

# 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 Walami Room, Civic Centre, Dee Why on

**WEDNESDAY 8 NOVEMBER 2023**

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



**Jorde Frangoples**  
Director Transport and Assets

### **Voting Members**

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

### **Non Voting Members**

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

### **Officers**

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

### **Visitors**

Nil

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

**to be held on Wednesday 8 November 2023**

**in the Walami Room, Civic Centre, Dee Why**

**Commencing at 10:00 AM**

<b>1.0</b>	<b>APOLOGIES</b>	
<b>2.0</b>	<b>CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST</b>	
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2.2	Declaration of Pecuniary and Conflicts of Interest	
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	Nil	
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4.3	Seaforth Public School - Benelong Street, Seaforth - Reduce Bus Zone Length to extend School Drop-off Zone.....	32
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**NEXT MEETING Tuesday 5 December 2023**

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

### 2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD 10 OCTOBER 2023

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#### RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held 10 October 2023, 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

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

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

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

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

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

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## 4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

<b>ITEM 4.1</b>	<b>WYNDORA AVENUE AND CARLTON STREET, FRESHWATER - DOUBLE BARRIER LINE AND SINGLE BROKEN DIVIDING LINE</b>
<b>REPORTING OFFICER</b>	<b>ENGINEER - TRAFFIC</b>
<b>TRIM FILE REF</b>	<b>2023/384890</b>
<b>ATTACHMENTS</b>	<b>1 Plan 2 Table of Consultation</b>

**GEOCODES: -33.775404, 151.288449**

### REPORT

#### BACKGROUND

Council has received concerns from local residents regarding hazardous conditions at the bend at Wyndora Avenue and Carlton Street, Freshwater, due to vehicles crossing to the wrong side of the road. Given the narrow width, steepness and low visibility due to curvature, vehicles have difficulty negotiating the bend at Wyndora Avenue and Carlton Street. Council has recently adjusted parking restrictions to keep vehicles further from the corner; however, vehicles are still cutting the corner.

#### LOCATION

- Wyndora Avenue is a local road with a posted speed limit of 50km/h.
- There is an existing Give Way holding line and sign at the intersection of Carlton Street and Wyndora Avenue.
- The predominant traffic flow in Wyndora Avenue is eastbound between Carlton Street and Oliver Street.
- This section of Wyndora Avenue consists of low to medium-density housing and is located adjacent to Carlton Street.

#### ISSUES

- Existing unrestricted parking conditions restrict visibility, and vehicles often drive into oncoming traffic.
- Vehicles crossing to the wrong side of the road, creating hazardous conditions at the bend at Wyndora Avenue and Carlton Street.
- Given the narrow width, steepness and low visibility due to curvature, vehicles have difficulty negotiating the bend at this location.

## PROPOSAL

Council has undertaken a review of the location and issues and, after reviewing turning path plots of large trucks and buses, proposes to remove some parts of the existing Dividing Barrier Line (BB Line) in Wyndora Avenue at Carlton Street and relocate it slightly. Council also proposes to install a Single Broken Dividing Line 'Turn Line – TL1' at the bend to provide additional guidance to turning vehicles.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

Consultation letters have been distributed to 61 properties within the immediate vicinity of the location, providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports :

- A. To remove some parts of the existing Dividing Barrier Line (BB Line) in Wyndora Avenue at Carlton Street and relocate it slightly.
- B. To install a Single Broken Dividing Line 'Turn Line – TL1' at the bend to provide additional guidance to turning vehicles.



i. Remove this part of the existing Dividing Barrier Line (BB Line) and install a new one as shown

ii. Install a Single Broken Dividing Line 'Turn Line – TL1'

\* NOT TO SCALE



PROPOSAL

Wyndora Avenue, Freshwater  
Dividing Barrier Line and Single Broken Dividing Line

DRAWN LK

APPROVED



LAYOUT 1 OF 1

REVISION NO. B

DATE

24/10/2023



northern  
beaches  
council

### Table of Consultation

<b>Address</b>	Wyndora Avenue and Carlton Street, Freshwater
<b>Proposal</b>	Double Barrier Line and Single Broken Dividing Line

<b>Properties Consulted</b>	61
<b>Responses Received</b>	5
<b>Support</b>	4
<b>Do Not Support</b>	1
<b>Partial Support</b>	0

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Safety	<p>Cars turning right at Carlton Street need to progress a long way forward into the intersection to get a sight line of traffic approaching from the west along Wyndora Avenue. A new line does not change that. Without a solution that includes a (large, highly visible) physical obstacle to force traffic not to cut the corner, the problem goes largely unsolved.</p> <p>It also does not address the problem of the numerous accidents along that stretch of Wyndora, where cars lose control turning left from Carlton Street around the off-camber bend.</p>	<p>_ Considering on-street parking spaces on either side of Wyndora Avenue and Carlton Street at the subject intersection, turning path analysis for vehicles up to 12.5m HRVs shows that vehicles can negotiate the bend without any sightline issues and without encroaching on-street parked vehicles.</p> <p>_ Any vehicles parked on-street would be well within 3m of the proposed dividing barrier lines.</p> <p>_ The No Stopping Unbroken Yellow Kerb Lines are in place at the intersection of Carlton Street and Wyndora Avenue. This will remove any sightline issues by vehicles parked outside the statutory 10m.</p> <p>_ An examination of the traffic accident database provided by the TfNSW shows that there has been no reported crash history involving left turn movement for the five-year period ending in September 2020.</p>

<b>ITEM 4.2</b>	<b>EVENT: MANLY WARRINGAH CYCLING CLUB WEST HEAD ROAD RACES - KU-RING-GAI CHASE NATIONAL PARK</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/518190</b>
<b>ATTACHMENTS</b>	<b>1 MANLY WARRINGAH CYCLING CLUB WEST HEAD ROAD RACES - TRAFFIC MANAGEMENT PLAN</b>

**GEOCODES: -33.653153, 151.259830**

## **REPORT**

### **BACKGROUND**

- Council has received correspondence from Manly Warringah Cycling Club (MWCC) seeking approval for the Club's annual Road Cycle Racing Program in the Ku-Ring-Gai Chase National Park.
- West Head Road Races is held monthly and commences from 11 February 2024 to 8 December 2024.
- The races will involve the use of West Head Road and falls under State responsibility.
- Approval is required by the Local Traffic Committee and Council for the event as the event is a Class 2 event under the TfNSW Special Event Guidelines for Special Event Planning. The Traffic Management Plan (TMP) has been submitted, with additional Traffic Controllers located at specific locations along the route. Extracts of the Traffic Management Plan are shown in Attachment 1.
- The routes for this event have been unchanged for the past five years.

### **LOCATION**

- The event takes place in Ku-Ring-Gai Chase National Park, starting from 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).
- A short-term soft road closure will occur on this section of West Head Road during the hours of the race.
- Races will commence at 6:30am and conclude before 9:30am.
- 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, Manly Warringah Cycling will seek permission from NSW National Parks and Wildlife Service to roll over to the next available date. The Northern Beaches Local Area Command Traffic Sergeant and Northern Beaches Council are to be advised prior to the proposed event date.

EVENT DATES	
11 February 2024	18 August 2024
10 March 2024	22 September 2024
7 April 2024	27 October 2024
12 May 2024	17 November 2024
16 June 2024	8 December 2024
14 July 2024	

- Details of the specific locations and the proposed route are outlined in the map in Attachment 1.

## ISSUES

- The event proposes that all participants use the designated road along West Head Road.
- There are no proposed road closures with the Northern Beaches Council Local Government Area, with the TMP designed to include safety controls at key locations such as advance warning signs installed and Traffic Controllers at the start and end of the route.
- Vehicle access will be permitted at the primary start and end of the route. Marshalls and Traffic Controllers are available at either end of the managed road closures on West Head Road and will advise drivers of the event and bike riders on the race when entering the section. Access for traffic will be undertaken via a convoy or lead vehicle.
- Bus stops or routes will not be directly affected by the event
- Resident or access will not be affected by 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 with respect to access restrictions and travel times.
- The event is a Class 2 event under the TfNSW Special Event Guidelines for Special Event Planning and requires a Traffic Management Plan and Traffic Guidance Scheme and support by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be re-submitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, NSW National Parks and Wildlife Service and relevant Bus Company to inform and notify all parties of the details of the event.

## PROPOSAL

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

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

Police, TfNSW, Ambulance, Fire Brigade, NSW National Parks and Wildlife Service will be notified of the event and the temporary road closures over the event period.

If required, undertaken by the applicant, the information will be delivered to the affected stakeholders to provide details of a manned contact number that will be available on the day of the event and specify an estimated time of closure and the nominated time when the roads will reopen.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. Approval of the implementation of the Traffic Management Plan (TMP) submitted by the Manly Warringah Cycling Club. Approval is subject to the following conditions:
  - i. That the event organiser shall close the roads in accordance with the approved Traffic Management Plan (TMP) unless otherwise directed by Police/authorised Council Rangers.
  - ii. All barricades and necessary signposting shall be provided by the event organisers and maintained during the period of the event by RMS-accredited marshals, or Police engaged by the applicant.
  - iii. All traffic control facilities are to be installed in accordance with Australian Standard 1742.3.
  - iv. At all times, access to adjoining premises in the affected streets shall be maintained to the satisfaction of the Emergency Services. All services such as fire hydrants shall be kept free of any obstructions.
  - v. The event organiser shall advise Emergency Services (namely Police, Fire Brigade, and Ambulance), and relevant Bus Companies of the proposed event.
  - vi. All barriers and signs associated with the event shall be removed at the time nominated to reopen the street to normal traffic to minimise delays to affected residents.
  - vii. That approval is obtained from the NSW Police to hold the event.
  - viii. That approval is obtained from NSW National Parks and Wildlife Service.



- ix. That the Applicant obtains the necessary TfNSW approvals to hold the event on the Main roads.
  - x. The event organiser shall indemnify Northern Beaches Council against all claims for damage or injury that may result from the activity or occupation of part of the public way during the activity. The event organiser must provide documentary evidence of public risk insurance cover of at least \$20,000,000 indemnifying Council.
  - xi. The event organiser shall be responsible for the reimbursement for the cost of repair of any damage caused to the public way, or as a result of the activities.
  - xii. The event organiser shall comply with any reasonable directive of Northern Beaches Council Rangers.
  - xiii. That the properties in the affected area be notified by a letterbox drop one week in advance of the event with details of access restrictions.
  - xiv. The information delivered to residents and/or businesses is to provide details of event, traffic control, a manned contact number for a resident on the day and specify an estimated time of event and the nominated time when the roads will reopen.
  - xv. Northern Beaches Council reserves the right to cancel or amend the conditions of approval at any time.
- B. That the Applicant is required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval and send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, NSW National Parks and Wildlife Service and relevant Bus Company in advance of the event date to notify all parties of the details of the event and obtain approval as required.
- C. That the Traffic Committee notes the report and supports the events for the next five years, and that the item not be required to be reported back to the Traffic Committee during this period, unless there are any significant changes to the events.



# TRAFFIC MANAGEMENT PLAN

Version 1

Prepared By: **Zacchary French**  
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Form 1.TMP.TPP.2023.ZF

## West Head Road Cyclist Race

Dates & Times Refer to DA  
West Head Rd Ku-ring-gai Chase NSW 2084



## TRAFFIC MANAGEMENT PLAN

West Head Road Cyclist Race  
Traffic Plan Professionals Pty Ltd v1 2023  
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## TRAFFIC MANAGEMENT PLAN

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### 1 DOCUMENT AUTHOR

<b>Prepared By</b>	Zacchary French, Planning & Operations Officer, Traffic Plan Professionals Pty Ltd		
<b>Signature</b>	<b>Dated</b>	<b>Certification (IMP/TCR/PWZ) TCT1011570</b>	
	4 September 2023		

### 2 DOCUMENT HISTORY

Reviewed By	Version	Date	Comments
Zacchary French	1.0	29/08/2023	Initial Document Creation
Pedr Danks	1.0	04/09/2023	Approved for release

### 3 DISTRIBUTION

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### 4 DISCLAIMER

This document has been prepared based on the client's information and research undertaken by Traffic Plan Professionals Pty Ltd or other consultants.

Recommendations are based on Traffic Plan Professionals Pty Ltd judgment. While every effort has been taken to provide accurate advice, Council and any other regulatory authorities may not concur with the recommendations expressed within this document.

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## TRAFFIC MANAGEMENT PLAN

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## 5 CONFIDENTIALITY STATEMENT

All information, including concepts, ideas, strategies and commercial data within this document and any views described during the presentation, are provided on a commercial-in-confidence basis and remain the intellectual property and copyright (©) of Traffic Plan Professionals Pty Ltd and affiliated entities.

## 6 TERMS AND DEFINITIONS

Terms	Definitions
ADT	Average Daily Traffic
AS/NZS	Australian Standards/New Zealand Standards
LGA	Local Government Area
PAC	Police Area Command
PAX	Person Amount X
PWZ/TMP	Prepare a Work Zone/Traffic Management Plan
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
VMS	Variable Message Sign
TMP	Traffic Management Plan

## 7 EXECUTIVE SUMMARY

The West Head Road Racing is the only monthly road race in Metropolitan Sydney. It offers a challenging course that will test all riders on a great riding surface. Grades A to D cater for experienced through to new racers.

West Head Road Racing is held monthly, and entry is via an online system that opens 1-2 weeks before race day. Entries close on the Friday prior to the event.

On race day, participants make their way to the start/finish line and presentation area (located at Elvina Walking Track Trailhead Car Park on West Head Rd), to sign on and grab their race number. This is located about 1.5km along West Head Road on the right-hand side.

The course starts at the Elvina Trailhead, turning left out of there and heading south. Riders do a U-turn at the crest of the climb prior to the exit of West Head Road, then head north for approx. 10km to the north turn around (amenities block at the Resolute picnic area), heading south again for approx. 10km riders turn around again at the same crest of the hill prior to the exit of West Head Road. From here the finish is only a short distance back to Elvina Trailhead, where riders will cross the finish line heading in a northerly direction.



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The number of laps varies by grade, typically for men: A grade 4 laps, B grade 3 laps, C grade 2 laps and D grade 1 lap. A women is 3 laps and B women in 2 laps and C women is 1 lap.

## 8 SCOPE

This plan addresses the traffic management for the proposed works following consultation and assessments from the respective stakeholders listed in this document.

The document includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the design, installation and removal of any necessary temporary detours, the provision of traffic controllers, the installation of temporary advance warning signs and safety barriers.

Road closures minimised to maintain regular traffic flow, various traffic control devices and measures used to create the relevant Traffic Control Plans.

This document is to be read in conjunction with the following:

#	Document	Version
1	TfNSW Guide to Transport & Management for Special Events	3.5
2	TfNSW Traffic Control at Worksites Manual	6.0
3	AS/NZS	2890.6-2009.
4	Local Government Act 1993	No 30
5	Roads Act 1993	No 33
6	Australian Standard	1742
7	The Use of Variable Message Sign (VMS) TfNSW Policy	10.408
8	Risk Management - Guidelines	ISO31000:2018
9	Safework Australia – Traffic Management: Guide for events	April 2021
10	Safework Information Sheet – Traffic Management	April 2021

## 9 OBJECTIVES

The core objectives for the Traffic Management Plan are to:

1. Ensure the safety of its employees, contractors, the public, TfNSW personnel, pedestrians, cyclists, and traffic,
2. Keep traffic delays to a minimum,
3. Maintain satisfactory property access,
4. Minimise disruption to businesses,
5. For works near speed cameras, traffic lights & traffic counters etc.
  - a) Inform the TfNSW Representative and
  - b) Not damage the equipment,
  - c) Make suitable arrangements where required.





## TRAFFIC MANAGEMENT PLAN

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- d) When required, obtain approvals and licenses such as Road Occupancy, Direction to Restrict (DTR for Speed Limit Sign Authorisation) and Traffic Signals,
6. Minimise disturbance to the environment,
7. Design temporary roadways and detours per TfNSW Road Design Guide and
8. Meet the TfNSW Traffic Control at Worksites Manual.

## 10 MANAGEMENT OF THE TMP

Traffic Plan Professionals Pty Ltd will provide the Traffic Control Plans for this event.

The Council, TfNSW or consenting authorities require that all traffic control works be carried out by Safework NSW certified and accredited personnel.

## 11 IMPLEMENTATION

Traffic Management for work or events sites will be per the TfNSW Traffic Control at Work Sites Manual as modified to site conditions.

Implementing these plans is the client's responsibility and shall be carried out by Safework NSW certified and accredited personnel.

## 12 PLANNING STRATEGIES

Preparation of the final draft plans, assessment and approvals are required by the following:

Agency	Area
NSW Police	Ku-Ring-Gai PAC
Council	Northern Beaches Council
Transport for NSW	Regional and Outer Metropolitan
Venue Management	NSW National Parks and Wildlife Service
Event Manager	Manly Warringah Cycle Club



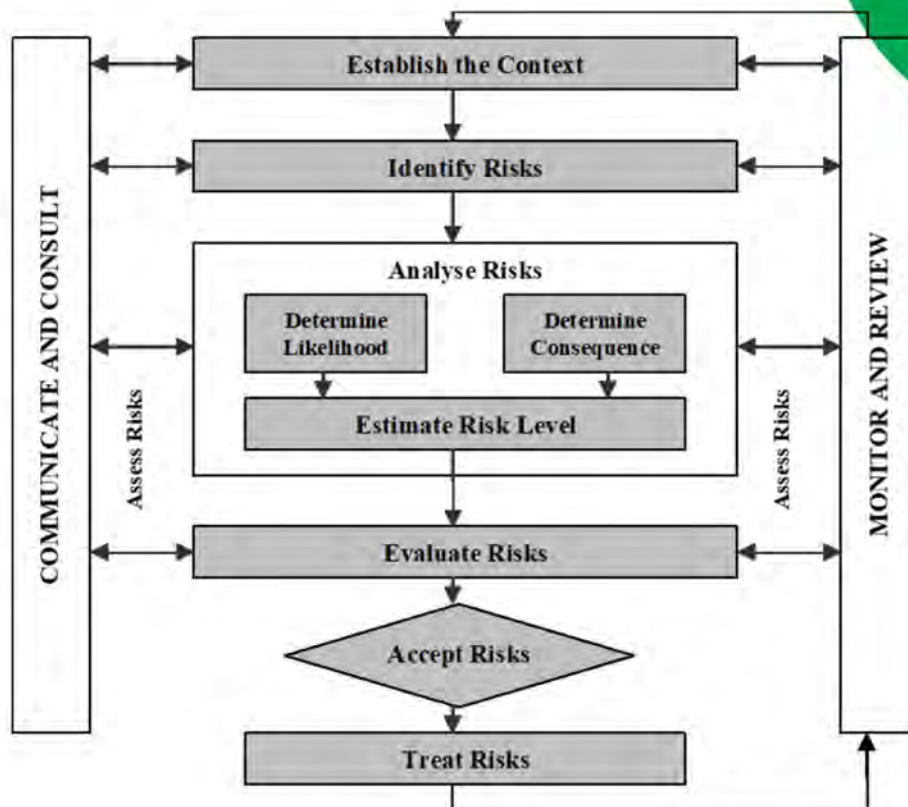
## TRAFFIC MANAGEMENT PLAN

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### 13 RISK MANAGEMENT

#### 13.1 RISK MANAGEMENT PROCESS

Throughout the Risk Management process, we will link activities to the Australian Standards AS ISO 31000:2018. These standards provide a systematic approach to Risk Management.



#### 13.2 RISK TOLERANCE

A risk rating determined to be higher than a "low" or a "moderate" level (see: "Risk Assessment Tool" below for descriptions of these) should result in senior management assessing the viability of implementing the suggested additional control measures.

Even where a residual risk of a "low" or moderate" level exists, senior management should further evaluate where it is viable to reduce the likelihood or consequences of that stated risk.





## TRAFFIC MANAGEMENT PLAN

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### 13.3 RISK ASSESSMENT TOOL

The risk assessment tool acts as a guide to determine an appropriate rating for each risk. However, it is essential to note that risk is subjective, and therefore, any ratings applied are considered in this context.

Likelihood	Consequences				
	Insignificant (1) <i>(Minor problem easily handled by normal day to day processes)</i>	Minor (2) <i>(Some disruption possible, e.g. damage equal to \$500k)</i>	Moderate (3) <i>(Significant time/resources required, e.g. damage equal to \$1 million)</i>	Major (4) <i>(Operations severely damaged, e.g. damage equal to \$10 million)</i>	Catastrophic (5) <i>(Business survival is at risk damage equal to \$25 million)</i>
<b>Rare (1)</b> <i>(e.g. &lt;3% chance)</i>	2	3	4	5	6
<b>Unlikely (2)</b> <i>(e.g. between 3% and 10% chance)</i>	3	4	5	6	7
<b>Moderate (3)</b> <i>(e.g. between 10% and 50% chance)</i>	4	5	6	7	8
<b>Likely (4)</b> <i>(e.g. between 50% and 90% chance)</i>	5	6	7	8	9
<b>Almost certain (5)</b> <i>(e.g. &gt;90% chance)</i>	6	7	8	9	10

### 13.4 RISK SCORE EVALUATION

Risk Score	Risk Level	Response
2-4	Low	Manage through routine procedures
5-6	Moderate	Specific procedures and monitoring required, specify management responsibility
7-8	High	Action plan required specific senior management attention and specified responsibility
9-10	Extreme	Immediate action required, senior management needed with detailed plan and Senior Management responsibility noted





## TRAFFIC MANAGEMENT PLAN

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### 13.5 RISK TREATMENTS

Treatment of the risks associated with hazards identified will involve appropriately selecting a treatment option as indicated below.

The Hierarchy of Hazard Controls is recommended as the best-practice approach to addressing the source of real/safety risks and thus eliminating or minimising such risks. When a hazard is identified, it shall be:

1. Eliminated (designed out, eliminated),
2. Substituted (i.e. if a hazardous work practice exists it should be replaced with non-hazardous or less hazardous work practice),
3. Isolated (if nothing could be done in short term the hazard should be isolated, so it does not impose a risk to a person),
4. Controlled through engineering methods (guarded away using covers etc.),
5. Controlled through Administrative means (procedures/practices, inductions, instructions, workplace training etc.),
6. Persons protected by PPE (Personal Protective Equipment).

The controls should be used in order as indicated - starting from Eliminate as the best approach and then working down the options. A combination of hazard controls from the list above could be used to address any one hazard at one time - a hazard control on its own is not exhaustive and can be used in a combination with one or more other controls.

Nomination	Multiplier	Outcome
A	=	As
L	=	Low
A	=	As
R	=	Reasonably
P	=	Practicable



The primary aim of risk control is to eliminate the risk; the best way of achieving this is to eliminate the hazard. If this is not possible, the risk must be minimised by utilising the ALARP principle;

SA/SNZ HB 205:2017 states that the most effective form of risk control is to eliminate the hazard. However, suppose this is not reasonably practicable to eliminate the hazard. In that case, the risk must be minimised to the lowest reasonably practicable level by taking the following measures in the order and as determined by the risk assessment (Hierarchy of Controls).

If no single control is appropriate, a combination of the above controls will be taken to minimise the risk to the lowest reasonably practicable level.



## TRAFFIC MANAGEMENT PLAN

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### 13.6 RISK ASSESSMENT PLAN (RISK REGISTER)

A list of potential causes, consequences and control measures are provided. This should not be considered an exhaustive list.

#	HAZARD	RISK	CURRENT			CONTROL MEASURES	RESIDUAL			RESPONSIBILITY
			LIKELIHOOD	CONSEQUENCE	RISK RATING		LIKELIHOOD	CONSEQUENCE	RISK RATING	
<b>TRAFFIC RISKS</b>										
1	Cyclist or Pedestrian interaction	Short Term Injury Long Term Injury	2	3	M	Managed road closure during the event to allow safe area for all.  First aid trained person on-site.  Traffic controllers to be mindful of the same when working on the network.	2	2	L	Contractors Vendors Event Organiser Traffic Control
2	Illegal Parking	Short Term Injury Delay	3	1	L	Staff & participants advised as to their responsibility to Parking in a compliant/allocated location.	2	1	L	All staff Event Organiser Traffic Control
3	Overcrowding on roads	Death Short Term Injury Long Term Injury Delay	2	3	M	Event held within managed area.	1	2	L	First Aid Event Organiser Traffic Controller
4	Road Subsidence	Death Short Term Injury Long Term Injury Delay	5	3	M	Road network open to public daily.  All staff along the internal roads must be vigilant, monitor the surface, and report any damage to the event organiser.	3	3	M	Council Event Organiser All staff
5	Traffic Jam in the surrounding area	Short Term Injury Long Term Injury Delay	2	2	L	Custom TGS's for the event.  Event operating for many years without issue as traffic flow maintained under managed access.	2	2	L	Police Site Manager LGA
6	Vehicle/Pedestrian interaction	Death Short Term Injury Long Term Injury Delay	3	4	H	Managed access throughs soft closures.  Vehicle movement during daylight hours.	2	3	M	First aid Event Organiser Traffic Controller All staff





## TRAFFIC MANAGEMENT PLAN

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						<p>First aid is on-site during the event.</p> <p>All staff should be in a hi-vis vest when working around traffic.</p> <p>Escort Vehicles to be utilised to control general vehicle movements.</p>				
7	Vehicle Breakdown	Financial Delay				<p>Diversion around breakdown feasible via contraflow.</p> <p>Police to be advised of the same for assistance.</p>				<p>Event Organiser</p> <p>Traffic Controller</p> <p>Police</p>
<b>WEATHER RISKS</b>										
8	Exposure to Cold	Short Term Injury Financial Reputation	2	3	M	<p>Thermal first aid sheets shall be in all first aid kits and first aid on site.</p> <p>Staff to be provided with relevant PPE.</p> <p>Call Emergency Services 000 Ambulance.</p>	1	2	L	<p>Event Organiser</p> <p>First aid</p> <p>Traffic Control</p>
9	Exposure to Sun	Short Term Injury Financial Reputation	4	2	M	<p>All staff to wear Sun rated caps/hats where possible.</p> <p>Staff reminded to bring water supply.</p> <p>All TC's reminded to use sunscreen and protective clothing.</p>	2	2	L	<p>First aid</p> <p>Event Organiser</p> <p>Traffic Control</p>
10	Heavy Rain	Death Short Term Injury Long Term Injury Delay	2	4	M	<p>Supply wet weather gear for the crew if required.</p> <p>Medics/trained first aiders on-site during the event.</p> <p>Unsafe areas to be barricaded off.</p>	2	2	L	<p>First aid</p> <p>Event Organiser</p> <p>LGA</p> <p>Traffic Control</p>
11	Lightning	Death Short Term Injury Long Term Injury	1	6	M	<p>Refer AS1768</p> <p>Monitor BOM for any change in weather.</p> <p>Do not hold stop/slow bat during lightning.</p> <p>Where possible, seek shelter if safe to do so.</p>	1	4	L	<p>Event Organiser</p> <p>Traffic Control</p>
12	Strong Wind	Death Short Term Injury Financial	4	4	H	<p>BOM to be monitored throughout the event by the Event Organiser.</p> <p>First aiders on-site during the event.</p> <p>If an injury occurs, call Emergency Services 000 Ambulance / Police.</p> <p>All temporary signs are to be weighted in high wind areas.</p>	6	5	M	<p>First Aid</p> <p>Event Organiser</p> <p>Traffic Control</p>



## TRAFFIC MANAGEMENT PLAN

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HEALTH RISKS										
13	Medical Emergency	Death Short Term Injury Long Term Injury Financial Delay Reputation	2	3	M	Communications to ensure all parties are abreast.  Emergency services to be contacted on 000.  Dedicated Emergency Services routes & access points with a clear path for access, traffic controllers are handling access points.	2	2	L	Event Organiser Traffic Control
14	Staff Fatigue	Short Term Injury Delay	4	2	M	TPP Fatigue Management Plan implemented.  Team leader(s) is to monitor staff and ensure fatigued staff is replaced.  The rostering manager to ensure rosters are compliant with FMP.	2	2	L	Roster Manager Team leader Traffic Control
SITE RISKS										
15	Slip/Trip/Falls	Short Term Injury Long Term Injury	3	2	M	Site inspection to identify hazards & remove/treat same.  Good housekeeping.  Site to be advised of any spills/potential slip hazards that may exist.	2	2	L	Event Organiser First Aid Traffic Control
MISCELLANEOUS										
16	Communication Failure	Death Short Term Injury Financial Reputation	3	2	M	Consultation with stakeholders ensures that everyone is aware of correct procedures in case of loss of communication. Monitor/report any issues with radios.  Radio check on commencement of shift.  Contract only reliable radio supplier with a proven record.  Backup radios used to replace any faulty radios.  Use of Instant messenger apps as backup (i.e.. WhatsApp), use encryption where possible.	3	1	L	Telecommunications Provider Two Way Radio Provider Event Organiser Emergency Services



## TRAFFIC MANAGEMENT PLAN

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### 14 EVENT DETAILS

Event Name	West Head Road Cyclist Race
Event Date(s)	2024 – Refer to DA
Event Time(s)	Refer to DA
Venue(s)	West Head Rd, Ku-ring-gai Chase NSW 2084
Event Classification (TfNSW)	Class 3

### 15 TRAFFIC MANAGEMENT

Traffic management is regulated by implementing specifically tailored TGS designed to meet event-specific operations. As a result, this plan is prepared to safely control traffic with minimal impact on non-event stakeholders recommended in the TfNSW Guide to Traffic and Transport Management for Special Events.

The TfNSW Guide to Traffic and Transport Management for Special Events reads that a TGS be a Risk Management Plan for traffic in the risk management context. However, a TGS shall not be an acceptable form of risk management, and the event organiser should seek an independent risk review.

At its core, the prepared TGS's implement various short-term road closures to safely manage vehicular and pedestrian flow within the precinct.

#### 15.1 TRAFFIC GUIDANCE SCHEMES

Traffic Guidance Scheme(s) provide an overview of traffic control locations and measures on how traffic management will regulate traffic in conjunction with high pedestrian interaction.

#### 15.2 ROAD CLOSURES

Short-term soft road closures are to be implemented at the following locations.

##### Road Closures

TGS	Road (Cross Rd)	Timings	Control
TGS0259.ZF	West Head Rd (General San Martin Dr)	Refer to DA	Stop/Slow

#### 15.3 VEHICLE INGRESS AND EGRESS

The primary entry and exit are available at either end of the managed road closures on West Head Road from General San Martin Drive end of road network.

#### 15.4 VEHICLE EMERGENCY ACCESS

In the case of an emergency, vehicle access is maintained on West Head Road.





## TRAFFIC MANAGEMENT PLAN

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### 15.5 PUBLIC TRANSPORT

Public Transport will operate as usual. No Bus Route(s) will be affected by the road closures.

### 15.6 REGULATORY SIGNAGE

No additional regulatory signage shall be implemented for this Event.

### 15.7 SPEED ZONES

No Temporary Speed Reduction Zones will be implemented for this Event.

## 16 CONSULTATION & CONTACT LIST

The below list are the practitioners consulted as document owners, stakeholders, and approval authorities for this document.

