

# 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 9 OCTOBER 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	Ms Lisa Nagle
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 and Civil Infrastructure	Mr Jeremy Smith
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 Engineer	Mr Velsamy Sankaran
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Asif Hassan
Traffic Officer	Mr Fernando Rios
Active Travel Officer	Ms Michelle Carter
Active Travel Officer	Mr Phillip Gray
Road Safety Officer	Mrs Karen Menzies
Road Safety Officer	Ms Robynann Dixon
Transport Support Officer	Ms Lisa Monk

## Visitors

Nil

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

**to be held on Tuesday 9 October 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 4 September 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 .....5**

4.1 St.Cecilia's School, Balgowlah Heights - Timed Parking Restrictions .....5

4.2 Tramore Place, Killarney Heights - Timed Parking Restrictions .....9

4.3 Cook Street, Forestville - No Parking Restrictions.....12

4.4 Willandra Road, Cromer - No Parking Restrictions .....14

4.5 Arthur Street, Dee Why - No Parking and No Stopping Restrictions.....16

4.6 Pine Street, Manly - Loading Zone.....19

4.7 Central Avenue, Manly - Loading Zone.....22

4.8 Westminster Avenue, Dee Why - Marked Pedestrian Crossing.....25

4.9 Regent Street, Dee Why - Children's Crossing .....30

4.10 Balgowlah Road, Manly - Speed Cushions .....34

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4.12 Event: Manly Warringah Cycling Club - Road Cycle Race 2019 - Ku-Ring-Gai Chase National Park.....41

### **5.0 MATTERS FOR NOTATION**

5.1 Event: Meet Your Street - Temporary Road Closures for Various Streets.....60

**NEXT MEETING Tuesday 6 November 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 4 SEPTEMBER 2018**

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#### **RECOMMENDATION**

That the Minutes of the Northern Beaches Council Local Traffic Committee held 4 September 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

<b>ITEM 4.1</b>	<b>ST.CECILIA'S SCHOOL, BALGOLWAH HEIGHTS - TIMED PARKING RETRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/588798</b>
<b>ATTACHMENTS</b>	<b>1 Wanganella Street and Seaview Street, Balgowlah Heights - Plan</b>

**GEOCODES:** -33.796134, 151.258851

### REPORT

#### BACKGROUND

Council has been approached by St.Cecilia's Catholic School, Balgowlah Heights, seeking parking and traffic management improvements on the schools frontages. Council has undertaken traffic counts and site observations and has been in liaison with school representatives with regard to potential solutions.

#### LOCATION

The school is situated in Balgowlah Heights with frontages to Seaview Street, White Street and Wanganella Street. A No Parking restriction applying 8:00am - 9:30am and 2:30 - 4:00p.m has been installed on the schools White Street frontage and is used as the school's "kiss and drop" zone. A 15 minute parking restriction has also been installed on the schools Wanganella Street frontage but no parking restrictions are present on the school's Seaview Street frontage.

#### ISSUES

- The school is quite small with approximately 170 students and the White Street "kiss and drop" zone is considered sufficient for the drop off and pick up needs of the school. The school manages student departures in the afternoon peak with staff on duty to control student departures and keep vehicles turning over.
- The school has requested a marked crossing on the school's Seaview Street frontage; however, traffic counts have revealed that the number of pedestrians crossing Seaview Street in the before and after school period is insufficient to meet the reduced warrant for a crossing used predominantly by children.
- The school has raised concerns about queueing on White Street in the after school period and suggested banning the right turn out of White Street into Wanganella Street. Banning this turn is not favoured as it would result in increased traffic looping back via Wanganella Street and Seaview Street to proceed north.
- The school does not see a need to retain the 15 minute parking restrictions on the schools Wanganella Street frontage and feels it sends the wrong message to parents indicating that they can park their car and leave it for extended periods of time to collect their children. The school would prefer a longer period restriction which caters for parents attending meetings and deliveries.
- Vehicles are parking all day and, in some cases, trailers are parked for many weeks on the school's Seaview Street frontage. The school would like to have a 2P parking restriction on its Seaview Street frontage to keep this area clear for school related parking activity or resident's visitors during school hours.
- The school does not have a school crossing supervisor and has been advised to write to the Roads and Maritime Services (RMS) seeking the appointment of one.

- The school would like the 40km/h school zone on the Seaview Street frontage of the school extended further up the hill to increase compliance with the 40km/h speed limit. The school has been advised to write to the RMS in regards to this matter.
- The school does not have school zone flashing lights on any of its frontages despite it now being the case that all schools in NSW should have these installed on at least one frontage. The school has been advised to write to the RMS regarding this matter.

## CONSULTATION

Consultation letters have been distributed to 17 properties within the immediate vicinity of the location providing notification of the proposed changes. The majority of responses received at the time of reporting are supportive of the changes. Any substantive issues raised in subsequent submissions will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

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## RECOMMENDATION TO TRAFFIC COMMITTEE



That the Traffic Committee supports:

- A. The introduction of 2P parking restrictions applying '8:30am - 4:00pm School Days' on the Seaview Street and Wanganella Street frontages of St.Cecilia's School, Balgowlah Heights.
  - B. Council writing to RMS supporting the schools request for school zone flashing lights to be installed on at least one of the schools frontages and requesting that RMS respond in a timely fashion to the school's request for an extension of the 40km/h school zone on Seaview Street, Balgowlah Heights, and a school crossing supervisor.
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## Seaview Street – school frontage

	PROPOSAL	
	St.Cecilia's School, Balgowlah Heights – 2P Parking	
	Drawn JB      Approved <i>P. Dean</i> ISM No.	



Wanganella Street, Balgowlah – School Frontage



<b>ITEM 4.2</b>	<b>TRAMORE PLACE, KILLARNEY HEIGHTS - TIMED PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/593598</b>
<b>ATTACHMENTS</b>	<b>1 Tramore Place, Killarney Heights - Plan</b>

**GEOCODES:** -33.775655, 151.216955

## **REPORT**

### **BACKGROUND**

Council has received concerns from the Killarney Heights Public School and local shop owners regarding a lack of availability of parking and has requested timed parking restrictions within the Killarney Heights Shopping Centre carpark and outside of Killarney Heights Public School.

Site observations undertaken during the afternoon school peak periods reveal that the parking spaces outside of the school are mainly used for long term purposes thus reducing the availability of nearby parking spaces for parents of children attending the school. It was also identified that most of the car spaces inside the shopping centre carpark are being used by commuters and employees for the whole day which reduces the parking turnover.

To address this issue Council is proposing to convert on-street parking between the school boundary and 26 Tramore Place, Killarney Heights, into '1/4P 8:00am - 9:30am and 2:30pm 4:00pm School Days'. Council is also proposing to convert approximately a quarter of the parking spaces in the shopping centre carpark into '2P 8:00am - 6:00pm Everyday' to provide short term parking spaces inside the carpark.

### **LOCATION**

- The Killarney Heights Shopping Centre carpark has approximately 100 car spaces without timed parking restrictions.
- There is no drop off or pick up zone for the Killarney Heights Public School at Tramore Place. Site observation reveals that the parking spaces outside of the school are mainly used for long term purpose.

### **ISSUES**

- When the parking spaces near the school gates are used for long term purposes it reduces the availability of nearby spaces for parents attending the school and generates traffic congestion near the school area.
- A 15 minute parking restriction is considered appropriate as majority of the parents require approximately ten to fifteen minutes for drop off and pick up their children.
- This proposal will also be beneficial to the newly constructed Child Care Centre at 24 Tramore Place, creating more parking turnover.
- Only a quarter of the car spaces of the shopping centre carpark will be converted into two hour parking restrictions to provide a higher turnover. The remaining three quarters of the car spaces will still be available for long term purposes.

### **CONSULTATION**

Consultation letters have been distributed to 79 properties within the immediate vicinity of the location providing notification of the proposed changes.

- Council received two replies from local shops opposing the proposal on the basis that it reduces the long term parking spaces for their staff. However, there are a number of shops

that require short term parking for their customers and this proposal will benefit all the shops by increasing parking turnover within the carpark.

- The Killarney Heights Public School is fully in support of the proposed timed restrictions and has requested to extend the 1/4P parking restrictions to include the right angled parking bays outside of the school gates on Tramore Place. The right angled parking will remain unrestricted to reduce the vehicle movement near the children's crossing.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The installation of '1/4P 8:00am - 9:30am and 2:30pm - 4:00pm School Days' between the school boundary and 26 Tramore Place, Killarney Heights.
  - B. The installation of '2P 8:00am - 6:00pm Everyday' for one parking bay within Killarney Heights Shopping Centre carpark.
-



	PROPOSAL			
	Tramore Place, Killarney Heights Timed Parking			
	Drawn	SP	Approved 	



<b>ITEM 4.3</b>	<b>COOK STREET, FORESTVILLE - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/595025</b>
<b>ATTACHMENTS</b>	<b>1 Cook Street, Forestville - Plan</b>

**GEOCODES:** -33.765949, 151.218656

## **REPORT**

### **BACKGROUND**

Council has received safety concerns from local residents when vehicles are parked on both sides of the road around the bend near No. 51 Cook Street, Forestville. They have requested that a parking restriction be imposed around the bend to ensure accessibility for Forest Coach Lines buses and better visibility for the vehicles to drive through the bend.

To improve safety and accessibility Council is proposing the installation of 'No Parking' restrictions for a length of 40m outside of No. 51 Cook Street. This proposal will also improve the visibility for the vehicles exiting from this property.

### **LOCATION**

- Cook Street, Forestville, is a local road with a 50km/h speed limit and used as a bus route for Forest Coach Lines.
- The section of the road under consideration has a variable pavement width between 6.8m and 7.3m with the kerb and gutter on both sides of the road.

### **ISSUES**

- When vehicles are parked around the bend, sight distance of oncoming vehicles is restricted on the approach to the bends due to the curvature of the road.
- The 'No Parking' restriction will also improve the sight distance for the residents exiting the driveway from No. 51 Cook Street.

### **CONSULTATION**

Consultation letters have been distributed to 9 properties within the immediate vicinity of the location providing notification of the proposed changes.

Council has received one reply at the time of reporting supporting the proposal and suggesting more parking restrictions be installed in the vicinity of all the traffic islands in Cook Street. These requests will be considered separately.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Parking' restriction's for a length of 40m outside of No. 51 Cook Street, Forestville.

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## PROPOSAL

Parking Restriction  
51 Cook Street, Forestville

Drawn SP Approved *P. Deon* ISM No.



northern  
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council



<b>ITEM 4.4</b>	<b>WILLANDRA ROAD, CROMER - NO PARKING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/598080</b>
<b>ATTACHMENTS</b>	<b>1 Willandra Road, Cromer - Plan</b>

**GEOCODES:** -33.743519, 151.267064

## **REPORT**

### **BACKGROUND**

Council has received concerns from local residents regarding parked caravans on Willandra Road, Cromer. They have requested parking restrictions between the Willandra Village and Willandra Road/Little Willandra Road intersection as unattended caravans are starting to be parked there. In response, Council is proposing to install 'No Parking' signs so that cyclists heading up the hill can pull over on the shoulder lane and allow others to pass.

### **LOCATION**

- The section of Willandra Road, Cromer, under consideration has a 50km/h speed limit and a pavement width of approximately 9.5m allowing parking on one side of the road.
- Willandra Road is a collector road commonly used by trucks coming from the industrial area in Cromer.

