avalon Parade to Sanders Lane) between 6:00am-5:00pm on the day of the event as a means of improving traffic safety and amenity for traffic moving around the actual market area (Avalon Shopping Centre).
- It is considered that restricting parking in these streets on Market Day will have a net safety improvement for the community with increased parking available in the Avalon RSL and Bowling Green Lane Carpark for visitors attending the event.
- Support for the proposed road closures and parking restrictions by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.

- It is recommended that the Traffic Committee support the event, held on the third Sunday of November each year, 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.

## CONSULTATION

- The Traffic Management Plan (TMP) has been developed in consultation with the Organiser, RMS, the NSW Police and Council.
- The Applicant 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 followed by a second letterbox drop one week prior to the event. Additional notification of the event is required for the general public, including advertising in the Manly Daily, social media, and VMS displays.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

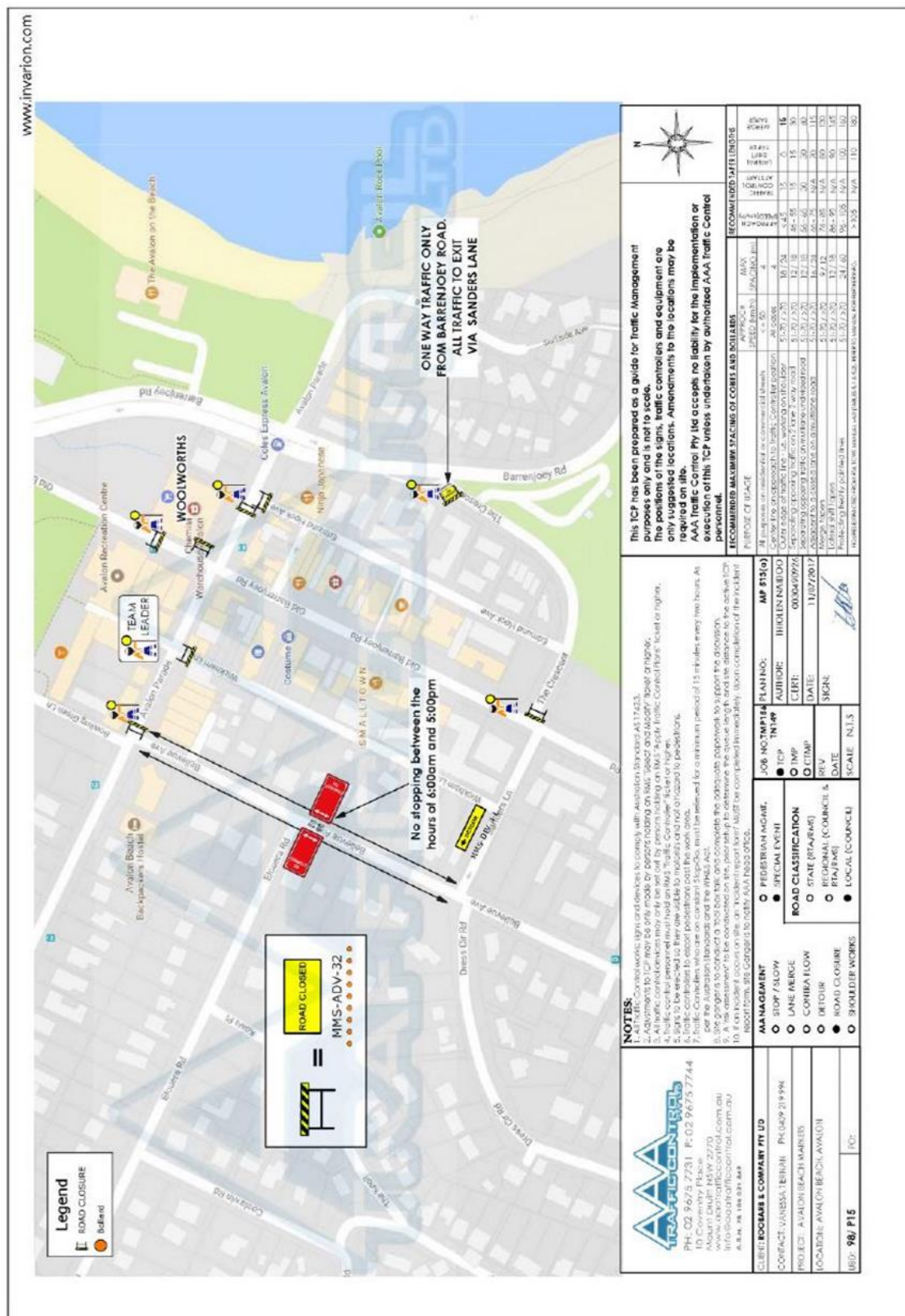
That the Traffic Committee supports:

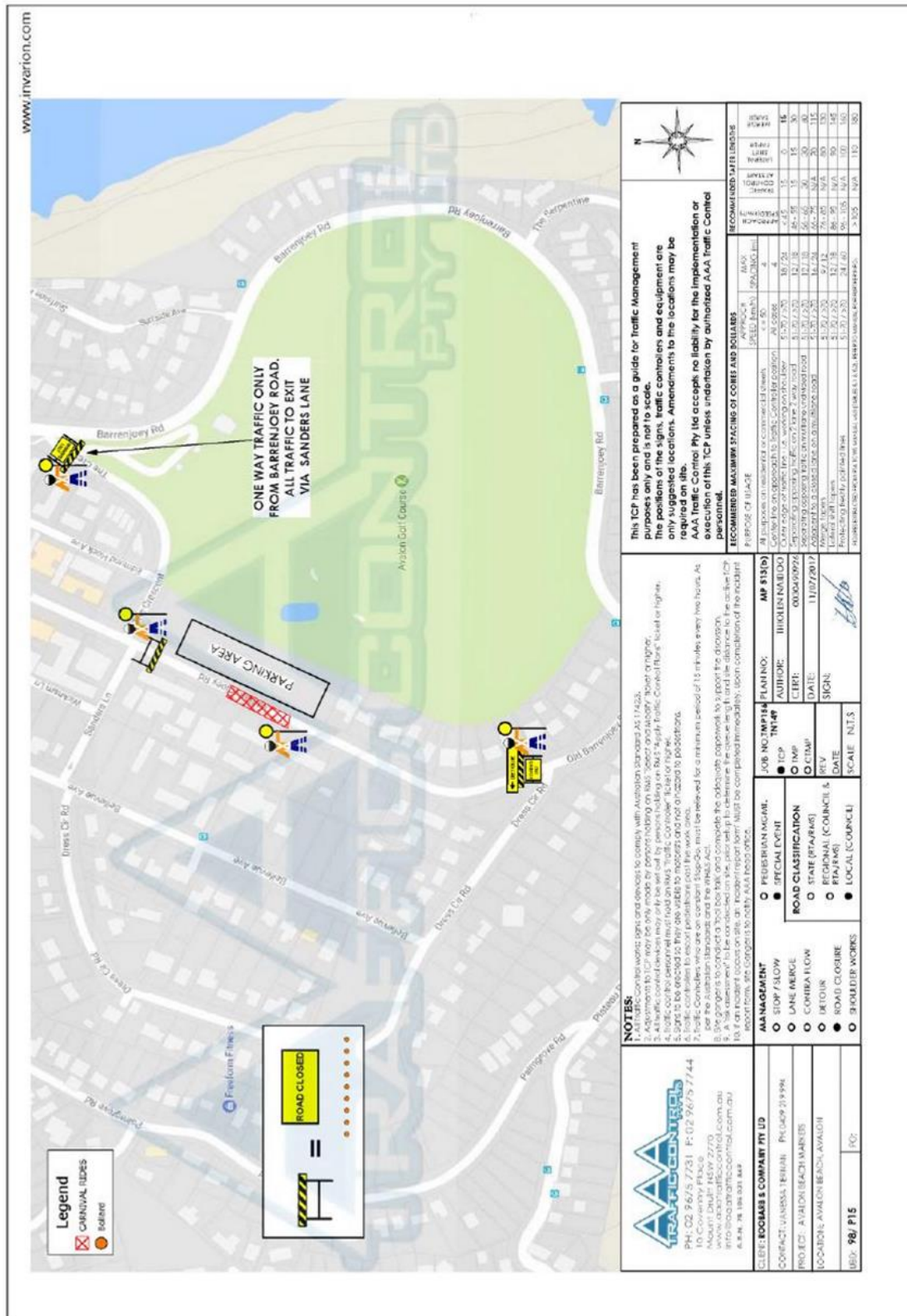
- A. The event taking place on Sunday 18 November 2018 using the Traffic Management Plan provided by the Applicant for the Avalon Market Day with road closures on the following streets subject to approval by the RMS and Police:
  - Old Barrenjoey Road south of The Crescent
  - Old Barrenjoey Road north of Dress Circle Road
  - Old Barrenjoey Road north of The Crescent
  - Old Barrenjoey Road south of the Fire Station (at entrance to public carpark)
  - Wickham Lane at Avalon Parade
  - Avalon Parade west of Edmund Hock Avenue
  - Avalon Parade east of Bellevue Avenue
  - Simmonds Lane (Edmund Hock Avenue service way) at Old Barrenjoey Road
- B. The implementation of temporary 'No Stopping' restrictions in Central Road (south side, full length) and Bellevue Avenue (both sides, Avalon Parade to Sanders Lane) on the day of the event between the hours of 6:00am and 5:00pm.
- C. That the approval would be subject to the following:
  - (i) the TCP is prepared in accordance with the RMS Traffic Control at Work Sites Manual and Australian Standards.
  - (ii) any traffic control to only be carried out by persons with appropriate Traffic Control qualifications acceptable to the RMS.
  - (iii) barriers and signs to be used in the road closures are to be to RMS standards.
  - (iv) that the Applicant obtains the necessary approvals with respect to the use of the public reserves specified in the application and for the use of the public roads for stalls, etc.
  - (v) the Applicant advising Sydney Buses, Forest Coach Lines and the various emergency services of the closure.
  - (vi) that a minimum 4m wide lane be maintained to allow for emergency vehicles access.
  - (vi) the temporary road closure be advertised in the Saturday edition 'The Manly Daily' the week prior to the event.
  - (v) notification of the affected residents and businesses in the affected area by a letterbox drop two weeks in advance of the road closures with details of access restrictions followed by a second letterbox drop one week prior to the event. The notification letter