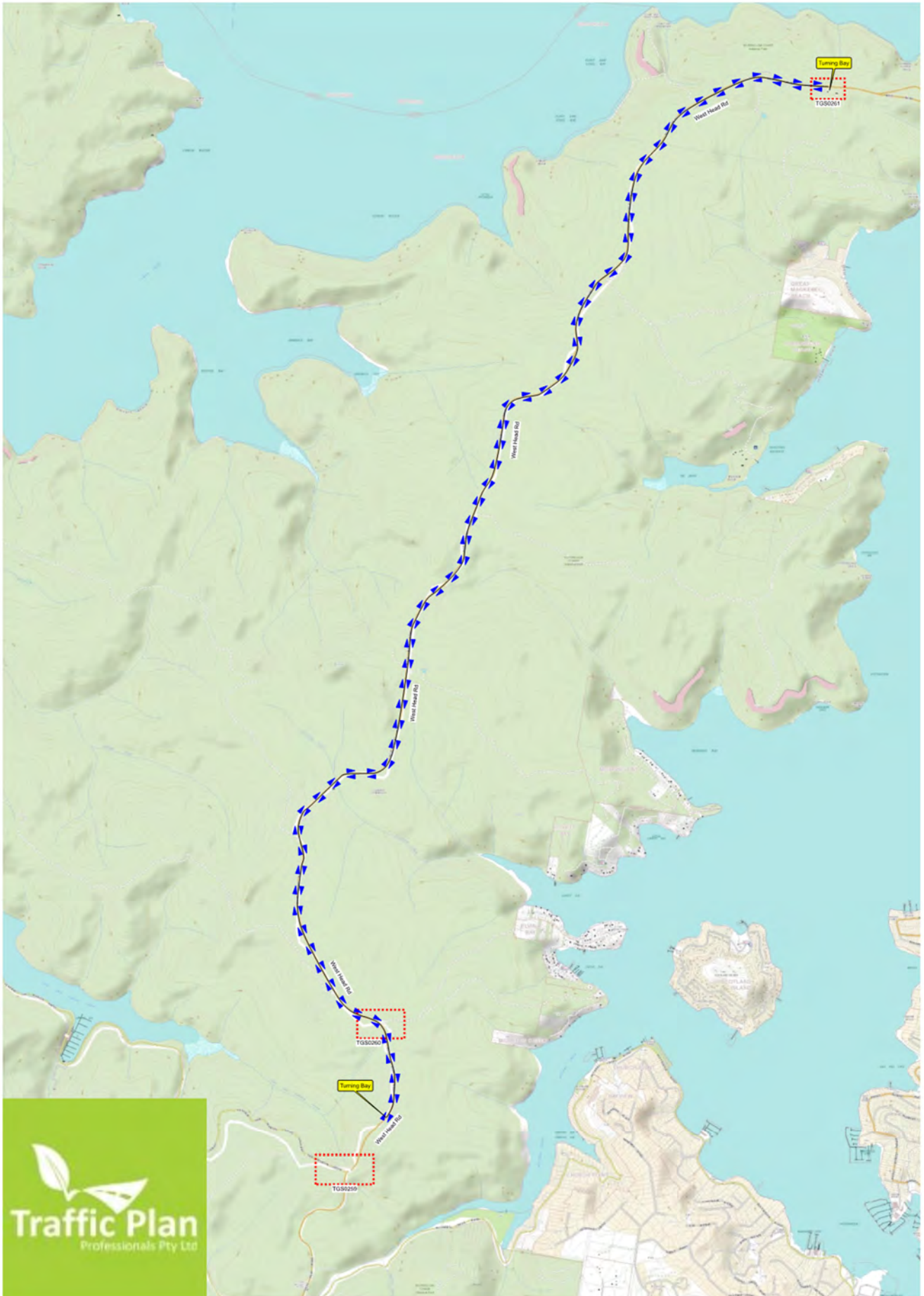
NAME	ORGANISATION
Zacchary French	Traffic Plan Professionals Pty Ltd
Pedr Danks	Traffic Plan Professionals Pty Ltd
Grant Kepler	Event Organiser

## 17 APPENDIX

The below appendices form part of the TMP and should be read in part or/and in whole when reviewing the above information.

#	Document Name
1	Course Map
2	TGS0259.ZF V01.2023 - West Head Rd (General San Martin Dr) Ku-ring-gai Chase NSW 2084
3	TGS0260.ZF V01.2023 - West Head Rd Ku-ring-gai Chase NSW 2084
4	TGS0261.ZF V01.2023 - West Head Rd Ku-ring-gai Chase NSW 2084





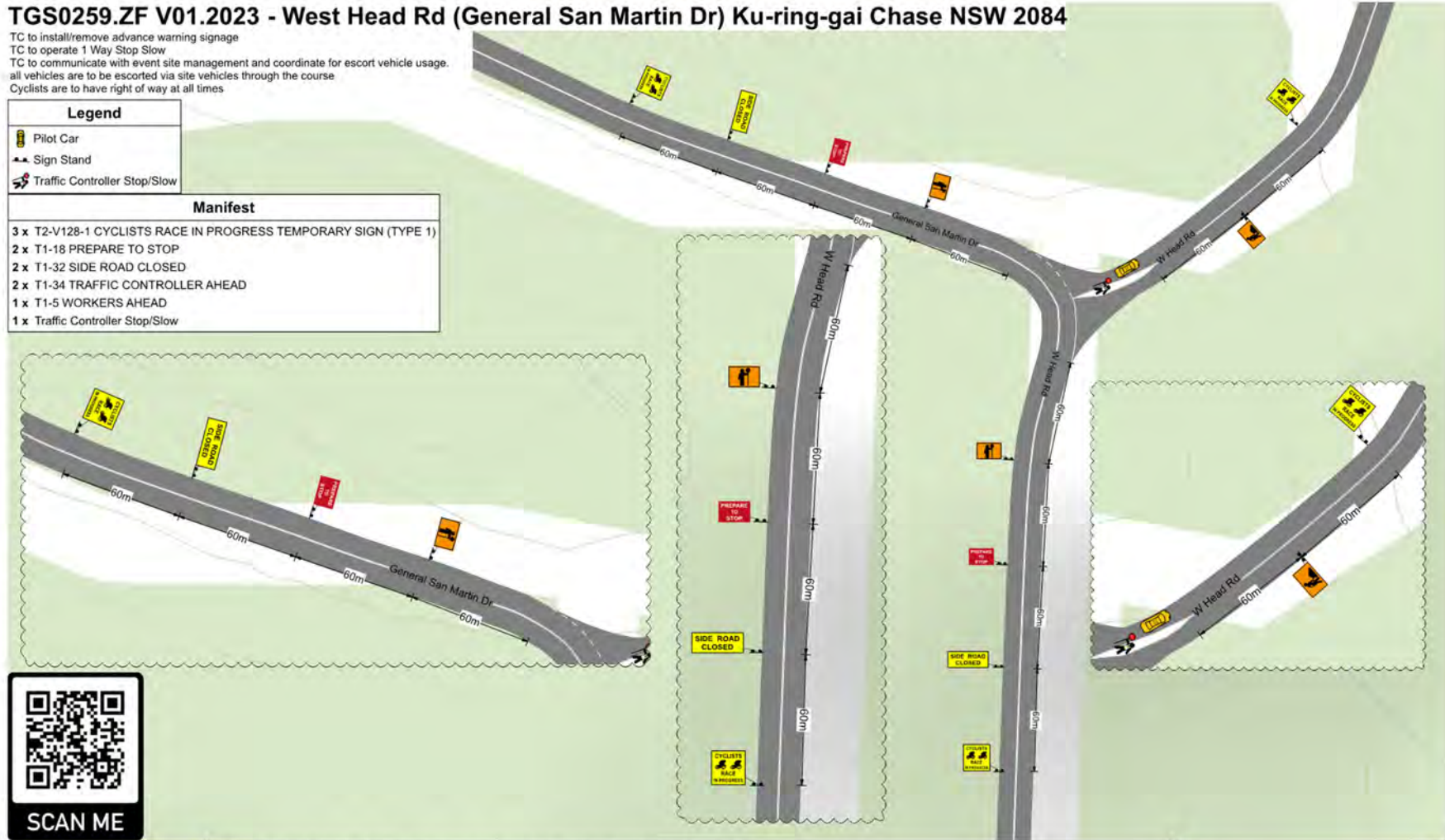


**TGS0259.ZF V01.2023 - West Head Rd (General San Martin Dr) Ku-ring-gai Chase NSW 2084**

TC to install/remove advance warning signage  
TC to operate 1 Way Stop/Slow  
TC to communicate with event site management and coordinate for escort vehicle usage.  
all vehicles are to be escorted via site vehicles through the course  
Cyclists are to have right of way at all times

Legend	
	Pilot Car
	Sign Stand
	Traffic Controller Stop/Slow

Manifest	
3 x	T2-V128-1 CYCLISTS RACE IN PROGRESS TEMPORARY SIGN (TYPE 1)
2 x	T1-18 PREPARE TO STOP
2 x	T1-32 SIDE ROAD CLOSED
2 x	T1-34 TRAFFIC CONTROLLER AHEAD
1 x	T1-5 WORKERS AHEAD
1 x	Traffic Controller Stop/Slow



**Date:** 29/08/2023 **Author:** Zacchary French **Project:** West Head Road Cyclist Race  
**TGS:** 0259.ZF **Location:** West Head Rd (General San Martin Dr) Ku-ring-gai Chase NSW 2084 **Ver:** 01.2023  
**RMS PWZ/TMP:** TCT1011570 **Drawn:** AS1742.3 2009

**Comments:**  
 1 Way Stop/Slow, Plan Not Drawn To Scale!  
 Consulted: P Danks, G Kepler  
 Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m  
 All signs subject to +25% -10% tolerance  
 Copyright Traffic Plan Professionals Pty Ltd 2023





**TGS0260.ZF V01.2023 - West Head Rd Ku-ring-gai Chase NSW 2084**

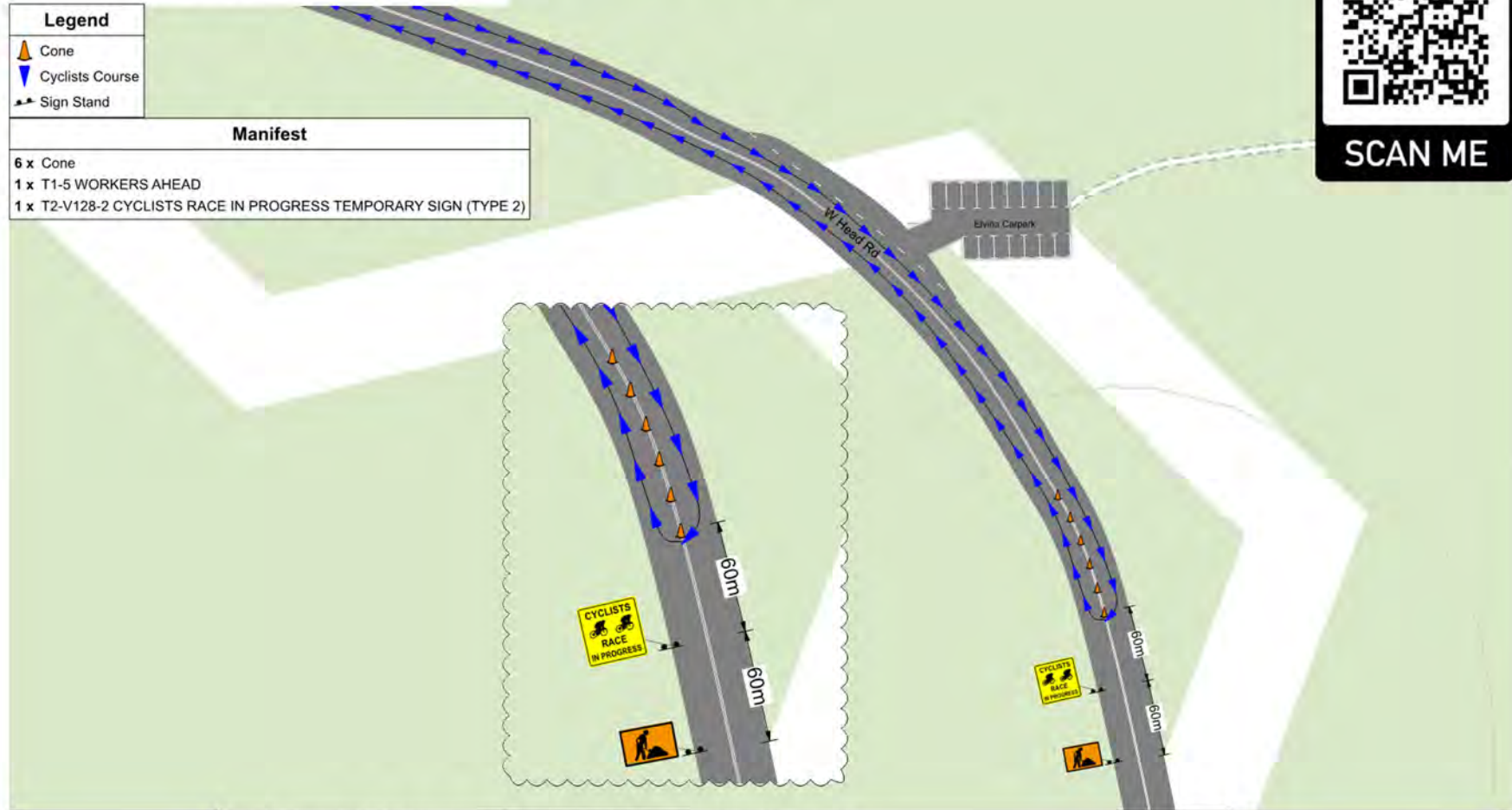
all vehicles are to be escorted via site vehicles through the course  
Cyclists are to have right of way at all times



Legend	
	Cone
	Cyclists Course
	Sign Stand

Manifest	
6 x	Cone
1 x	T1-5 WORKERS AHEAD
1 x	T2-V128-2 CYCLISTS RACE IN PROGRESS TEMPORARY SIGN (TYPE 2)



**Date:** 29/08/2023 **Author:** Zacchary French **Project:** West Head Road Cyclist Race  
**TGS:** 0260.ZF **Location:** West Head Rd Ku-ring-gai Chase NSW 2084 **Ver:** 01.2023  
**RMS PWZ/TMP:** TCT1011570 **Drawn:** AS1742.3 2009

**Comments:**  
 Special Event, Plan Not Drawn To Scale!  
 Consulted: P Danks, G Kepler  
 Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m, 60km/45m-60m, 50km/15m-50m, 40km/0m-15m  
 All signs subject to +25% -10% tolerance  
 Copyright Traffic Plan Professionals Pty Ltd 2023

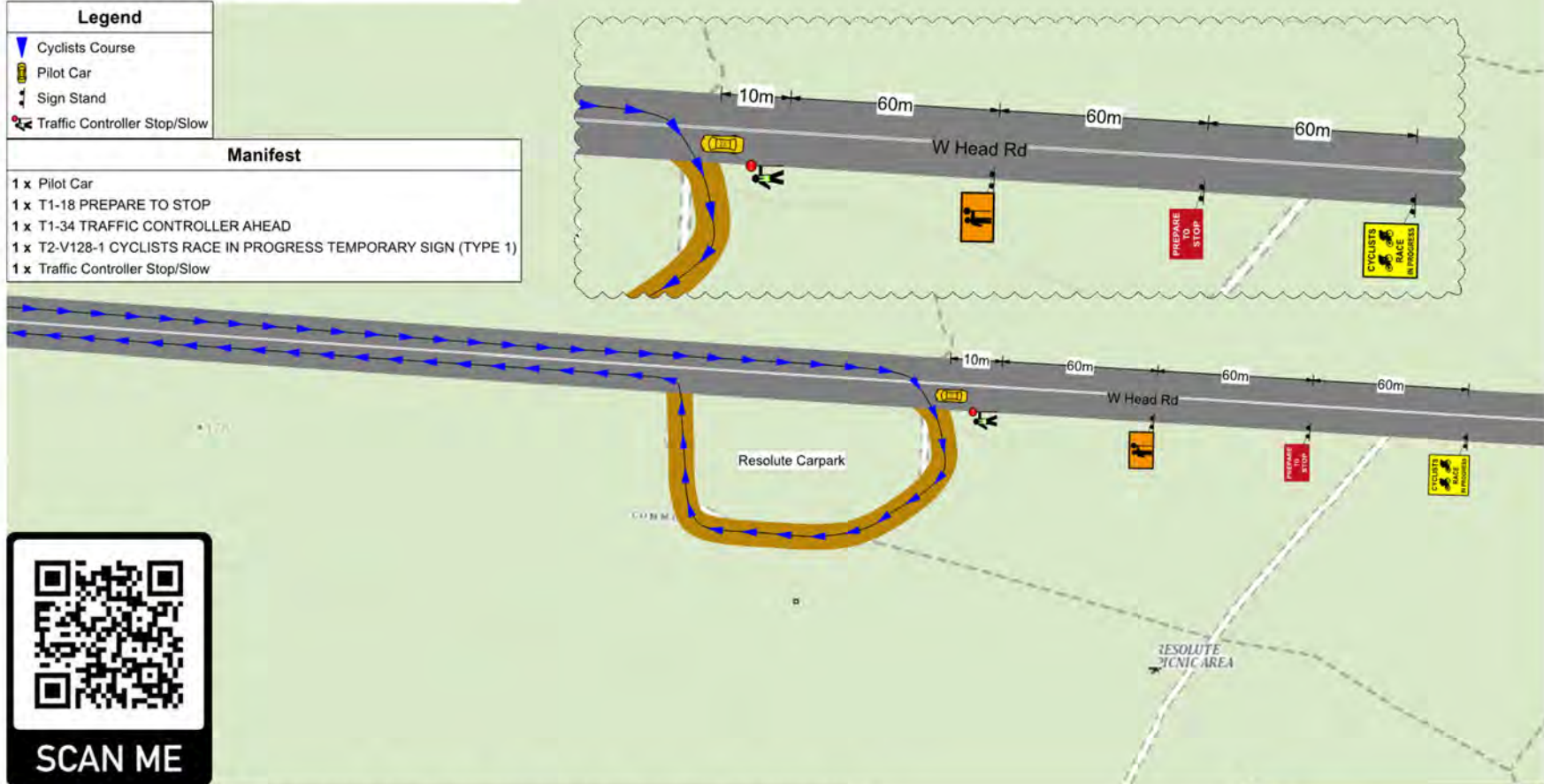


### TGS0261.ZF V01.2023 - West Head Rd Ku-ring-gai Chase NSW 2084

TC to install/remove advance warning signage  
TC to operate 1 Way Stop/Slow  
TC to communicate with event site management and coordinate for escort vehicle usage.  
all vehicles are to be escorted via site vehicles through the course  
Cyclists are to have right of way at all times

Legend	
	Cyclists Course
	Pilot Car
	Sign Stand
	Traffic Controller Stop/Slow

Manifest	
1 x	Pilot Car
1 x	T1-18 PREPARE TO STOP
1 x	T1-34 TRAFFIC CONTROLLER AHEAD
1 x	T2-V128-1 CYCLISTS RACE IN PROGRESS TEMPORARY SIGN (TYPE 1)
1 x	Traffic Controller Stop/Slow



**Date:** 29/08/2023 **Author:** Zacchary French **Project:** West Head Road Cyclist Race  
**TGS:** 0261.ZF **Location:** West Head Rd Ku-ring-gai Chase NSW 2084 **Ver:** 01.2023  
**RMS PWZ/TMP:** TCT1011570 **Drawn:** AS1742.3 2009

**Comments:**  
1 Way Stop/Slow, Plan Not Drawn To Scale!  
Consulted: P Danks, G Kepler  
Advance Warning Spacing = ("D") 90km/90m-100m, 80km/80m, 70km/70m. 60km/45m-60m, 50km/15m-50m, 40km/0m-15m  
All signs subject to +25% -10% tolerance  
Copyright Traffic Plan Professionals Pty Ltd 2023









## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

Consultation letters have been distributed to 172 properties within the immediate vicinity of the location providing notification of the proposed changes. The proposal received 3 responses, all of which were in support of it.

---

## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Shortening the existing Bus Zone on Benelong Street, Seaforth, and extending the length of the drop-off and pick-up zone, signposted as "No Parking 8:00AM-9:30AM and 2:30PM-4:00PM School Days".



\* NOT TO SCALE

	<b>PROPOSAL</b>						
	Benelong Street, Seaforth Reduce Bus Zone to extend School Drop off/pick up Zone						
	DRAWN	LK	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	11/09/2023	

<b>ITEM 4.4</b>	<b>MANLY HIGH PEDESTRIAN ACTIVITY AREA - UPDATE 2</b>
<b>REPORTING OFFICER</b>	<b>MANAGER, TRANSPORT NETWORK</b>
<b>TRIM FILE REF</b>	<b>2023/631199</b>
<b>ATTACHMENTS</b>	<b>1 3131_WEST_ESPLANADE_MANLY_BIDIRECT_SUMMARY</b> <b>2 3132_WEST_ESPLANADE_MANLY_BIDIRECT_SUMMARY</b> <b>3 3133_EAST_ESPLANADE_MANLY_BIDIRECT_SUMMARY</b> <b>4 3134_EAST_ESPLANADE_MANLY_BIDIRECT_SUMMARY</b> <b>5 3135_SOUTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>6 3136_SOUTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>7 3137_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>8 3138_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>9 3139_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>10 3140_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>11 3141_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b> <b>12 3142_NORTH_STEYNE_ROAD_BIDIRECT_SUMMARY</b>

## **GEOCODES: Various Locations**

### **REPORT**

#### **BACKGROUND**

The implementation of infrastructure to support the 30km/h speed zone in the Manly area was released as two delivery packages. The first package was to implement the safe pedestrian crossings at several locations across the beachfront area to define the pedestrian desire lines.

The second package of works was to install median islands to provide a vertical element on the pavement to encourage compliance with the posted speed limit. Some of these installations were designed to act as entry treatments and others as repeater treatments, to reinforce the precinct control.

The Transport team were requested to review the second package of works and report back to the Northern Beaches Council Local Traffic Committee before the March 2023 Ordinary Meeting. The installation of the median islands has been paused whilst the review is undertaken. The contractors had installed 12 median islands along North Steyne: 2 in Raglan Street and 1 in Collingwood Street.

The installation of the associated colour patches and "30" km/h markings in the approved locations, has continued as approved by the Northern Beaches Council Local Traffic Committee at the February 2023 meeting. A subsequent site inspection has determined that some devices can remain, and some be considered for removal/modification.

Further traffic speed and volume counts have been done along the North Steyne section along with comparison locations in East Esplanade and West Esplanade, where the installation of the orange high visibility patches have been installed without the vertical elements (concrete islands and signs).

Additional traffic speed and volume counts were undertaken after the alternative treatment was installed along North Steyne to determine the effect on compliance with the posted speed limit.

## LOCATION

The Manly HPAA covers an area generally bounded by the Queenscliff Bridge, Belgrave Street, Ashburner Street and Manly Cove.

## ISSUES

The compliance with the posted speed limit is not within a range suitable to meet the self-enforcing requirements of the High Pedestrian Activity Area.

The overall plan for the devices has where possible, taken into account the issues of residential noise, parking impacts and amenity. The small median islands were chosen as the least impactful option to provide a vertical element within the road corridor.

No further concerns have been raised regarding the issues around the beachfront parking access since the removal of the 6 devices installed along North Steyne area. Monitoring of the driver behaviour along with the East and West Esplanade corridor has been continued for a comparison between the patches and islands and the patches installed in isolations.

Based on the data summary below, there are several actions to be considered as part of the actions from this report as detailed in the Proposal section of this report.

Location	Initial speed prior to 30km/h zone	Signs and lines only installed	Colour patches installed	Medians removed and Audio Tactile centre installed
Outside 89 West Esplanade	42.5 km/h	39.9 km/h	37.2 km/h	37.9km/h
Outside 1-3 Eustace Street	46.5 km/h	47.2 km/h	32.5 km/h	32.3km/h
Outside 35-36 East Esplanade	40.9 km/h	38.2 km/h	36.7 km/h	36.6km/h
Outside 26 East Esplanade	49 km/h	41.2 km/h	33.2 km/h	32.1km/h
Osbourne Road between East Esplanade and Addison Road	46.5km/h	45.9 km/h	39.7 km/h	39.7km/h
Outside 19-21 South Steyne	30 km/h	28.8 km/h	29 km/h	28.4km/h
Outside 33 South Steyne	32.5 km/h	31.2 km/h	31.1 km/h	28.7km/h
Outside 48 North Steyne	36.9 km/h	35.4 km/h	33.2 km/h	31.9km/h
Outside 58 North Steyne	38.1 km/h	36.2 km/h	31.9 km/h	34.2km/h
Outside 69-74 North Steyne	41.4 km/h	38.7 km/h	37.2 km/h	38.0km/h



Outside 89-90 North Steyne	43.9 km/h	39.8 km/h	32.9 km/h	<b>37.0km/h</b>
Outside 110 North Steyne	42.5 km/h	39.3 km/h	36.9 km/h	<b>38.8km/h</b>
Outside 126 North Steyne	44.7 km/h	38.7 km/h	31.2 km/h	<b>37.5km/h</b>



## PROPOSAL

Council has undertaken a further review of the data and associated issues and proposes to monitor compliance along the beachfront over the peak summer months with rotations of the portable VMS radar equipped trailers. It should be noted that the speeds have increased since the removal of the medians and if this trend continues additional measures may be required to reduce the speeds in this area.

No further removal of the median islands is recommended, as they do not affect access to parking in those areas where they are already installed as they are achieving the intended outcome of reducing the vehicle speed closer to the posted limit of 30km/h.

The intermediate and side street treatments will remain as painted patches without medians at this stage.

Additional treatments are required at the following locations to reinforce the changed road environment.

- Osbourne Road near East Esplanade – **vegetated median and blisters.**
- Darley Road near Ashburner Street – **raised pedestrian crossing in place of existing refuge.**
- Commonwealth Parade near Fairlight Street – **marked pedestrian crossing in the existing refuge location.**
- Fairlight Street approaching West Esplanade – **Asphalt watts profile speed hump on the eastbound lane adjacent to the existing westbound devices.**

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have no negative impact on people cycling and does not affect any future planned facilities.
- The proposal improves the pedestrian facilities and increases walkability.

## CONSULTATION

No further consultation has been undertaken to date.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. Notes the additional speed counts undertaken and presented in the summary table.
- B. Endorses the proposal to leave the remaining medians in place and continue to monitor vehicle speeds over the summer peak, to determine what other measures may be required to ensure compliance with the posted speed limit.
- C. Notes the proposed options developed for the remaining 4 main entry treatment locations to be reported back to the Northern Beaches Council Local Traffic Committee at a future meeting.

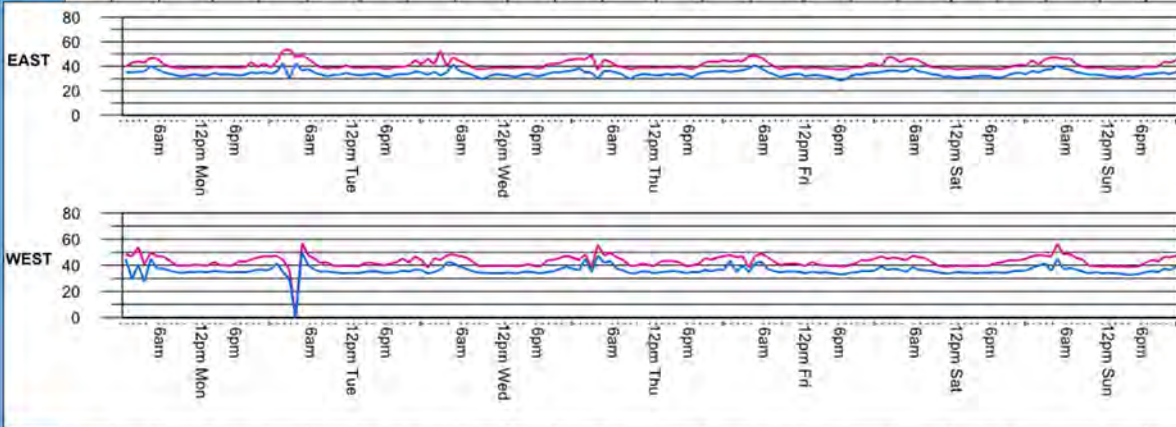


CfeIT bob.white@cfeit.com (02) 9740 8600

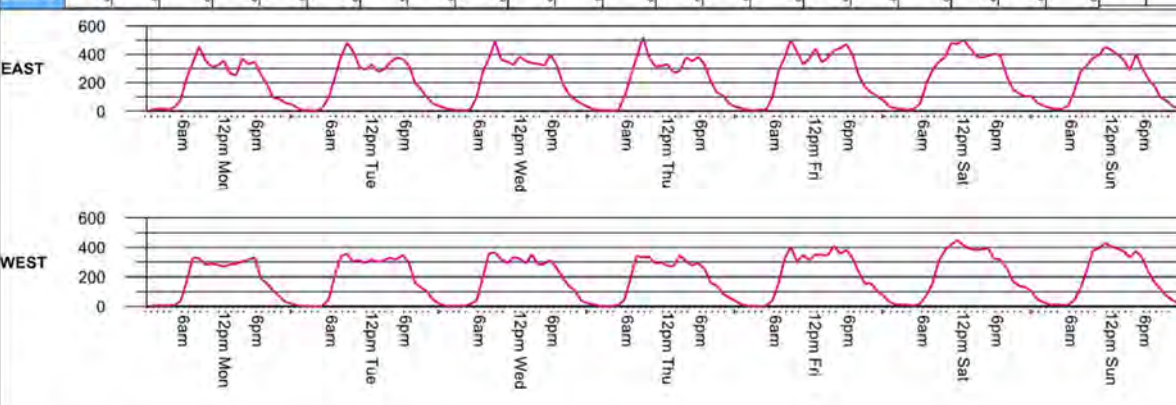
One Page Summary

Count Number	3131	Lat/Long	S33 47.898 / E151 16.917			
Street	WEST ESPLANADE, MANLY : Between FAIRLIGHT STREET & BELGRAVE STREET (bidirectional)					
Location	Between Fairlight and Rowe, House No 87 - 88 On No Stopping Sign/Bus Zone					
Start Date	23-AUG-23	Speed Limit	30	EAST	WEST	COMBINED
Start Time	1600	Weekly 50th Percentile Speed		33	35	34
Duration	7 DAYS	Weekly 85th Percentile Speed		39	41	40
Interval	1 HOUR	Five Day AADT		5290	4539	9830
		Seven Day AADT		5338	4653	9991

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir
55min 50vols	39.2	42.2	39.9	39.2	41.3	39.8	39.1	40.9	39.7	39.2	42.6	40.0	38.9	41.3	39.6	38.8	40.6	39.5	39.1	40.0	39.6	39.1	41.3	39.7
100%	33.4	35.2	34.3	33.3	34.9	34.1	32.9	34.8	33.8	33.1	35.2	34.1	32.5	34.6	33.6	32.4	34.7	33.5	33.1	34.3	33.7	32.9	34.8	33.9
100%	484	778	1260	529	779	1308	525	745	1270	540	861	1401	561	888	1449	508	843	1351	496	888	1184	520.4	797.1	1318
100%	10.0	18.9	14.1	10.3	17.2	13.6	10.0	16.5	13.0	10.5	19.7	14.7	9.2	17.2	12.9	8.5	15.9	12.0	10.0	15.0	12.4	9.8	17.2	13.2
100%	11	40	51	22	35	57	12	26	38	23	54	77	18	43	61	20	37	57	18	41	59	17.71	39.43	57.14
100%	.2	1.0	.6	.4	.8	.6	.2	.6	.4	.4	1.2	.8	.3	.8	.5	.3	.7	.5	.4	.9	.6	.3	.9	.6



Shut %	95.5	92.8	94.3	94.6	94.0	94.0	94.0	93.9	93.9	94.4	94.1	94.3	94.9	94.5	94.7	96.8	95.8	96.3	96.8	96.0	96.4	95.3	94.5	94.9
Red %	4.4	7.1	5.6	5.3	5.8	5.5	5.7	6.0	5.9	5.4	5.8	5.5	4.9	5.4	5.1	3.0	4.0	3.5	3.1	3.9	3.5	4.5	5.4	4.9
Turn %	.1	.1	.1	.1	.1	.1	.3	.1	.2	.2	.1	.2	.2	.1	.2	.2	.2	.3	.1	.1	.1	.2	.1	.1
All Pk Vc	455	331	781	482	357	839	492	364	856	524	342	856	504	405	909	481	448	921	452	429	880	494	382	863
Mid Pk Vc	370	331	678	376	348	716	396	351	709	362	345	682	473	409	857	502	416	918	431	407	838	419	372	771
12pm	3977	3490	7467	4200	3818	8018	4354	3773	8127	4247	3613	7860	4905	4212	9117	4879	4322	9201	4233	4009	8242	4399	3891	8290
6am-7pm	4848	4108	8956	5116	4536	9652	5254	4526	9780	5156	4363	9519	6078	5163	11241	5957	5295	11252	4958	4581	9539	5338	4653	9991
Class 0	398	386	782	350	426	776	339	352	691	332	396	728	354	498	852	488	581	1069	391	523	914	379	452	830
Class 1	4210	3411	7621	4468	3821	8289	4562	3874	8436	4505	3688	8193	5367	4361	9728	5235	4481	9716	4390	3861	8251	4677	3928	8605
Class 2	24	16	40	22	19	41	36	23	59	29	22	51	46	21	67	44	12	56	18	16	34	31	18	50
Class 3	187	231	418	231	221	452	258	255	513	265	230	495	281	236	517	133	148	281	106	116	222	209	205	414
Class 4	20	54	74	26	36	62	25	12	37	4	16	20	6	39	45	29	49	78	30	44	74	20	36	56
Class 5	7	7	14	13	8	21	17	6	23	7	6	13	10	4	14	17	15	32	18	18	36	13	9	22
Class 6	1	0	1	4	0	4	1	1	6	3	1	4	3	1	4	1	1	4	0	0	0	3	1	3
Class 7	0	0	1	1	0	1	1	1	5	1	1	4	3	2	5	0	0	0	0	0	0	2	1	3
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