### **ISSUES**

- As the footpath at this location is not wide enough to accommodate cyclists, cyclists and other vehicles share the road heading up the hill.
- This proposal makes the traffic flow easier allowing cyclist to pull over on the shoulder lane and allow other vehicles to pass.
- The proposed area is generally clear of parking except for a few caravans so it will not have much impact on parking.

### **CONSULTATION**

Consultation is not considered necessary as the parking area is generally clear of parking except for the few unattended caravans.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of 'No Parking' restrictions on Willandra Road, Cromer, between the Willandra Village and Willandra Road/Little Willandra Road intersection.

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## PROPOSAL

Willandra Road, Cromer  
Parking Restriction

Drawn SP

Approved *PD* ISM No.



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<b>ITEM 4.5</b>	<b>ARTHUR STREET, DEE WHY - NO PARKING AND NO STOPPING RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/591930</b>
<b>ATTACHMENTS</b>	<b>1 Arthur Street, Dee Why - Plan</b>

**GEOCODES:** -33.750777, 151.284144

## **REPORT**

### **BACKGROUND**

Council has received concerns about safety at the intersection of Arthur Street and McIntosh Road, Dee Why. Vehicles are currently permitted to park on both sides of Arthur Street; however, if vehicles are parked on either side of the road near this intersection and a vehicle is seeking to enter Arthur Street it can be blocked by a vehicle trying to exit due to Arthur Street being too narrow to accommodate two way traffic flow. Given the volume of traffic using McIntosh Street this can create a hazardous situation.

### **LOCATION**

Arthur Street is a local road of approximately 8.3m in width. Parking is unrestricted on both sides of the street. The street is situated within relatively close proximity to the Dee Why town centre and bus routes on McIntosh Road and Fisher Road.

### **ISSUES**

- When vehicles are parked on both sides of the road there is insufficient width remaining for two way traffic due to the narrow width of the street.
- Parking activity in the street can be quite heavy, particularly at its southern end, given its proximity to bus routes on McIntosh Road and Fisher Road.
- McIntosh Road carries high traffic volumes and when a vehicle has to wait to enter Arthur Street it can create a risk of rear end collisions. If the driver is inattentive this could leave the vehicle stranded across the eastbound traffic lane on McIntosh Street.
- To improve safety it is proposed to install a 'No Stopping' unbroken yellow line on the east side of Arthur Street to provide a length of road with enough width for two vehicles to safely pass on approach to the intersection with McIntosh Road.

### **CONSULTATION**

Consultation letters have been distributed to 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The majority of responses received at the time of reporting are supportive of the changes with some suggesting the restrictions should extend further along the street. The residents are invited to submit their comments by 8 October 2018. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the installation of a 45m 'No Stopping' unbroken yellow line on the east side of Arthur Street, north of McIntosh Road, Dee Why . The restrictions are to extend to the driveway swerving No.s 3 and 3A Arthur Street, Dee Why.

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	PROPOSAL		 northern beaches council
	Arthur Street, Dee Why – No Stopping		
	Drawn JB	Approved  ISM No.	



<b>ITEM 4.6</b>	<b>PINE STREET, MANLY - LOADING ZONE</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/590406</b>
<b>ATTACHMENTS</b>	<b>1 Pine Street, Manly - Plan</b>

**GEOCODES:** -33.790624, 151.284921

## REPORT

### BACKGROUND

Council has received representations from James Griffin MP on behalf of the proprietor of Stillitano's General Store (No. 129 Pittwater Road) on the corner of Pittwater Road and Pine Street, Manly, regarding the lack of Loading Zone facilities in the vicinity of the premises. A number of other requests have also been received from other business premises fronting Pittwater Road in this locality raising similar concerns.

### LOCATION

Pittwater Road is a State Road under the care and control of the Roads and Maritime Services (RMS). Its intersection with Pine Street is controlled by a signalised intersection with most of the frontage of the corner signposted as a No Stopping Zone. A Bus Zone is also situated on the Pittwater Road frontage of Stillitano's General Store with the Pine Street frontage currently signposted with 2P permit parking restrictions.

### ISSUES

- The nearest Loading Zone to 129 Pittwater Road is 400m away on Pittwater Road near Denison Street.
- Parking occupancy rates within 2P permit parking zones in the locality is high.
- Trucks making deliveries are often unable to find legal parking and resort to parking illegally in No Stopping Zones, Bus Zones or double parking.
- Customers to business premises are also often unable to find convenient parking.
- The Pine Street frontage of No.129 Pittwater Road is currently zoned for 2P permit parking; however, given that the section between Pittwater Road and Smith Lane is primarily commercial in nature conversion to a Loading Zone and 15 minute parking restrictions is considered appropriate.

### CONSULTATION

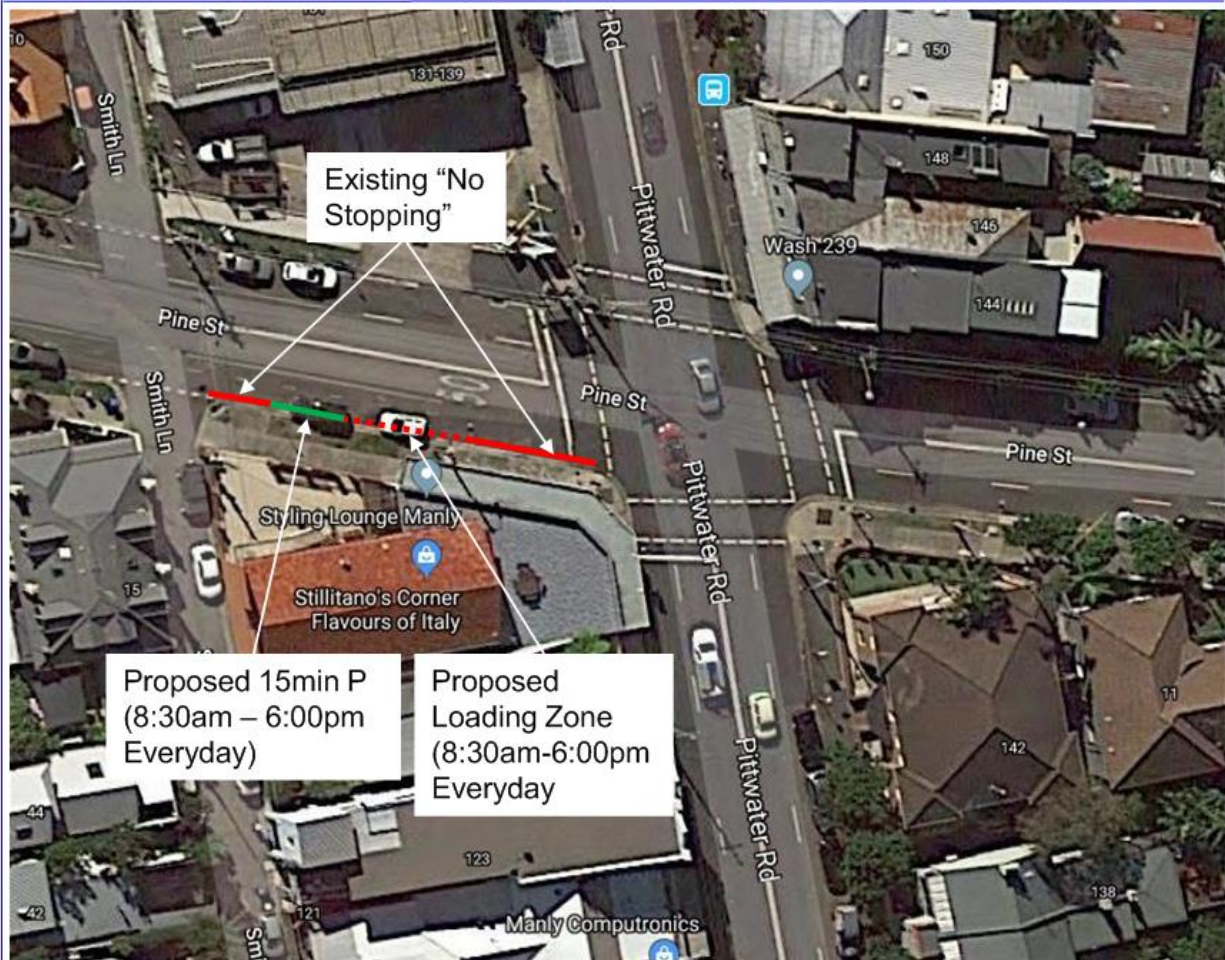
Consultation letters have been distributed to 7 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions opposing the change have been received at the time of reporting. Any substantive issues raised in subsequent submissions will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

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### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The creation of a 10m Loading Zone (applying 8:30am - 6:00pm Everyday) on the south side of Pine Street, Manly, in place of the existing 2P permit parking.
- B. The creation of a 6m length of 15 minute parking restrictions (applying 8:30am - 6:00pm Everyday) on the south side of Pine Street, Manly, in place of the existing 2P permit parking.



# PROPOSAL

## Pine Street, Manly Loading Zone & 15min P

Drawn JB

Approved

*P. Deva*

ISM No.



northern  
beaches  
council





**ITEM 4.7 CENTRAL AVENUE, MANLY - LOADING ZONE****REPORTING OFFICER SENIOR TRAFFIC ENGINEER****TRIM FILE REF 2018/590602****ATTACHMENTS 1 Central Avenue, Manly - Plan****GEOCODES:** -33.795860, 151.286734**REPORT****BACKGROUND**

Council has received a request for a Loading Zone at the northern end of Central Avenue, Manly, to provide convenient parking for deliveries to business premises in Central Avenue and Raglan Street, Manly.

**LOCATION**

Central Avenue is a local road in the heart of the Manly CBD. It is closed at its southern end where it meets the Sydney Road Plaza and intersects with Raglan Street at its northern end. It is 7.9m in length with a 'No Parking' restriction on its western side and a mix of restrictions on its eastern side. At the Raglan Street end of Central Avenue, parking is signposted for 1/2P parking. Parking is not permitted on either side of Raglan Street.

**ISSUES**

- There are a number of small business premises on Raglan Street and Central Avenue which require deliveries. The nearest Loading Zone is situated at the southern end of Central Avenue; however, this Loading Zone is in heavy use serving the delivery needs of premises fronting the Sydney Road Plaza who are unable to receive deliveries during most of the day other than from this Loading Zone.
- As parking is not permitted on either side of Raglan Street deliveries to business premises fronting Raglan Street must take place from Central Avenue or Short Street. There are currently no Loading Zones either in Short Street or Central Avenue and no suitable location in Short Street within which to site a Loading Zone.
- There is a limit of 6.4m on the size of trucks which are permitted to enter Central Avenue which means that any Loading Zone created would only need to be of sufficient size to cater for small trucks. Trucks using the Loading Zone would be able to turn around at the southern end of Central Avenue.

**CONSULTATION**

Consultation letters have been distributed to 60 properties within the immediate vicinity of the location providing notification of the proposed changes. No objections have been received to the proposal at the time of reporting. The residents are invited to submit their comments by 8 October 2018. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the creation of a Loading Zone of approximately 8m in length on the east side of Central Avenue, Manly, at its northern end.