must also provide a contact phone number of the Applicant should residents have any enquiries.

- (vi) Variable Message Signs (VMS) be used in accordance with RMS guidelines to provide details of the road closure on the day of the event and also give information on upcoming changes to traffic conditions one week prior to the event.
  - (vii) the Applicant promotes the use of 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.
  - (viii) that the Applicant obtains the necessary RMS approvals with respect to any Traffic Management on the Main roads.
- D. The event, held on the third Sunday of November each year, 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.
  - E. That the Applicant be required to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval.
  - F. That the Applicant send copies of the Traffic Management Plan (TMP) to the Police, RMS, Ambulance, Fire Brigade, and STA, at least four months in advance of the event date, to inform and notify all parties of the details of the event.
-









<b>ITEM 4.16</b>	<b>REQUEST FOR WORKS ZONE</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/360018</b>
<b>ATTACHMENTS</b>	<b>1 7 Curry Road, Forestville - Works Zone</b> <b>2 26 Cook Street, Forestville - Works Zone</b>

**GEOCODES:** Various

## REPORT

Council has approved the following Works Zone under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to advise Council of any extension of Works Zone period 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
7 Currie Road Forestville NSW 2087	Metricon Homes Pty Ltd	Length: 12m  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday  Location: 7 Currie Road, Forestville	26 March 2018 – 16 July 2018
26 Cook Street Forestville NSW 2087	Metricon Homes Pty Ltd	Length: 15m  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday  Location: 26 Cook Street, Forestville	2 July 2018 – 22 October 2018

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## RECOMMENDATION TO TRAFFIC COMMITTEE

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

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Proposed work – Installation of Works Zone signs  
Works Zone sign 7am-5pm Mon-Fri; 8am-1pm Sat (L),(R)



PROPOSAL

7 Currie Road, Forestville  
Works Zone



Drawn SP

Approved *P. Dean*

ISM No.