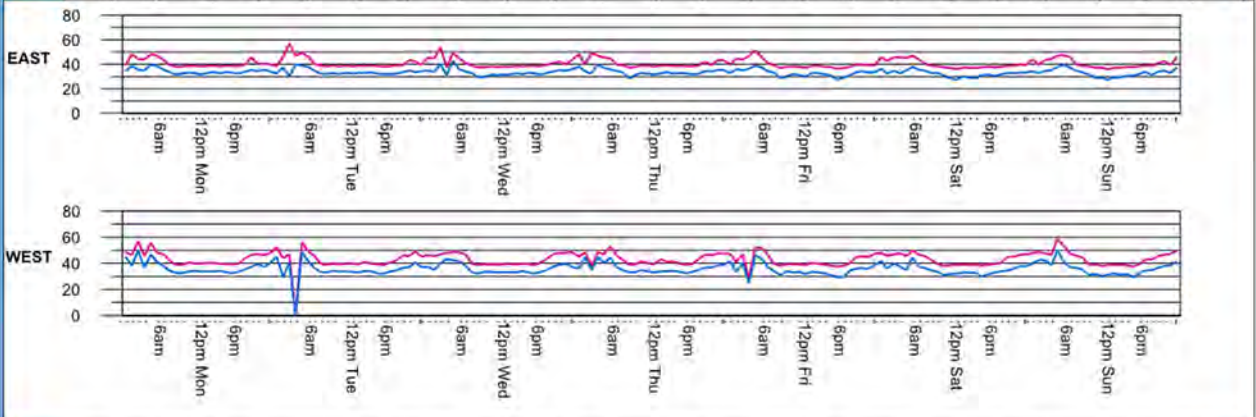


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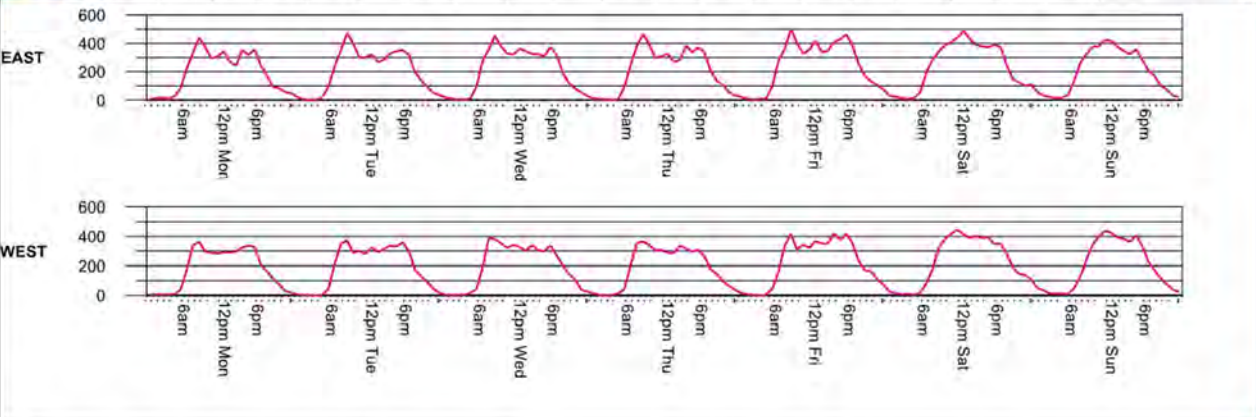
One Page Summary

Count Number	3132	Lat/Long	S33 47.910 / E151 16.976			
Street	WEST ESPLANADE, MANLY : Between FAIRLIGHT STREET & BELGRAVE STREET (bidirectional)					
Location	Between Rowe Street and Eustace Street, House No. 77-78 unnumbered ELP					
Start Date	23-AUG-23	Speed Limit	30	EAST	WEST	COMBINED
Start Time	1600	Weekly 50th Percentile Speed		32	34	33
Duration	7 DAYS	Weekly 85th Percentile Speed		39	41	39
Interval	1 HOUR	Five Day AADT		5150	4712	9863
		Seven Day AADT		5191	4820	10011

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE			
	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	EAST	WEST	BiDir	
05 min Cycle	39.1	41.4	39.7	38.9	40.6	39.5	38.7	40.8	39.4	38.9	41.9	39.7	38.4	39.8	39.0	38.2	39.9	39.1	38.6	39.9	39.2	38.7	40.6	39.4	
15 min Cycle	33.3	34.1	33.7	32.9	33.9	33.4	32.2	33.8	33.0	32.6	34.2	33.4	31.5	33.1	32.3	31.3	33.2	32.3	31.5	32.7	32.1	32.2	33.2	33.6	32.9
15 min	449	742	1191	437	732	1169	402	770	1172	433	835	1268	395	738	1133	348	792	1140	380	689	1069	406.3	756.9	1163	
15 min	9.5	17.3	13.2	8.8	15.9	12.2	7.9	16.2	11.9	8.6	18.3	13.2	6.7	13.8	10.1	6.0	14.5	10.1	7.9	14.7	11.2	7.9	15.8	11.7	
15 min	21	49	70	25	39	64	17	50	67	18	61	79	21	47	68	20	49	69	17	50	67	19.86	49.29	69.14	
15 min	4	1.1	.8	.5	.8	.7	.3	1.1	.7	.4	1.3	.8	.4	.9	.6	.3	.9	.6	.4	1.1	.7	.4	1.0	.7	



Start %	96.3	92.9	94.7	96.1	92.7	94.5	95.5	93.0	94.3	95.6	93.5	94.6	95.7	94.2	94.8	97.6	95.3	96.8	97.7	95.9	96.8	94.1	94.1	95.2
Mid %	3.5	7.0	5.2	3.8	7.1	5.4	4.3	6.9	5.6	4.3	6.4	5.3	4.1	5.7	4.9	2.3	3.9	3.1	2.1	4.0	3.1	3.5	5.8	4.6
End %	.1	.1	.1	.1	.2	.1	.2	.0	.1	.1	.2	.1	.2	.1	.2	.1	.1	.1	.1	.2	.2	.1	.1	.1
AM Pk Vc	441	363	804	474	374	848	455	388	836	466	367	833	506	417	923	441	446	887	425	439	864	454	399	856
PM Pk Vc	356	336	685	354	360	714	374	342	712	385	337	700	464	421	883	487	416	903	420	425	845	406	377	777
12pm	3881	3645	7526	4053	3853	7906	4201	3965	8166	4155	3768	7923	4740	4363	9103	4895	4441	9136	4093	4094	8187	4260	4018	8278
AMR Tot	4714	4286	9000	4960	4595	9555	5100	4760	9860	5052	4569	9631	5915	5352	11267	5775	5475	11250	4810	4701	9511	5191	4820	10011
Class 0	316	292	608	357	333	690	359	320	679	387	332	719	430	396	826	456	425	881	394	347	741	386	349	735
Class 1	4202	3678	7880	4391	3910	8301	4480	4085	8565	4426	3914	8340	5178	4615	9793	5140	4805	9945	4270	4136	8406	4584	4163	8747
Class 2	23	11	34	18	16	34	33	23	56	25	24	49	50	29	79	39	21	60	37	19	56	32	20	53
Class 3	156	267	423	175	297	472	202	304	506	202	269	471	212	278	490	106	175	281	84	158	242	162	250	412
Class 4	9	27	36	8	16	24	10	17	27	8	12	20	18	14	32	10	25	35	6	10	16	10	17	27
Class 5	2	6	8	7	15	22	8	9	17	9	11	20	13	12	25	19	16	35	13	21	34	10	13	23
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	1	1
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



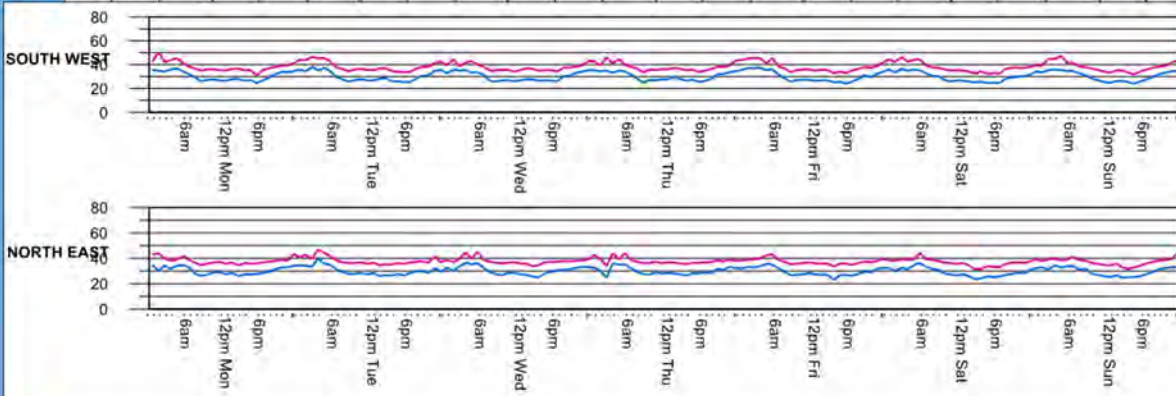


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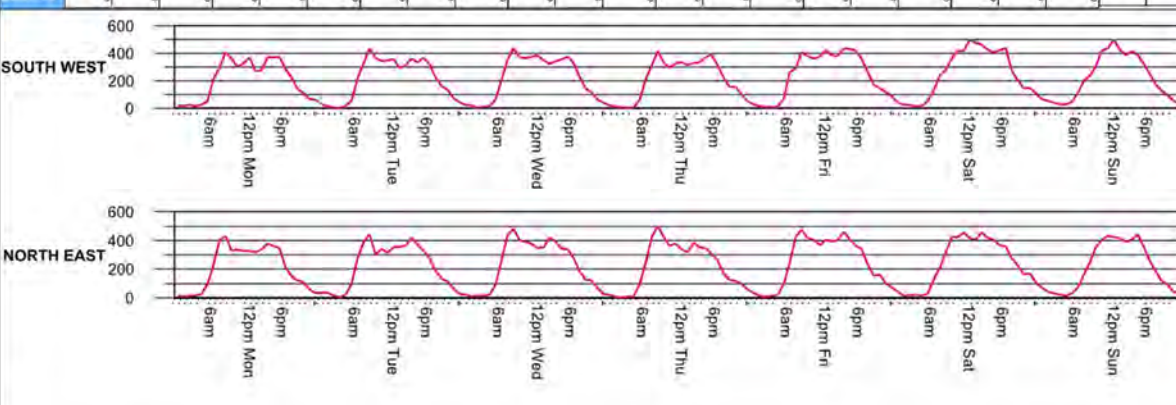
One Page Summary

Count Number	3133	Lat/Long	S33 48.017 / E151 17.161			
Street	EAST ESPLANADE, MANLY : Between BELGRAVE STREET & STUART STREET (bidirectional)					
Location	Between Wentworth Street and Victoria Parade, Property No. 37/38, On No Stopping Sign					
Start Date	23-AUG-23	Speed Limit	30	SOUTH WEST	NORTH EAST	COMBINED
Start Time	1600	Weekly 50th Percentile Speed		28	28	28
Duration	7 DAYS	Weekly 85th Percentile Speed		36	37	37
Interval	1 HOUR	Five Day AADT		5282	5458	10740
		Seven Day AADT		5372	5465	10837

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
55 min	36.7	36.9	36.8	36.5	36.8	36.6	36.4	37.1	36.8	36.7	37.1	36.9	36.3	36.6	36.4	36.0	36.1	36.0	36.6	36.2	36.4	36.4	36.7	36.6
15 min	27.8	28.4	28.1	27.5	28.1	27.8	27.5	28.6	28.0	27.9	28.6	28.3	27.2	27.7	27.4	26.9	27.0	26.9	27.5	27.2	27.3	27.5	27.9	27.7
5 min	151	137	288	156	143	299	141	178	319	138	175	313	174	174	348	148	159	307	169	131	300	153.9	156.7	310.6
1 min	3.0	2.7	2.9	3.0	2.7	2.9	2.7	3.2	2.9	2.7	3.3	3.0	3.0	2.9	2.9	2.4	2.7	2.6	3.3	2.6	2.9	2.9	2.9	2.9
15 sec	10	8	18	11	3	14	9	14	23	7	5	12	12	9	21	14	8	22	12	5	17	10.71	7.429	18.14
5 sec	2	2	2	2	1	1	2	3	2	1	1	1	2	1	2	2	1	2	2	1	2	2	1	2



	MON	TUE	WED	THU	FRI	SAT	SUN	SEVENDAY AVERAGE
Speed %	93.5	93.4	93.5	92.7	93.2	93.0	92.7	94.0
Mod %	6.2	6.5	6.3	7.0	6.7	6.9	6.9	5.8
Low %	3	1	2	1	2	4	1	3
AM Pk Vv	408	433	840	436	446	882	439	485
PM Pk Vv	374	382	752	369	423	786	386	423
Low Vv	4013	4119	8132	4174	4274	8448	4365	4579
AM Pk TSP	4997	5009	10006	5161	5300	10461	5312	5561
Class 0	491	557	1048	603	553	1056	655	551
Class 1	4145	4105	8250	4250	4363	8613	4229	4659
Class 2	36	18	54	33	24	57	40	20
Class 3	262	240	502	300	282	582	280	275
Class 4	35	68	103	45	56	101	70	30
Class 5	12	18	30	18	17	35	16	20
Class 6	2	1	3	4	2	6	1	1
Class 7	2	1	3	1	1	7	4	2
Class 8	5	4	9	4	4	10	6	6
Class 9	4	0	4	3	2	9	0	1
Class 10	2	0	2	0	0	0	0	0
Class 11	1	0	1	0	0	1	0	0
Class 12	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0



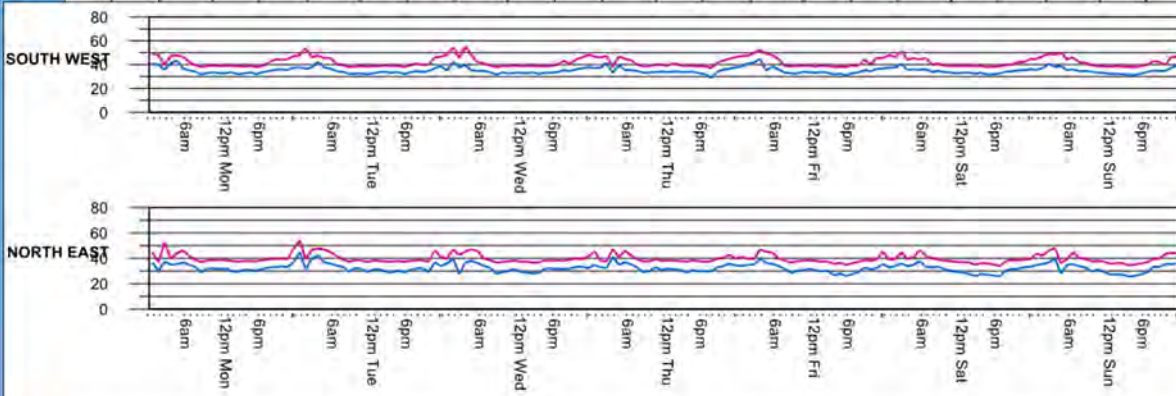


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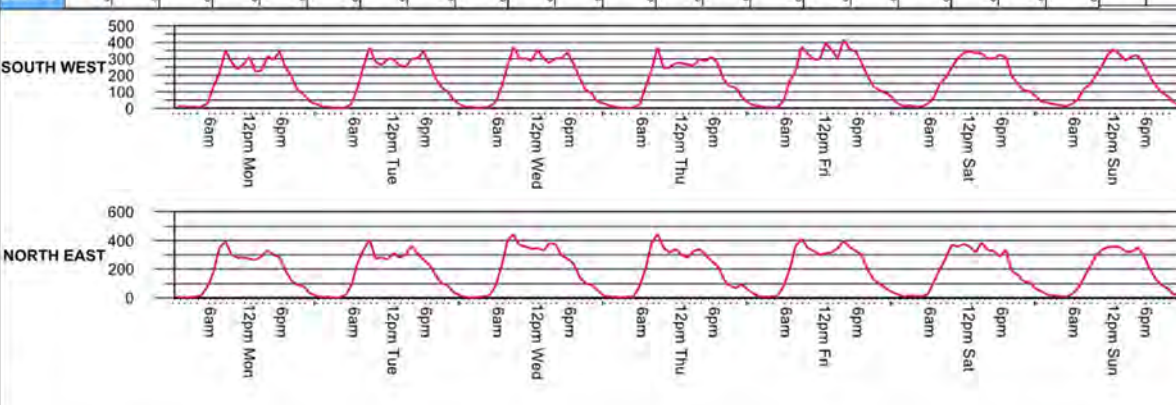
**One Page Summary**

<b>Count Number</b> 3134	<b>Lat/Long :</b> S33 48.073 / E151 17.204		
<b>Street</b> EAST ESPLANADE, MANLY : Between BELGRAVE STREET & STUART STREET (bidirectional)			
<b>Location</b> Between Victoria Parade and Ashburner Street, Property No. , On No Stopping Sign			
<b>Start Date</b> 23-AUG-23	<b>Speed Limit</b> 30	<b>SOUTH WEST</b>	<b>NORTH EAST</b>
<b>Start Time</b> 1600	<b>Weekly 50th Percentile Speed</b>	<b>34</b>	<b>31</b>
<b>Duration</b> 7 DAYS	<b>Weekly 85th Percentile Speed</b>	<b>39</b>	<b>38</b>
<b>Interval</b> 1 HOUR	<b>Five Day AADT</b>	<b>4277</b>	<b>4628</b>
	<b>Seven Day AADT</b>	<b>4192</b>	<b>4572</b>
		<b>8905</b>	<b>8764</b>

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
55 mph	39.4	38.6	39.0	39.2	38.4	38.8	39.3	38.1	38.7	39.5	38.7	39.1	39.4	37.8	38.7	39.3	37.6	38.6	39.4	37.7	38.6	39.4	38.1	38.8
50 mph	33.5	31.8	32.7	33.4	31.3	32.4	33.5	30.8	32.2	33.8	31.6	32.7	33.4	29.9	31.9	33.5	29.3	31.6	33.3	29.2	31.4	33.5	30.6	32.1
30 kph	445	323	768	428	323	751	470	296	766	490	391	881	542	273	815	476	237	713	418	232	650	467	296.4	763.4
100%	11.2	7.7	9.4	10.3	7.3	8.8	10.9	6.0	8.3	12.0	8.4	10.1	11.2	5.5	8.3	11.1	5.0	7.9	11.4	5.7	8.4	11.1	6.5	8.7
30% A	20	19	39	22	17	39	27	12	39	22	10	32	29	11	40	28	12	40	25	13	38	24.71	13.43	38.14
30% B	.5	.5	.5	.5	.4	.5	.6	.2	.4	.5	.2	.4	.6	.2	.4	.7	.3	.4	.5	.3	.5	.6	.3	.4



Shoal %	93.4	92.2	92.8	92.6	92.1	92.4	93.0	92.1	92.5	93.0	92.4	92.7	93.6	93.3	93.5	95.8	95.3	95.5	95.7	95.3	95.5	93.9	93.2	93.5
Med %	6.5	7.7	7.1	7.3	7.9	7.6	6.9	7.8	7.4	6.8	7.8	7.2	6.3	6.7	6.5	4.1	4.6	4.4	4.2	4.7	4.5	6.1	6.7	6.4
Long %	.1	.1	.1	.0	.0	.1	.1	.1	.1	.1	.1	.1	.0	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1	.1
All Pk Va	349	394	743	369	406	775	373	445	818	370	448	818	374	413	787	337	377	714	326	355	681	357	405	762
Mid Pk Va	346	332	646	346	365	664	352	384	699	312	340	639	419	400	619	346	367	720	357	357	714	354	366	700
Low Pk Va	3313	3541	6854	3498	3630	7128	3662	4158	7820	3344	3858	7202	3975	4113	8088	3468	3927	7395	3110	3543	6653	3481	3824	7306
All Va	3979	4186	8165	4168	4407	8575	4326	4914	9240	4081	4631	8712	4833	5000	9833	4276	4781	9057	4086	4086	7768	4192	4572	8764
Class 0	216	250	466	216	266	482	224	258	482	208	276	484	276	341	617	255	328	593	235	295	530	233	288	521
Class 1	3489	3590	7079	3620	3779	7399	3785	4243	8028	3581	3985	7566	4236	4300	8536	3826	4201	8027	3272	3593	6855	3687	3954	7641
Class 2	13	18	31	25	14	39	13	26	39	8	16	24	14	22	36	15	27	42	17	15	32	15	20	35
Class 3	256	312	568	295	326	621	285	354	639	273	332	605	299	318	617	170	201	371	147	167	314	248	287	534
Class 4	2	5	7	9	11	20	9	13	22	5	11	3	8	11	3	8	11	8	1	7	8	4	8	12
Class 5	1	7	8	1	9	10	5	16	21	1	13	14	4	7	11	5	13	18	8	16	24	4	12	15
Class 6	1	1	2	3	0	1	1	0	2	1	1	3	1	2	3	2	0	0	0	0	1	1	1	2
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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**One Page Summary**

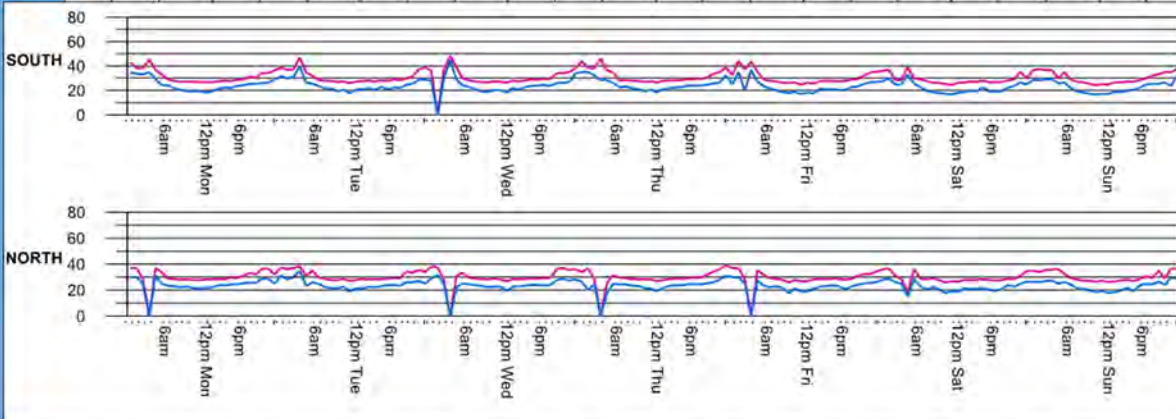
**Count Number 3135**      **Lat/Long : S33 47.924 / E151 17.345**  
**Street SOUTH STEYNE ROAD, MANLY : Between NORTH STEYNE ROAD & ASHBURNER STREET (bidirection)**  
**Location Between Wentworth and Victoria, House No. 19-21 X ELP MO12524 on Bus Zone Sign**

**Start Date 23-AUG-23**  
**Start Time 1600**  
**Duration 7 DAYS**  
**Interval 1 HOUR**

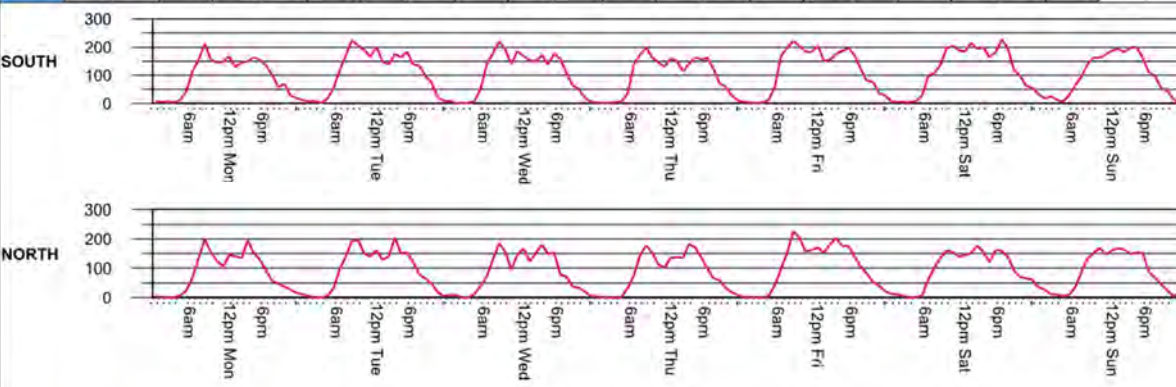
**Speed Limit 30**

	<b>SOUTH</b>	<b>NORTH</b>	<b>COMBINED</b>
<b>Weekly 50th Percentile Speed</b>	<b>21</b>	<b>23</b>	<b>22</b>
<b>Weekly 85th Percentile Speed</b>	<b>28</b>	<b>29</b>	<b>28</b>
<b>Five Day AADT</b>	<b>2541</b>	<b>2169</b>	<b>4710</b>
<b>Seven Day AADT</b>	<b>2569</b>	<b>2166</b>	<b>4736</b>

	<b>MON 28-AUG-23</b>			<b>TUE 29-AUG-23</b>			<b>WED 23-AUG-23</b>			<b>THU 24-AUG-23</b>			<b>FRI 25-AUG-23</b>			<b>SAT 26-AUG-23</b>			<b>SUN 27-AUG-23</b>			<b>SEVENDAY AVERAGE</b>			
	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	<b>SOUTH</b>	<b>NORTH</b>	<b>BiDir</b>	
<b>55th</b>	28.5	29.0	28.8	28.3	28.8	28.5	28.4	29.0	28.7	28.7	29.0	28.8	27.7	28.5	28.2	27.5	28.2	27.8	28.1	28.3	28.2	28.2	28.2	28.7	28.4
<b>50th</b>	22.3	23.6	22.9	21.9	22.8	22.3	22.2	23.5	22.8	22.6	23.6	23.1	20.3	22.1	21.2	19.7	21.3	20.4	20.1	21.5	20.8	21.3	21.3	22.6	21.9
<b>&gt; 10%</b>	5	2	7	6	5	11	6	6	12	11	5	16	8	4	12	6	3	9	7	3	10	7	4	11	
<b>&gt; 15%</b>	2	1	3	2	2	2	3	3	3	3	3	3	2	2	2	1	2	3	2	3	3	3	2	2	
<b>&gt; 20%</b>	0	0	0	0	3	3	0	1	1	0	0	0	1	1	2	0	1	1	1	0	1	1	1	1	
<b>Clear</b>	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



<b>Start %</b>	92.6	94.3	93.4	92.5	94.1	93.2	93.7	93.7	93.2	93.5	93.3	94.8	94.0	94.4	95.0	96.5	95.6	96.6	95.8	96.1	94.1	94.5	94.3	94.3
<b>Mod %</b>	7.1	5.5	6.4	7.3	5.9	6.6	6.3	6.3	6.3	6.7	6.3	5.1	5.9	5.5	4.9	3.4	4.2	3.3	4.1	3.7	5.8	5.3	5.6	5.6
<b>Long %</b>	0.3	0.1	0.2	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.1	0.1	0.1	0.1	0.3	0.2	0.1	0.2	0.1	0.1
<b>All Pk Va</b>	212	198	410	225	197	419	221	185	406	199	178	377	223	227	450	206	161	362	174	170	332	209	188	394
<b>PK Pk Va</b>	168	196	345	201	205	382	178	181	353	165	183	336	206	204	381	228	177	388	200	168	363	192	188	364
<b>12pm</b>	1863	1707	3570	2113	1880	3993	2037	1715	3752	1865	1687	3552	2235	2103	4338	2205	1762	3967	1976	1722	3698	2042	1797	3839
<b>AMR Tot</b>	2338	2004	4342	2669	2253	4922	2504	2032	4536	2354	1995	4349	2840	2563	5403	2894	2297	5191	2387	2021	4408	2569	2166	4736
<b>Class 0</b>	97	136	233	147	154	301	111	118	229	125	146	271	134	170	304	132	171	303	146	179	325	127	153	281
<b>Class 1</b>	2054	1751	3805	2315	1955	4270	2227	1780	4007	2057	1711	3768	2546	2230	4776	2601	2035	4636	2149	1741	3890	2278	1886	4165
<b>Class 2</b>	14	17	8	10	18	7	6	13	11	9	20	11	9	20	16	10	26	11	12	23	11	8	20	
<b>Class 3</b>	152	91	243	175	104	279	148	111	259	147	102	249	132	121	253	129	69	198	75	57	132	137	94	230
<b>Class 4</b>	13	16	29	18	24	42	8	9	17	9	18	27	10	25	35	11	6	17	1	18	19	10	17	27
<b>Class 5</b>	2	4	9	2	4	6	1	7	1	3	6	4	4	4	8	2	3	8	2	7	10	3	5	7
<b>Class 6</b>	1	0	3	1	1	1	0	0	0	1	1	2	2	1	3	2	1	0	0	3	3	1	1	3
<b>Class 7</b>	1	1	3	3	2	0	1	1	1	4	4	0	0	0	0	0	0	0	0	0	3	1	1	2
<b>Class 8</b>	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Class 9</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Class 10</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Class 11</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Class 12</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Class 13</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





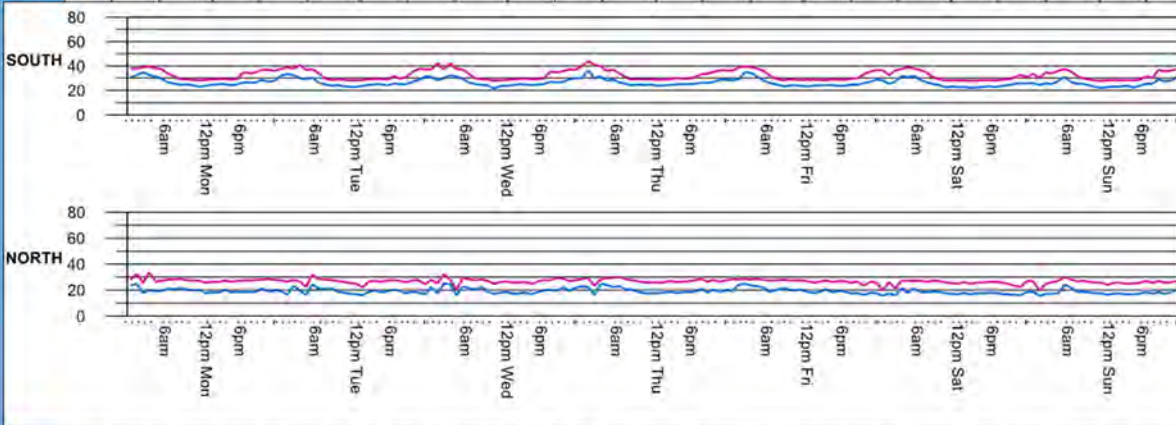
**CfeIT bob.white@cfeit.com (02) 9740 8600**

**One Page Summary**

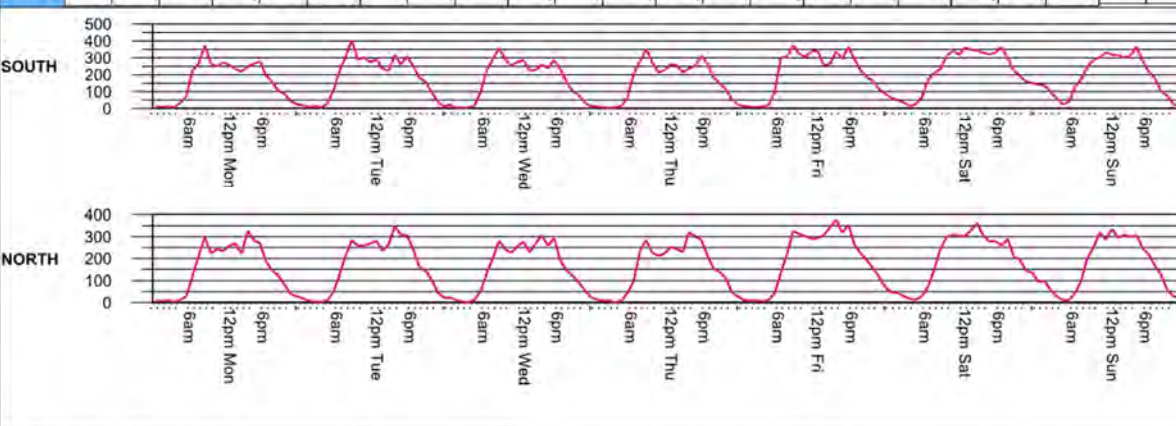
**Count Number 3136**      **Lat/Long : S33 47.866 / E151 17.309**  
**Street SOUTH STEYNE ROAD, MANLY : Between NORTH STEYNE ROAD & ASHBURNER STREET (bidirection)**  
**Location Between The Corso and Wentworth, House No. 38 on No Stop Sign**