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## PROPOSAL

### Central Avenue, Manly Loading Zone

Drawn JB

Approved

*P. Deva*

ISM No.



northern  
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council





<b>ITEM 4.8</b>	<b>WESTMINSTER AVENUE, DEE WHY - MARKED PEDESTRIAN CROSSING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/593916</b>
<b>ATTACHMENTS</b>	<b>1 Westminster Avenue, Dee Why - Plan</b> <b>2 Hawkesbury Avenue, Dee Why - Intersection Counts</b> <b>3 Westminster Avenue, Dee Why - Traffic Counts</b>

**GEOCODES:** -33.749047, 151.288416

## REPORT

### BACKGROUND

Council has received concerns from Dee Why Public School and parents regarding pedestrian safety around the school and requested a pedestrian crossing on Westminster Avenue between Regent Street and Holborn Avenue, Dee Why. They are also concerned about the increasing numbers of pedestrians due to the new developments at Dee Why.

### LOCATION

- Westminster Avenue, Dee Why, is a local road with a 50km/h speed limit.
- The section of the road under consideration has a variable pavement width between 9.5m and 10m.
- The school is situated at the corner of Regent Street, Fisher Road and Holborn Avenue, Dee Why. This proposal will assist pedestrians walking from the school to the Dee Why town centre.

### ISSUES

- Vehicles and pedestrian counts have been carried out on all legs of the Hawkesbury Avenue/Westminster Avenue intersection on 24 May 2017. The traffic counts have revealed the following:

Wednesday 24 May 2017 – Westminster Avenue south of Hawkesbury Avenue

Time	Number of the Vehicles	Number of Pedestrian
08:15 – 09:15am	(42+65+56+289) = <b>452</b>	<b>34</b>
15:00 – 16:00pm	(45+57+48+98) = <b>248</b>	<b>30</b>

Wednesday 24 May 2017 – Westminster Avenue north of Hawkesbury Avenue

Time	Number of the Vehicles	Number of Pedestrian
08:15 – 09:15am	(42+51+289+169) = 551	<b>17</b>
15:00 – 16:00pm	(45+66+48+107) = 266	<b>29</b>

Wednesday 24 May 2017 – Hawkesbury Avenue east of Westminster Avenue

Time	Number of the Vehicles	Number of Pedestrian
08:15 – 09:15am	(56+51+65+169) = 341	<b>14</b>
15:00 – 16:00pm	(98+66+57+107) = 328	<b>13</b>

- The Austroads Guide to Traffic Management has established a “warrant” which must be met before a site is considered suitable for a marked pedestrian crossing. Roads and Maritime Services (RMS) has adopted this warrant for use within NSW. For locations used

predominantly by school children the warrant requires that for a one hour period before and after school the number of pedestrians must exceed 30 pedestrians crossing the road and the number of vehicles passing the proposed crossing location must exceed 200 vehicles.

- Based on the counts, the volume of pedestrians and vehicles meet the reduced warrant for the provision of a new marked pedestrian crossing on Westminster Avenue south of Hawkesbury Avenue.
- A traffic volume and speed survey was carried out on Westminster Avenue between Kingsway and Lismore Avenue on 11 October 2016. The results indicated that the 85<sup>th</sup> percentile speed was 47km/h which is lower than the speed limit of this street.
- This proposal will provide a better and safer connection for the pedestrians between the Dee Why Public School and the Dee Why town centre.
- To ensure that there is adequate visibility to and from pedestrians using the crossings it is necessary to install a minimum of 20m of 'No Stopping' restrictions on the approach to each pedestrian crossing and another 10m of 'No Stopping' restrictions on the departure from the crossing.
- Council understands that this will impact upon on-street parking availability in the immediate vicinity; however, the loss of parking is necessary to ensure that pedestrians can be seen when they step onto the crossing.

## CONSULTATION

Consultation letters have been distributed to 104 properties within the immediate vicinity of the location providing notification of the proposed changes. The residents are invited to submit their comments by 28 September 2018. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

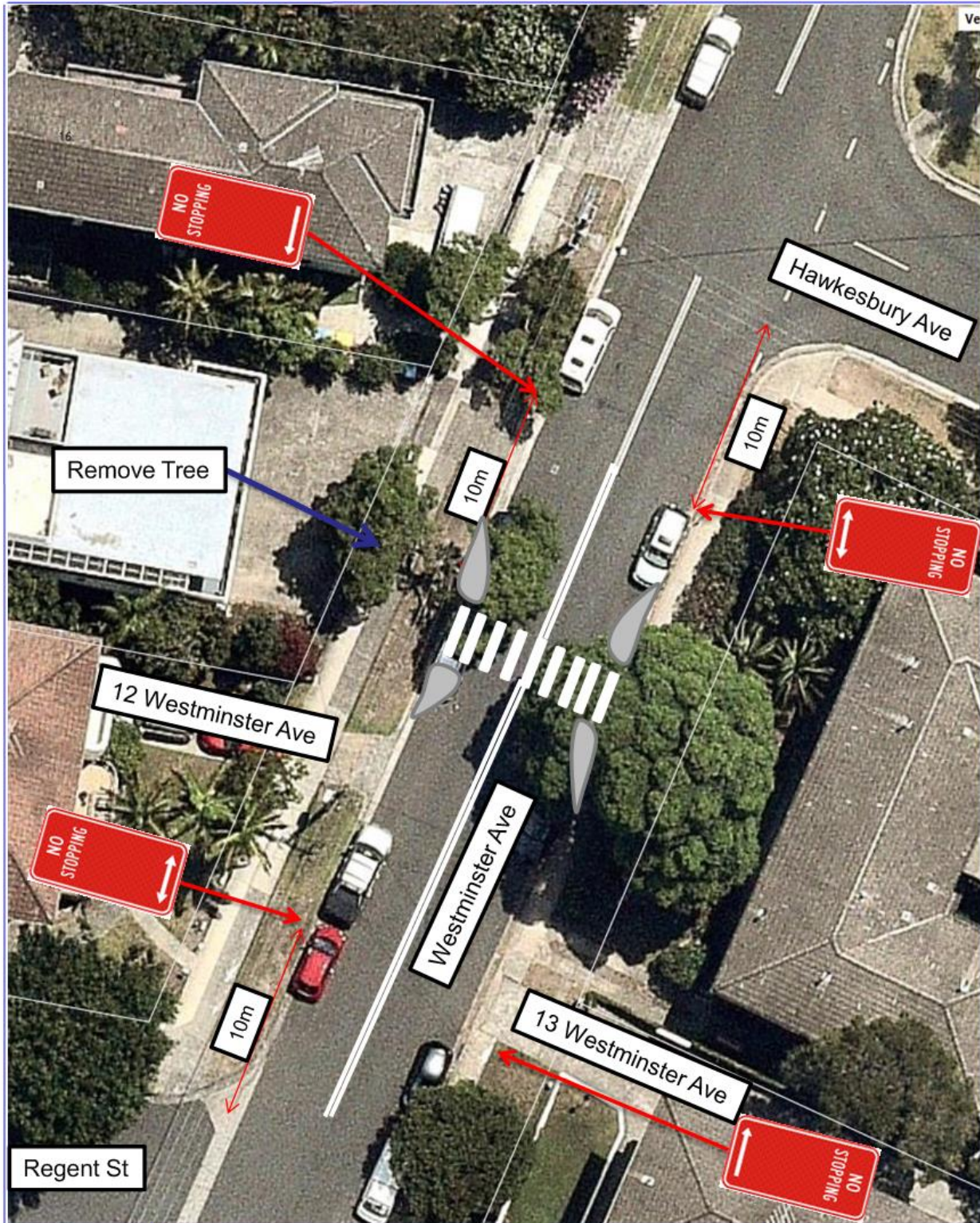
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the introduction of a marked pedestrian crossing at Westminster Avenue, south of Hawkesbury Avenue, Dee Why, with the construction to Roads and Maritime Services (RMS) standards.

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PROPOSAL



Westminster Avenue, Dee Why  
Pedestrian Foot Crossing - Plan



northern  
beaches  
council

Drawn

SP

Approved

ISM No.

# **R.O.A.R. DATA**

**Reliable, Original & Authentic Results**  
Ph.88196847, Mob.0418-239019

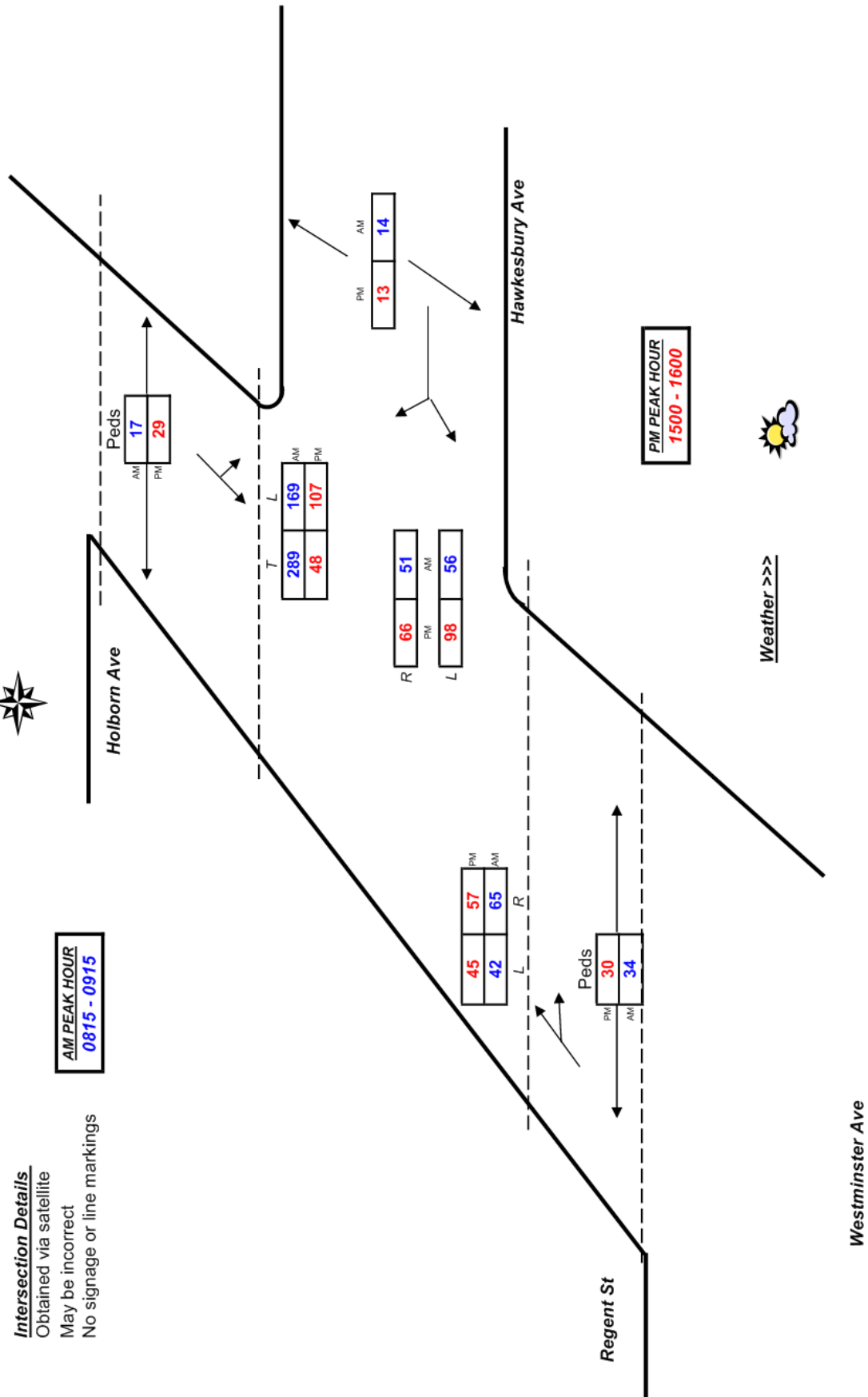
Client : Northern Beaches Council  
Job No/Name : 6460 DEE WHY Hawkesbury Ave  
Day/Date : Wednesday 24th May 2017