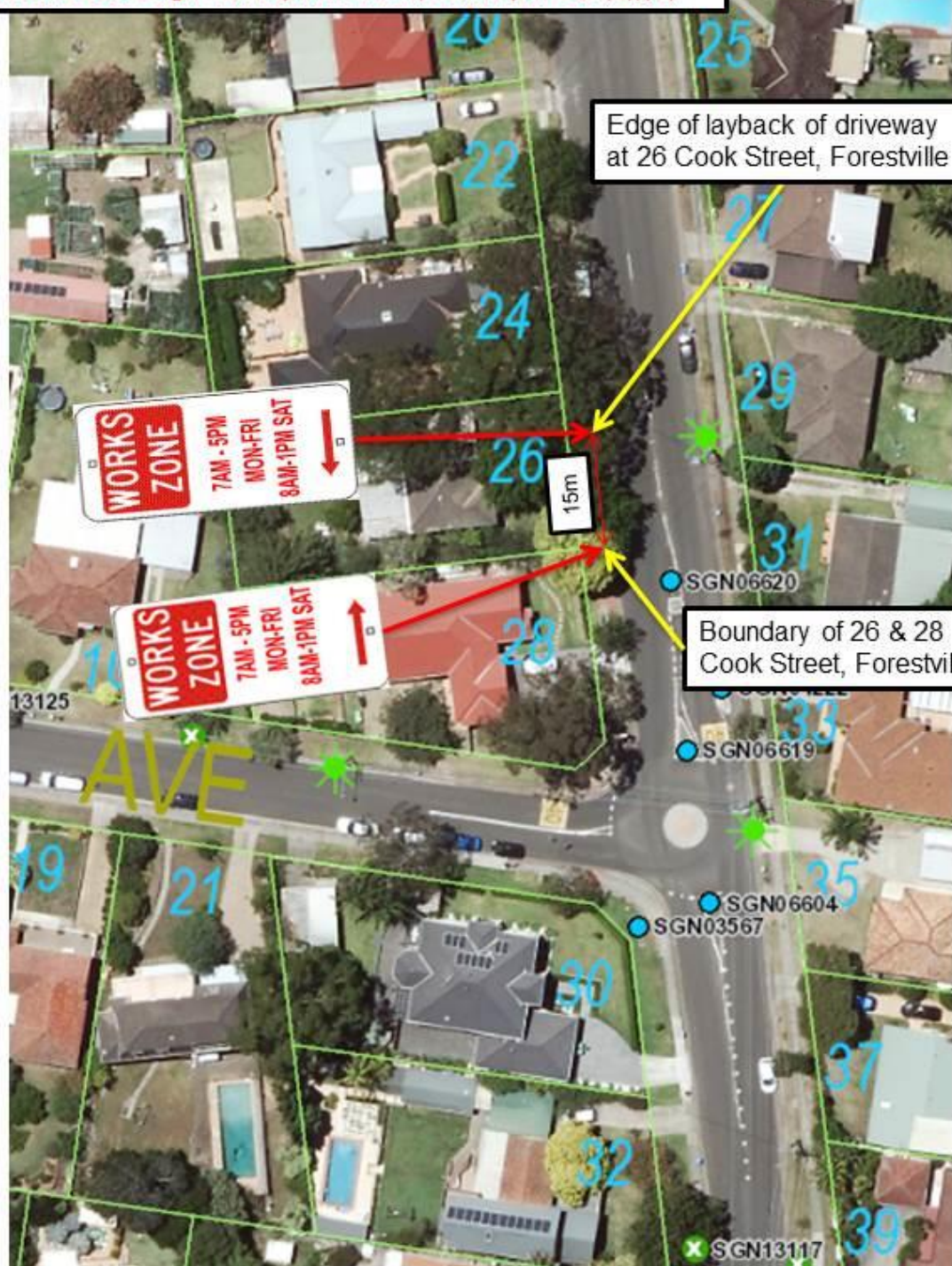
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council





Proposed work – Installation of Works Zone signs

Works Zone sign 7am-5pm Mon-Fri; 8am-1pm Sat (L),(R)



PROPOSAL

26 Cook Street, Forestville  
Works Zone

Drawn

SP

Approved

*P. Den*

ISM No.



northern  
beaches  
council

## **5.0 MATTERS FOR NOTATION**

### **5.1 FISHER ROAD AND REGENT STREET, DEE WHY**

Council would like to formally raise the traffic signals at the intersection of Fisher Road and Regent Street, Dee Why, and the need for a signalised pedestrian crossing across the Regent Street leg of the intersection. Further to this, Council will formally request that Roads and Maritime Services (RMS) work in partnership with Council to assess the traffic impacts along Fisher Road and to undertake a comprehensive review especially given its various issues. This would require some form of joint working group. This section of road is part of Council's future Dee Why / Brookvale TMAS project; however, this will not be completed until 2019. The location requires measures to be assessed and carried out in the short term.