<b>Start Date</b> 23-AUG-23	<b>Speed Limit</b> 30	<b>SOUTH</b>	<b>NORTH</b>	<b>COMBINED</b>
<b>Start Time</b> 1600	<b>Weekly 50th Percentile Speed</b>	<b>25</b>	<b>19</b>	<b>22</b>
<b>Duration</b> 7 DAYS	<b>Weekly 85th Percentile Speed</b>	<b>30</b>	<b>27</b>	<b>29</b>
<b>Interval</b> 1 HOUR	<b>Five Day AADT</b>	<b>4269</b>	<b>3955</b>	<b>8223</b>
	<b>Seven Day AADT</b>	<b>4443</b>	<b>4053</b>	<b>8497</b>

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir
OS with	30.0	27.4	29.1	29.7	27.1	28.8	29.8	27.1	28.9	30.0	27.2	29.1	29.4	27.1	28.6	29.3	26.0	28.3	29.5	25.9	28.4	29.7	26.8	28.7
OS only	25.2	19.5	23.2	24.8	18.8	22.6	24.9	18.9	22.7	25.2	18.8	22.9	24.6	19.2	22.8	24.0	17.5	21.3	24.3	17.6	21.5	24.7	18.6	22.4
> 30 k	25	12	37	18	6	24	17	6	23	20	13	33	20	7	27	22	17	39	15	7	22	19.57	9.714	29.29
> 30 k	6	3	15	4	2	13	4	2	13	5	4	14	4	3	13	4	4	14	3	3	13	4	4	14
> 30 k	3	3	6	0	0	0	1	1	2	0	1	1	3	3	6	4	6	10	1	3	4	1.714	2.429	4.143
Range	1	1	1	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	0	1	1	0	1	1



	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	
Start V	92.3	93.1	92.7	92.2	93.4	92.8	91.8	92.5	92.1	92.9	92.5	93.5	93.7	93.6	93.6	95.2	94.2	94.7	95.3	93.8	94.6	93.3
End V	7.5	6.5	7.0	7.5	6.1	6.8	7.8	7.1	7.5	7.6	6.7	7.2	6.0	6.1	4.4	5.5	4.9	4.4	5.8	5.1	6.4	6.2
Adm Pk V	374	300	674	404	285	689	355	281	636	352	285	637	375	327	702	342	310	649	334	320	622	301
Adm Pk V	283	327	576	317	349	666	288	307	583	312	320	598	364	379	719	363	363	707	365	336	673	327
Flow	3128	3031	6159	3466	3278	6744	3231	3038	6269	3148	3031	6179	3798	3717	7515	3812	3427	7239	3458	3182	6640	3434
Flow TD	3924	3651	7575	4373	3982	8355	4002	3727	7729	4000	3702	7702	5045	4711	9756	5268	4658	9926	4491	3942	8433	4443
Class 0	332	450	782	411	572	983	326	450	776	333	388	721	509	669	1178	602	842	1444	479	618	1097	427
Class 1	3248	2942	6190	3591	3131	6722	3317	2988	6305	3319	3036	6355	4169	3724	7893	4367	3533	7900	3765	3059	6824	3682
Class 2	42	7	49	31	18	49	29	10	39	32	16	48	40	22	62	45	13	58	36	19	55	36
Class 3	284	156	440	311	165	476	298	196	494	290	170	460	298	175	473	211	107	318	176	116	292	267
Class 4	7	63	70	8	48	56	8	43	51	10	57	67	8	70	78	10	84	94	4	80	84	8
Class 5	3	20	23	8	30	39	7	26	33	4	23	26	6	38	44	11	63	74	16	34	50	8
Class 6	0	2	6	1	13	14	1	10	11	11	8	11	4	4	5	3	7	10	0	7	7	1
Class 7	5	1	6	5	2	7	10	0	10	5	5	4	1	1	1	1	1	1	1	2	4	1
Class 8	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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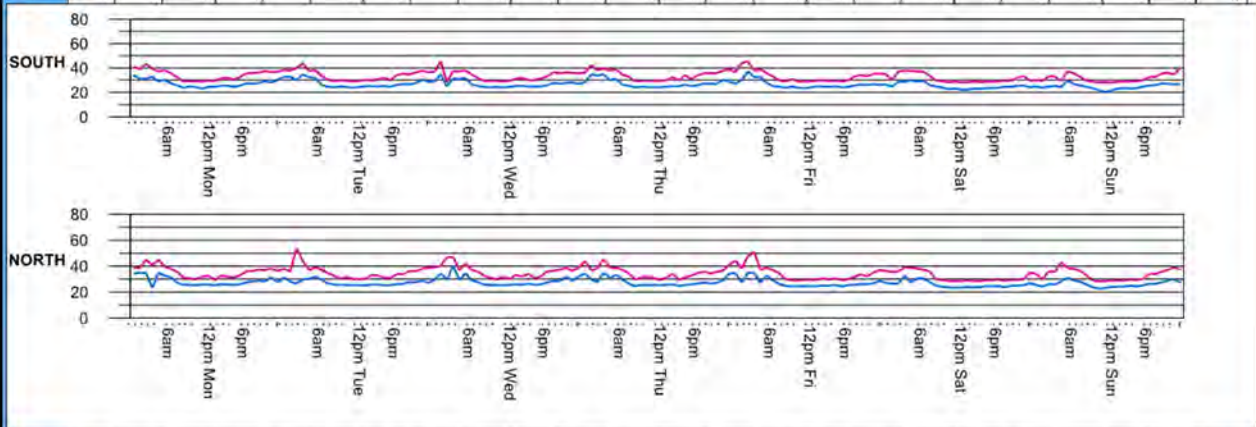
One Page Summary

Count Number 3137 Lat/Long : S33 47.804 / E151 17.276  
 Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)  
 Location Between Raglan and The Corso, House No. 45

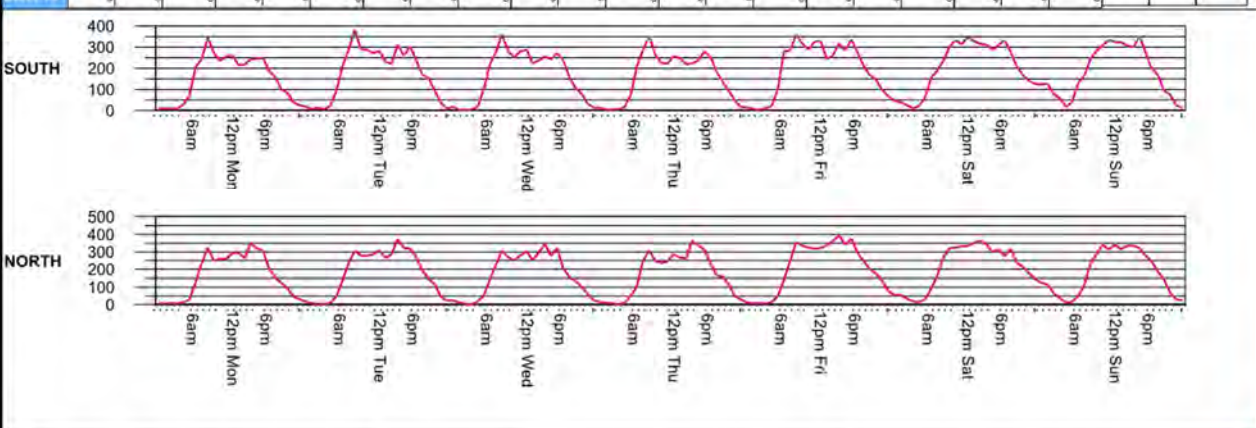
Start Date 23-AUG-23  
 Start Time 1600  
 Duration 7 DAYS  
 Interval 1 HOUR

Speed Limit	30	SOUTH	NORTH	COMBINED
Weekly 50th Percentile Speed		25	26	25
Weekly 85th Percentile Speed		31	33	32
Five Day AADT		4108	4308	8416
Seven Day AADT		4256	4424	8680

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
OS with	32.6	34.1	33.5	32.1	33.5	32.8	32.2	34.5	33.6	32.7	33.4	33.1	30.0	31.2	30.7	29.5	29.6	29.6	29.6	30.5	29.9	31.2	32.4	31.9
OS only	25.5	26.4	26.0	25.3	26.0	25.7	25.3	26.5	25.9	25.5	26.0	25.8	24.8	25.4	25.1	24.1	24.6	24.4	24.0	24.9	24.5	24.9	25.7	25.3
> 30 k	38	58	94	39	51	90	41	52	93	44	43	87	31	39	70	24	25	49	27	37	64	34.86	43.29	78.14
> 30 k	1.0	1.4	1.2	.9	1.2	1.1	1.0	1.3	1.2	1.1	1.1	.7	.8	.7	.5	.5	.6	.9	.7	.7	.8	1.0	1.0	.9
> 30 k	2	1	3	1	1	2	1	1	2	2	4	6	1	4	5	3	3	6	3	2	5	1.857	2.286	4.143
Count	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Shut %	92.9	93.2	93.1	92.8	93.4	93.1	92.6	93.3	92.9	92.8	92.9	92.8	94.2	94.1	94.2	95.6	95.1	95.3	96.0	95.4	95.7	94.0	94.0	
Mod %	7.0	6.7	6.8	7.1	6.3	6.7	7.3	6.5	6.9	7.0	6.8	6.9	5.6	5.5	5.6	4.3	4.6	4.5	3.8	4.4	4.1	5.9	5.6	
Long %	.1	.1	.1	.2	.2	.2	.2	.2	.2	.3	.3	.3	.2	.4	.3	.1	.3	.3	.3	.3	.3	.2	.2	
Adt Pk Va	347	324	671	382	306	688	361	306	667	353	307	660	360	356	716	333	333	657	334	342	653	353	673	
Pk Pk Va	262	350	593	313	373	686	289	344	600	280	364	592	337	394	713	348	363	681	351	342	675	311	361	649
12pm	2974	3357	6331	3367	3533	6900	3211	3332	6543	3071	3353	6424	3626	4010	7636	3610	3695	7305	3416	3458	6874	3325	3534	6859
AMR Tot	3728	4014	7742	4208	4294	8502	3963	4064	8027	3878	4076	7954	4761	5093	9854	4886	5087	9973	4371	4338	8709	4256	4424	8680
Class 0	248	281	529	311	313	624	281	293	574	253	243	496	345	343	688	409	386	795	382	372	754	318	319	637
Class 1	3189	3428	6617	3565	3649	7214	3356	3461	6817	3315	3502	6817	4092	4407	8499	4221	4413	8634	3771	3725	7496	3644	3798	7442
Class 2	28	33	61	27	50	77	32	38	70	29	41	70	49	43	92	41	39	80	42	41	83	35	41	76
Class 3	248	244	492	281	237	516	266	241	507	257	240	497	244	254	498	182	187	369	144	134	278	232	220	451
Class 4	8	19	27	11	28	39	13	19	33	14	31	45	13	17	30	14	16	50	12	47	59	12	28	40
Class 5	5	9	10	6	7	13	9	4	13	2	6	8	11	19	13	13	26	9	8	17	7	8	15	
Class 6	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	1	1	1
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





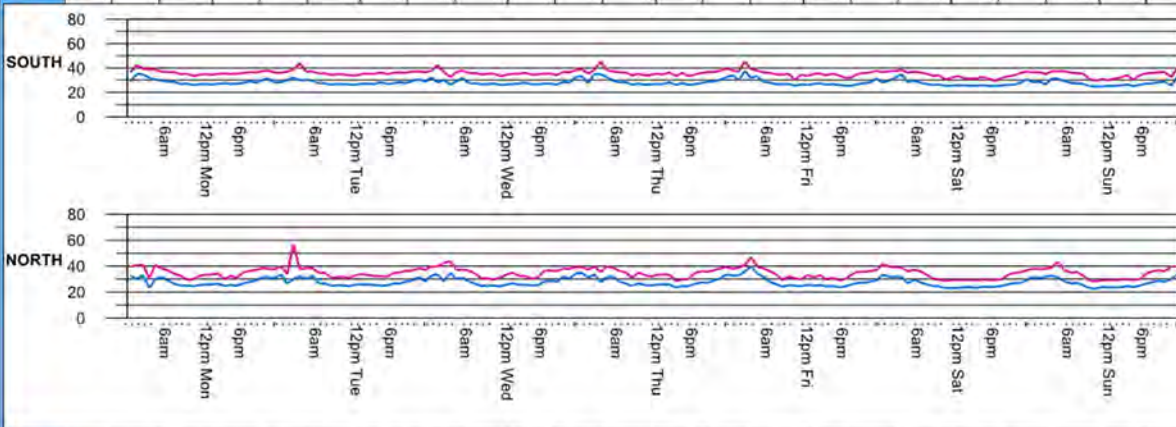
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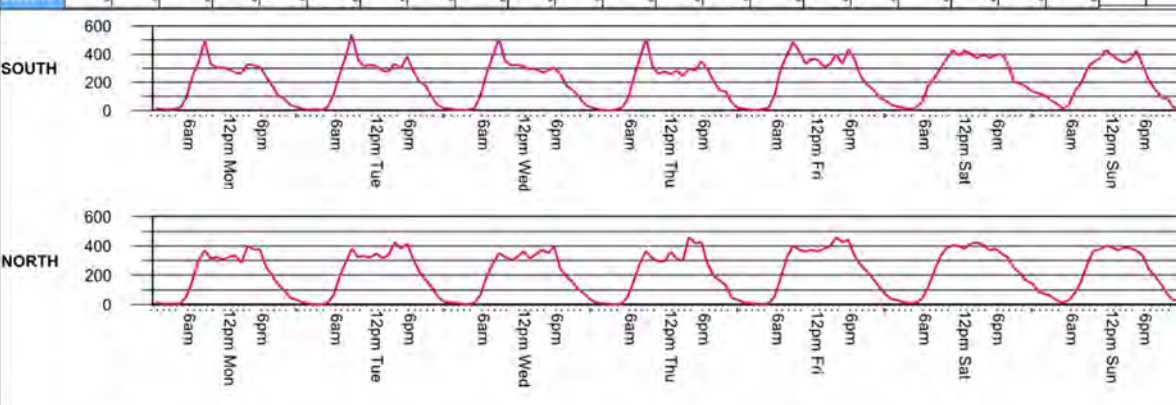
Count Number 3138 Lat/Long : S33 47.700 / E151 17.241  
 Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)  
 Location Between Denison and Raglan, on 30kph/Pedestrian Sign

Start Date	23-AUG-23	Speed Limit	30	SOUTH	NORTH	COMBINED
Start Time	1600	Weekly 50th Percentile Speed		27	26	26
Duration	7 DAYS	Weekly 85th Percentile Speed		35	33	34
Interval	1 HOUR	Five Day AADT		4994	5084	10078
		Seven Day AADT		5120	5171	10291

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
55 min	35.7	34.1	35.0	35.5	33.9	34.8	35.4	34.3	34.9	35.5	33.8	34.8	34.9	32.7	34.0	33.5	30.8	32.4	33.9	32.2	33.2	34.9	33.1	34.2
10 min	27.4	26.1	26.7	27.2	26.0	26.6	27.2	26.2	26.7	27.2	25.8	26.5	26.8	25.4	26.1	26.1	24.7	25.4	26.2	25.0	25.6	26.9	25.6	26.2
15 min	37	45	82	44	50	94	32	55	87	35	49	84	33	40	73	39	51	90	33	47	80	36.14	48.14	64.29
30 min	8	9	9	9	1.0	9	7	1.1	9	7	1.0	9	6	7	6	7	9	8	8	7	10	7	9	8
15 min	9	6	15	11	14	25	4	6	10	3	3	6	4	2	6	8	8	16	2	8	10	5.857	6.714	12.57
1 min	2	1	2	2	3	2	1	1	1	1	1	1	0	1	1	1	1	1	0	2	1	1	1	1



Shut %	96.7	93.9	95.3	96.7	93.8	95.2	96.6	94.2	95.4	96.4	93.9	95.1	96.7	93.9	95.3	97.3	95.3	96.3	98.1	95.8	97.0	96.9	94.4	95.7
Mod %	3.2	6.0	4.6	3.2	6.1	4.6	3.3	5.7	4.5	3.5	5.9	4.7	3.1	5.7	4.4	2.5	4.5	3.5	1.8	3.9	2.9	2.9	5.4	4.2
Long %	1	1	1	1	1	1	1	1	1	1	2	1	2	4	3	2	1	1	1	2	2	1	2	2
AADT Pa Va	493	370	863	540	384	924	514	352	866	512	366	878	485	403	888	432	407	839	430	403	833	487	384	870
PA Pa Va	331	401	732	386	428	804	316	397	701	349	464	777	433	461	875	425	425	819	426	393	794	381	424	786
12pm	3804	3967	7771	4100	4190	8290	3924	3968	7892	3763	4114	7877	4539	4648	9167	4485	4479	8964	4072	4068	8140	4098	4205	8303
AADT Tot	4636	4742	9378	5064	5078	10142	4831	4840	9671	4681	4945	9626	5758	5817	11575	5871	5846	11717	4999	4928	9927	5120	5171	10291
Class 0	414	491	905	437	508	945	379	439	818	391	487	878	611	739	1350	629	737	1366	474	579	1053	476	569	1045
Class 1	4033	3940	7973	4422	4223	8645	4251	4085	8336	4092	4124	8216	4922	4700	9622	5043	4792	9835	4119	8515	4451	4283	8735	8735
Class 2	36	22	58	38	30	68	36	35	71	30	32	62	36	26	62	43	44	87	32	25	57	36	31	66
Class 3	124	227	351	144	258	402	135	224	359	133	232	365	120	233	353	107	168	275	72	135	207	119	211	330
Class 4	21	43	63	12	24	36	14	30	44	24	44	68	51	68	119	24	60	84	14	38	52	23	44	67
Class 5	4	19	19	5	28	33	9	22	31	7	17	24	8	30	38	16	37	53	8	21	27	8	24	32
Class 6	1	3	3	0	1	2	1	1	1	1	2	3	0	2	2	0	1	1	0	0	2	1	1	2
Class 7	2	1	1	0	4	1	1	1	0	0	4	1	0	2	3	0	2	0	1	1	1	1	2	4
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1





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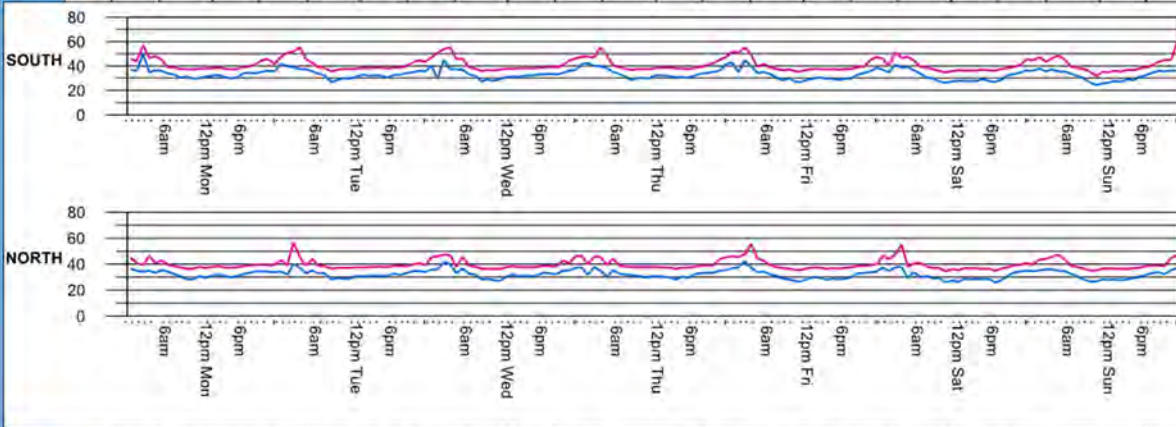
**One Page Summary**

**Count Number 3139**      **Lat/Long : S33 47.643 / E151 17.224**  
**Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)**  
**Location Between Steinton and Denison, House No. 66-68 on ELP MO13064**

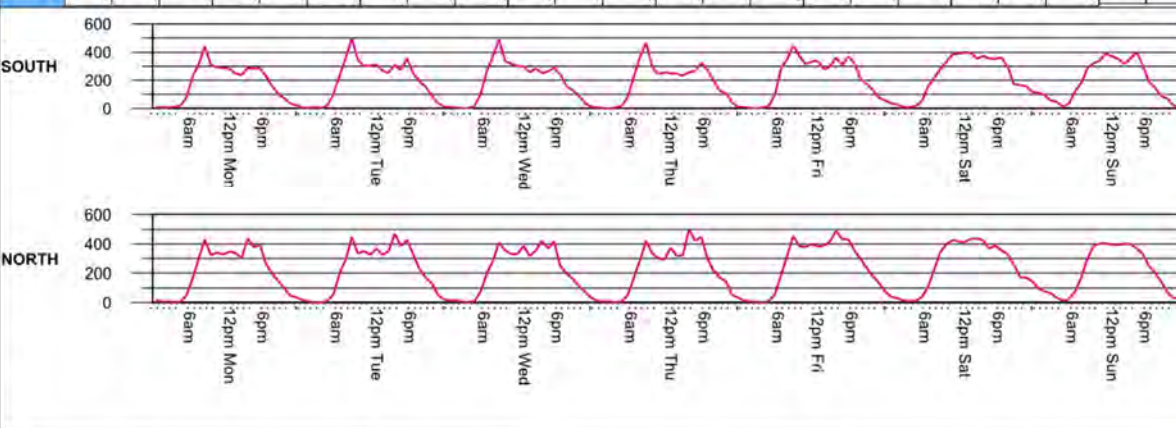
**Start Date 23-AUG-23**  
**Start Time 1600**  
**Duration 7 DAYS**  
**Interval 1 HOUR**

Speed Limit	30	SOUTH	NORTH	COMBINED
<b>Weekly 50th Percentile Speed</b>		<b>31</b>	<b>30</b>	<b>31</b>
<b>Weekly 85th Percentile Speed</b>		<b>38</b>	<b>38</b>	<b>38</b>
<b>Five Day AADT</b>		<b>4604</b>	<b>5347</b>	<b>9951</b>
<b>Seven Day AADT</b>		<b>4729</b>	<b>5402</b>	<b>10131</b>

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir	SOUTH	NORTH	Bidir
OS with 20%ile	38.5	38.1	38.3	38.4	38.0	38.2	38.2	38.1	38.2	38.5	38.0	38.2	37.8	37.5	37.6	37.6	37.4	37.5	38.0	37.5	37.7	38.1	37.8	38.0
OS with 50%ile	32.1	31.4	31.7	31.6	31.3	31.4	31.5	31.2	31.3	31.7	31.1	31.4	30.2	29.5	29.8	29.1	28.9	29.0	29.3	29.5	29.4	30.8	30.4	30.6
OS with 80%ile	291	242	533	311	255	566	257	291	548	305	260	565	261	237	498	270	259	529	317	219	536	287.4	251.9	539.3
OS with 90%ile	6.8	4.9	5.8	6.6	4.8	5.6	5.7	5.7	5.7	7.0	5.0	5.9	5.0	3.9	4.4	5.0	4.3	4.6	6.8	4.3	5.5	6.1	4.7	5.4
OS with 95%ile	24	6	30	19	12	31	14	11	25	19	11	30	27	12	39	29	18	47	25	19	44	22.43	12.71	35.14
OS with 99%ile	6	1	3	4	2	3	3	2	3	4	2	3	5	2	3	5	3	4	5	4	5	5	2	3



Start %	94.9	95.3	95.1	95.6	95.5	95.6	94.8	95.8	95.3	95.4	95.4	95.5	95.6	95.6	96.6	96.6	96.6	96.8	96.8	96.8	95.7	95.9	95.8
End %	4.9	4.6	4.8	4.3	4.4	4.3	5.0	4.0	4.5	4.5	4.3	4.4	4.2	4.3	3.2	3.2	3.2	3.1	3.1	3.1	4.2	4.0	4.1
Sum %	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	1	1	1	2	2	2
AM Pk Vc	443	432	875	497	450	947	491	409	900	469	423	892	448	457	905	389	428	815	392	406	798	447	876
PM Pk Vc	290	438	728	354	472	785	300	423	708	327	502	778	372	492	854	400	439	833	401	402	772	349	780
12pm Vc	3509	4185	7694	3832	4420	8252	3707	4229	7936	3486	4332	7818	4097	4839	8936	4200	4643	8843	3819	4214	8033	3807	8216
AMR Tot	4263	4975	9238	4712	5341	10053	4544	5144	9688	4327	5226	9553	5175	6047	11222	5426	5982	11408	4658	5100	9758	4729	10131
Class 0	290	431	721	334	464	798	293	366	659	300	344	644	347	445	792	360	471	831	359	452	811	326	825
Class 1	3722	4286	8008	4134	4601	8735	3980	4524	8504	3798	4602	8398	4556	5294	9850	4829	5266	10095	4095	4446	8541	4159	8876
Class 2	35	25	60	38	36	74	33	37	70	30	40	70	38	44	82	52	43	95	54	40	94	40	38
Class 3	201	169	366	190	170	360	204	153	357	184	209	389	208	203	411	158	123	281	111	111	241	182	344
Class 4	6	5	11	5	4	9	4	3	7	4	5	9	5	5	10	6	4	9	5	5	10	6	9
Class 5	4	13	17	8	15	23	11	14	25	4	14	12	14	26	40	9	30	39	10	20	30	9	18
Class 6	0	0	0	1	2	3	1	1	0	0	0	0	1	0	1	1	0	1	1	1	3	1	2
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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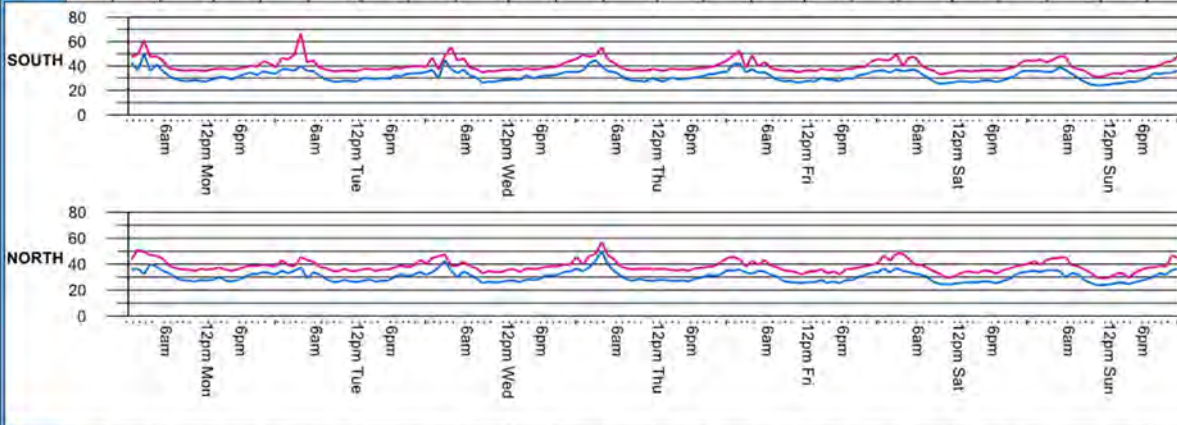
One Page Summary

Count Number 3140 Lat/Long : S33 47.505 / E151 17.222  
Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)  
Location Between Pine & Carlton, House No. 89-90, ELP MO12985

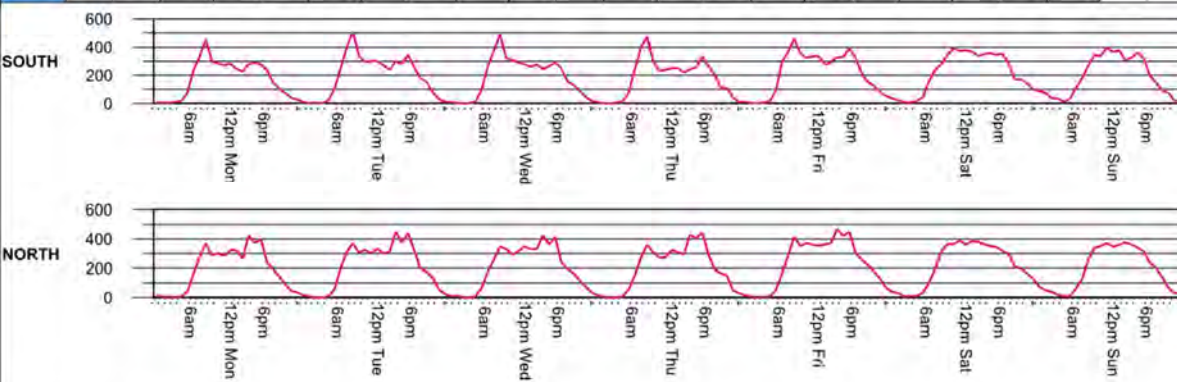
Start Date 23-AUG-23  
Start Time 1600  
Duration 7 DAYS  
Interval 1 HOUR

Speed Limit	30	SOUTH	NORTH	COMBINED
Weekly 50th Percentile Speed		29	28	28
Weekly 85th Percentile Speed		38	36	37
Five Day AADT		4593	5004	9597
Seven Day AADT		4689	4995	9683

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
OS with Cycle	37.9	37.0	37.5	37.6	36.7	37.2	37.8	36.8	37.3	37.7	36.8	37.2	37.4	36.0	36.8	37.2	35.6	36.5	36.9	35.5	36.2	37.5	36.3	37.0
ADP	30.2	28.8	29.3	29.6	28.1	28.8	29.8	28.2	28.9	29.8	28.2	28.9	29.0	27.2	28.0	28.2	26.7	27.4	27.4	26.6	27.0	29.1	27.7	28.3
ADP 5-10% 2-10% 1-10%	241 5.7 16 .4	150 3.2 8 .2	391 4.4 24 .3	220 4.7 20 .4	164 3.2 7 .1	394 3.9 27 .3	233 5.2 13 .3	158 3.2 10 .2	391 4.2 23 .4	207 4.8 17 .1	153 3.2 6 .3	360 3.9 23 .3	237 4.6 17 .2	148 2.6 12 .2	385 4.9 29 .3	259 3.6 22 .4	143 2.7 13 .2	402 3.8 35 .3	226 5.0 21 .5	127 2.8 8 .2	353 3.9 29 .3	231.9 5.0 18 .4	149 3.0 9.143 .2	380.9 3.9 27.14 .3



Start %	92.6	94.5	93.6	93.3	94.3	93.8	93.3	94.8	94.1	92.8	94.4	93.6	93.7	94.8	94.3	95.1	96.1	95.6	95.2	96.0	95.6	95.0	94.4		
End %	7.2	5.4	6.2	6.6	5.6	6.1	6.5	5.1	5.8	7.1	5.4	6.2	6.1	5.0	5.5	4.8	3.7	4.2	4.7	3.9	4.3	6.1	4.9		
ADP %	2	1	2	1	1	1	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2		
ADP 5-10% 2-10% 1-10%	455 289 3497 4255	372 426 3873 4630	827 707 7370 8885	512 346 3844 4704	370 450 4157 5055	882 786 8001 9759	491 291 3663 4502	348 426 4005 4872	839 705 7668 9374	476 336 3469 4318	362 445 3993 4832	838 781 7462 9150	461 391 4127 5187	415 469 4521 5632	876 841 8646 10819	392 379 4131 5295	392 385 4142 5385	787 759 8273 10680	392 379 3799 4566	787 739 3803 4556	397 379 7802 9116	374 344 3790 4689	771 426 4071 4995	455 376 4071 4995	376 760 7861 9683
Class 9	277	310	587	309	339	648	273	295	568	268	284	552	337	375	712	357	380	737	356	395	751	311	340		
Class 1	3831	4040	7671	4039	4392	8431	3899	4290	8189	3703	4238	7941	4479	4920	9399	4632	4756	9388	3951	3840	7891	4048	4368		
Class 2	33	26	59	42	36	78	28	33	61	34	38	72	46	46	92	44	37	81	32	37	69	37	36		
Class 3	293	234	527	302	261	563	279	220	499	294	248	542	293	255	546	231	170	401	196	153	349	270	220		
Class 4	7	5	12	6	12	9	12	21	10	8	18	10	11	21	7	13	20	9	11	11	8	9	17		
Class 5	5	14	3	9	12	18	6	16	23	7	10	11	16	27	14	18	32	9	2	21	30	7	14		
Class 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Class 7	6	1	9	0	2	4	0	3	5	1	8	7	0	0	1	1	1	1	1	1	3	2	6		
Class 8	2	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		