## **Intersection Details**

Obtained via satellite  
May be incorrect  
No signage or line markings

**AM PEAK HOUR**  
**0815 - 0915**





# Traffic Count Summary Report

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

Count Number 3889		Ref : WARR		Lat/Long : S33.755620 / E151.23000		UBD 178 C-3	
Street WESTMINSTER AVENUE, DEE WHY : Between KINGSWAY & LISMORE AVENUE (bidirectional) :							
Location Between Holborn Avenue and Lismore Avenue, near House No. 24 X 23-25, FF62866		Carriageway					
TOTAL COUNT MATRIX		Start Date Start Time Duration Interval		11-OCT-16 100 7 DAYS 1 HOUR		Weekly 50th Percentile Speed Weekly 85th Percentile Speed Five Day AADT Seven Day AADT	
						37 47 2405 2306	

<b>ITEM 4.9</b>	<b>REGENT STREET, DEE WHY - CHILDREN'S CROSSING</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/603212</b>
<b>ATTACHMENTS</b>	<b>1 Regent Street, Dee Why - Plan 1</b> <b>2 Regent Street, Dee Why - Plan 2</b>

**GEOCODES:** -33.749056, 151.286278

## **REPORT**

### **BACKGROUND**

Council has received a number of requests from parents to provide a children's crossing facility at Regent Street, Dee Why. This request is supported by the Principal of the Dee Why Public School.

The Dee Why Public School is surrounded by Fisher Road, Regent Street and Holborn Avenue. There is a midblock children's crossing at Holborn Avenue. There are no other crossing facilities on Fisher Road or Regent Street.

Regent Street is a two way local street, approximately 11m wide, allowing parking on both sides of the street which makes a single traffic lane on both sides.

The traffic counts on Regent Street have revealed the following:

- Average traffic counts (bidirectional) of a one hour duration, before and after school hours, were 150 vehicles per hour and 168 vehicles per hour respectively.
- Observations show that in the same hour more than 20 children crossed in the vicinity.
- 85<sup>th</sup> percentile speed is 48km/h (comparing both directions).

The Austroads Guide to Traffic Management has established a "warrant" which must be met before a site is considered suitable for a children's crossing. Roads and Maritime Services (RMS) have adopted this warrant for use within NSW. The crossing is located on local and lightly trafficked roads where in a one hour duration, immediately before and after school hours, the traffic flow exceeds 50 vehicles per hour in each direction and during the same hour 20 or more children cross the road within 20m of the proposed crossing location.

Therefore, the volume of children and vehicles meets the warrant for the provision of a children's crossing at Regent Street. Council proposes a children's crossing as per the Australian Standards at Regent Street while considering modifications to the existing parking arrangements. This children's crossing is an interim measure until the signal is upgraded to provide a pedestrian phase on Regent Street.

### **LOCATION**

Regent Street, Dee Why

### **ISSUES**

For the children's crossing to comply with Australian Standards, Council needs to modify the existing parking arrangements. They are:

- Extend the existing 10m 'No Stopping' on the northern side of Regent Street to 20m to comply with the statutory 'No Stopping' distance at a signalised intersection.
- Relocate the existing 30m Bus Zone that operates during school hours (8:00am – 9:30am and 2:30pm – 4:00pm School Days) on the northern side of Regent Street towards the signal and reduce it to 15m. The No Stopping Zone on either side of the Bus Zone can be used for draw-in and draw-out purposes.
- Remove the existing 12.5m '5 minutes school time parking (8:00am – 9:30am and 2:30pm – 4:00pm School Days)' sign on the northern side of Regent Street.
- Install 18m '5 minutes school time parking (8:00am – 9:30am and 2:30pm – 4:00pm School Days)' sign on the southern side of Regent Street.
- Remove the existing 'No Parking' signs installed on the southern side of Regent Street across the driveway.
- Install a children's crossing with necessary 'No Stopping' and Warning signs and line markings (STOP lines and Crosswalk lines).
- Construct pram ramps as per the standard requirements.
- Install dividing barrier lines.
- The school agreed to arrange the display of the children crossing flags or signs during school crossing times of operation (8:00am – 9:30am and 2:30pm – 4:00pm School Days).

## CONSULTATION

Consultation letters have been distributed to 230 properties within the immediate vicinity of the location providing notification of the proposed changes. The residents are invited to submit their comments by 3 October 2018. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

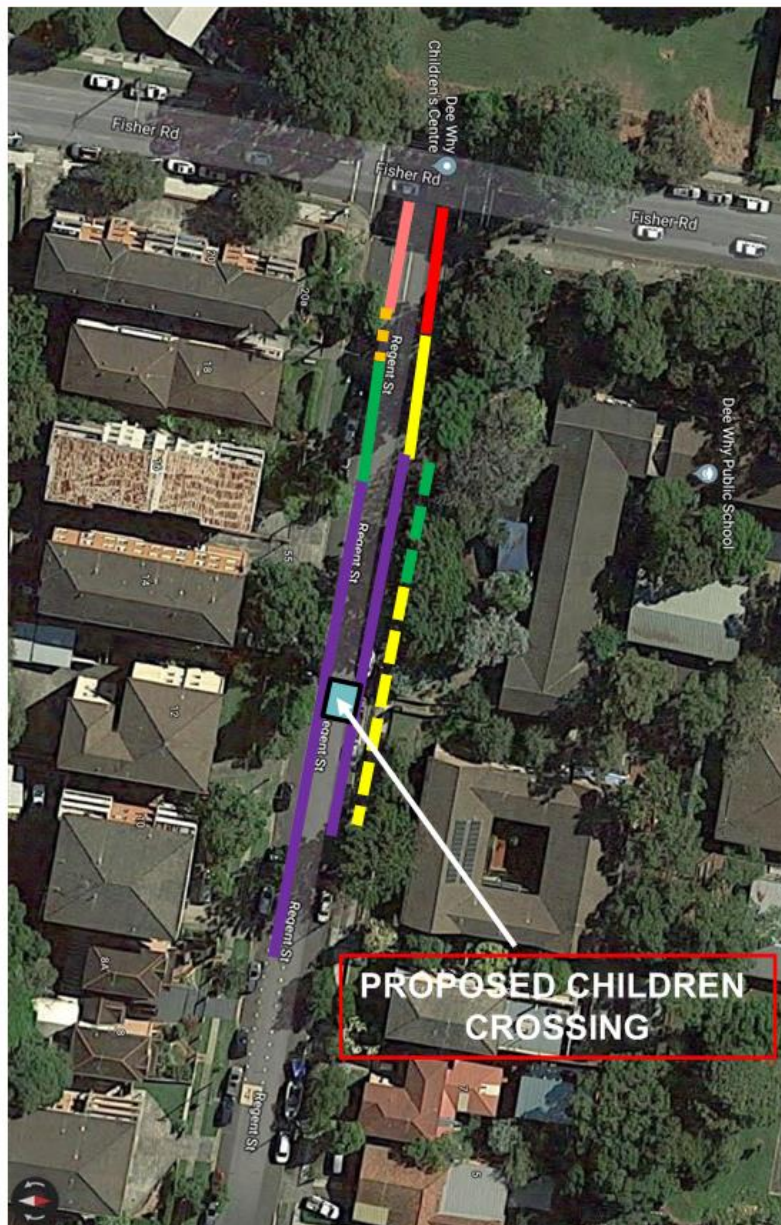
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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of a children's crossing with necessary 'No Stopping' and Warning signs and line markings (STOP lines and Crosswalk lines).
  - B. The construction of pram ramps as per the standard requirements.
  - C. The installation of dividing barrier lines.
  - D. Extending the existing 10m 'No Stopping' on the northern side of Regent Street, Dee Why, by 20m.
  - E. Relocating the existing 30m Bus Zone that operates during school hours (8:00am – 9:30am and 2:30pm – 4:00pm School Days) on the northern side of Regent Street towards the signal and reduce it to 15m.
  - F. Removing the existing 12.5 m '5 minutes school time parking (8:00am – 9:30am and 2:30pm – 4:00pm School Days)' sign at the northern side of Regent Street.
  - G. Providing 18m of '5 minutes school time parking (8:00am – 9:30am and 2:30pm – 4:00pm School Days)' restrictions on the southern side of Regent Street.
  - H. Removing the existing 'No Parking' signs installed on the southern side of Regent Street across the driveway.
-





- Extended 20m 'No Stopping'
- Existing 20m 'No Stopping'
- Removed 30m existing 'Bus Zone'
- Proposed 15m 'Bus Zone' during School hours
- Removed 12.5m '5minutes School time parking'
- Proposed 18m '5minutes School time parking'
- Removing unnecessary 'No Parking'
- 43m Children Crossing and 'No Stopping' restrictions during School hours