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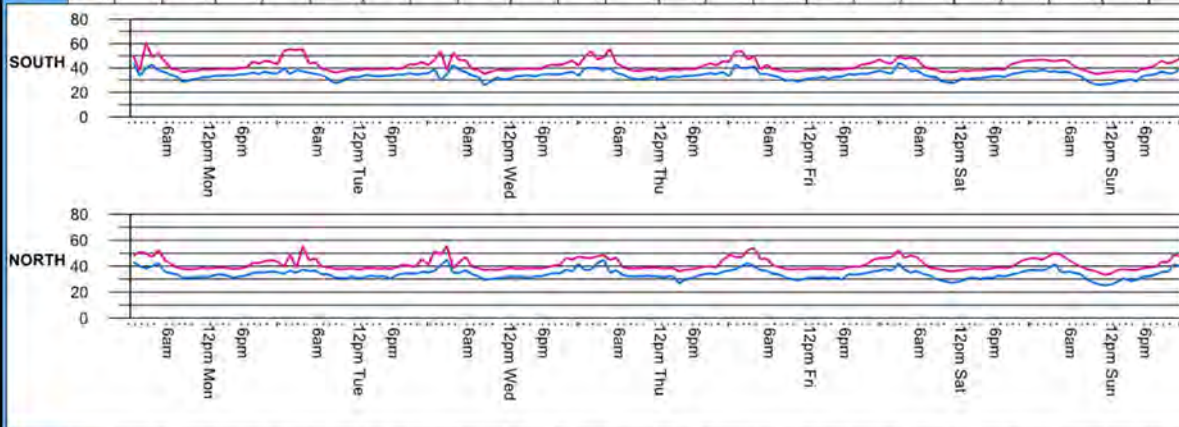
One Page Summary

Count Number 3141 Lat/Long : S33 47.375 / E151 17.224  
Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)  
Location Between Pacific and Pine, House No. 110, on Tree

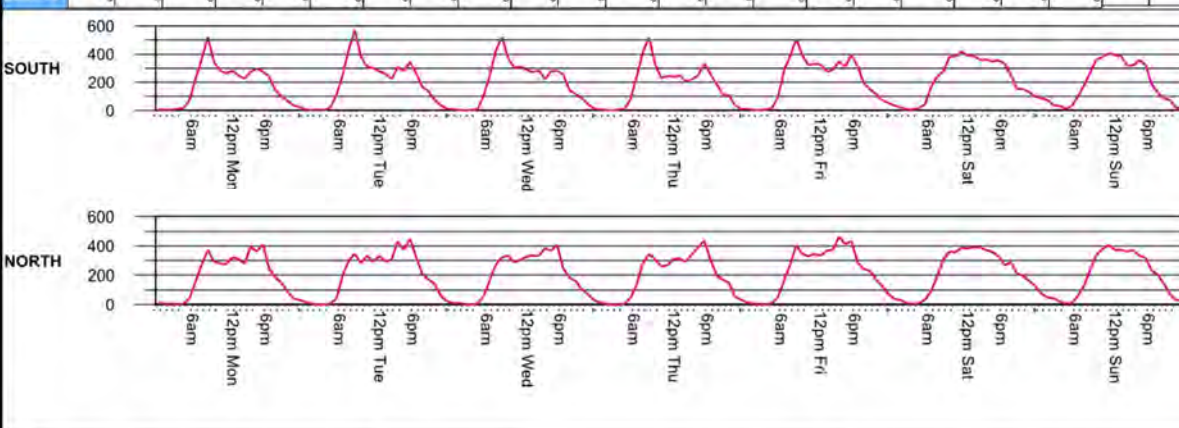
Start Date 23-AUG-23  
Start Time 1600  
Duration 7 DAYS  
Interval 1 HOUR

Speed Limit 30 SOUTH NORTH COMBINED  
Weekly 50th Percentile Speed 33 32 32  
Weekly 85th Percentile Speed 39 39 39  
Five Day AADT 4667 4884 9551  
Seven Day AADT 4753 4910 9663

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE			
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	
05 min	39.2	38.9	39.1	39.0	38.7	38.8	39.0	38.8	38.9	39.1	38.6	38.9	38.8	38.7	38.8	38.9	38.6	38.7	38.6	38.3	38.4	38.9	38.6	38.8	
15 min	33.2	32.8	33.0	32.7	32.4	32.6	32.7	32.4	32.5	33.0	32.1	32.5	32.6	32.0	32.3	32.2	31.3	31.8	30.7	29.8	30.3	32.4	31.8	32.1	
15 min	453	395	848	454	379	833	452	397	849	423	360	783	441	452	893	491	438	929	395	358	753	444.1	397	841.1	
15 min	10.4	8.7	9.5	9.5	7.8	8.5	9.8	8.4	9.1	8.8	7.7	8.7	8.4	8.3	8.4	9.2	8.2	8.7	7.7	8.2	7.7	8.2	9.4	8.1	8.7
15 min	31	19	50	27	20	47	28	17	45	30	21	51	25	28	53	32	23	55	21	23	44	27.71	21.57	49.29	
15 min	.7	.4	.6	.6	.4	.5	.6	.4	.5	.7	.4	.6	.5	.5	.5	.6	.4	.5	.5	.5	.5	.6	.4	.5	



Start %	91.4	93.0	92.2	92.2	92.5	92.4	91.9	93.2	92.5	91.4	92.7	92.1	92.2	93.5	92.9	94.5	94.9	94.7	94.8	94.9	94.8	92.7	93.5	93.1
Mod %	8.5	6.9	7.7	7.7	7.4	7.5	8.1	6.6	7.4	8.5	7.1	7.7	7.6	6.3	6.9	5.4	4.9	5.2	5.0	5.1	5.1	5.1	7.2	6.3
Long %	.0	.1	.1	.1	.1	.1	.0	.2	.1	.2	.2	.2	.2	.1	.2	.1	.2	.1	.1	.1	.1	.1	.1	.1
All Pk Va	523	374	897	570	346	916	524	334	847	521	345	866	510	404	914	420	390	808	409	408	817	497	372	866
PM Pk Va	299	412	689	344	451	795	291	407	691	336	437	773	396	466	830	388	393	781	391	374	753	349	420	760
12pm	3634	3819	7453	3964	4066	8030	3830	3916	7746	3501	3856	7357	4208	4374	8582	4239	4108	8347	3893	3869	7762	3896	4001	7897
AHr Tot	4360	4563	8923	4800	4958	9758	4626	4737	9363	4329	4692	9021	5220	5472	10692	5334	5326	10660	4603	4622	9225	4753	4910	9663
Class 0	264	331	595	291	370	661	250	297	547	237	310	547	311	352	663	332	408	740	317	416	733	286	355	641
Class 1	3687	3882	7569	4096	4197	8293	3968	4092	8060	3696	4007	7703	4480	4725	9205	4683	4609	9292	4024	3842	7966	4091	4208	8296
Class 2	36	29	65	38	21	59	32	24	58	23	33	55	23	42	65	25	40	65	24	26	50	29	31	59
Class 3	350	291	641	323	335	658	346	292	638	344	314	658	372	310	682	259	213	472	203	195	398	314	279	592
Class 4	16	23	39	39	20	58	23	11	34	17	14	31	19	25	44	20	32	52	21	20	41	22	21	43
Class 5	5	8	11	11	5	12	5	12	6	4	10	8	9	9	17	11	16	27	8	20	28	7	11	18
Class 6	2	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Class 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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

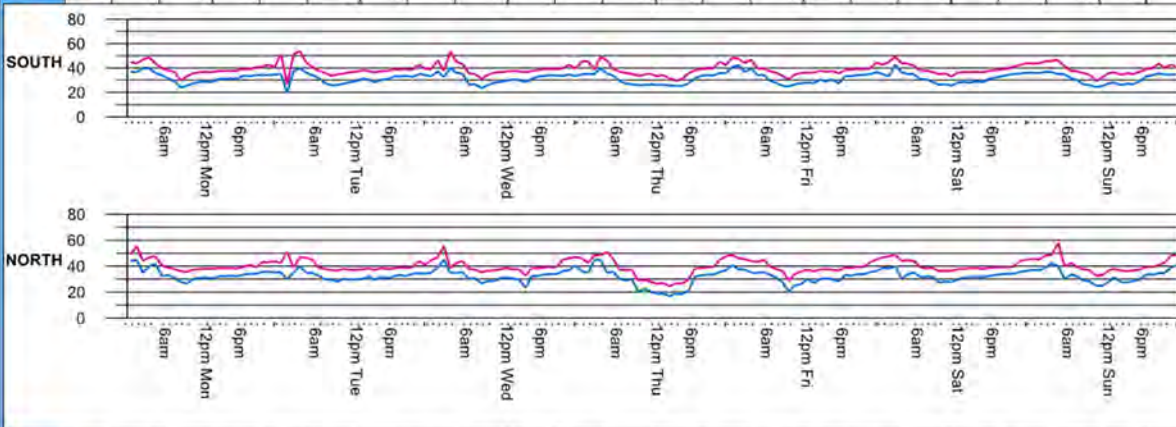
One Page Summary

Count Number 3142 Lat/Long : S33 47.270 / E151 17.256  
 Street NORTH STEYNE ROAD, MANLY : Between BRIDGE STREET & SOUTH STEYNE ROAD (bidirectional)  
 Location Just north of Ceramic Ln, House No. X126, on Tree

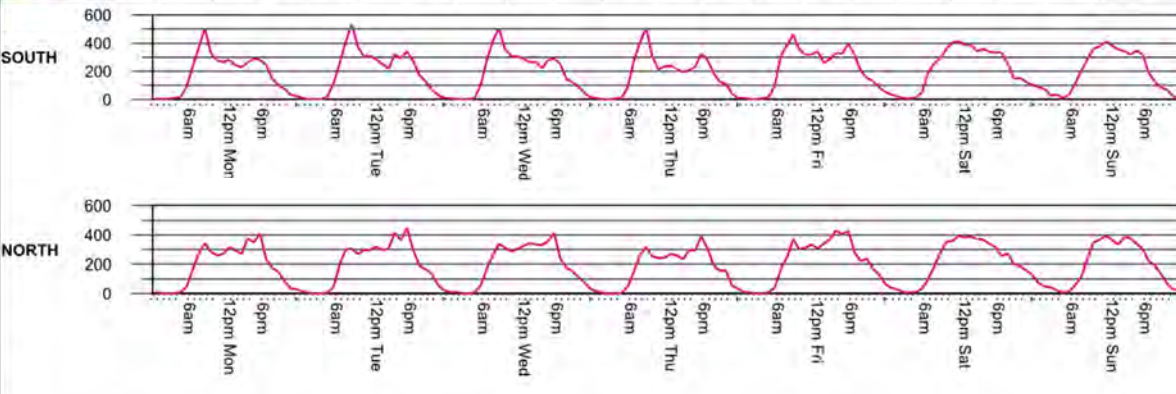
Start Date 23-AUG-23  
 Start Time 1600  
 Duration 7 DAYS  
 Interval 1 HOUR

Speed Limit 30 SOUTH NORTH COMBINED  
 Weekly 50th Percentile Speed 29 30 30  
 Weekly 85th Percentile Speed 37 38 38  
 Five Day AADT 4629 4653 9281  
 Seven Day AADT 4728 4710 9438

	MON 28-AUG-23			TUE 29-AUG-23			WED 23-AUG-23			THU 24-AUG-23			FRI 25-AUG-23			SAT 26-AUG-23			SUN 27-AUG-23			SEVENDAY AVERAGE		
	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir	SOUTH	NORTH	BiDir
OS with OS with	37.5	38.4	38.0	37.4	38.1	37.8	37.3	38.2	37.8	36.5	35.4	36.0	37.2	37.8	37.5	37.7	38.7	38.2	37.0	38.0	37.5	37.2	37.8	37.5
5 to 6 7 to 8 9 to 10 11 12	29.4	31.7	30.7	29.4	31.1	30.3	29.2	30.9	30.1	27.7	24.4	26.3	29.1	29.9	29.5	29.6	31.8	30.8	28.0	29.5	28.7	28.9	29.9	29.5
171	292	463	172	270	442	156	304	460	129	141	270	167	270	437	258	433	691	184	315	499	176.7	289.3	466	
3.9	6.6	5.3	3.6	5.6	4.6	3.4	6.5	5.0	3.0	3.4	3.2	3.2	5.2	4.2	4.8	8.4	6.6	4.0	7.0	5.5	3.7	6.1	4.9	
11	12	23	7	10	17	6	6	12	9	12	21	9	15	24	14	15	29	11	21	32	9.571	13	22.57	
3	3	3	1	2	2	1	1	1	2	3	2	2	3	2	3	3	3	2	5	4	2	3	2	



Shut %	92.9	91.8	92.3	93.0	91.5	92.2	92.7	92.7	92.7	92.3	92.5	93.8	93.3	93.6	94.8	95.1	94.9	95.4	94.9	94.9	93.6	93.1	93.4
Mod %	7.1	8.1	7.6	6.7	8.4	7.6	7.1	7.1	7.1	7.3	7.2	6.1	6.6	6.3	5.0	4.8	4.9	4.5	5.3	4.9	6.2	6.8	6.5
Long %	1	1	1	3	1	2	1	2	2	4	3	1	1	1	2	1	3	1	1	1	1	1	2
All Pk Va	506	344	850	533	308	841	506	340	846	512	319	831	460	371	831	413	396	809	413	398	811	472	354
Mid Pk Va	292	410	693	343	448	791	292	414	706	324	392	716	397	432	826	387	391	778	364	385	750	346	410
17pm	3588	3683	7271	3927	3921	7848	3765	3848	7612	3372	3375	6747	4109	4134	8243	4217	4002	8219	3904	3801	7705	3840	3823
AMR Tot	4336	4399	8735	4763	4789	9552	4589	4680	9249	4253	4206	8459	5202	5210	10412	5340	5185	10525	4613	4524	9137	4728	4710
Class 0	281	280	561	300	266	566	239	246	485	213	227	440	346	327	673	316	254	570	364	339	703	294	277
Class 1	3703	3737	7440	4095	4102	8197	3981	4054	8035	3693	3635	7328	4491	4510	9001	4692	4650	9342	4001	3804	7905	4094	4085
Class 2	42	23	65	35	13	48	35	22	57	37	22	59	43	25	68	52	26	80	34	33	67	40	24
Class 3	275	338	613	296	387	683	311	311	622	289	297	586	296	330	626	226	234	460	181	225	406	268	303
Class 4	21	7	28	17	7	24	7	16	23	8	7	15	13	4	17	31	9	40	17	6	23	16	8
Class 5	10	10	20	7	8	15	7	5	12	5	6	8	10	4	18	10	6	16	11	11	22	8	16
Class 6	2	2	4	1	1	2	1	5	1	4	4	9	2	2	2	0	0	2	2	1	3	3	4
Class 7	0	1	1	1	3	8	0	1	8	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 8	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 9	0	0	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 11	1	0	1	2	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	1	1
Class 12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Class 13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1



<b>ITEM 4.5</b>	<b>ELECTRIC VEHICLE STREETSIDE CHARGING - ARENA FUNDED - INTELLIHUB</b>
<b>REPORTING OFFICER</b>	<b>TRANSPORT PROJECT OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/661806</b>
<b>ATTACHMENTS</b>	<b>1 Intellihub - Electric Vehicle Charging - Plan 2 Community Engagement Report - Intellihub Electric Vehicle Streetside Charging Project</b>

**GEOCODES:** -33.686239, 151.307752 Coronation Street, Mona Vale  
-33.797662, 151.284233 West Promenade, Manly  
-33.741803, 151.214050 Blackbutts Road, Frenchs Forest  
-33.591503, 151.324125 Governor Phillip Park, Palm Beach  
-33.738767, 151.304195 Anzac Avenue, Collaroy  
-33.658820, 151.309244 Dearin Reserve - Kalinya Street, Newport  
-33.800530, 151.288952 Ashburner Street, Manly

## REPORT

### BACKGROUND

In line with our Transport Strategy - Move 2038, Northern Beaches Council supports the uptake of electric vehicles (EV) and is one of eight local Councils to work with ARENA and Intellihub (a vehicle charging network company) to install public EV charging stations in selected locations across the Northern Beaches for a 12-month trial. The project has been allocated funding for seven (7) of the 22kW EV chargers.

Electric Vehicle charging station locations in Palm Beach, Avalon Beach, Newport, Terrey Hills, Mona Vale, Warriewood, Collaroy, Frenchs Forest, Allambie Heights and Manly were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing suitable street side powerpoles which will supply electricity to the EV charging stations.

### LOCATION

- Coronation Street, Mona Vale is a local road with various timed parking restrictions, between Narrabeen Park Parade and Melbourne Avenue. Mona Vale Hospital is located on the northern side, with existing various timed parking restrictions in the 90 degree bays. The proposal for 1 EV charging bay is currently located on the southern side within unrestricted parallel parking.
- West Promenade, Manly is a local road with existing various timed parking restrictions, including 2P timed parking restrictions, with Tower Hill resident parking permit holders excepted. Opposite is a bus passenger drop off area at Gilbert Park. The proposal for 1 EV charging bay is currently located within existing 2P timed parking restriction, between Sydney Road and Gilbert Street.

- Blackbutts Road, Frenchs Forest is a local road with no timed parking restrictions between Malbara Crescent and Pringle Avenue. The proposal for 1 EV charging bay is located outside Frenchs Forest Showground and Lionel Watts Reserve.
- Governor Phillip Park, Palm Beach (outside Dunes Palm Beach) is a public carpark with entry from Beach Road. The proposal for 1 EV charging bay is currently located within existing 12P timed parking restrictions.
- Anzac Avenue, Collaroy is a local road with no timed parking restrictions between Cliff Road and Beach Road. The proposal for 1 EV charging bay is located opposite Griffith Park.
- Kalinya Street, Newport is a local road with existing timed parking restrictions between Queens Parade and Gladstone Street. The proposal for 1 EV charging bay is located outside Dearin Reserve.
- Ashburner Street, Manly is a local road with a 2P timed parking restrictions, with Isthmus resident parking permit holders excepted. The proposal for 1 EV charging bay is currently located within existing 2P timed parking restrictions, between Darley Road and Dungowan Lane.

## ISSUES

The Electric Vehicle Charging Infrastructure Plan was adopted at the August 2021 Council meeting and guides the future management of publicly operated electric vehicle (EV) charging stations in the Northern Beaches.

The plan identifies the framework for establishing a future network of EV charging stations and outlines conditions for the installation, management, maintenance and removal of EV charging infrastructure on identified Council sites.

Our MOVE Transport Strategy sets a target of a 30% reduction in vehicle emissions by 2038, and our Climate Change Action Plan has a range of actions for delivering this outcome, including facilitating and providing public EV charging infrastructure at key locations.

Twelve EV charging sites were proposed through community engagement, with current ARENA funding available for seven sites to be installed across the LGA.

Once installed, the pilot will run for 12 months to achieve project objectives including technical, regulatory, engineering, community and commercial learnings. Australian Renewable Energy Agency (ARENA) will publish a report with these findings and submit a copy to Council for review.

Once Council reviews the ARENA report, and dependent on the outcome of the 12 month trial, Council will assess and determine the most appropriate action, and if successful and the sites are to remain, it will be reported to the Local Traffic Committee in late 2024 / early 2025.

Ashburner Street, Manly was an EV charging site (second bay east from driveway 25 – 27 Ashburner Street) was proposed through community engagement, and during the consultation period it was requested if the first bay east of driveway could be utilised as the EV charging bay instead, to assist with visibility (when not in use) of vehicles exiting the driveway.

Flooding concerns at Boondah Road, Warriewood and Old Barrenjoey Road, Avalon located within a high flood risk precinct, therefore even well supported by the community, we will not be proceeding with these sites at this time.

West Promenade and Ashburner Street, Manly are located within medium to low risk flood precinct, and the risk reasoning is listed below:



**4 West Promenade Manly (Flood risk analysis below)**

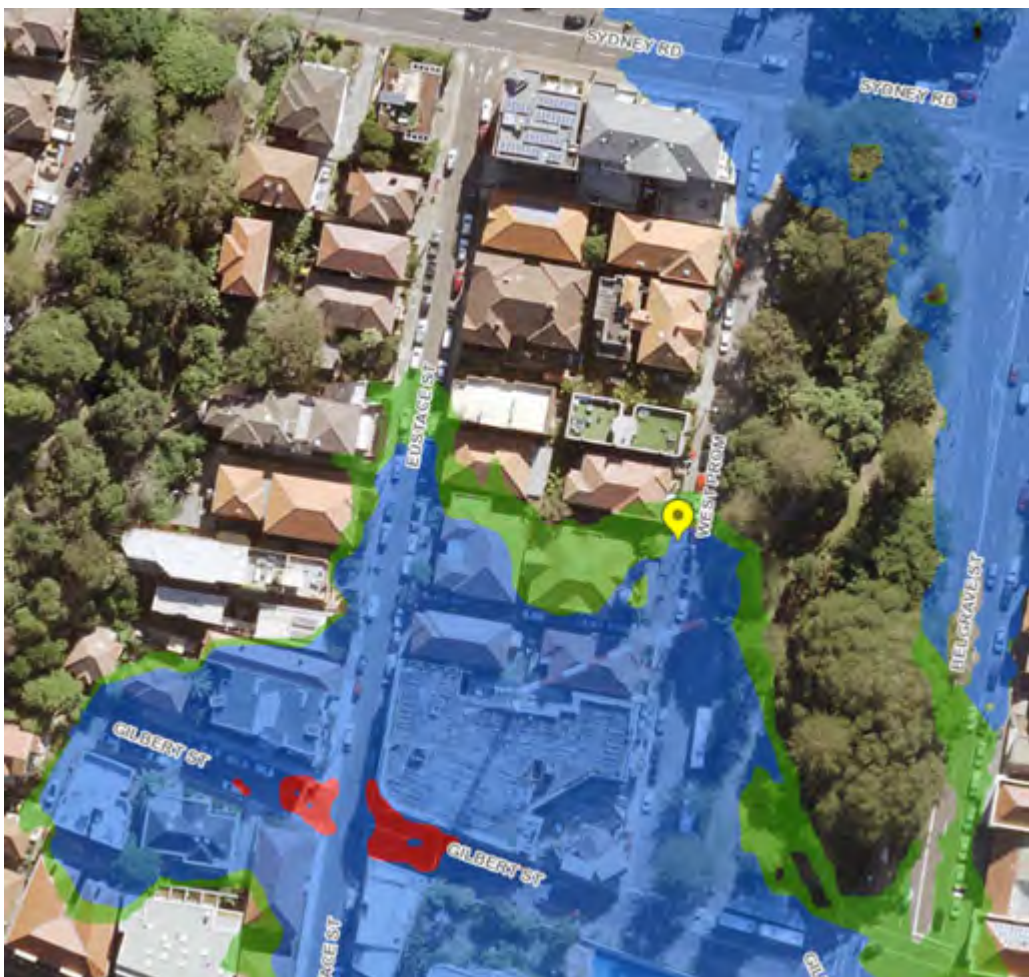
The EV charger is above the 1% AEP (Annual Exceedance Probability) level and FPL Flood Planning Level), but below PMF (Probable Maximum Flood) level.

The proposed location is still within the Flood Planning Area, ie the ground level is below the FPL.

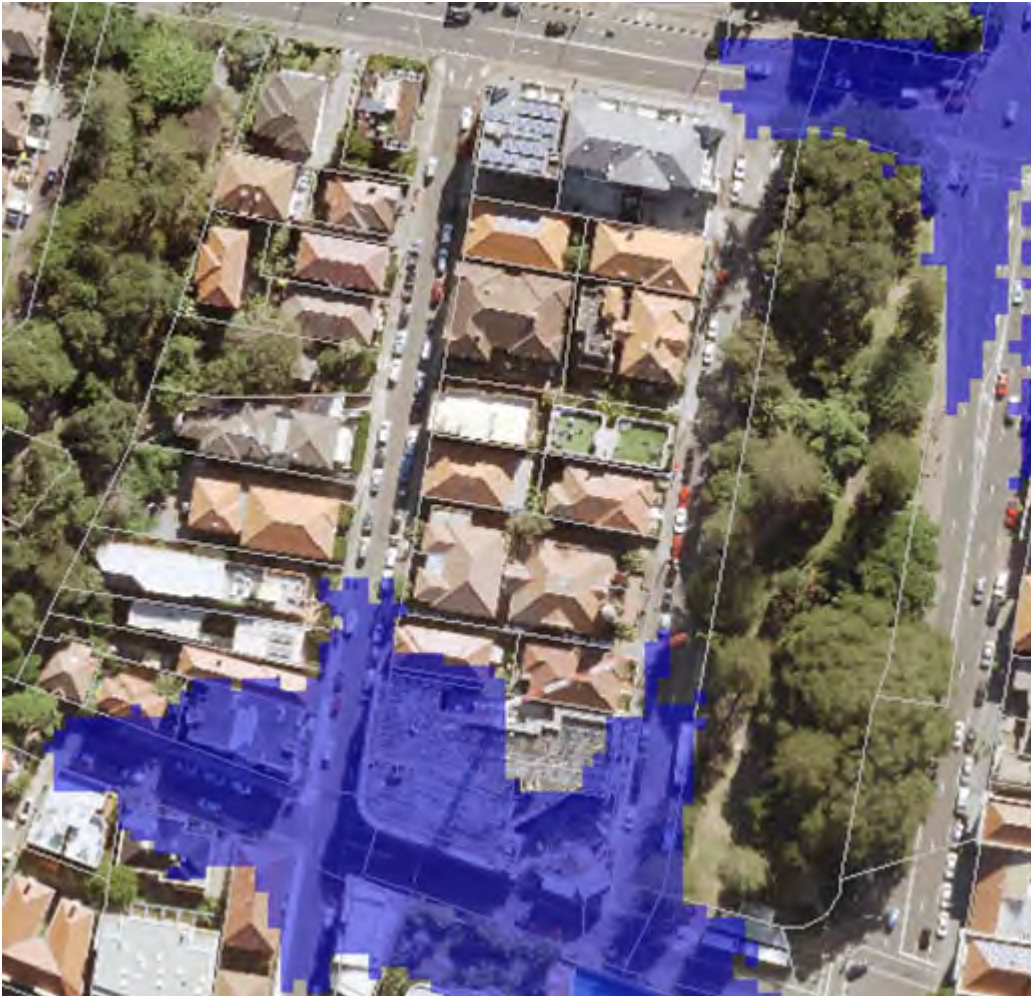
The EV charger would only need to be moved 10m to the north to be outside the PMF extent and flood-free, which unfortunately isn't an option in this case, as there are no other suitable street side power poles in close proximity.

Description	Level m or m AHD
1% Depth	Nil
FPL	0.3m Above NGL
PMF	5.27
Height of EV	5.01

Image of flood risk precinct:



1% AEP extend:



**25-27 Ashburner Street Manly (Flood risk analysis below)**

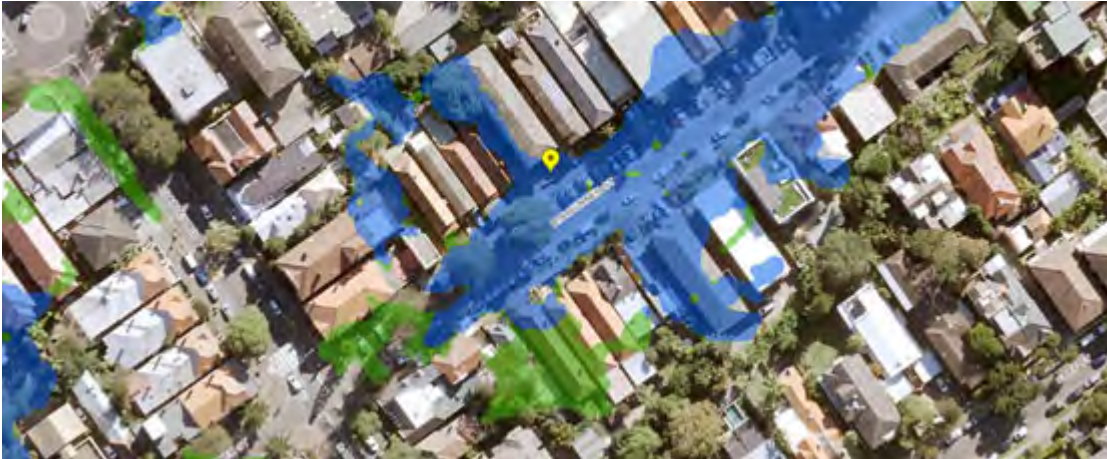
The EV Charger is just inside the 1% AEP extent and within the Flood Planning Area although above the PMF level.

It would be better to move it a short distance to the west along Ashburner Street, or around the corner, and be flood-free which unfortunately isn't an option in this case, as there are no other suitable street side power poles in close proximity.

Description	Level m or m AHD
1% Depth	0.2m
FPL	4.38
PMF	4.37
Height of EV	4.44



Image of flood risk precinct:



1% AEP flood extent:



**The Flood Planning Level selected is high risk (The Probable Maximum Flood (PMF) due to the nature of the sites been classified under 'Critical Land use' - which includes electricity generating works'. In this case, the PMF level should be used as the Flood Planning Level.**

It is to be noted that:

- a) EV chargers do not generate electricity
- b) It only serves one EV driver at a time
- c) Not a critical piece of infrastructure where PMF is generally applied

*Definition: PMF is applied for typical 'critical infrastructure' used for designing hospitals, nursing homes, schools and emergency service facilities. These EV chargers would not be considered critical infrastructure aligned with these above listed facilities.*

**The design of the EV charger solution encompasses a number of safety features to minimise exposure to flood hazard, present for every site it is installed at:**

- i. The electrical power is drawn down from the power pole as opposed to from the ground.



- ii. The site has been lifted off the ground by 490mm (could do not be higher due to Ausgrid restrictions)
- iii. The latest safety technology available to industry has been deployed to ensure the highest safety precautions have been taken. This surpasses all existing deployed electrical safety equipment deployed.
  1. In the event of flooding and a potential leakage of current to ground over 30 mA, or an internal short circuit, the protective device will immediately cut the supply to the charger.
  2. The charger also has built in DC leakage current protection, to disconnect the charger power supply in the event of any DC leakage to ground detected above 6 mA.
  3. This is in accordance with Australian standards AS3000 P 4.1
- iv. Safety has been the highest consideration in the design and installation of the chargers including electrical safety precautions:
  - The location of the charger is positioned away from incoming traffic and or on the kerbside to prevent the interaction of vehicles and the charger.
  - The EV charger is housed in steel mechanical protection to ensure the EV charger is safe from possible impact and vandalism. Intellihub have taken a higher safety precaution in relation to the mechanical protection of these chargers than any other pole mounted or other chargers deployed in the public landscape today.
  - Robust vinyl wrapping designed for UV and harsh environmental conditions has been applied for asset longevity and protection against vandalism

**Flood storage:**

- i. Both sites are above the 1% AEP flood level, meeting requirement.

*Requirement: The batteries and associated infrastructure must not result in loss of flood storage below the 1% AEP flood level*

- ii. In the event a PMF occurs, the charger, or the portion of the charger under the flood level, that could change flood direction, would be no wider than a large tissue box and would not act to change the flood path. Hence in the event of a PMF event, it is highly unlikely, that this power pole mounted installation, will cause adverse flood effects on neighbouring properties.

*EV Charger volume: (volume: 78.3cm (height) x 39cm (width) x 23mm (depth)) at height 490mm from the ground.*

- iii. In the event of a/or multiple PMF events, and it is apparent that the EV charger causes adverse flood effects on neighbouring properties, it can be removed and relocated at Intellihub's expense.
- iv. From a practical approach, the near omni-present basis for the streets to be full with parked cars during the day/overnight would overwhelmingly contribute to the net loss of flood storage in comparison.

## PROPOSAL

Council has undertaken a review of the location and issues and proposes to convert the existing parking bays to:

- '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at Coronation Street Mona Vale, Blackbutts Road Frenchs Forest, Governor Phillip Park Palm Beach, Anzac Avenue Collaroy, Kalinya Street Newport, and
- '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' at the West Promenade, and Ashburner Street Manly locations, to keep consistency with the existing Manly parking scheme areas. (1 parking bay in each location).

The signage installation will be aligned and staged with the charging infrastructure installation.

## PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

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

## CONSULTATION

- Consultation letters have been distributed to 2,467 properties within the immediate vicinity of the locations providing notification of the proposed EV charging sites.
- The project was also available on Council's website 'Your Say' for comment and was included in the fortnightly Community Engagement Newsletter, the weekly Council e-News and on Council's Instagram Story.
- 12 temporary signs were displayed on-site at each proposed location with a QR code to direct users to the 'Your Say' webpage.
- The responses are noted in Attachment 2 – Community Engagement Report.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the 12-month trial of:

- A. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at 15 Coronation Street, Mona Vale
- B. Installation of '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' at 4 West Promenade, Manly
- C. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at Blackbutts Road, Frenchs Forest (outside Malbara Crescent)
- D. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at Governor Phillip Park, Palm Beach (outside Dunes Palm Beach)
- E. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at 9 Anzac Avenue, Collaroy
- F. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at Dearin Reserve, opposite 13 Kalinya Street, Newport
- G. Installation of '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' at 25-27 Ashburner Street, Manly

Mona Vale Hospital

Coronation St

Narrabeen Park Pde

182

180

188A

14

14A

18

Install '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' on powerpole MV06857

EV parking bay

Charging kiosk

3P  
8AM – 8PM  
EVERYDAY  
ONLY WHILE CHARGING

3P  
8AM – 8PM  
EVERYDAY  
ONLY WHILE CHARGING

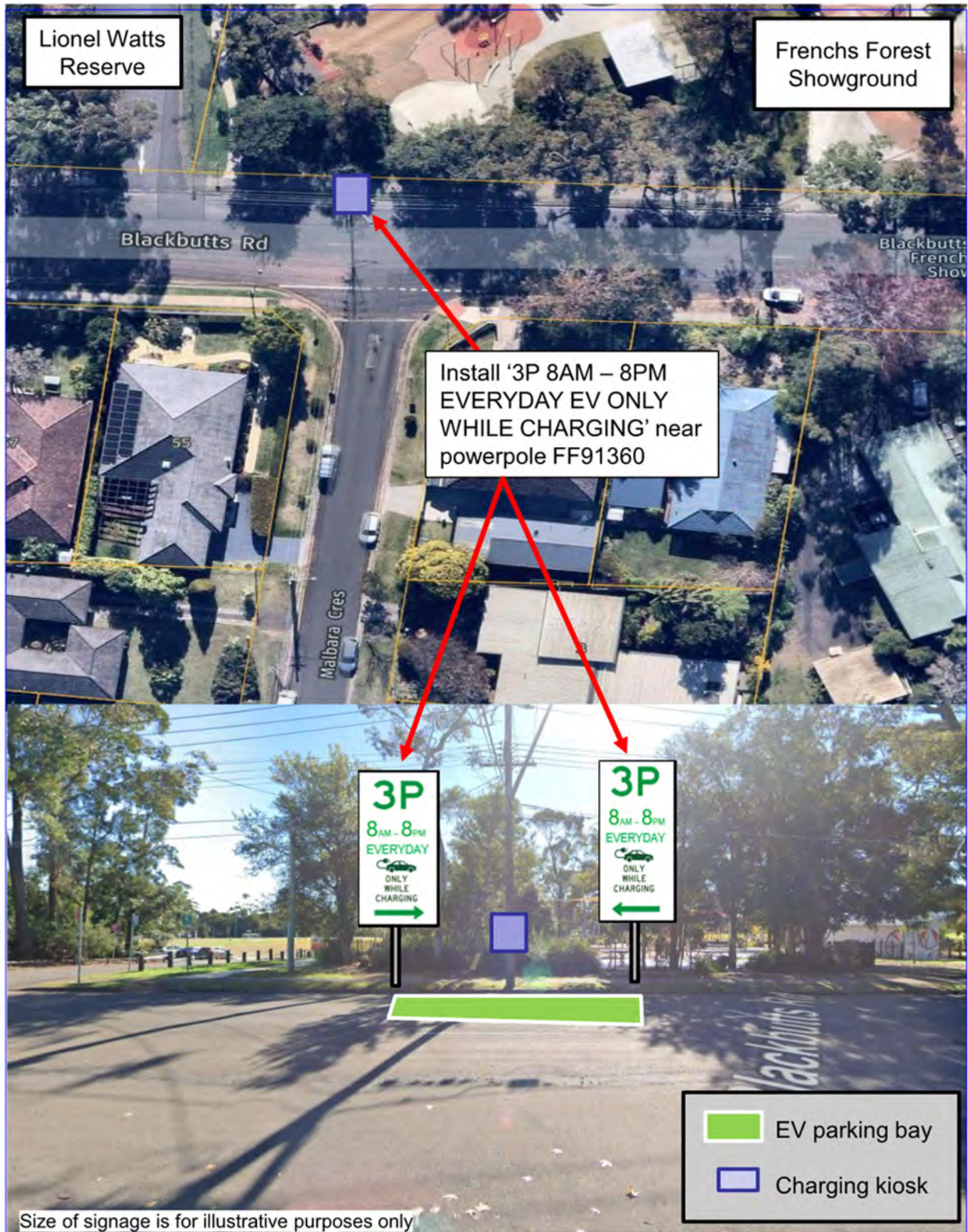
Size of signage is for illustrative purposes only

	<b>PROPOSAL</b>		
	Coronation Street, Mona Vale Timed Parking Electric Vehicles		
Drawn	KT	Approved	









	<b>PROPOSAL</b>	 northern beaches council	
	Blackbutts Road, Frenchs Forest Timed Parking Electric Vehicles		
	Drawn    KT		Approved <i>P. Deon</i>





Install '3P 8AM – 8PM  
EVERYDAY EV ONLY  
WHILE CHARGING' near  
powerpole PB67112



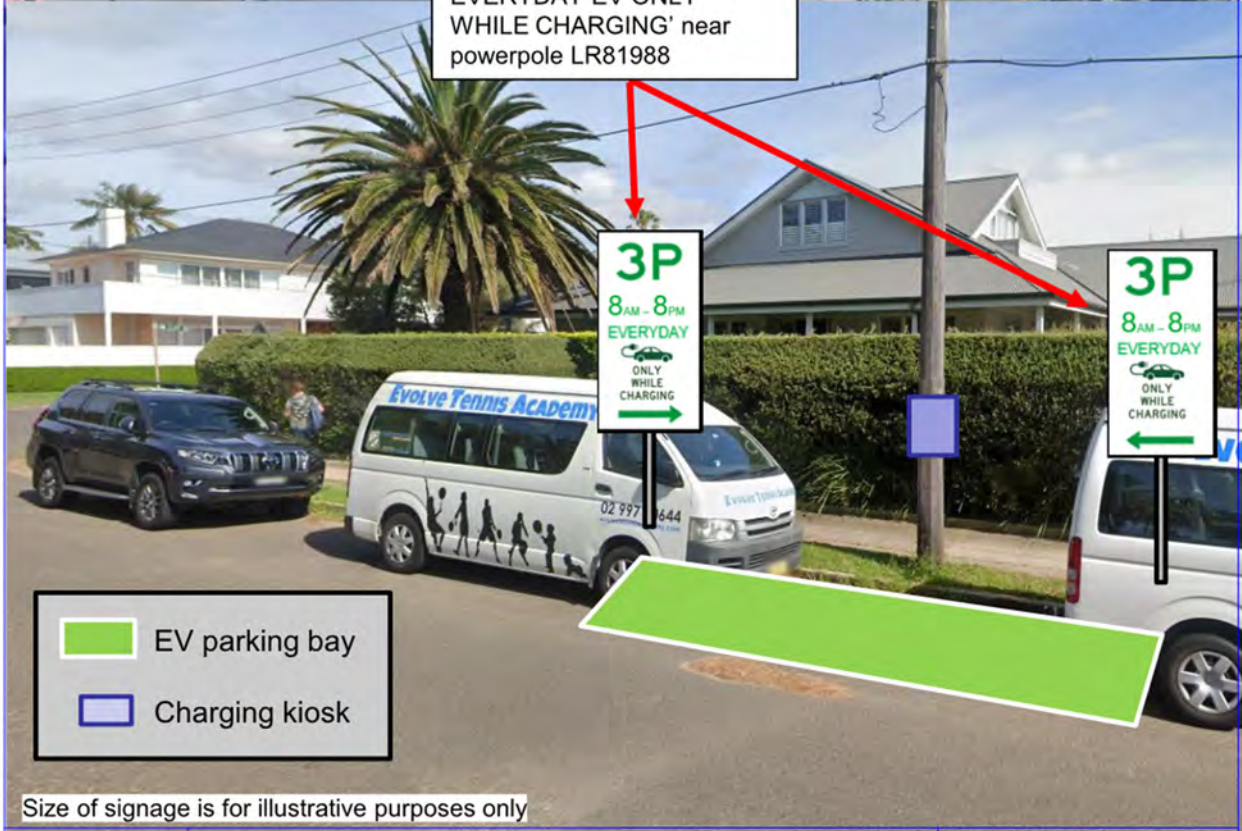
Size of signage is for illustrative purposes only



	<b>PROPOSAL</b>		
	Governor Phillip Park, Palm Beach Timed Parking Electric Vehicles		
	Drawn	KT	







Install '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' near powerpole LR81988



-  EV parking bay
-  Charging kiosk

Size of signage is for illustrative purposes only

	<b>PROPOSAL</b>	 northern beaches council	
	Anzac Avenue, Collaroy Timed Parking Electric Vehicles		
	Drawn    KT		Approved <i>P. Dean</i>











Install '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' (R) on new stem outside 25-27 Ashburner Street

Install '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' (L) on powerpole MO46160



Size of signage is for illustrative purposes only

	<b>PROPOSAL</b>	 <p>northern beaches council</p>	
	Ashburner Street, Manly Timed Parking Electric Vehicles – Updated following community engagement		
	Drawn    KT		Approved <i>P. Dem</i>



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## Community and Stakeholder Engagement Report

### Intellihub Electric Vehicle Streetside Charging Project

Consultation period: 5 September to 4 October 2023

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## 1. Summary

This report outlines the outcomes of community and stakeholder engagement as part of a proposal for more Electric Vehicle (EV) charging station locations across the Northern Beaches. Northern Beaches is one of eight local Councils taking part in the Intellihub EV Streetside Charging Project.



The proposal identified twelve locations (listed below), with current funding available from ARENA to install seven locations:

- Governor Phillip Park, Palm Beach (outside Dunes Palm Beach)
- 59 Old Barrenjoey Road, Avalon Beach
- Dearin Reserve - opposite 13 Kalinya Street, Newport
- 19 Yulong Avenue, Terrey Hills
- 15 Coronation Street, Mona Vale
- Boondah Road, Warriewood – Boondah Reserve Field 5
- Blackbutts Road (opposite Malbara Crescent), Frenchs Forest
- 9 Anzac Avenue, Collaroy
- 118 Allambie Road, Allambie Heights
- 25-27 Ashburner Street, Manly
- 11 Gilbert Street, Manly
- 4 West Promenade, Manly.

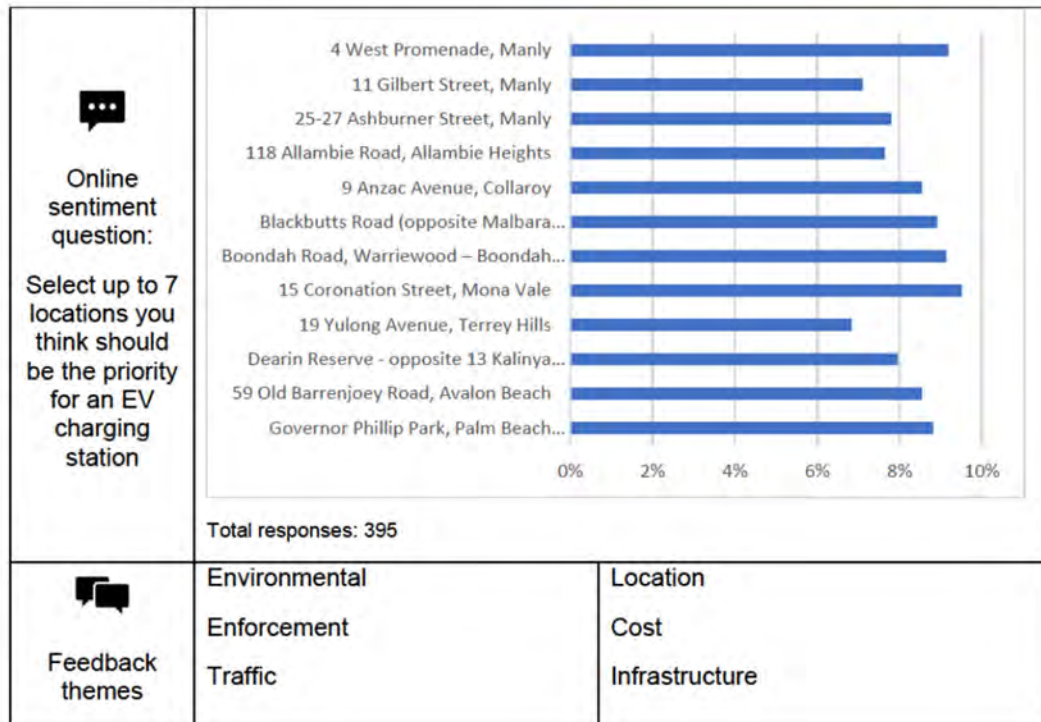
The feedback collected during consultation indicated a high level of support for the proposed EV charging locations (12-month trial), as it would encourage the uptake of EVs and contribute to the reduction of carbon emissions.

Respondents who were not supportive of the proposal felt that some locations selected were not suitable for EV charging due to close proximity to residences and potential traffic volume and vehicle queuing concerns.

### 1.1. Key outcomes

 Total unique responses	429*	
 How responses were received	Comment form Written responses (email/letter)	Completions: 395 Number received: 36


\* Some respondents completed the online form and submitted a written response



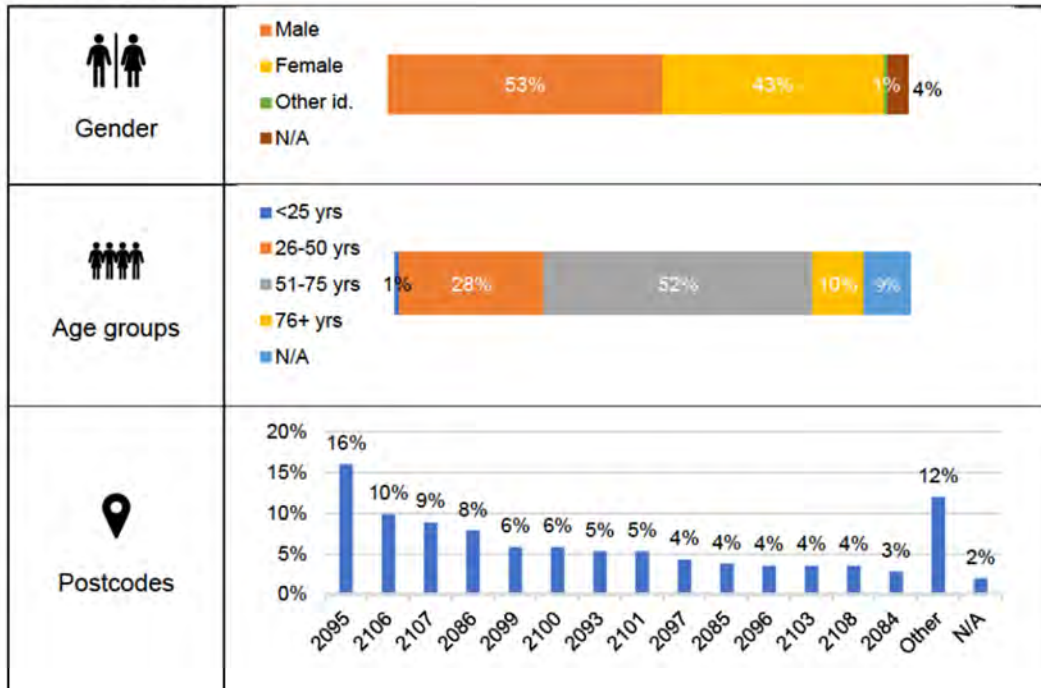
## 1.2. How we engaged

 <p>Have Your Say: visitation stats</p>	<p>Visitors: 1,543</p>	<p>Visits: 2,035</p>	<p>Average time onsite: 1 min 50 secs</p>
 <p>Social media</p>	<p>Post: 1 – Instagram news story</p>		<p>Reach: 987 Clicks: 9</p>
 <p>Print media and collateral</p>	<p>Letterbox drop: 2097, 2100, 2087, 2093, 2095, 2102 &amp; 2107 Site signs used:</p>		<p>Distribution: 2,467 Number of signs: 12</p>
 <p>Electronic direct mail (EDM)</p>	<p>Community Engagement (fortnightly) newsletter: 2 editions Council (weekly) e-News: 1 edition</p>		<p>22,500 subscribers 61,500 subscribers</p>



 Key stakeholder engagement	Stakeholder direct emails sent: 7	<ul style="list-style-type: none"> <li>• Palm Beach and Whale Beach Association</li> <li>• Avalon Preservation Association</li> <li>• Clareville and Bilgola Plateau Residents Association</li> <li>• Newport Residents Association</li> <li>• Warriewood Residents Association</li> <li>• Terrey Hills Progress Association</li> <li>• Manly Community Forum</li> </ul>
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### 1.3. Who responded<sup>1</sup>



<sup>1</sup> Demographic data was gathered by request only. The data represented only includes those respondents who provided this detail.

## 2. Background

This report outlines the community and stakeholder engagement conducted for the proposal to install Electric Vehicle (EV) charging bays in locations across the Northern Beaches LGA.

In line with our Transport Strategy - Move 2038, Council supports the uptake of electric vehicles (EV) and is one of eight local Councils to work with ARENA and Intellihub (a vehicle charging network company) to install public EV charging stations in selected locations across the Northern Beaches. There is currently funding available for seven (7) of the 22kW EV chargers. As more funding becomes available, we will look to roll out more charging stations to the remaining sites.

EV charging station locations in Palm Beach, Avalon Beach, Newport, Terrey Hills, Mona Vale, Warriewood, Collaroy, Frenchs Forest, Allambie Heights and Manly were identified as suitable locations as they meet the requirements in the adopted EV Charging Infrastructure Plan. These locations are also in close proximity to existing suitable street side power poles which will supply electricity to the EV charging stations.

To enable the existing parking spaces to be converted into EV charging bays, we need to change the existing parking restrictions to '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' or '2P 8AM – 10PM EVERYDAY EV ONLY WHILE CHARGING' in the Manly locations, to keep consistency with the existing Manly parking scheme areas.

Community consultation was conducted to gauge the level of support for these proposed changes at each of the following locations:

- Governor Phillip Park, Palm Beach (outside Dunes Palm Beach)
- 59 Old Barrenjoey Road, Avalon Beach
- Dearin Reserve - opposite 13 Kalinya Street, Newport
- 19 Yulong Avenue, Terrey Hills
- 15 Coronation Street, Mona Vale
- Boondah Road, Warriewood – Boondah Reserve Field 5
- Blackbutts Road (opposite Malbara Crescent), Frenchs Forest
- 9 Anzac Avenue, Collaroy
- 118 Allambie Road, Allambie Heights
- 25-27 Ashburner Street, Manly
- 11 Gilbert Street, Manly
- 4 West Promenade, Manly.

## 3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities
- provide accessible information so community and stakeholders can participate in a meaningful way.
- identify community and stakeholder concerns, local knowledge and values
- communicate to community and stakeholders how their input was incorporated into the planning and decision making process.



#### 4. Engagement approach

Community and stakeholder engagement for the Intellihub Electric Vehicle Streetside Charging Project was conducted between Tuesday 5 September 2023 and Wednesday 4 October 2023, and consisted of a series of activities that provided opportunities for community and stakeholders to contribute.

The engagement was planned, implemented and reported in accordance with Council's [Community Engagement Strategy](#) (2022).

A project page was established on our have your say platform with information provided in an accessible and easy to read format.

The project was primarily promoted through our regular email newsletter (EDM) channels.

Feedback was captured through an online comment form embedded onto the have your say project page. The form included the option to select up to seven (out of a possible 12) locations that should be a priority for an EV charging station.

An open-field comments box provided community members a space to explain or elaborate on their support, not support or neutral sentiment as well as any other feedback they wished to contribute.

Email and written comments were also invited.

#### 5. Findings

During consultation we received 429 unique submissions, including 395 online submissions.

Not all respondents provided a comment, or selected priority locations. The number of submissions supporting the priority locations, identified through the online engagement webpage is displayed on the graph below:



A qualitative review of the submissions received via email (total 36) indicated mixed sentiments towards the proposal:

- 11 indicated support for the project and specific locations (including Ashburner Street, Blackbutts Road, Yulong Avenue, Governor Phillip Park, Boondah Road, Kalang Road and Allambie Road)
- 22 indicated objection for the project and specific locations (including Gilbert Street, Ashburner Street, West Promenade, Coronation Street, Anzac Avenue, Yulong Avenue, Kalang Road and Allambie Road)
- Sentiment for three could not be definitively determined.

**Table 1: Issues, change requests and other considerations**

Theme	Issues, change requests and other considerations raised	Council's response
Enforcement	The proposed bays need to be effectively enforced (notably for non-EV and those who park over the time limit).	Signage provided will be standard Transport for NSW signage and is enforceable under NSW Road Rules 2014.  Non-charging electric vehicles and non-electric vehicles parked within the sign-posted times, or EVs overstaying the sign-posted time limit are subject to enforcement while parked in these dedicated spaces.
	Parking Ticket required – Governor Phillip Park, Palm Beach	If you do not hold a valid Northern Beaches Beach Parking Permit, you will be required to purchase a parking pay and display ticket through the nearby onsite machine, or through the Park'nPay app should you wish to park in Governor Phillip Park, Palm Beach.
Cost	Concerns that assisting EVs only benefits a minority of drivers	EV motorists who use the chargers will pay for the service.  Prices will vary as optimal pricing is established as part of this ARENA-funded trial, however they will be set at prices comparable to other EV charging services.  The charging service will be managed via Exploren, an EVSE customer experience app which outlines billing, time limits, and other tools for interfacing with the electricity grid.
Locations	Locations proposed are outside some residential properties and should be located in parks, car parks and non-residential areas.	The Intellihub EV charging proposal requires a specific type of power pole that chargers can be installed on. Due to these guidelines, suitable locations across the whole LGA are limited.



Theme	Issues, change requests and other considerations raised	Council's response
Infrastructure	Feedback reflected that 22kw chargers are too slow.	<p>There are multiple 'Fast' EV chargers already installed across the LGA.</p> <p>It is important that Council have a variety of EV charging infrastructure so users have options that best suit their needs.</p>
Environmental	Flooding and vandalism concerns	<p>The design of the EV charger solution encompasses a number of safety features to minimise exposure to flood hazard, present at each site:</p> <ul style="list-style-type: none"> <li>• The electrical power is drawn down from the power pole as opposed to from the ground.</li> <li>• The site has been lifted off the ground by 490mm (cannot be higher due to Ausgrid restrictions)</li> <li>• The latest safety technology available to the industry has been deployed to ensure the highest safety precautions have been taken. This surpasses all existing electrical safety equipment deployed.</li> </ul> <p>In the event of flooding and a potential leakage of current to ground over 30 mA, or an internal short circuit, the protective device will immediately cut the supply to the charger. The charger also has built in DC leakage current protection, to disconnect the charger power supply in the event of any DC leakage to ground detected above 6 mA.</p> <p>This is in accordance with Australian standards AS3000 P 4.1</p> <p>Safety has been the highest consideration in the design and installation of the chargers including electrical safety precautions:</p> <ul style="list-style-type: none"> <li>• The location of the charger is positioned away from oncoming traffic and/or on the kerbside to prevent the interaction of vehicles and the charger.</li> <li>• The EV charger is housed in steel mechanical protection to ensure the EV charger is safe from possible impact and vandalism. We have</li> </ul>

Theme	Issues, change requests and other considerations raised	Council's response
		<p>taken a higher safety precaution in relation to the mechanical protection of these chargers than any other pole-mounted or other chargers deployed in the public landscape today.</p> <ul style="list-style-type: none"> <li>Robust vinyl wrapping designed for UV and harsh environmental conditions has been applied for asset longevity and protection against vandalism.</li> </ul>
	Safety of EV charger	<p>Schnieder Electric's (provider of the EV charger) AC Pro series has all the necessary approvals to be connected to the supply network and used in Australia. This includes RCM (C Tick) certification and ACMA certification.</p> <p>Schneider Electric advises "The Pro AC does not charge the car, the "charger" is in the vehicle. The AC EV charger consists of a circuit board, a contactor and small power supply. It is basically a switch (contactor) and control boards. It does NOT rectify AC to DC, does not contain high frequency switching electronics and does NOT have any radio communication components (Except for 4G modem option)."</p>
Traffic	High parking demand in some locations	<p>Council manages on-street parking for the whole community to ensure there are a number of suitable options for all users.</p> <p>While the proposal does mean a slight reduction in the availability of non-EV charging parking spaces, these locations have been proposed due to the high number of EV owners across the LGA, expected EV ownership growth and demand for local street side charging.</p>
	Potential vehicle queuing when waiting for charger	<p>There are a number of online services freely available that will provide the charging status of EV charging stations, whether it is currently being used or available to use, which will assist users planning their trip:</p>



Theme	Issues, change requests and other considerations raised	Council's response
		<ul style="list-style-type: none"> <li>• Exploren mobile app: the mobile EV charger charging app required to use the chargers</li> <li>• Navigation platforms: Google Maps, Apple Maps, TomTom etc</li> <li>• EV Charging Station Map: Plugshare.</li> </ul>

During the consultation/exhibition, Council received a number of questions either through direct contact or within feedback received.

**Table 2:** Questions raised and Council's answers

Question raised in feedback	Council's answer
<p>What is the EMR and power of the charge released from the Charging Stations and to what distance.</p> <p>Has there been research into the effect the radiation has on the immune system and health of humans and other living things, and what precautions are you doing to protect those living in close vicinity to it?</p>	<p>Schnieder Electric's AC Pro series has all the necessary approvals to be connected to the supply network and used in Australia. This includes RCM (C Tick) certification and importantly ACMA .</p> <p>Schneider Electric (the provider of the proposed EV chargers) provided the following response:</p> <p>"The Pro AC does not charge the car, the "charger" is in the vehicle. The AC EV charger consists of a circuit board, a contactor and small power supply. It is basically a switch (contactor) and control boards. It does NOT rectify AC to DC, does not contain high frequency switching electronics and does NOT have any radio communication components (Except for 4G modem option)."</p> <p>To provide further comfort, I have provided below information relating to a study into the safety of high-powered fast electric vehicle chargers with pacemakers and defibrillators. This study places a high powered 350kw DC charger directly over pacemakers to test for interference.</p> <p>- "This study was designed as a worst-case scenario to maximize the chance of electromagnetic interference. Despite this, we found no clinically relevant electromagnetic interference and no device malfunction during the use of high-power chargers, suggesting that no restrictions should be placed on their use for patients with cardiac devices," said study author Dr. Carsten Lennerz, of the German Heart Centre Munich."</p> <p>The study concludes in worst case scenario that no interference has been found and no restrictions advised, in addition these EV chargers are significantly less risky as they are slow and low power (22kWh AC - which will come through as either 7kW or 11kw based on the vehicle, in line</p>

Question raised in feedback	Council's answer
	<p>with 7kw EV chargers designed for home installation)) and the study was conducted on fast and high power chargers (350 kWh DC) as well as the study placing the chargers directly over the pacemaker.</p> <p>Australian Radiation and Protection and Nuclear Safety Agency's (ARPANSA) public information on the issue says "The scientific evidence does not establish that exposure to the electric and magnetic fields found around the home, the office or near powerlines causes health effects."</p> <p>The magnetic field levels of electrical appliances and equipment on the electricity network can vary depending on its specific electrical rating and the actual current/electrical load, the wiring/cable configuration and distance from the source. The attached table (attached) shows typical electric and magnetic fields measurements from a number of common sources in homes, offices and the community. These fields are measured in a unit called 'milliGauss' (mG). The attached table (provided in email to customer) provides a guide on the relative levels of EMFs we all generally experience in our day-to-day activities.</p> <p>If required, I can also provide a number of articles on study should you wish to view.</p>
<p>Is there conflict between the Seniors Housing development, DA2021/1841 and the Coronation St proposed location?</p>	<p>The proposed traffic facilities upgrade works relating to DA2021/1841 do not conflict with this EV charging station proposal</p>
<p>Why were the Ashburner Street and West Promenade, Manly locations selected?</p>	<p>The locations in Ashburner Street and West Promenade, Manly were deemed suitable to proceed with community engagement due to it being one of the closest appropriate street side power poles, to the numerous requested sites in the Manly area received.</p> <p>The link to the previous community consultation for EV charging locations can be found – <a href="https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations">https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations</a> .</p> <p>The project page also includes a copy of the community engagement report. Please note, on the other previous JOLT EV charging proposals, we also received multiple requests for additional EV charging infrastructure in the Manly area.</p> <p>For the current Intellihub EV charging proposal there are very strict power pole requirements that chargers can be installed on (e.g timber power poles, no or specific type of existing infrastructure on power poles, located next to</p>



Question raised in feedback	Council's answer
	<p>vehicle parking etc.). Due to these strict guidelines, suitable locations across the whole LGA are limited.</p> <p>This project aims to make EV charging stations more accessible for those who live in apartments, townhouses or units with no on-site EV charging facilities. These locations are only a proposal at this stage, any decision will take into consideration all responses received from the community.</p> <p>The South Steyne JOLT EV charging proposal is on the agenda for October's Local Traffic Committee Meeting. With an outcome to follow, following the meeting.</p>
<p>Does Council have a policy towards Climate Change and Renewable Energy? If yes, what is that policy?</p>	<p>The Northern Beaches Council MOVE Transport Strategy sets a target of a 30 percent reduction in vehicle emissions by 2038 and our Climate Change Action Plan sets out our actions to achieve this, including installing public EV charging stations.</p> <p>The guiding strategic document links are provided in the 'Document Administration' table on the final page of this report, with the policy adopted at August 2021 Council Meeting, MOVE Transport Strategy and Northern Beaches Council Electric Vehicle Charging Infrastructure Plan.</p>
<p>Has consideration been given to allocating a single site where all 12 charging stations are located? If yes, what were the reasons why this proposition was rejected? If no, what were the reasons for not considering a single site?</p>	<p>With this specific project, EV chargers are installed on existing suitable powerpoles. There is no suitable location for all chargers to be installed with these funding conditions and location suitability.</p> <p>We will investigate suitable single site areas with multiple EV charger infrastructure with other EV charging providers.</p>
<p>What is the total amount of dollar funding provided by the Australian Renewable Energy Agency for the, and is the total dollar amount that has been allocated to Northern Beaches Council?  Will all costs, capital or otherwise, associated with the preparation, installation and commissioning of the charging stations in the Council area (i.e. the proposed twelve) be paid wholly and completely by ARENA?</p>	<p>ARENA is providing \$817,000 to support the project. 50 chargers are being installed across eight local government areas. Councils are not allocated funding by ARENA. Intellihub is responsible for installing the chargers in consultation with its project partners, as well as local councils.</p> <p>Intellihub expects that it will invest a proportional amount of funding across each council area, involved in the project, to install the chargers, depending on how many chargers are installed.</p> <p>Project costs will be covered by ARENA and Intellihub.</p> <p>Council staff time associated with the administration and approval of these EV charging locations is covered by the charges paid by the applicant under Council's fees and charges adopted by the elected Council.</p> <p>Council is not required to make any financial payments for the project.</p>



Question raised in feedback	Council's answer
Does Council have an obligation to fund charging station from Council funds? If so, why?	Council does not fund public EV charging.
Who are the other seven participating Councils in this Project funded by ARENA?  How much of these allocated funds have been expended to date by Northern Beaches Council?	<p>The participating eight councils include: Lane Cove, Waverley, Woollahra, Randwick, Northern Beaches, Bayside, Lake Macquarie and Singleton.</p> <p>Eight councils including Northern Beaches Council have been nominally allocated seven charger sites under the project. Singleton Council has been allocated one site to make the 50 total pilot sites.</p> <p>No funds have been expended to date by Council for this project</p>
What were the reasons for selecting '12 possible sites'?  Were more or fewer sites considered?	<p>Northern Beaches Council engaged with the community between July to August 2022 for Electric Vehicle charging locations. The outcomes of the consultation are available online using the link below.</p> <p><a href="https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations">https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations</a></p> <p>The responses received by Council included over 200 location ideas and suggestions added to the map. The most popular locations for more EV charging were shops, beaches, parks and carparks across the Northern Beaches.</p> <p>More sites were considered. A number of technical and user case investigations were undertaken on those sites, before the proposed 12 sites were selected for community consultation. Council focused on locations that have a high demand for EV charging, around town centres and other facilities e.g. sporting, recreational etc.</p> <p>The current project has strict power pole suitability guidelines and technical criteria, due to the charging infrastructure to be installed. Council and relevant project stakeholders have inspected the locations and developed the proposed shortlist for site-specific community consultation.</p> <p>The project is testing the viability of installing EV chargers to power poles and then connecting to the overhead electricity network. One 22-kilowatt charger is allowed to be connected to one power pole, subject to approval from the local distribution network service provider.</p> <p>This pilot is trialling distributed on-street charging and is not comparable to existing charging facilities, which are mostly home-based chargers or fast charging sites located at trip destinations or on long journey routes.</p>



Question raised in feedback	Council's answer
Will all the charging sites be open to the general public or will they be restricted to the residents of the Council area?	These EV chargers will be open for the general public, as the EV chargers are proposed to be located in a public space.
<p>What guarantees have either/both ARENA or Council obtained from Origin Energy that 100% Renewable Energy will only be supplied to the motorist?</p> <p>How will this be verified?</p> <p>Will there be any penalties against Origin Energy if non Greenpower is supplied?</p>	<p>The electricity used for each charging session will be matched with electricity sourced from the government accredited GreenPower program. This means an equivalent amount of electricity used by all the chargers will be sourced from new GreenPower accredited renewable energy projects via electricity retailer Origin Energy.</p> <p>The GreenPower program is independently audited and verified. More information about the GreenPower program can be found at Renewable energy made easy, <a href="https://www.greenpower.gov.au/">https://www.greenpower.gov.au/</a></p>
Could the charging infrastructure interfere with sensitive medical equipment.	Staff have directly contacted the respondent to discuss further.