## PROPOSAL

### Regent Street, Dee Why Children Crossing

Drawn VS

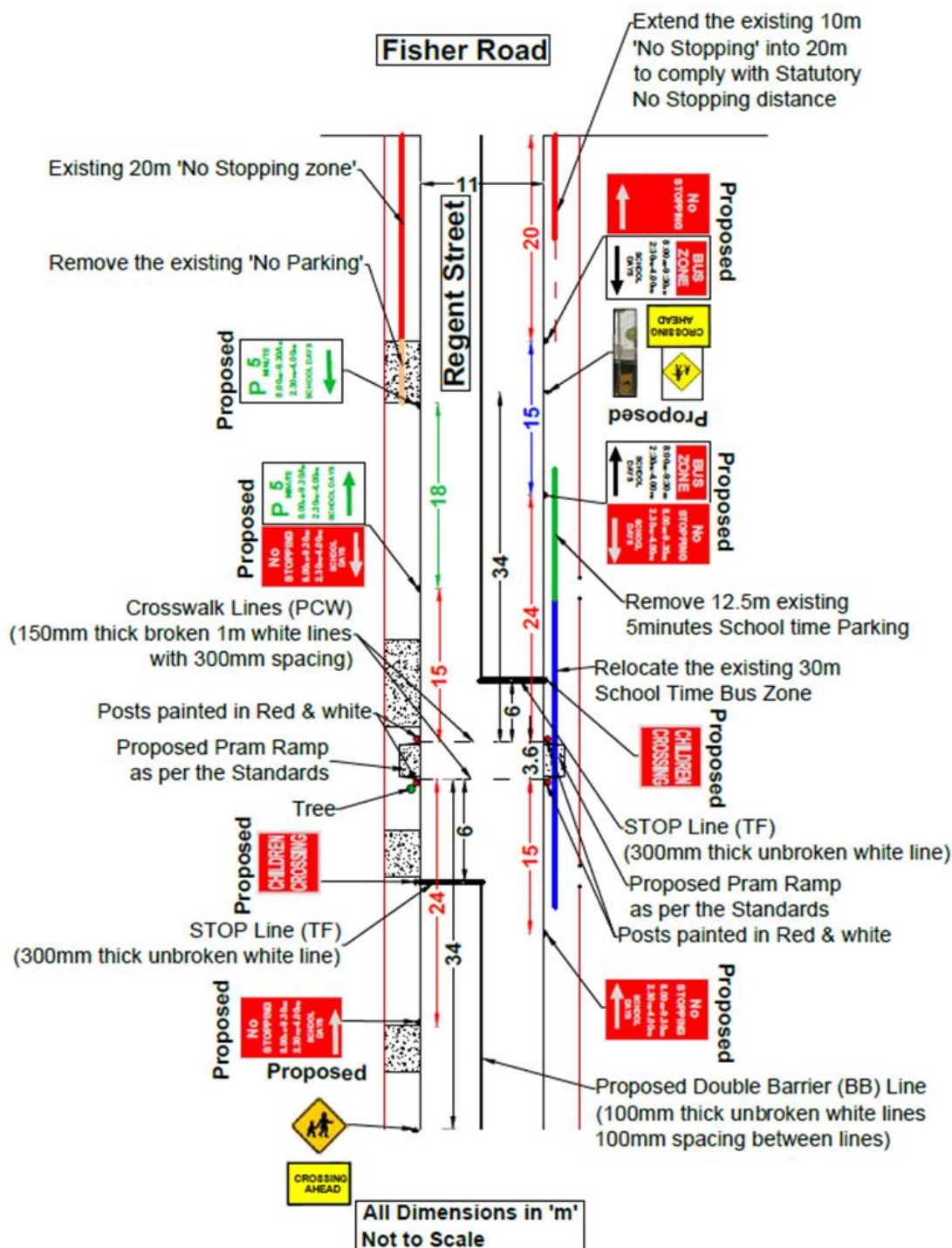
Approved

*Plan*

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council



## PROPOSAL



## Children Crossing - Regent St, Dee Why

Drawn VS

Approved *P. Leon*

ISM No.



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council



<b>ITEM 4.10</b>	<b>BALGOWLAH ROAD, MANLY - SPEED CUSHIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/583040</b>
<b>ATTACHMENTS</b>	<b>1 Balgowlah Road, Manly - Plan</b>

**GEOCODES:** -33.788929, 151.280370

## **REPORT**

### **BACKGROUND**

The Walk Manly Pedestrian Access and Mobility Plan completed for Council in 2017 included a discussion of options for safety improvements at the marked pedestrian crossing over Balgowlah Road immediately south of its intersection with Kenneth Road, Manly.

The crossing is well used by both pedestrians and cyclists; however, there have been many reports of near misses at the crossing as cyclists who are riding over the crossing are often unsighted by approaching traffic.

Recent correspondence has also been received raising concerns about safety at the location.

### **LOCATION**

Balgowlah Road, Manly, is a collector road carrying traffic between Pittwater Road and Condamine Street. It intersects with Kenneth Road, a regional road at a T-junction. A marked pedestrian crossing has been introduced over Balgowlah Road, south of Kenneth Road, with the crossing well used by pedestrians and cyclists accessing the Manly Swim Centre. It also provides access to the shared path which runs along the south side of Kenneth Road.

### **ISSUES**

- Southbound traffic on Balgowlah Road approaches the intersection in two lanes. A kerbside lane is a through lane while the centre lane is a right turn lane. Traffic queuing to turn right obscures visibility from traffic in the kerbside lane to any pedestrians or cyclists approaching the marked crossing from the west. To ensure that traffic approaches the crossing at slow speeds the installation of a speed cushion is proposed in the through lane immediately before reaching the crossing. This will ensure that traffic is proceeding at low speeds over the crossing and more able to stop to avoid any cyclists or pedestrians that may not have been seen.
- Although cyclists are required by law to dismount before using a marked pedestrian crossing, and signage has been installed on either side of the crossing to remind cyclists to do so, many do not. Motorists are often forced to stop suddenly to avoid cyclists. Cyclist Dismount signs have recently been relocated to more visible locations.
- Street lighting at the crossing is obscured by overhanging tree branches which leave the crossing dimly lit. Council's Tree Officers have recently inspected the subject tree and it is understood that removal of branches will be taking place to improve lighting levels. Once the tree branches have been removed the level of lighting will be investigated and upgraded if necessary.
- Shade cloth on the fencing around the Manly Swim Centre obscures vision for motorists approaching the crossing from the north. The weldmesh fencing around the Swim Centre is soon to be replaced with a vertical rail style of fencing and the shade cloth will be removed. This will improve visibility. In order to ensure vehicles approach the crossing at low speeds a speed cushion is proposed immediately to the south of the crossing.
- Previously there were two STOP lines on the northbound approach to the intersection. One STOP line is present immediately before the marked crossing and another was present immediately after the crossing. This was confusing for motorists and lead to motorists stopping



on the crossing. The second STOP line was removed in conjunction with recent resheeting work and the PAMP study has recommended that it be replaced with a continuity line.

- Several of the pedestrian crossing bands are faded or in poor repair. An instruction has been issued for the crossing to be remarked.

## CONSULTATION

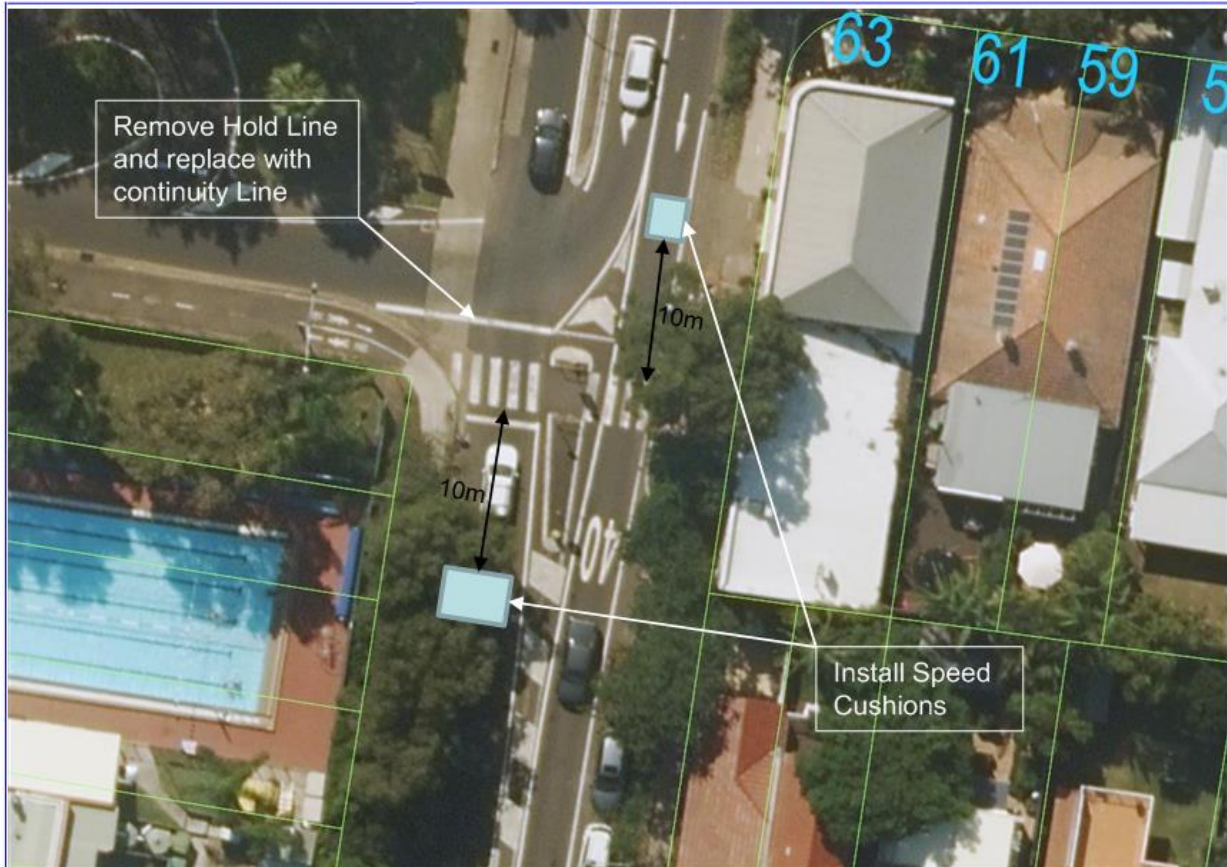
A community engagement process was undertaken with regard to the PAMP study. During that engagement process several submissions were received which highlighted the above issues at the crossing. Correspondence has also been received since the study was completed raising similar concerns most recently from the Greater Manly Residents Forum who are supportive of the proposed actions.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The installation of speed cushions on the north and southbound approaches to the marked foot crossing on Balgowlah Road at its intersection with Kenneth Road, Manly.
  - B. The pre-existing STOP line on Balgowlah Road, Manly, north of the marked pedestrian crossing, being replaced with a continuity line.
  - C. The level of street lighting being reviewed once overhanging tree branches have been trimmed and upgraded as necessary to ensure compliance with street lighting standards.
-



# PROPOSAL

## Balgowlah Road, Manly Speed Cushions

Drawn JB

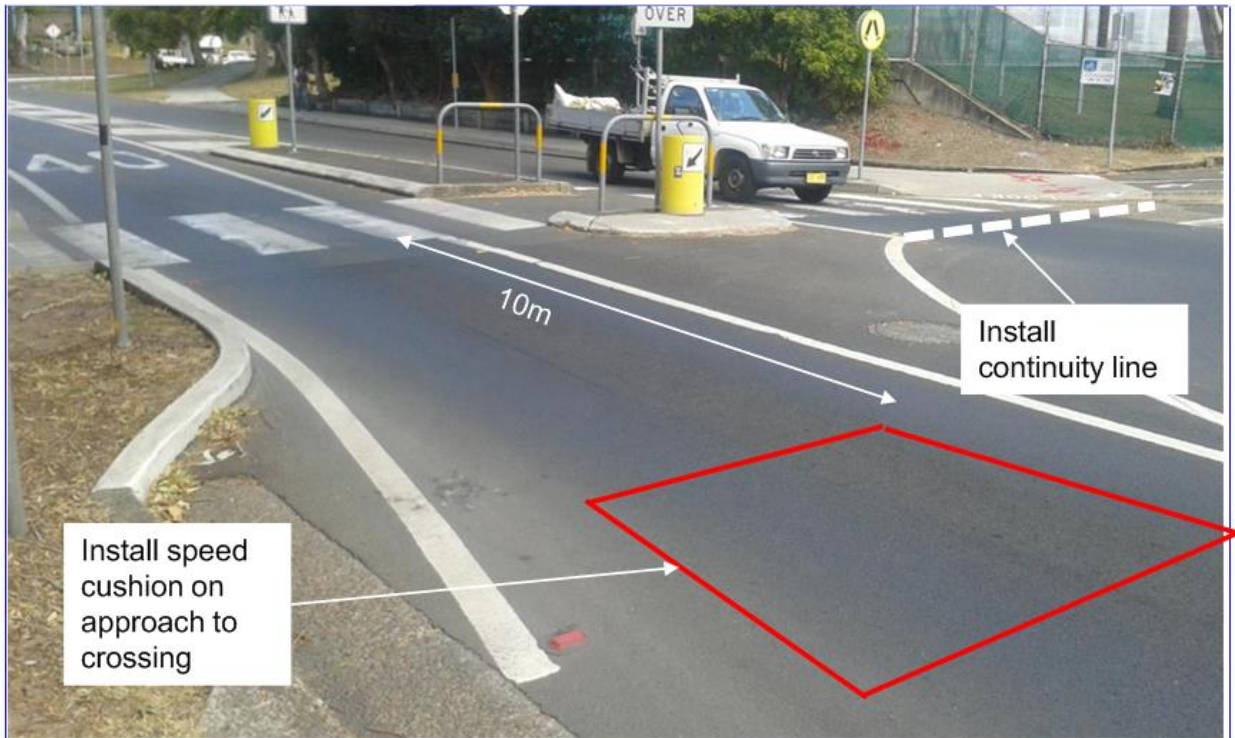
Approved

*P. Deva*

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<b>ITEM 4.11</b>	<b>GRIFFIN ROAD, NORTH CURL CURL - BUS ZONE EXTENSIONS</b>
<b>REPORTING OFFICER</b>	<b>SENIOR TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/592630</b>
<b>ATTACHMENTS</b>	<b>1 Griffin Road, North Curl Curl - Plan</b>

**GEOCODES:** -33.762636, 151.295461

## **REPORT**

### **BACKGROUND**

The State Transit Authority (STA) has approached Council regarding the short length of the Bus Zones on either side of Griffin Road at its intersection with Pitt Road, North Curl Curl. STA requests that the Bus Zones be extended.