## Appendix 1 Verbatim community and stakeholder responses\*

Number	Comment
1.	<i>No comment provided</i>
2.	<i>No comment provided</i>
3.	I think this will be awesome for manly
4.	<i>No comment provided</i>
5.	Re Governor Phillip Park - if you don't have a Northern Beaches Parking permit do you have to purchase a parking ticket while charging? I think the 3P is too long and should be limited to 1P maximum to encourage turnover.
6.	<i>No comment provided</i>
7.	Great idea but we need more charging options in Dee Why! With high density apartments everywhere, there are minimal public chargers available.
8.	Big supporter of Green EV street charging the more the better
9.	<i>No comment provided</i>
10.	<i>No comment provided</i>
11.	<i>No comment provided</i>
12.	<i>No comment provided</i>
13.	We will need more than this to service the size of the community and estimated uptake of EV's.
14.	<i>No comment provided</i>
15.	<i>No comment provided</i>
16.	<i>No comment provided</i>
17.	Move away from intersection, either towards Glenrose shops or into one of the parking bays in LW park.
18.	<i>No comment provided</i>
19.	<i>No comment provided</i>
20.	Another suggestion for Anzac Ave Collaroy is to put the station in the car park between the tennis court and rugby field. The poles servicing the flood lights could be used to power the charging station
21.	An excellent proposal to aid a fair transition to clean air and energy.  Ashburner is an easy to access site. Despite the loss of a park in an already heavily populated area the addition of this facility can make a real difference to people's decision on vehicle purchase. In the meantime I am sure this will get good use from existing EV owners.  Build it and they will come. ;)
22.	Excellent initiative.
23.	<i>No comment provided</i>
24.	<i>No comment provided</i>
25.	<i>No comment provided</i>
26.	<i>No comment provided</i>
27.	<i>No comment provided</i>
28.	Pleased to see this happening, numerous accessible chargers are required for the EV revolution we need.
29.	<i>No comment provided</i>
30.	Fully support this

\*Personal details and inappropriate language have been redacted where possible. Spelling and grammatical errors have been amended only where misinterpretation or offence may be caused.



Number	Comment
31.	Manly most important as its a hub for public transport drop offs.
32.	All suggestions are excellent locations and much needed specially for ev owners living in units. Hard to limit it to 7 as noted above.
33.	<i>No comment provided</i>
34.	<i>No comment provided</i>
35.	<p>I think it is a real travesty that we are moving towards transportation that is not sustainable, environmental or equitable.</p> <p>Electric cars are ridiculous prices and they are increasingly having mechanical issues. Components used in the batteries are required to be 'farmed' by impoverished peoples in their own homelands and much of the batteries are not recyclable. Electricity in Australia comes primarily (some 70%) from coal-based energy. Not too mention the disproportionate attention on the end user, the consumer, when corporations look sideways, and the elite of corporations fly in private jets, and politicians often fly needlessly clocking up carbon output along with their families. Clearly, petroleum use is an issue but we should be placing pressure on the government to stand up to corporations including manufacturers and OPEC so they are forced to use one of the dozens of solutions they have to petrol cars, one that does not greenwash a fasleity. These stations are ugly, I rarely see the current ones being used and they are not the slightest bit green.</p>
36.	<i>No comment provided</i>
37.	<i>No comment provided</i>
38.	<i>No comment provided</i>
39.	This is an excellent project. I recognise it is a pilot but feel that each area for electric charging needs to have 2-3 locations so that it can more rapidly become a "known" hub/destination for people with electric cars.
40.	<p>Although I fully support the proposed EV Charging Stations, I submit that the proposed site for the proposed Blackbutts Rd, Frenchs Forest station is very poor. It is in a high traffic area, between the entry/exits for the car parks for Frenchs Forest Showgrounds and for the Lionel Watts Sports Grounds and directly opposite where Malbara Crescent enters Blackbutts Rd. Traffic leaving Malbara Crescent and turning into Blackbutts Rd already has enough to contend with in this situation, especially with cars parked illegally on Blackbutts in violation of the No Stopping zone. I submit that the charging station would be much safer, and just as useful for the community, if located in one of the car parks mentioned above.</p> <p>Thank you</p>
41.	NBC regularly commits money to fund projects in the suburbs along the beaches and the rest of the NBC council area gets ignored. NBC should spread infrastructure developments through the whole of the council area.
42.	<i>No comment provided</i>
43.	It's so wonderful to see the growth in green power EV charging stations. Well done! Please, when putting spaces in place, consider that some cars charge from the front and others from the back so the bays need to be of sufficient size to accommodate the cars, some of which are small and some of which are larger SUVs. As EVs become more and more popular, the variety of types and sizes will only increase. Thank you for undertaking this important project.
44.	<i>No comment provided</i>
45.	Why is Manly Vale being ignored by council once again?
46.	excellent proposal to trial and look forward to seeing
47.	<i>No comment provided</i>
48.	<i>No comment provided</i>
49.	<i>No comment provided</i>
50.	None scheduled for any shopping centres. Disappointing.

Number	Comment
51.	<i>No comment provided</i>
52.	<i>No comment provided</i>
53.	<i>No comment provided</i>
54.	<i>No comment provided</i>
55.	<i>No comment provided</i>
56.	<i>No comment provided</i>
57.	<i>No comment provided</i>
58.	<i>No comment provided</i>
59.	While making telegraph poles into EV charger stations is a great idea, I feel for the residents who live at the address where an EV charging station could be installed. The outside of their property is likely to become an active 24/7 area as people come and go, get in and out of vehicles, slam car doors, wait in line for their turn at the charger, talk on their phones while waiting etc. All these activities generate people, traffic and noise. I think it would be much better to put the chargers outside areas where people don't live, such as parks, parking areas and non-residential areas.
60.	<i>No comment provided</i>
61.	With parking being so tight in the community off street sites are a better choice. When petrol stations begin to close they would make the best sites.
62.	<i>No comment provided</i>
63.	<i>No comment provided</i>
64.	<i>No comment provided</i>
65.	Something is needed in Dee Why as there are a lot of older apartment blocks with no option for home recharging stations to be put in.
66.	<i>No comment provided</i>
67.	<i>No comment provided</i>
68.	Can we not install higher than 22kw?? This is not going to help that much for mst vehicles. We need superfast charging stations. 22kw is already very dated.
69.	This is crazy! I do not support installation of any charging stations on public land.  Charging stations should not be put in high traffic/ parking areas. The northern Beaches has enough problems with traffic congestion and lack of parking as it is. Charging stations should be put on private property.  The council is to blame for all the approval of over housing and no road developments or criteria of developments to have enough parking for the growing number of people living in one dwelling.
70.	These 3 sites in Manly already have very limited parking for the locals who live there. I would like to suggest that Stuart Street Manly near the Skiff Club would be an ideal place for one of these. There is less pressure on the parking and plenty of people could charge their car when they go to the skiff club.
71.	<i>No comment provided</i>
72.	<i>No comment provided</i>
73.	<i>No comment provided</i>
74.	<i>No comment provided</i>
75.	If these are installed the power delivery should not be throttled. Many destination charges like the diggers EV points are throttled down to such a slow charge we don't even bother to use them anymore
76.	Great initiative, Hope we see some on the beachfront as well.
77.	<i>No comment provided</i>



Number	Comment
78.	<i>No comment provided</i>
79.	While this is a good start, 22kw chargers are too slow. We need 50 or 75kw charging stations on the northern beaches to stay competitive. At the moment, JOLT is the only private provider, and their chargers are also slow 22kw. We need more 50 - 75kw public or private chargers deployed across the northern beaches please.
80.	<i>No comment provided</i>
81.	Submission 1: As there are many apartments / multi dwellings in the Newport area west of Barrenjoey Road Newport several charging locations will be required as most multi dwelling sites EV owners will not be able to charge their EV at their home. As we move from petrol to electric vehicles more charging locations will be necessary  Submission 2: As EV's are becoming more popular and home charging for most people in Home Units will not be able to charge their vehicle at their home address many street charging stations are going to be required. The sooner we start to provide them around each suburb the better. Newport has a large concentration of apartments in area west of Barrenjoey Road and will need several charging stations in that area. The proposed EV Charger in Kalinya Street is a must for Newport.
82.	<i>No comment provided</i>
83.	It should be noted that any locations selected have to be at least 20 metres away from any housing or communal areas. Recent events have shown that there is a possibility of battery ignition and fire particularly while the vehicle is in the process of being charged. This likelihood is reduced if charging times are restricted to 15 minutes per session One way of this is by way of additional fees as is currently being introduced with Tesla chargers (by way of an increase to \$1/minute after first 15 minutes charging), part designed to reduce over-heating on charging and a possible ignition scenario. The safe zone area away from electric vehicles on charge cycle has to be a minimum 20 metres for this reason. Any locations chosen "by Council" should conform to this directive.
84.	Sites should be spread around the Council area with some consideration toward property density and estimates of likely need. I would say since Manly is dense and lots of tourists come with extra cars there should be some extra charging sites in Manly.
85.	Seems very Manly centric. 3 in Manly. None in Seaforth, Clontarf nor Balgowlah. Is Council proceeding with the one formally discussed for Seaforth? We will discuss at the next CCF meeting.
86.	Fantastic idea! The more EV charging stations, the better!
87.	<i>No comment provided</i>
88.	<i>No comment provided</i>
89.	<i>No comment provided</i>
90.	118 Allambie Road is the first parking spot, right after a very busy roundabout. Having it there will no doubt result in people parking up behind it waiting for the person using it to leave which will mean that they hold up the roundabout. Support one on Allambie Road, move it down the road a few hundred metres.
91.	<i>No comment provided</i>
92.	<i>No comment provided</i>
93.	<i>No comment provided</i>
94.	<i>No comment provided</i>
95.	Please prioritise areas with apartments!
96.	<i>No comment provided</i>
97.	<i>No comment provided</i>



Number	Comment
98.	<i>No comment provided</i>
99.	All sites present a great opportunity to place multiple points. Low power and/or single units are no way to futureproof our area.
100.	<i>No comment provided</i>
101.	<i>No comment provided</i>
102.	Yes! I do not agree with the provision of EV Charging Stations. I do not remember any consultation at all whether the idea should be furthered? If people wish to have EV's why not charge them at home. There is quite limited parking in the busier parts of the Northern Beaches so to set aside parking for EV charging is rather outrageous. Remember the vast majority of drivers are still using more conventional vehicles. I wonder how long EV's will remain perhaps Hydrogen powered vehicles may eclipse EV's. By the way how are these EV Charging stations being financed I hope my rates aren't going towards them>
103.	<i>No comment provided</i>
104.	Additional charging station could be set up at Beacon Hill Oval
105.	<i>No comment provided</i>
106.	Do not take existing car parking spots. Create new ones specially for these cars.
107.	<i>No comment provided</i>
108.	<i>No comment provided</i>
109.	Yes - Can we please have some in Avalon Beach. Some great locations could be the Woolworths carpark, RSL Carpark, Bowling Club carpark at the rear, The Surf Club carpark, Avalon Parade near Surfside Ave on the Hill or North Avalon Carpark.  Lots of EV;s in Avalon and no chargers.  Thanks
110.	So you support child inforced labour. Do some research on how lithium is mined in Africa. Why are you promoting ev cars they are not environmental friendly. They take an enormous amount of energy to produce.
111.	<i>No comment provided</i>
112.	<i>No comment provided</i>
113.	Allambie Heights was not considered with the Jolt proposal. Need some charging stations "inland" from the beach locations where all stations have been proposed.
114.	Ev charging is desperately need in manly. As a resident with an ev, I would love to see these spots placed in areas that are already short term parking. The proposed spots in manly all appear to take away an overnight spot for resident parking, and i dont like that. Could we not have charging stations in the 2hr council parking lots, or on the main beach parking strip? I also don't think that the ev charging spots should be free parking. Users should pay parking fees for any time they occupy the spot. Otherwise, people will always park for longer than needed to charge. People with evs will even use them as free parking spots on the assumption that if their car is plugged in they won't get a ticket.
115.	Every surf club car park and reserve car park on the northern beaches should be the end goal.
116.	<i>No comment provided</i>
117.	<i>No comment provided</i>
118.	Are there no chargers proposed for Balgowlah, Fairlight or Seaforth?
119.	<i>No comment provided</i>
120.	Manly has so many older apartment blocks and many of these have either no garages and/or no possibility of installing a charging apparatus in the apartment garages due to strata restrictions. For these reasons I think priority public charging stations must be available in Manly.
121.	<i>No comment provided</i>
122.	<i>No comment provided</i>





Number	Comment
123.	<i>No comment provided</i>
124.	<i>No comment provided</i>
125.	<i>No comment provided</i>
126.	<i>No comment provided</i>
127.	Keep them away from my suburb, don't want them catching fire near me.
128.	<i>No comment provided</i>
129.	<i>No comment provided</i>
130.	Cant come soon enough!
131.	<i>No comment provided</i>
132.	<i>No comment provided</i>
133.	<i>No comment provided</i>
134.	Absolutely want one in Avalon But ABSOLUTELY NOT there in Old Barranjoey, where there is already a shortage of parking, especially after school drop offs and pick ups. Put it across Dunbar Park in the carpark off Avalon Parade. And put 2 in the same place. Then you're not taking up prime parking where most people DONT have electric cars, but facilitating it for those who do, and will surely be ok to walk a few extra metres.
135.	I disagree 100 pc with Council having EV's being recharged on streets and taking up valuable parking spaces which all NBC Residents paid for. These EV charging outlets should be located in off street locations exactly the same as are Petrol/Diesel or Gas stations are. Why should the general public be put out for people whom have EV's when residents, and this would probably be over 90% of NBC residents, have to obtain their petroleum products from established service stations whom have had to purchase or lease very expensive equipment which is passed on to their customers.
136.	<i>No comment provided</i>
137.	We need a charging station for the upper end suburbs of the Northern Beaches that are furthest from the coast- Forestville, Belrose and Frenchs Forest.
138.	<i>No comment provided</i>
139.	<i>No comment provided</i>
140.	no
141.	<i>No comment provided</i>
142.	Dee Why
143.	<i>No comment provided</i>
144.	<i>No comment provided</i>
145.	Great initiative - hope you get funding for more locations
146.	I have no strong views on the preferred locations as I do not have an EV however as funding is available for only 7 sites I suggest the sites are spread per the as fairly as possible over the previous 3 council areas, then geographically spread over those areas- so that is the basis for my location choice
147.	Very supportive of this initiative - we need good coverage but need to focus initially on areas where those from outside the Beaches will come to in order to support our local businesses.
148.	<i>No comment provided</i>
149.	I own unit [REDACTED] and am strongly in favour of electric charging points, however the suggested location of 11 Gilbert st would be a very bad choice and increase already bad parking problems . Gilbert st at this location is a dead end road with very few public parking options already . Existing on site parking and entry to apartment parking garages already dominate the spaces, but there are still many older style apartments in the area which do not have parking and rely on these limited spaces . An electric charging point in Gilbert st would cause anger, backed up traffic and far more parking issues .



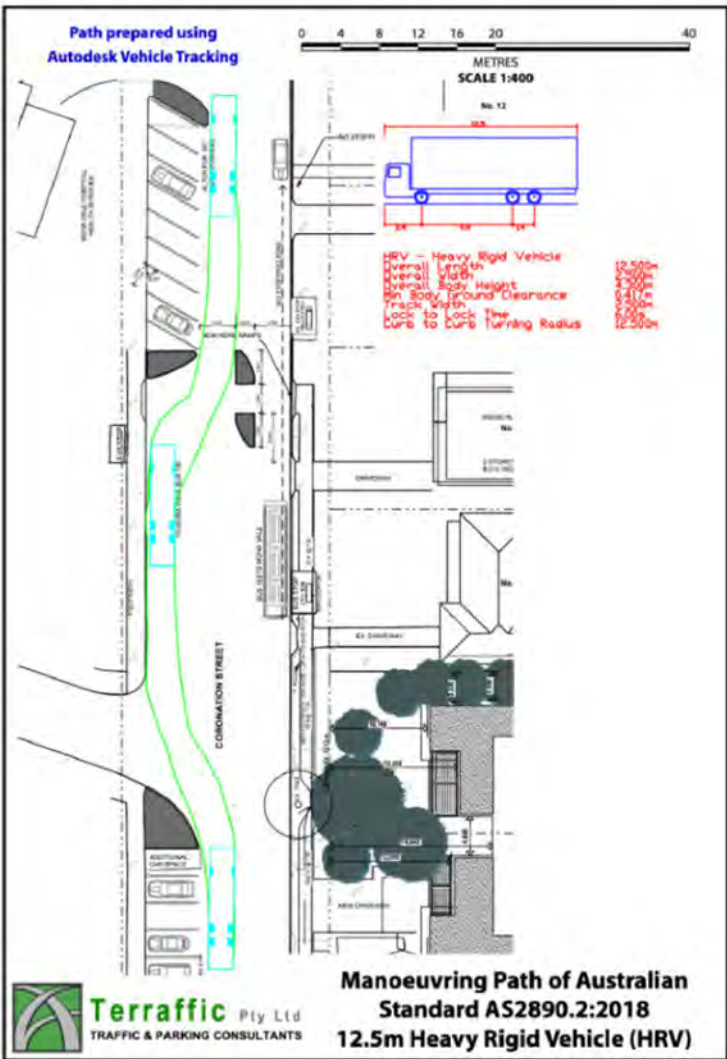
Number	Comment
150.	At this stage can't see the need at Palm Beach. Mona Vale already has options. The density of units in Manly would warrant two of the 7 to be placed there.
151.	<p>I'm an EV owner. Unless I am leaving the city I only ever charged at home, never at a commercial charger. Currently I only have a 10 Amp socket to charge with at home, which has been perfectly fine. All the EV owners I know charge their vehicles at home because that is always cheaper and more convenient, apart from one friend who doesn't have offstreet parking.</p> <p>As such, I think light pole chargers are a great idea, but only in areas where the surrounding residents have little offstreet parking and therefore it would provide convenience and encourage such residents to get an EV. I'd suggest that 7kW chargers might be perfectly adequate (vs 22kW) because from a convenience perspective, you want a resident to be able to park overnight or for the full day (while they're at work) while charging. It would be very inconvenient for them to have to move their vehicle in the middle of the night to make way for someone else to charge their car, if that was what was required to make the charger commercially viable. Or to be charging during the day when they've commuted to work via public transport, but getting a message saying they need to move to let someone else park while they're 7 miles away in the city (a little Manly reference there).</p> <p>(For this reason commuter car parks such as park and rides are an excellent location for 7kW L2 chargers.)</p> <p>I wouldn't put a Level 2 light pole charger anywhere people aren't going to stop for less than 2-3 hours - it doesn't make sense. My car only charges via Level 2 at 7kW, so I'd only bother if I couldn't charge at home and I was wanting to be in the vicinity of the charger for at least 4-5 hours (my charge time from 10% would be about 8 hours).</p> <p>I wouldn't put one in a location that is deserted at night: who is going to want to charge their car at that time if they can't conveniently and safely get back to their home. Because most people will choose to charge near their home because that's where their car is 95% of the time. And from a commerciality perspective you want to optimise the usage of the charger.</p> <p>In choosing your locations, please think carefully about vehicle owner behaviours and how a particularly location might optimise or detract from the commerciality/utilisation of the charger. For example, sports field locations make little sense.</p> <p>Make sure you stratify the answers you get to this survey between people who already own an EV vs those who don't. Because the former are going to give you much more useful insights. Hope these considerations are useful.</p>
152.	Great idea, encourage EV use
153.	<p>Is there a timeline for increasing on this baseline - to have good infrastructure ahead.. beyond this 7? London experience - the lack of charge options, given you had a hire car was shocking, to the point our days were spent trying to find and drive to places to find charge points!</p> <p>Also what is the plan to ensure the charge points are updated in Google Maps / charging apps so people find out WHERE they can charge - imperative for this to work properly.</p> <p>Happy to head more on this latter query in particular.</p>
154.	<i>No comment provided</i>
155.	<i>No comment provided</i>
156.	Lovely to see more of these stations coming into reality. Setting up more at destinations such as dog parks, beach or lakeside car parks, shops and cafes will add a large convenience factor, I would love to see more of this.
157.	I support the expansion of electrical charging facilities
158.	There is a desperate need for more EV charging stations across the Northern Beaches as the uptake gains momentum. As an individual who's had an EV for 3 years I am fortunate to have solar on my home so I am now less reliant on charging stations. However for those without access to solar or who charging is problematic such as those living in apartments, it's really important to have charging stations accessible. The bigger picture of course is high density dwellings with solar and EV charging.
159.	<p>Dear Council,</p> <p>As an EV driver, I would advocate that kerbside charging is not a viable solution. There will never be enough and the turnover between users is just too slow. I also suggest that EV</p>



Number	Comment
	charging is not the role of council. The constructive alternative is for service stations and shopping centres to be encouraged install 'banks' fast DC chargers, whereby the EV can be fully charged quickly & efficiently in minutes, not hours. This is the Tesla model for public charging and it works brilliantly. The other thing not well understood, is that for most charging applications, a standard 10Amp plus is sufficient. These can be installed on mass at commuter carparks and work places, with a simple app to manage access & fees. Most commuters would successfully get a full battery this way, once or twice a week.
160.	Thanks for asking for opinions! For an older EV that has a shorter range, powering up, halfway up the hill at ALLAMBIE, is very useful. Parking at Allambie is well-used but generally has a turnover that would allow usage (except perhaps at school drop off and pick up times).
161.	An excellent initiative by NBC! one small observation/improvement: I note that the type of charge stations proposed require owner cables. Not many E.V. owners have these connections. My preference would be for permanently connected cables to be provided at each location.
162.	<i>No comment provided</i>
163.	<i>No comment provided</i>
164.	Given the proliferation of EV's in our area (Newport and Bilgola Plateau) see at least five (5) charging posts installed at Porter Reserve in Newport or the carpark behind the Barrenjoey Road shops off Bramley Lane at Newport.  Sincerely,
165.	It seems sensible to supply stations where residents can't park and use the power from their own property. eg in high density areas such as Manly and Dee Why.
166.	Great initiative and hoping you receive more funding to extend this further.
167.	<i>No comment provided</i>
168.	I live on West promenade. There is already such limited parking as is. The council are constantly removing spots from West Promenade and Eustace St leaving residents with no where to park. There are ~25 apartment buildings relying on being able to park around their home. Taking yet another spot from West Promenade is just further restricting residents. I 100% understand the rationale and support the reasoning to encourage the use of EV and support renewable energy. However, there are many other streets in Manly or even Fairlight that could be utilised for this purpose. There should also be considerations made for West Promenade to perhaps move from a 2P to 1P for non residents, particularly for summer. I personally work in the local hospital where there is only 1 bus an hour and the times do not mesh. I rely on my car and really struggle being able to get a spot within walking distance of my home.
169.	<i>No comment provided</i>
170.	<i>No comment provided</i>
171.	<i>No comment provided</i>
172.	<i>No comment provided</i>
173.	The Councils attention is drawn to DA approval DA2021/1841 - Construction of a seniors housing development. There may be a conflict with the location in coronation street and the development. See attached traffic management report on Council's website located under the DA application. Another example of Council's internal departments not talking to each other....which is normal!!

Number	Comment
	<div style="text-align: center;">  <p><b>Terraffic Pty Ltd</b> Traffic and Parking Consultants <small>ABN 83 078 415 871</small></p> </div> <p>29<sup>th</sup> April 2022 Ref: 21063</p> <p>The General Manager Northern Beaches Council PO Box 82 Manly NSW 1655</p> <p>Dear Sir/Madam,</p> <p style="text-align: center;"><b>DA2021/1841 – 7 &amp; 8 CORONATION STREET, MONA VALE PEDESTRIAN CROSSING TREATMENT</b></p> <p>I refer to Council's Traffic Engineering Referral Response dated 4/3/22 regarding the abovementioned development. In this response, Council's Engineer recommended Option 3 which incorporates a pedestrian refuge island, a kerb extension on the northern side of Coronation Street and relocation of the bus stop on the southern side of the roadway.</p> <p>In response to Council's request, Gartner Trovato Architects have prepared a Site Analysis Plan (Drawing A01) that includes the following:</p> <ul style="list-style-type: none"> <li>• A pedestrian refuge island outside No10 Coronation St that retains vehicular access to this dwelling</li> <li>• A kerb extension on the northern side of the road that limits the crossing width to 3.7m on both sides of the refuge island</li> <li>• Rotating the 90 degree parking between Gate 3 and the refuge island to 60 degrees</li> <li>• Relocation of the bus stop on the southern side of Coronation Street to be located immediately east of the driveway serving No9 Coronation Street</li> <li>• A proposed NO STOPPING restriction from the new bus stop to the common boundary of 11 and 12 Coronation Street</li> </ul> <p>The swept path of the Australian Standard AS2890.2:2018 12.5m long Heavy Rigid Vehicle (HRV) representing a typical bus accessing the bus stop on the northern side of Coronation Street is reproduced in Annexure A. As can be seen, this vehicle can comfortably access the bus stop and manoeuvre between the proposed pedestrian refuge and kerb extension.</p> <p style="text-align: center;">PO Box 563 Sylvania Southgate NSW 2224 Mobile 0411 129 346 Web <a href="http://www.terraflic.com.au">www.terraflic.com.au</a> Email <a href="mailto:logan@terraflic.com.au">logan@terraflic.com.au</a></p> <p>Should you require any further information, please do not hesitate to contact Michael Logan on 0411 129 346 during business hours.</p> <p>Yours faithfully </p> <p>Michael Logan <i>MTruff (Monash University)</i> Director Terraffic Pty Ltd</p>



Number	Comment
	 <p><b>Manoeuvring Path of Australian Standard AS2890.2:2018 12.5m Heavy Rigid Vehicle (HRV)</b></p>
174.	Council really does need to have significantly more EV chargers in Dee Why (east side if Pittwater Road). We consider this a very high priority. Additionally they do need to be "Fast Chargers". Why?, for convenience of users and to more quickly turn over charging spaces for the next customer.
175.	<i>No comment provided</i>
176.	This is an excellent initiative. Well done. I hope the project is successful and we see more of these charging bays in the future.
177.	Fantastic initiative, thank you!! Hopefully the trial is a huge success and even more charge points can be added in future. Thanks again!
178.	<i>No comment provided</i>
179.	Perfect location. Charge your EV whilst you take your dog for a walk.
180.	It's a great step in the right direction for more EV accessibility!
181.	No

Number	Comment
182.	Great initiative!
183.	Hi, I live in Malbara Crescent and I'm in favour of the charging station opposite. It will reduce the number of cars parking opposite and so make the turns onto Blackbutts much safer and easier.
184.	The proposed location on Blackbutts Road is not appropriate. The location should be on the next pole towards Davidson.
185.	<i>No comment provided</i>
186.	<i>No comment provided</i>
187.	No, thank you.
188.	<i>No comment provided</i>
189.	Great to hear of this idea. How about one in Fairlight in the vicinity of Fairlight shops.
190.	<i>No comment provided</i>
191.	<i>No comment provided</i>
192.	<i>No comment provided</i>
193.	Selections are based on Locations close to areas with residential flat buildings with older stock so residents in those buildings can own EV. Palm Beach to support visitors from out of area
194.	<i>No comment provided</i>
195.	<i>No comment provided</i>
196.	<i>No comment provided</i>
197.	Gilbert St Manly is purely residential and not appropriate IMHO. The current 1 hour parking spaces on Gilbert St Manly could work really well as they are in a more commercial position.
198.	Not at this location (not near a kids park plus not wanted)
199.	The proposal in Kalinya St is outrageous. It is hard enough to get a park as a local resident on weekends let alone you taking up space for a very select few vehicles on the road.
200.	<i>No comment provided</i>
201.	We need more charging stations at the northern end of the peninsula please
202.	High density areas should be prioritised for street side EV charging such as Manly vale and Dee Why areas where many units are located
203.	<i>No comment provided</i>
204.	<i>No comment provided</i>
205.	<i>No comment provided</i>
206.	<i>No comment provided</i>
207.	<i>No comment provided</i>
208.	Good to see more stations going into the area.
209.	There should be more options to select in the Dee Why, Brookvale, Curl Curl Area. Especially will all the high density development in Dee Why.
210.	How about Scotland island car park area? Commuters don't have garages and their are a few EV's parking their now.
211.	<i>No comment provided</i>
212.	<i>No comment provided</i>
213.	<i>No comment provided</i>
214.	Warriewood is a significant hub for community facilities, shopping centre servicing surrounding suburbs and a growing population centre with little charging infrastructure available in this suburb. This charger should be the priority for inclusion and a second charger option in Warriewood should be considered given the volume of vehicle traffic utilising this area.
215.	There should be one in Allambie Heights But that is a dangerous location. Around the corner in Grigor place much safer.



Number	Comment
216.	<i>No comment provided</i>
217.	<i>No comment provided</i>
218.	<i>No comment provided</i>
219.	<i>No comment provided</i>
220.	<i>No comment provided</i>
221.	Charging stations are much needed on the Upper Northern Beaches. I have an EV and charge at home in Avalon, however for anyone travelling up Barrenjoey Road beyond Mona Vale, there are none at the moment. Should I ever run low on charge coming back from the city, it would be consoling to know there was a good network of reliable chargers somewhere between Chatswood and Avalon Beach. But why not install some charging spaces in the already existing public carparks at Newport and Avalon? This would make sense, as it would allow for charging EVs while shopping.
222.	<i>No comment provided</i>
223.	None of these. You have chosen sites that already have parking difficulties and you want to increase these problems?! Kalinya St Newport in particular is already burdened with Newport Arms parking melee, and councils inane limited timed parking for residents every day in that street. New units have been built and the parking spaces already don't go far enough to accommodate current residents., why add to that nightmare. A sensible and more suitable location would be the far northern end of Newport beach car park on the road side. It's on the highway so keeping traffic off the back streets, it's highly visible, not affecting resident parking and minimal effect on beach parking As a rate payer I do not want to see any further parking issues in Kalinya St
224.	I totally oppose this as parking for residents is and has been difficult even before the most recent building works at the lower end of Beaconsfield near the shopping centre. To take another car space out is unacceptable. On weekends you can hardly find a park close to home as it is. It is not council's core business to do this. Stick to what the majority of the community need - Better parks and services, along with road maintenance etc. People parked along this area are generally attending the pub, so why not get the pub to host this! It is for their patrons.
225.	The car parking at Allambie Oval would be an ideal location. Close to shopping and cafes. Also the 3 locations in Manly. It's crazy that there isn't any charging in Manly currently, in such a busy hub.
226.	<i>No comment provided</i>
227.	<i>No comment provided</i>
228.	<i>No comment provided</i>
229.	May be encourage or subsidise to local small shopping centre to install more EV chargers.
230.	<i>No comment provided</i>
231.	<i>No comment provided</i>
232.	<i>No comment provided</i>
233.	<i>No comment provided</i>
234.	<i>No comment provided</i>
235.	the existing (albeit minimal) installed infrastructure should rule out Mona Vale, Freshie, Narrabeen for priority on this round. Manly has a major need, as do some of the locations back off the beaches, and north of Mona Vale
236.	<i>No comment provided</i>
237.	1. Have more EV charging stations at shopping centres carpark, so our EV is charged while we're shopping.