### **LOCATION**

Griffin Road is a Regional Road as is Pitt Road, west of Griffin Road. The intersection is controlled by Traffic Signals. There are Bus Zones present on the east side of Griffin Road, north of Pitt Road, and the west side of Griffin Road, south of Pitt Road. Both Bus Zones are used by articulated buses.

### **ISSUES**

- The Bus Zones on either side of Griffin Road, north and south of Pitt Road, are both currently undersized being approximately 19m in length.
- The Bus Zones are used by multiple bus routes and by articulated vehicles. Articulated buses are 18m in length and the STA requires a Bus Zone of 32m in length on both sides of Griffin Road to provide enough length for buses to draw in close and parallel to the kerb. No Stopping Zones on the departure side of each Bus Zone allow the bus to safely pull out from the Bus Zone.
- Extending the Bus Zones to 32m in length will require the loss of one parking space on the east side of Griffin Road. Due to the location of driveways on the west side of Griffin Road, no legal parking spaces will be lost.

### **CONSULTATION**

Consultation letters have been distributed to 13 properties within the immediate vicinity of the location providing notification of the proposed changes. No submissions opposing the change have been received at the time of reporting. The residents are invited to submit their comments by 8 October 2018. The responses will be tabled at the Northern Beaches Council Local Traffic Committee meeting.

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### **RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports the extension of the existing Bus Zones on the east and west side of Griffin Road, situated north and south of Pitt Road, North Curl Curl, to a length of approximately 32m.

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## PROPOSAL

### Griffin Road, Curl Curl Bus Zones

Drawn JB

Approved

*P. Deva*

ISM No.



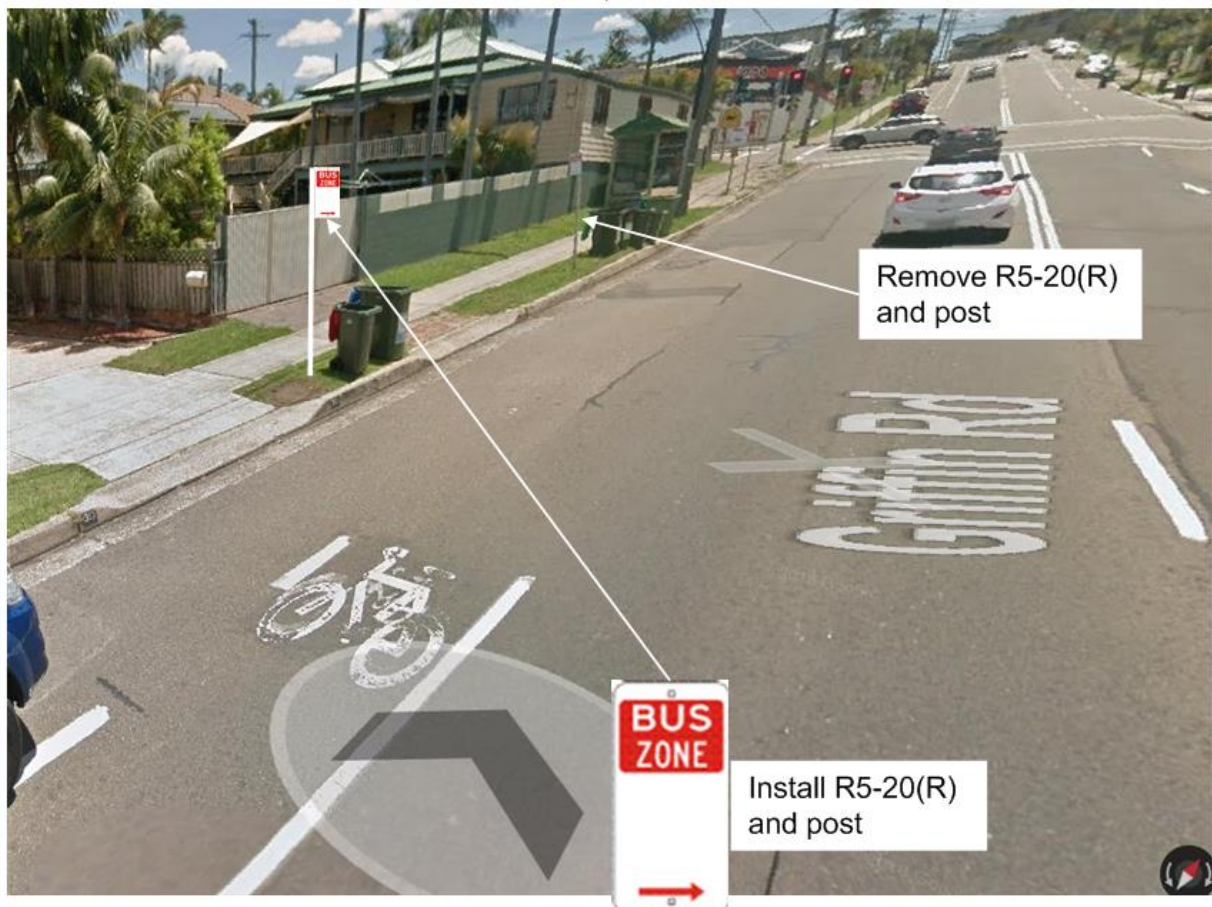
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Griffin Road – east side, north of Pitt Road



Griffin Road – west side, south of Pitt Road





<b>ITEM 4.12</b>	<b>EVENT: MANLY WARRINGAH CYCLING CLUB - ROAD CYCLE RACE 2019 - KU-RING-GAI CHASE NATIONAL PARK</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC ENGINEER</b>
<b>TRIM FILE REF</b>	<b>2018/593769</b>
<b>ATTACHMENTS</b>	<b>1 MWCC - Traffic Management Plan (abridged version)</b>

**GEOCODES:** -33.653720, 151.259274

## REPORT

### BACKGROUND

Council has received correspondence from Manly Warringah Cycling Club (MWCC) seeking approval of the Club's 2019 Road Cycle Racing Program in the Ku-Ring-Gai Chase National Park. The routes will involve the use of General San Martin Drive and West Head Road, which are 'Tourist' roads under State responsibility.

### LOCATION

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

### ISSUES

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

10 February 2019	18 August 2019
7 April 2019	8 September 2019
5 May 2019	20 October 2019
9 June 2019	10 November 2019
7 July 2019	8 December 2019

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

### CONSULTATION

The event organiser has submitted the Traffic management Plan (TMP) 2019 to RMS and the NSW Police for an approval.

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**RECOMMENDATION TO TRAFFIC COMMITTEE**

That the Traffic Committee supports:

- A. The implementation of the Traffic Management Plan (TMP) submitted by the Manly Warringah Cycling Club subject to following conditions:
- (i) That approval is obtained from the NSW Police to hold the event.
  - (ii) That approval is obtained from Roads and Maritime Services (RMS).
  - (iii) That approval is obtained from NSW National Parks and Wildlife Service.
  - (iv) That the event organiser shall close the roads in accordance with the approved TMP, unless otherwise directed by Police / authorised Council Rangers.
  - (v) All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by RMS accredited marshals, or Police engaged by the applicant.
  - (vi) All traffic control devices are to be installed in accordance with Australian Standard 1742.3.
  - (vii) At all times, access to adjoining premises in the affected streets shall be maintained to the satisfaction of the Emergency Services. All services such as fire hydrants shall be kept free of any obstructions.
  - (viii) The event organiser shall advise Emergency Services (namely Fire Brigade and Ambulance) of the proposed event.
  - (ix) All barriers and signs associated with the event shall be removed at the times nominated to reopen the street to normal traffic.
  - (x) The event organiser shall indemnify Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council and that it covers the period of the event.
  - (xi) The event organiser shall be responsible for the reimbursement of the cost of repair or any damage caused to the public way, or as a result of the activities.
  - (xii) The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
  - (xiii) Council reserves the right to cancel or amend the conditions of approval at any time.
- B. 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. However, the Applicant is still required to submit an Implement Traffic Control Application at least four months in advance of the event date for Council approval and 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 notify all parties of the details of the event and obtain approval as required.
-

## Appendix 1 – Manly Warringah Cycle Club Traffic Management Plan

### Manly Warringah Cycle Club Road Cycle Race Traffic Management Plan

#### Introduction

The following organisation	Manly Warringah Cycle Club (MWCC)
Postal Address of applying organisation	P O Box 281 Cremorne, NSW, 2090
Contact name of person making or regarding information within the application	Richard Saunders
Wishes to make application to conduct the following event	MWCC 2019 Cycle Road Racing at Akuna West Head.
Enter event name here	MWCC 2019 Cycle Road Racing
Wet weather and/or a total fire ban lock out, Event rolls over to the next free date. MWCC will advise.	<div>10 February 2019</div> <div>7 April 2019</div> <div>5 May 2019</div> <div>9 June 2019</div> <hr/> <div>7 July 2019</div> <div>18 August 2019</div> <div>8 September 2019</div> <div>20 October 2019</div> <hr/> <div>10 November 2019</div> <div>8 December 2019</div>

Included in this application are the following documents:

Document Name	Yes / No
Traffic Management Plan	Yes
Location Maps	Yes
Insurance Certificate of Currency	Yes 2018
Council letter of Approval	Yes
Cycling NSW Racing Sanction	Yes
Notice of Intention to Hold a Public Meeting	Yes
Traffic Control advice	yes
Doc Submitted to the Transport Management Centre(TMC) by MWCC	yes
Police Special Traffic Conditions	Yes

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



SIGNATURE

Signed Richard Saunders

Date: 29 August 2018

\*\*\*\*\*IMPORTANT\*\*\*\*\*

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

## Manly Warringah Cycle Club Road Cycle Race Traffic Management Plan

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

Event Name	MWCC 2019 Road Racing Program
Event Location	West Head Road, Ku-ring-gai Chase, NSW
Event Organiser	Mitchell Dixon (president Manly Warringah Cycling Club)
Document Author	Richard Saunders (club treasurer) and Peter McNamara (Race Liaison)
Event Date and Time	Sunday mornings between 6:00am and 10:00am

### Approvals

This Traffic Management Plan is approved by:

	Signature	Date
Race Director, MWCC		29 August 2019
Cycling NSW	Sanction for 2018 attached. 2019 will be issued prior to the conduct of any 2019 races	29 August 2019
NSW Police, Northern Beaches local area Command	Application made to Local Area Command	29 August 2019
Northern Beaches Council	Application made August 2019	29 August 2019
Roads & Maritime Service	Application will be made concurrently with the application to NSW Police	29 August 2019

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

### Authority of the TMP

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

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

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

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

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

	<b>Contact</b>
Event Liaison	MWCC President Mitchell Dixon 0419289936 MWCC Race Director Richard Saunders 0419 909126 Chief Race Commissare Antoni Mikac 0414532346
Traffic control	<b>Richard Bathman   Area Supervisor Central Coast</b>  <b>Workforce Road Services Pty Ltd</b> 1/14 Reliance DR Tuggerah NSW 2259 <b>T:</b> 1300306830 <b>F:</b> 02 43224430 <b>M:</b> 0409 447 899 <b>E:</b> <a href="mailto:trafficplans@workforce.com.au">trafficplans@workforce.com.au</a> <b>W:</b> <a href="http://www.workforce.com.au">www.workforce.com.au</a>
NSW Police: Assistant Commissioner, Sydney Region	Traffic Sergeant LAC David Gilligan
Northern Beaches Council	
RMS	Alex Coates / Zac Ahmad Traffic Engineering   Network & Safety Services   Sydney – North Precinct  T (02) 8849 2593
Department of Environment, Climate Change and Water, NPWS  Northern Beaches Area	<b>Penny Stringer</b> <b>Events Officer</b> Customer Experience Division Office of Environment & Heritage <b>P: 02 9585 6528 M: 0455 077 554</b> <a href="mailto:penny.stringer@environment.nsw.gov.au">penny.stringer@environment.nsw.gov.au</a>  On behalf of <i>Ku-ring-gai Chase Area</i> <i>Metro North East Region</i> <i>NSW National Parks and Wildlife Service</i> <i>Office of Environment and Heritage</i> <i>PO 134 Forestville NSW 2087</i>



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

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

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

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

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



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

<b>13 Volunteers (Event Organiser to complete)</b>		-
13.1	As Event Organiser is documentation available for volunteers regarding traffic control duties. For example, volunteers to erect cones or barriers. <i>(Note that if you plan to use untrained volunteers for traffic control duties, those duties can only be associated with traffic control devices; not drivers or riders.)</i>	Yes
13.2	As Event Organiser are contingency plans required for personnel who fail to show on the day. <b>A backup / reserve list shall be in place, where insufficient event staff are not available as per TCP, the Race Director Event Organiser or Commissaire shall not permit the event to start or continue.</b>	Yes
<b>14 Traffic Management (Police, Local Council and Event Organiser to complete)</b>		-
<b>14.1 Council-specified traffic management conditions</b>		-
14.1.1	Local Council has supplied to the Event Organiser Special Traffic Conditions	No
14.1.2	As Event Organiser, Local Council Special Traffic Conditions is to be managed by (to be completed by Event Organiser if advised, if insufficient space and attachment required, indicate at 14.1.3)	NA
14.1.3	As Event Organiser we have re-submitted a plan to comply with Council-specified traffic management conditions.	NA
<b>14.2 Police requirements</b>		
14.2.1	Police have supplied to the Event Organiser "Special Traffic Conditions".	No
14.2.2	As Event Organiser, Police Special Traffic Conditions is to be managed by (to be completed by Event Organiser if advised, if insufficient space and attachment required, at 14.2.3):	Yes
14.2.3	<p>1. Race organiser to formally advise Northern Beaches LAC Police of the Commissaries name and mobile phone number for each race day.</p> <p>2. That the NSW Police needs to be jointly indemnified under your Public Liability insurance, in item # 7</p> <p>The Event Organiser and Commissaire (in order of authority) are responsible for the overall conduct of the race and are to ensure that the Police Special Traffic Conditions are met.</p> <p>Refer to Appendix 7 for Police Special Traffic Conditions with MWCC Response</p>	<p>1. MWCC will provide a Commissaire schedule.</p> <p>2. NSW Police will be indemnified</p>
14.2.4	As Event Organiser we have re-submitted a plan to comply with Police specified Special Traffic Conditions	NA
<b>15 Public transport (Event Organiser to complete)</b>		-
15.1	As the Event Organiser we have where practicable given emphasis to the benefits of public transport to attend the event	No
15.2	Is this event being promoted through: Letter box drop, Newspapers, Radio/Television, Other, indicate in 15.2.1	No
15.3	Is this event being promoted by other means	Yes
<b>16 Parking (Event Organiser to complete)</b>		-
16.1	As Event Organiser consideration is required for special parking for cars, buses and essential or emergency vehicles	Yes
16.2	Special Parking is indicated on event location map	Yes
<b>17 Reopening roads after cycling events (Event Organiser to complete)</b>		-

17.1.1	As Event Organiser the items listed below and attached indicate time appropriate to the reopening of roads.	10.00am
17.1.2	Start point last participant departure am/pm	6:00 am
17.1.3	Finish point last participant estimated arrival. am/pm	10:00am
17.1.4	Other route through times, refer attached schedule	NA
<b>18 Other considerations (Notice given to Event Organiser)</b>		-
18.1	Unregistered or special purpose vehicles	NA
18.1.1	Is this is an on-street event and it intends to use special purpose or unregistered Vehicles. If so the RTA Film and Location Coordinator arranges the required permits. A description of the vehicles for which permits need to be arranged is required. The RTA Film and Location Coordinator may be contacted by: phone (02) 8396 1400, or email <a href="mailto:tmc_film@rt.nsw.gov.au">tmc_film@rt.nsw.gov.au</a> . Event Organiser to advise the RTA Film and Location Coordinator about permits required. Pay required RTA permit/licence fees. RTA Film & Location Coordinator Advise Event Organiser about required permits. RTA Film & Location Coordinator Obtain any vehicle permits required	NA
<b>19 Considerations unique to this event (Event Organiser to complete)</b>		-
19.1	Other information that may be unique to this event. For example: Does the event intend to use a facility that is managed by a trust such as the Centennial Park & Moore Park Trust? Is included	Yes, National Parks & Wildlife Division. NPWS consent is sought on a yearly basis.
<b>20 Managing expectations (Event Organiser to complete)</b>		-
20.1	As Event Organiser we are able to provide patrons with an estimate of the time required to leave the event when it ends and advise on Public Transport locations etc	NA



### Appendix 3 –Race Course Maps and Operational Aspects

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

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

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

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

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

North U -Turn Resolute amenity block car park.

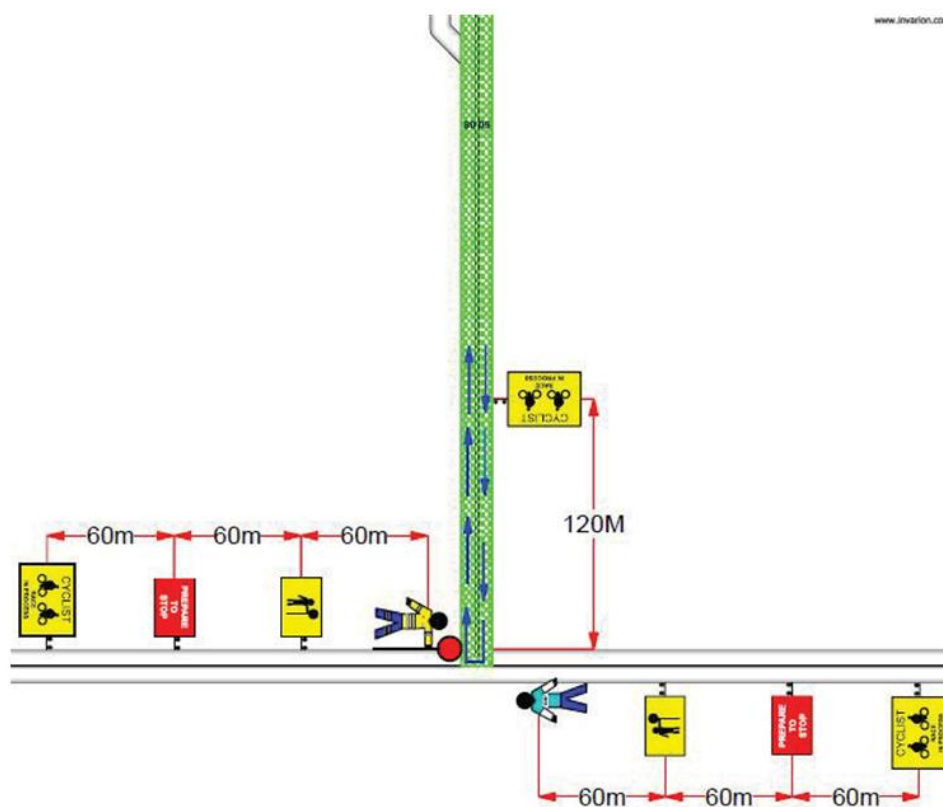
Finish heading North at Elvina Track car park approx. 1.5 km north on West Head Rd, or at the top of the hill prior to the Resolute Bay Picnic Area Car Park.


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

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

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

REVISED TCP FOR 2019 IN ACCORDANCE WITH RMS ADVICES IN RELATION TO 2018  
ATTACHED AS PDF



<p>1. Lower contraindications may not allow signs and plaques to be placed in accordance with the TCGWS. It may be necessary to place the signs and devices as close as possible to the contraindication on the TCGWS.</p> <p>2. An authorised person with a motorist's consent should be issued with the contraindication to be placed on the site when implementing the plan, signs to the site when it is necessary, mark any contraindication on the TCGWS or signs on the TCGWS.</p> <p>3. This is a short term TCGWS.</p> <p>4. Ensure all approval requirements are met, where approval is required for the works.</p> <p>5. Cover all conflicting road signs where required.</p> <p>6. Close passing to be no greater than the contraindication.</p> <p>7. If not already ruled the working position should be ruled on the TCGWS.</p> <p>8. The site must comply with the TCGWS manual (Traffic Control of Work Sites Manual V1.2015) edition and the A.S. 1429.3 / Manual of uniform traffic control delivery 2009.</p>			
<p>Amendment:</p> <p>Name: _____ Road Card Number: _____</p> <p>Date: _____ Sign: _____</p>		<p><b>Legend</b></p> <p> Marshals</p> <p> Cycle Route</p>	
<p><b>NOTE:</b> Traffic control supervisor is to determine delineation on the day</p>			



## 2 – Resolute Bay – Northern Turnaround Point

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

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



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



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

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





Appendix 4 - Event Route Signage and Traffic Controller Table

		Signage Description Quantities				
Route Location	Traffic Controller	Prepare to Stop	Side Road Closed	Flagman Ahead	Caution Cyclist Race in Progress Or Cyclists Turning 50 m	Stop/slow Traffic Controller
Resolute north turnaround	Yes	Yes	No	Yes	1* cycle race in progress 1* cyclists turning 50 m	Yes
West head intersection South turnaround	Yes West side of intersection	2	2	2	2* cycle race in progress 1* cyclists turning 120 m	Yes East side of intersection

## 5.0 MATTERS FOR NOTATION

**ITEM 5.1** **EVENT: MEET YOUR STREET - TEMPORARY ROAD CLOSURES FOR VARIOUS STREETS**

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

**TRIM FILE REF** **2018/581885**

**ATTACHMENTS** **1 Meet Your Street Events -Traffic Control Plan**

**GEOCODES:** Various

### REPORT

#### BACKGROUND

Council has received applications for temporary road closures to facilitate “street parties” under Council’s “Meet Your Street” initiative. This program was initiated to support residents who wished to close their street for a few hours for a street party. These events are supported in view of the positive outcomes in terms of community building and good neighbourly relations. Council assists residents by preparing and implementing a standard Traffic Control Plan (TCP) which has previously been approved for this type of event (see attachment 1).

#### LOCATION

The requested locations for the temporary road closures are as follows:

- (i) Pine Street, Manly - between Smith Street and Collingwood Street on Sunday 2 December between the hours of 4:00pm and 8:00pm.
- (ii) Violet Street, Balgowlah - between Maretimo Street and Wanganella Street on Saturday 27 October between the hours of 3:00pm to 7:00pm.
- (iii) Charles Street, Fairlight - between Cohen Street and William Street on Sunday 9 December between 3:00pm and 7:00pm.
- (iv) Crescent Street, Fairlight - between Griffith Street and Parkview Lane on Saturday 8 December between 3:00pm and 7:00pm.
- (v) Ernest Street, Balgowlah Heights (No.s 1 to 29) - between Condamine Street and Glenside Street on Sunday 2 December between 4:00pm and 8:00pm.
- (vi) Baltic Street, Fairlight – between Daintrey Street and Suwarrow Street on Saturday 15 December between 4:00pm and 8:00pm.
- (vii) Austin Street, Fairlight – between Sydney Road and Griffiths Street on Sunday 2 December between 3:00pm and 7:00pm.
- (viii) Lodge Street, Balgowlah – between No.s 16 and 29 Lodge Street on Saturday 15 December between 4:00pm and 8:00pm.
- (ix) Montauban Avenue, Seaforth – between Fromelles Avenue and Clontarf Street on Saturday 1 December between 3:00pm and 7:00pm.
- (x) Birkley Road, Manly – between Arthur Street and Herbert Street on Saturday 24 November between 4:00pm and 8:00pm.
- (xi) Francis Street, Fairlight – between No.s 2 and 32 on Sunday 4 December between 3:30pm and 7:30pm

- (xii) Seaview Street, Balgowlah Heights – between White Street and Upper Beach Street on Saturday 1 December between 3:30pm and 7:30pm.

## ISSUES

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

- The roads function as local roads with low traffic volumes.
- There are no bus service routes that run along the requested road sections.
- Alternative routes are available for through traffic and connecting roads.
- There have been no recorded accidents along these road sections within the last five years.
- The temporary road closures are to be held on a Saturday or Sunday afternoon or evening when traffic impacts will be minimal and of a non-critical nature.
- Access for pedestrians and cyclists and emergency vehicles will be maintained and the temporary road closures will be managed in accordance with the TCP. The standard street party conditions must also be adhered to in conjunction with the TCP.

## CONSULTATION

The street party organiser in each case is required to distribute a notification/invitation to all residents of the impacted section of street regarding the event as detailed in the standard conditions for the events.



## I. STANDARD TRAFFIC CONTROL PLAN (TCP)

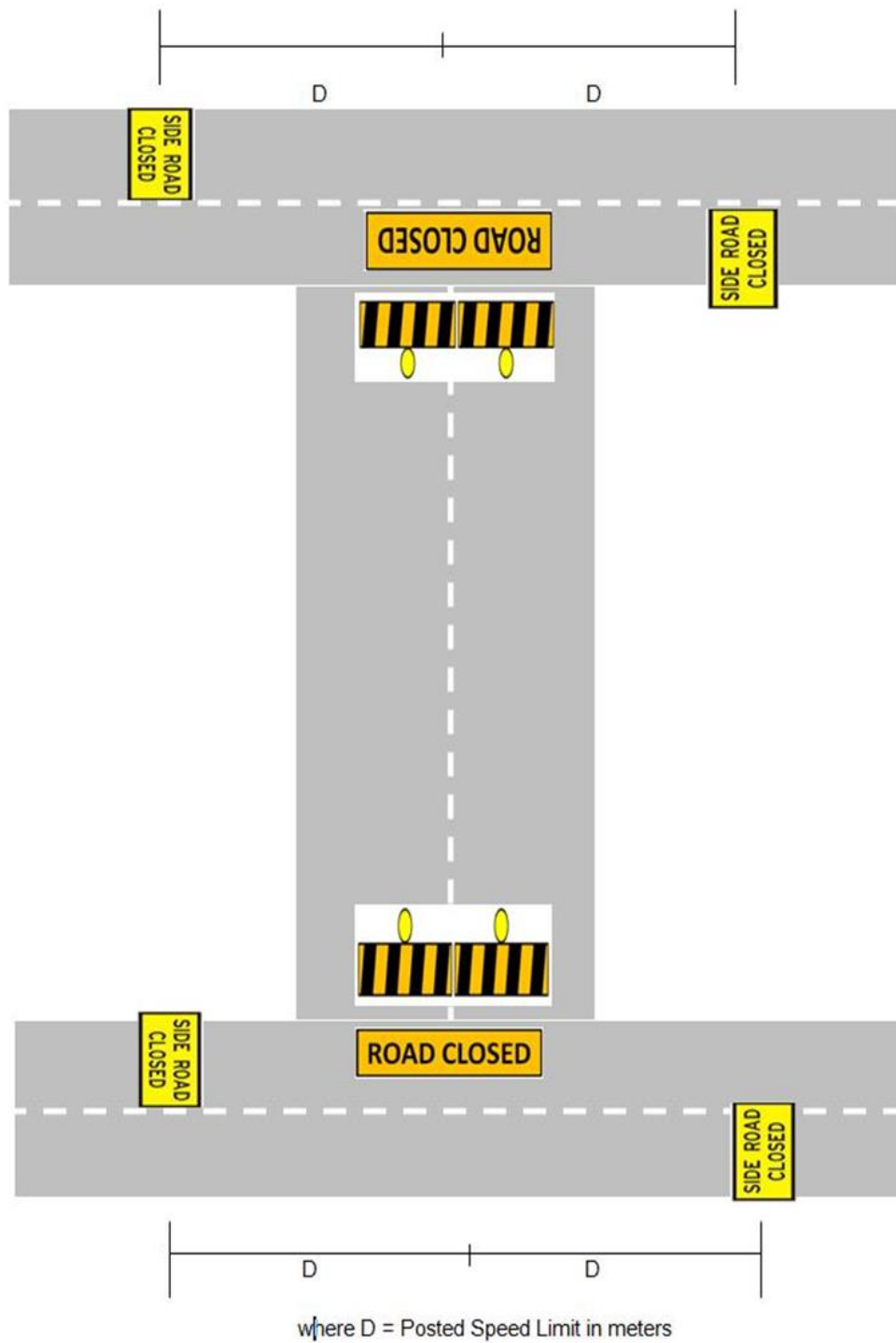
A Traffic Control Plan, TCP, has been developed using the Roads & Maritime Service's (RMS) Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are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

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

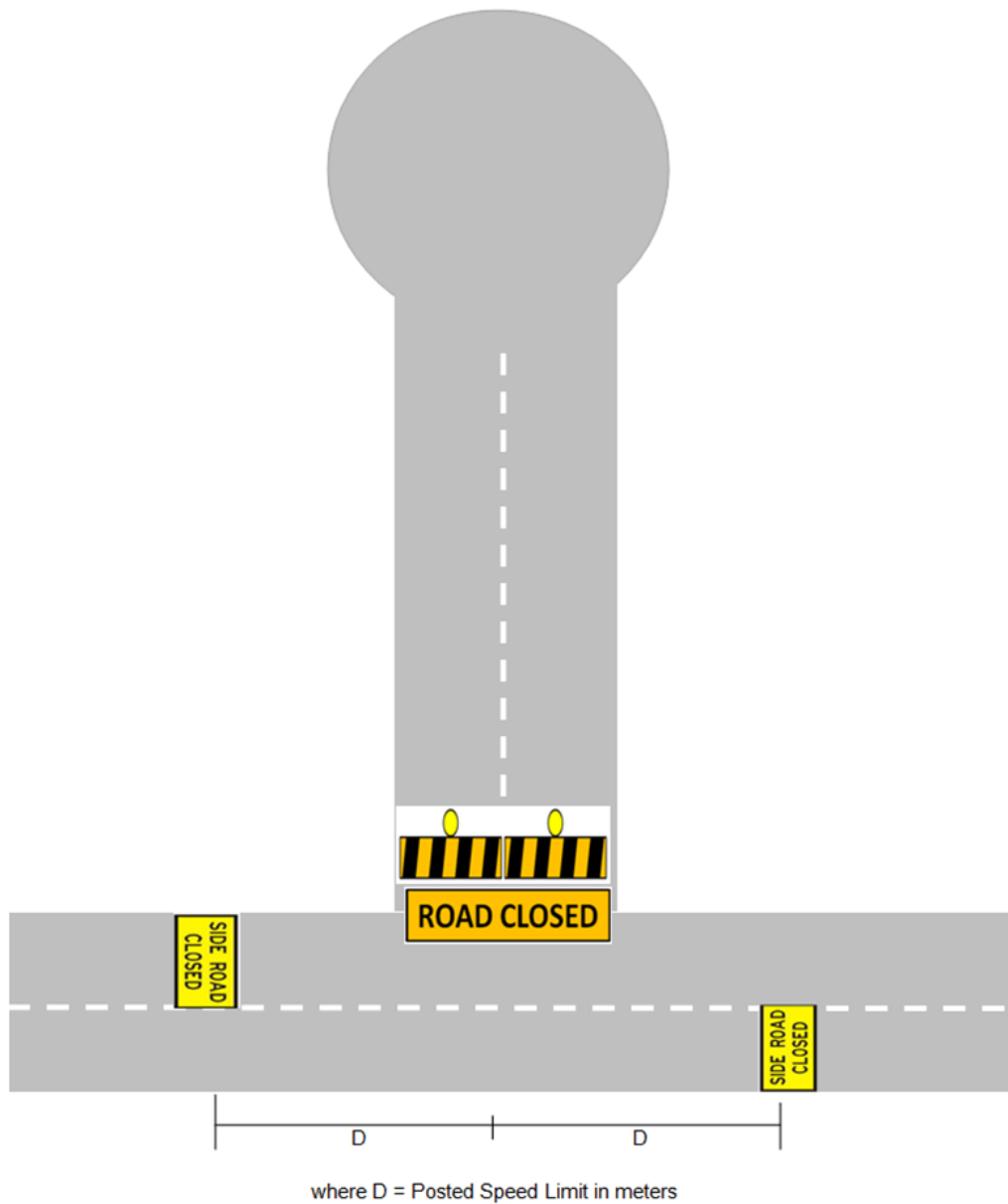
Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T2 - 4
Barricade With Steady Amber Lights	N/A

**Table 1: Signing Schedule**

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



Standard Traffic Control Plan (TCP) No. 1



**Standard Traffic Control Plan (TCP) No. 2**

**NOTES:**

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

conditions and requirements.

## II. STANDARD CONDITIONS

### **Resident Street Party Organiser will be responsible for:**

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

### **Council's Events Team will be responsible for:**

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



this to Council's Insurers to confirm cover for event

8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

**Council's Traffic Management Team will be responsible for:**

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