Number	Comment
	2. More solar panels on shopping centres to charge the EV, especially during the day to maximise sunlight.
238.	So happy to see this coming our way! Thank you so much!
239.	<i>No comment provided</i>
240.	<i>No comment provided</i>
241.	This is a fantastic idea. I don't currently own an EV due to the fact I'm worried about running out of power. With locations around for me to charge this will definitely make me start the process to buy one.
242.	<i>No comment provided</i>
243.	<i>No comment provided</i>
244.	<i>No comment provided</i>
245.	<i>No comment provided</i>
246.	High visit areas may benefit most
247.	A Mona Vale site would serve the church point and Bayview communities
248.	We need so many more in Manly as there are so many blocks of units
249.	<i>No comment provided</i>
250.	<i>No comment provided</i>
251.	<i>No comment provided</i>
252.	Charging stations should not impinge upon residential parking in busy streets. That is why places like Governor Phillip park are ideal. We have Aquatic Drive, Glenrose shops, Curl Curl adjacent to the netball courts, Forestway shops, which could be better sites. There are 2 at Belrose Super Centre which interfere with no one. The suggestion for 118. Allambie Road is particularly perplexing. It is just off the roundabout, close to the shops and school where parking is at a premium. Further down Allambie Road outside the Community Hall would make more sense. Manly waterfront would be ideal. So many parking spaces where one or two would make little difference. Please take into account the negative impact some of these sites would have on residents. Semi industrial sites and shopping centres make more sense.
253.	<i>No comment provided</i>
254.	<i>No comment provided</i>
255.	To consider 25/27 Ashburner St Manly as a site is incredible. The lack of parking at any time is obvious to anyone who knows the area. To take one spot for charging us not on.
256.	<i>No comment provided</i>
257.	11 G liberty Street Manly is a very poor place to site a charging station. The street is narrow and has a huge volume of bus traffic each day. A charging station will inevitably involve some double parking as people wait for their turn. This will halt bus traffic and cause chaos.
258.	<i>No comment provided</i>
259.	I strongly object to the location at 118 Allambie Rd, it's a lazy and dangerous solution, totally inappropriate on a high volume traffic roundabout, and a 60km per hour road speed limit. It's on the wrong side of the road for accessing the new units or the shopping centre and only useful for EV's with rear charging. A much safer and useful option would be in the Allambie Oval car park, behind the shops or further along the southern side of Allambie Rd,
260.	I strongly object to the charging station in Yulong Ave Terrey Hills parking for the shopping centre is overloaded, the street is extremely busy with sporting activities, trucks and buses seeking parking. A better location might be in the parking area adjacent to the Fire Station.
261.	<i>No comment provided</i>



Number	Comment
262.	I do not own an electric vehicle, although I hope to do so when the selection and price of EVs becomes better, so I am not arguing from my own current interests. When I do buy an EV I intend to charge it mainly in my own garage, as my usage is mainly local. I have chosen the spots I favour to get as even a distribution of charging points as possible over the NBs, and, where I have familiarity with the areas, to be the most useful and accessible locations. I hope my contribution helps. Kudos to Council for its approach to solar power and EVs
263.	<i>No comment provided</i>
264.	for better access, site all so only one car, not two, bounds each charging bay
265.	The location chosen for Newport is the most illogical position for a charging station. A better location would be some where closer to the shopping centre such as the three car parks in Newport; the beach car park, the car park behind the shops east of Barronjoey rd or the car park behind shops west of Barronjoey rd. The only people that would benefit from a charging station at Dearin Reserve would be people travelling to visit the Newport hotel.  Thanks
266.	What about Newport Beach car park, alternatively, the car park behind the shops at Newport (south side)
267.	<i>No comment provided</i>
268.	<i>No comment provided</i>
269.	Please do not put one at dearin reserve as the parking is difficult all year round in that area due to the Newport , the wharf and the mirage. It could be put on The Boulevard at Gretel park.
270.	<i>No comment provided</i>
271.	Try to keep the charging stations away from private houses. It's not fair to the residents whose houses you have picked particularly the one in Mona vale when there are substantial public parking already in coronation street.
272.	<i>No comment provided</i>
273.	<i>No comment provided</i>
274.	<i>No comment provided</i>
275.	<i>No comment provided</i>
276.	<i>No comment provided</i>
277.	That the sign says between 10pm and 8am no parking unless valid isthmus permit. This means a local can park in the space overnight.
278.	<i>No comment provided</i>
279.	Charging stations should not remove on street parking particularly in Manly
280.	Good for our community as this will be the only public charger in our area
281.	I would use this regularly, great idea
282.	<i>No comment provided</i>
283.	<i>No comment provided</i>
284.	Concerned that older EV vehicles will catch fire more frequently in the future and give off toxic fumes whilst located close to residential areas.  These stations should be located in industrial or commercial zones or have fire suppression facilities to extinguish fires.
285.	Great initiative :
286.	<i>No comment provided</i>
287.	I strongly oppose the site at 15 Coronation Street Mona Vale. Please see attached letter: Dear Northern Beaches Council

Number	Comment
	<p>I strongly oppose the proposed site 15 Coronation street Mona vale for the Intellihub Street Side Electric Vehicle Charging Station.</p> <p>For the reasons being:</p> <ul style="list-style-type: none"> <li>• A public Electric Car Charging Station on a residential side of a street, adjacent to residential homes would change the surrounding environment for residents of those homes in a negative way.</li> <li>• My home is located at [REDACTED] Mona Vale, and the proposed site is visible from all the front windows of my home. This would be a visible intrusion ( large signs and charging equipment) of which I believe would decrease the value of my property.</li> <li>• The privacy and enjoyment of my front garden would also change, with cars &amp; people moving frequently in and out of the vehicle charging station.</li> <li>• Potential car/s waiting their turn to charge would also create double parking on the street , this could potentially be a hazard for residents getting out of their driveways, cars parked opposite the site reversing out of their parking, cars turning the corner from Narrabeen Park Parade.</li> <li>• There is already limited off street parking for visitors to homes due to hospital staff needing to find an all day park .</li> </ul> <p>A far more friendly and suitable place for a Vehicle Charging Station would be in a places away from residential homes.</p> <p>Sincerely,</p>
288.	<i>No comment provided</i>
289.	We need way more EV chargers in the Northern Beaches, particularly north of Mona Vale. Super supportive of this.
290.	Congratulations. This is a great imitative by council to support EV usage.
291.	<i>No comment provided</i>
292.	Install a camera to ensure users don't stay an unreasonably long time.
293.	I live in Ashburner street and it is already very difficult to find parking. Please don't take away any more isthmus parking spots
294.	As a resident of Allambie Heights and someone who lives in close proximity to the proposed site I strongly object to the location of the charging station. Parking is very limited at the best of times and with the new boarding house being built opposite you are taking away a parking spot for residents . Not to mention you will be devaluing the owner who will have this station outside their home . Surely if you are looking at Allambie Heights why not put it in one of the parking spots in the Centre car park? Or is this off limits because it's owned privately? Or somewhere behind the shops where it will not impact the residents .
295.	<i>No comment provided</i>
296.	<i>No comment provided</i>
297.	<i>No comment provided</i>
298.	<i>No comment provided</i>
299.	This is an excellent development. I hope it goes ahead. Also, there definitely need to be charging points north of the present moit northerly ones at Mona Vale.
300.	<i>No comment provided</i>
301.	<i>No comment provided</i>
302.	Honestly, I think all places should have one not just seven, if you are serious about the environment.
303.	<i>No comment provided</i>



Number	Comment
304.	<i>No comment provided</i>
305.	Please ensure that plug in hybrid EV's can use these facilities
306.	<i>No comment provided</i>
307.	Dee Why should be included as well. The current JOLT stations face the problem of non-EV cars parked at the stations for convenience. It'd be great if the new proposed stations are better monitored to avoid this, which is now an on-going issue. Either monitoring or something in place to avoid non-EV parks to take up the space. Fines, more rangers, etc, or any other solution would be appreciated.
308.	There is currently no ev charging in Manly at all and a growing concentration of vehicles.
309.	<i>No comment provided</i>
310.	<i>No comment provided</i>
311.	Prioritise condensed areas with lots of apartments. People in suburbia can charge at home, please in apartments cannot!
312.	<i>No comment provided</i>
313.	No
314.	Not at this time.
315.	I hope you are charging them as I do not see why the rate payers should subsidize people who do not pay their share of road usage and use a scarce resource of electricity. It must be short as the bills keep going up.  Just use rate payer money to fix roads & parks and get out of woke agendas!  Get the [REDACTED] to pay rates on land they own as well for council services they receive.
316.	<i>No comment provided</i>
317.	<i>No comment provided</i>
318.	<i>No comment provided</i>
319.	<i>No comment provided</i>
320.	<i>No comment provided</i>
321.	<i>No comment provided</i>
322.	<i>No comment provided</i>
323.	<i>No comment provided</i>
324.	<i>No comment provided</i>
325.	<i>No comment provided</i>
326.	<i>No comment provided</i>
327.	<i>No comment provided</i>
328.	<i>No comment provided</i>
329.	<i>No comment provided</i>
330.	<i>No comment provided</i>
331.	<i>No comment provided</i>
332.	Have maximum parking of 90 minutes. 33 Kws is enough to get you over 200 KMs.
333.	<i>No comment provided</i>
334.	I would recommend the council prioritise locations that are far from any public charging and with high density spaces. With the recent addition of high speed stations in Frenchs Forest (and whilst still desired to have more on street charging), Manly, Palm Beach and Warriewood (half way between Manly and Palm Beach) would likely see higher usage rates.
335.	I think this is a great idea and that the council should be a leader in getting many more installed. EV sales in the first half of 2023 increased four fold over the same period last year, from 1.8% of all Australian new vehicle sales to 7.4%. The pace is also accelerating with Australian Q2 2023



Number	Comment
	battery EV new vehicle sales of 25,752 up by 48% over Q1's 17,399 sales. NSW has over 175,000 EV's registered on road. Urgent expansion of EV charging infrastructure is needed just to keep pace and to reinforce the Northern Beaches as a clean and green energy leader.
336.	<i>No comment provided</i>
337.	<i>No comment provided</i>
338.	How about 1 charger in each of the underground council car parks in manly? Also, wouldn't it be nice to put 1 or 2 on the Corso in front of maloufs pharmacy and/or coles? There is a lot of tourism foot traffic there, so showcases the northern beaches support of ev transition. Also the 30 minute parking limit prevents people hogging the charging facility.
339.	<i>No comment provided</i>
340.	The proposal should incorporate two parking spaces at each site and incorporate sufficient lead length to cover both parks. This would allow more charging, particularly noting the propensity to overstay. Noting demands, each park at high traffic areas should be shorter - 1 hour parking to again allow greater access to meet demands from EV owners. One hour would provide a top up charge for sufficient range, particularly at Governor Phillip Park.
341.	Please do not put one in Kalinya st. Parking there is bad enough on weekends and during the week it has a 2hr time limit making it difficult to park anyway.
342.	<i>No comment provided</i>
343.	The locations should be chosen such that another EV waiting for charge after a currently charging vehicle can wait "in-line" close by. The charge station on Bungan St Mona Vale for eg is welcome but poorly situated. It should have been grouped together with the other charger in the nearby carpark. The logistics of the complete charging process as the demand of a series of vehicles need to be carefully thought through, not just the immediate vehicle on charge.
344.	Great idea. But it is taking way parking for residents. It would be better to put in the parking garages and provide a extra hour free parking to people. Also the 22wk will not provide rapid charging for customers. Turn of spots will take longer.
345.	Dearin Reserve is an off-leash dog area that is not enclosed - and we don't want it to be enclosed creating another "dog prison". It's small. Will having a more cars come into the area, endanger the dogs' safety and well-being? Just something to think about before making a decision.
346.	<i>No comment provided</i>
347.	<i>No comment provided</i>
348.	<i>No comment provided</i>
349.	parking on Kalinya Street in Newport is already dismal, a charging function there would make it much much worse - especially over summer with large volumes of people visiting the Newport.
350.	They should not take any space that any current eligible motor electric or non-electric vehicle use. If anyone chooses to buy an EV. They should be charging them on their own private property.
351.	<i>No comment provided</i>
352.	<i>No comment provided</i>
353.	It would have been good to see a Narrabeen option.
354.	<i>No comment provided</i>
355.	I'd love to see more of these and also more eV share car options for parking/ charging
356.	<i>No comment provided</i>
357.	My concern in the Manly area is parking is already at a premium and this is only going to further reduce available parking spaces for others. maybe move charging stations to outside the already limited parking spaces within manly to close streets outside the precinct where parking is not an issue or even Wentworth st. council car park lower level or spaces can be used by all as I have noted elsewhere these spaces are often vacant



Number	Comment
358.	I live on Kalinya st in Newport, the parking situation that we have in our street is already ridiculous & hard enough to find a park, when Justin Hemes brought the Newport the council gave us timed parking on Monday to Friday you can only park there for two hours from 8am-6pm & on the weekends you get four hours from 8am-6pm & now you want to take another car parking spot from an already depleted area to park. Sorry I say very strongly that I DO NOT want an EV charging station on my street.
359.	The charging unit proposed for 59 Old Barrenjoey Rd, Avalon will be an interference to sensitive medical equipment for a young boy located in [REDACTED], Avalon. His bedroom would be within [REDACTED] of the proposed ev site @ 59 Old Barrenjoey Rd, Avalon. The medical equipment is very sensitive and any changes in high voltage electrical equipment this close will give incorrect information on medical device thereby putting my child in severe harm or resulting in possible death. I think this location for an EV charging station is not suitable and should be rethought in regards to location.... a much more suitable location for an Avalon EV charging station would be over near the RSL club possibly further over on the old service station site that is raised and flood free. (The proposed area @59 Old Barrenjoey Rd is highly subject to flooding also, can provide photo evidence if required ) Can provide Paediatricians, Doctors and manufacturer of medical equipment advice on what I've discussed here, thanks kindly. Have a good day.
360.	I do NOT think Yulong Ave in Terrey Hills is a suitable location already too much traffic in that area. I would like to nominate either the carpark outside the Terrey Hills Fire Station (NOT outside the Playground). OR the Old Mona Vale Road alongside the Berkelo Cafe opposite the end of Yulong Avenue.
361.	I oppose having an EV outside 4 West Promenade Manly
362.	<i>No comment provided</i>
363.	Dear Council, The Strata Committee of [REDACTED] and [REDACTED], Manly [REDACTED] would like to make the following submission to the proposed Intellihub EV Streetside Charging Project due to the significant impact and safety issues it would create.  Gilbert St, on the West side of Eustace St is a narrow, one way, no through road with parking of vehicles on both sides of the short 100 metre road. It is a very tight road with very limited space and no turning facilities. Any car entering West Gilbert Street from Eustace Street without security access to a designated garage area is forced to complete multiple point turns in order to turn around and exit this street. This higher traffic could also result in damage to other cars parked in the area and to residential property, such as fences, when the cars may back over footpaths, also compromising pedestrian safety. This is unsafe for pedestrians and local residents. As there is a stairway leading down from Upper Gilbert it can be a high pedestrian thoroughfare, which will have a higher risk, with vehicles trying to access the electricity facility.  This facility would be significantly reducing pedestrian and vehicle safety by encouraging more cars into a very restricted street with no designated turning facilities.  In addition, the proposed facility's marked parking area would need to commence at least 1.2 metres from the driveway to enable the vehicles turning into the driveway enough angulation to enter safely.
364.	<i>No comment provided</i>
365.	<i>No comment provided</i>
366.	<i>No comment provided</i>
367.	<i>No comment provided</i>
368.	<i>No comment provided</i>



Number	Comment
369.	<i>No comment provided</i>
370.	<i>No comment provided</i>
371.	I am a resident on Ashburner Street - I strongly object to anything that encourages more people to utilise our street for parking. We have already had a reduction in available spaces due to construction works and the conversion of parking spaces into driveways and garden beds. It is hard enough to get a park close to our homes as it is, without the potential draw of sought after electric charging spaces. Please take them elsewhere.
372.	Exactly who pays for the power required to charge the vehicles? Will there be pay - for - use meters?
373.	That is great. We need more chargers especially where lots of units are.
374.	As Pittwater Ward is the is the most remote section of the NBC LGA - and the furthest from the CBD - it makes sense to have a concentration of charging points in the Pittwater zone.
375.	<p>Ashburner Street Manly EV charger proposed location is in WRONG SPOT!</p> <p>-There is a critical shortage of parking spaces on Ashburner street, and the Isthmus parking area of Manly generally.</p> <p>-the charging station is proposed to sit in front of an apartment block 10 units, each with their own car spaces, capable of having individual car charging.</p> <p>Designating one space for EV charging is excluding 97-98% of cars that cannot park in this spot, as there are on approximately 2-3% of vehicles that are currently EV's.</p> <p>-the other 13 locations proposed on the northern beaches are not in high use areas where is loss of one car spot is not noticeable, and most proposed locations are not out the front of people's homes.</p> <p>-why not locate the charging station away from the high use area of Isthmus, out the front of an apartment block out of with no car parking?</p>
376.	<i>No comment provided</i>
377.	<p>The locating of 3hr timed EV charging stations directly outside residential properties is completely inappropriate and reduces amenity and parking locations for local residents in favour of EV car owners who may live anywhere and have no regard for local residents, I question who will police the 3hr limit. I live at [REDACTED] and you have proposed a location directly in front of my house and my neighbour's house at 118 Allambie Road who is a widowed retiree, our family home is located on the [REDACTED] and the location proposed is quite ridiculous particularly when considering other options close to Allambie shops. Allambie Heights shops is a small neighbourhood shopping centre where the vast majority of visitors remain for a very short time. The proposed location is on the wrong side of the road to then safely access the shops on foot and will encourage people to cross the road through traffic at this busy location rather than walking up to the lights at Allambie Public School. There has already been a boarding house approved directly opposite at 139 Allambie Road which is currently being constructed and once complete will already place additional pressure on street parking for local residents. Based on the other proposed locations the most appropriate location in my opinion is at Allambie Oval which does not take away a street location immediately in front of us, the local residents, and is on the same side as the shops and school eliminating potentially dangerous pedestrian activity once the EV is parked. Should the location at the oval not be appropriate for whatever reason, then a location should be negotiated with the owner of the Allambie Heights Shopping Centre who I understand also owns all of the parking at the shops and where a charging location would be much more appropriate. I am sure the owner would be open to negotiating a rental agreement for a single car space for EV charging.</p>
378.	Regarding the 118 Allambie Road location, I DO NOT SUPPORT THIS LOCATION. Charging a car requires considerable time and as such an EV charging station would be better placed beside recreation attractions. The type of shopping done at Allambie Heights Community shops is much more a pickup and run kind of shopping event. In any case, there are many more



Number	Comment
	<p>suitable positions in Allambie Heights, such as:</p> <ol style="list-style-type: none"> <li>1) along Allambie Road north of the shops where there is no competing residential parking;</li> <li>2) closer to the community centre either last parking bay at the shops (near post box and phone box) or Infront of the community centre before bus stop and traffic lights;</li> <li>3) at Allambie Heights Oval, Allambie Heights entrance, eg the only parking bay left of oval access.</li> <li>4) Behind the oval beside the Tennis Centre and near Scout Hall.</li> <li>5) At an entrance to Manly Dam Reserve so recreation and charging can occur concurrently.</li> </ol> <p>Please consider that the location at 118 Allambie Road is opposite a boarding house which is expected to increase parking congestion and competition for space around this location. Removing valuable parking for residents is a substandard idea.</p>
379.	<i>No comment provided</i>
380.	<i>No comment provided</i>
381.	<p>To whom it may concern</p> <p>I am a resident of Ashburner st. As much as I like the idea of charging station for electric vehicles, I DO NOT support the proposed location on Ashburner st. As you may be aware, The Isthmus area of the NB parking scheme has likely the worse ratio of street parking vs number of residents. It is very very difficult finding a park for residents here. And this is pretty much permanently removing one spot.</p> <p>Further to that, Manly council is strongly enforcing front to kerb parking in this part of the street, which I suspect wouldn't be suitable for the charging station.</p> <p>Also I don't believe residents of nearby properties would purchase an electric vehicle solely relying on a one public charging station on the street.</p> <p>In my opinion, EV station should be rather situated in the beach front area, not in a residential zones with lack of parking spaces.</p> <p>Thank you for the consideration.</p> <p>Kind Regards</p>
382.	<i>No comment provided</i>
383.	<p>Parking availability is already a huge problem in Manly isthmus area. The residents of Ashburner street, myself included, struggle to find spaces to park their cars. By removing an available parking space and designating it for ev charging you would be exacerbating the problem. Ev owners have a large range of options at shopping centres and other public parking facilities. Do not take parking spaces away from an already overcrowded street.</p>
384.	<p>As the resident owner of [REDACTED] Mona Vale I object strongly to an EV charging site being proposed for outside my premises. All Parking spaces near Mona Vale Hospital are essential for the doctors, nurses, care workers etc etc required by the hospital as well as for the patients attending the hospital.</p> <p>EV charging stations are more suitable for non residential sites...car parking sites, supermarket car parks, petrol stations and the many green areas especially in highly developed areas such as Warriewood Valley.</p> <p>What measures are in place for monitoring cars which overstay the three hour limit as is very likely with so many sites close to beaches.</p> <p>I have not commented on the best 7 sites as I will leave that for the residents concerned.</p> <p>Many thanks.</p>
385.	<p>Whilst I'm all for electric vehicles and charging stations, parking for residents is bad enough in places like Manly without a spot being taken away for a charging station.</p> <p>Can you not put them in the council car parks, or underground parking garages??</p>
386.	<i>No comment provided</i>
387.	<p>Submission 1:</p> <p>Some of these sites are completely unsuitable</p>



Number	Comment
	<p>Submission 2:</p> <p>Thanks for your reply. I'm assuming that those responding to the community consultation, do not live in Ashburner st because as a resident, they would be fully aware of the scarcity of parking available at any time of the day or night. It would be beyond comprehension, that a resident of Ashburner would think it's a good idea to remove further car parks.</p> <p>So to be clear, I am fully supportive of electric vehicles and as soon as camper vans become available in this format, I'll be ordering one - however, Ashburner street is not suitable for this purpose.</p> <p>I know you are here to help answer questions and not listen to individual cases but I need someone within the traffic section of council, to understand our plight.</p> <p>You will have more accurate internal information than I do but I have done a google analysis of the parking to residence ratio in the proposed EV charging section of Ashburner St. Feel free to fact check these numbers but I am acknowledging that they are approximate at best.</p> <p>My google analysis and local knowledge tells me there are 161 in residences in Ashburner St between South Steyne and Darley St and 68 parking spaces in the street. 94 of those residences don't have off street parking. (My building, number [REDACTED] for example, has 22 apartments and only 4 garages) and only a handful of residences have more than one off street park. Conservatively let's assume that there is 1.5 cars per residence. (Some have none, some have 3 - you can check the issued permits) That's 94 x 1.5 =141 and another potential 33 cars from residences that have just one garage.</p> <p>So you can see where I'm going here. On any given day, there are potentially 174 resident's cars trying to fit into 68 car spots.</p> <p>But wait, that doesn't include the Bold and Beautiful swimmers who have over 10,000 people on their database and who have had to break up into time slots to accommodate their popularity or the thousands of walkers who have read on trip advisor that the thirteenth most popular activity in NSW is the Manly Scenic walk, or the thousands of beach goers wanting to swim between the flags at the 6th best beach in the world and who strive to avoid paid parking by trolling the side streets of South Steyne in search of a free two hour park.</p> <p>The plight of residents trying to find a park in their own street can be told anecdotally too. Physical fights in the street over car spots, early retirement , (don't laugh - a significant factor in my wife giving up her job at the Northern Beaches Hospital was due to the stress of finding a park at the end of the day.) Whatsapp groups being formed to let members know when parks become available, One resident changing the structure of their home to create their own car port (and in doing so, taking away two street parks from the rest of us.) I could go on.</p> <p>So when yet another proposal is flagged, that we are going to lose another car park, I hope you get a bit of a feel as to why the locals get defensive. And yes, we knew what we were getting in for when we bought an apartment in Ashburner St without a car space but when the council, who is supposed to be serving us, takes away our amenity, don't blame us for putting up a fight.</p> <p>Unless you live here, you just don't get it. 'Power pole suitability for EV charging' does not stack up against the lack of parking places for residents.</p> <p>So now that I've had my rant and prepared my official objection, I do understand that it is not your decision, but you seem reasonable and you have been responsive. I just needed to get it off my chest.</p> <p>Thanks</p>
388.	<p>For Manly, Victoria Street would be my suggestion as it has the width. I do NOT want any on Gilbert Street or West Promenade MANLY. I would prefer the charging spots in Manly be in Service Stations. Service Stations would be a more appropriate spot for these charging stations.</p>
389.	<p>Hi, Please don't place the EV charger in Ashburner St. It is one of the busiest streets for residential parking on the northern beaches. Removing a spot for a EV charging location will continue to make a busy parking area even worse.</p>
390.	<p>Sites with massive parking shortages for the amount of residents should definitely not be an option.</p>



Number	Comment
391.	Parking in manly is unbearable as it is with all the construction sites so loosing another spot in residential streets like ashburner is not preferred
392.	<i>No comment provided</i>
393.	I have concerns of the exact location of the Blackbutts Road (opposite Malbara Crescent), Frenchs Forest site. I don't think it is suitable to have this firstly next to a children's park for the reasons of safety and secondly opposite Malbara Crescent, which could become congested and is already difficult to exit at times, due to often illegally parked cars.  Blackbutts Road is a good location, just not where the children's playground is.
394.	Short and sweet: please no advertising like the ones on those chargers by JOLT.
395.	<i>No comment provided</i>
396.	Unequivocally a NO for Dearin Reserve Newport. This is adjacent to Dearin Reserve an off leash dog park where parking is already limited due to the close proximity of The Newport, the shops & bus stops! Please listen to reason here.
397.	I support electric vehicle charging station as described, Kalinya Street Newport 2106
398.	I refer to your letter of 5 September – Electrical Vehicle Charging Bay As a resident I cannot get a park in Ashburner Street. Nothing has changed since which we were invited to attend those meetings in Manly Council Chambers about resident parking some years ago. Whenever I move my car I have to leave it parked up Darley Street and come back in the early morning to see where I can find a place to park it. Now you want to put in charging stations across the road from me. The obvious question is why you don't install these charging stations in our car parks instead of across from the area where I live. Who are these people who will benefit from the charging stations? They are travelers. They are the same people who get free parking from their luck in finding a place away from the beach front?. Why aren't they also subject to meter parking? They should be parking in Council parking lots and it's there where you should provide the charging stations.
399.	- 19 Yulong Avenue, Terrey Hills - Blackbutts Road (opposite Malbara Crescent), Frenchs Forest To be prioritized please. Thank you Kind regards
400.	We have an electric vehicle in Manly. Current locations always have parked cars. They are dense areas. We recommend council put the EV charging in the Coles and Whistler Street car parks. Both have a 2 hour free limit. The street locations are likely to be regularly occupied by parked vehicles.
401.	My wife and I strongly support the proposal to establish an electric vehicle charging bay and a restricted parking space near our home at 11 Yulong Avenue, Terrey Hills.  We are owners of two EVs and the only nearby charging point is in the AUSTLINK business park in the shopping centre carpark. Due to the number of EVs in the area the two charging stations are often unavailable when needed. Addition of another public charging station in the area will be welcomed by all EV owners, as will the reduction of greenhouse gas emissions through the use of 100% green energy. EV users have overwhelmingly invested in EVs due to concerns about rising emissions and climate change.  Congratulations Council!

Number	Comment
402.	<p>I would like to provide comment in regards to the proposed EV charger to be located on the Northern side of Anzac Ave. between Cliff and Beach Roads.</p> <p>Since COVID, Anzac Ave. has had a significant increase in the amount of weekday traffic with people taking their dogs to the dog park, walking the headland and playing golf.</p> <p>On weekends there is even more traffic as you have even more people taking their dogs to the dog park, walking the headland and playing golf as well as all the players and spectators using the rugby/cricket oval.</p> <p>Further to this, it is quite common for people who have turned East from Pittwater Road into Anzac Ave. who then see a parking spot on the Southern side of Anzac Ave. to turn slightly into Cliff Road or Beach Road to then do a u-turn to get a parking space on the other side of Anzac Ave. In their haste not to miss the parking space they quite often cut across the front of people driving down Anzac Ave.</p> <p>This is already very dangerous and to have an EV charging space located between these streets will only increase the risk of an accident as it is likely that people wanting to use the EV charger will double park while they make enquiries as to who's car is being charged and how long they anticipate being there. Further to this, the proposed EV charging location is almost opposite the entry/exit to the Griffith Park carpark.</p> <p>Due to limited parking at times, cars park on Anzac Ave right up to the entry/exit of the Griffith Park carpark driveway and cars leaving the carpark have to edge their nose quite a way out onto Anzac Ave to be able to see if cars are coming up from the golf course direction. Cars coming from the golf course direction then have to swerve around the front of the cars coming out of the Griffith Park carpark and if a car is double parked on the Northern side of Anzac Ave while they wait to use the EV charger, then there is a likelihood of an accident.</p> <p>Further to this, cars often drive from Cliff Road into the Griffith Park carpark or from the Griffith Park carpark into Cliff Road and as Cliff Road and Griffith Park carpark are slightly offset this is often done at speed and if someone is double parked it will make this even more dangerous.</p> <p>I would suggest that it would be better to locate the EV charger at the dog park end of Griffith Park carpark or in the Fisherman's beach car park as cars would not create traffic issues and potentially accidents on Anzac Ave.</p>
403.	<p>Submission 1:</p> <p>The locations all have some advantages. Are the parking rules to be strictly enforced? Parking by anyone outside of the hours on the signs means that EVs cannot charge at these times. Seems a bit of a waste.</p> <p>Submission 2:</p> <p>The locations all have some advantages. The one in Boondah Rd Warriewood is close to the local shopping centre so people are easily able to go to the shops and return in time. The places at Manly are risky as some people may overstay when they take the ferry to town.</p>
404.	Dear Council,



Number	Comment
	<p>How much will these charging stations cost, and how much will be charged for the power?</p> <p>Did the Govt built a petrol charging network? No, they were built by companies to make money! These stations should be commercially viable, not completely subsidized. If they don't make enough money from sales to customers, they should not be built. In the same way EV owners should be paying a road tax, as ICEV owners do. They are much heavier so they will damage roads more than ICE vehicles do. This is a capitalist society where EVs should be treated the same as ICEs. Normally EV subsidies favour the rich, and should not be given a free run!</p> <p>The council should be looking after all its ratepayers, not looing after the wealthy EV owners more than ICEV owners!</p>
405.	<p>Hello, I wanted to make a comment on the EV station proposed for outside this building. I am the [REDACTED] of the Owners Corporation of [REDACTED] Ashburner street Manly but make this submission in my personal capacity as an owner in that building.</p> <p>I have no objection to the proposal and assume research has been done to ensure a reasonable and growing usage would occur as it is removing 1 regular parking spot.</p> <p>I have a suggestion though. Could the space be moved one place further south away from the beach? This would enable an easier entry to our driveway when the EV station is not in use. It would also remove the need for a second street sign as the space would adjoin 2 driveways. Number 23 Ashburner Street has applied for a driveway as part of a re-build (DA 2022/1959). This information may not be known to you.</p> <p>Please contact me on [REDACTED] if there is the opportunity to discuss this.</p>
406.	<p>Dear NBC,</p> <p>I'm writing about the proposed Electric Vehicle Charging Bay (EVCB) proposed for <b>Coronation Street, Mona Vale</b> (ref 2023/550811).</p> <p><b>I object to the EVCB to be on Coronation Street as:</b></p> <ul style="list-style-type: none"> <li>- No residents of Coronation Street have an electric vehicle and so there would be no utilisation by residents although residents would be impacted by one/two less car parking spots outside their home for visitors and family.</li> <li>- The wider-area is sparsely populated with residents and so the EVCB will get little utilisation. If the intention is for non-residents to use the EVCB then seems logical to put on Council land rather than impacting residents.</li> <li>- The hospital side of Coronation Street has ample parking. It's much more logical and impacts residents less for a charging station to be put on that side of the street - the existing proposed list should be re-evaluated and a common-sense criterion should be included.</li> </ul>
407.	<p>I would like to know if people using these charging stations are being charged for the power they are getting? I expect the answer is NO, and I think it is disgraceful that some members of our community are effectively receiving free fuel provided by rate payers, whereas those of us who are unable to upgrade to an electric car and/or had no choice to purchase EVs due to limited availability during Covid, are still required to pay for our own fuel, which of course is ever-increasing. I understand there is a push to drive alternate fuel sources, but individuals using these electric power sources should still be paying for their own usage.</p>
408.	<p>Hi,</p>

Number	Comment
	<p>Well what about helping people that cannot afford electric vehicles. The owners of electric vehicles get their power free, who is actually paying for the power for this purpose?</p> <p>It seems the people that can afford fuel are the ones not paying and everyone else is struggling to fill their cars, no doubt would love to have this benefit but are not in a position to do so.</p> <p>This is a very one sided issue.</p> <p>If it is so important to go electric help subsidise people to get into these vehicles by charging for the electricity at these points.</p> <p>Just saying,</p>
409.	<p>Re:-,intelligible EV Charging Project</p> <p>"Currently we have funds for 7"</p> <p>Please explain what, why or how the NBC has an obligation to "fund" charging stations from council funds?</p> <p>YF</p>
410.	<p>To whom it may concern,</p> <p>It is my understanding the council is proposing a charging station on Allambie road near the roundabout &amp; diagonally opposite Allambie Hgts shops and someone's home.</p> <p>How inappropriate this plan is for the following reasons:</p> <p>-Having a charging station outside someone's house, meters away from their living spaces. What would be the long term health impacts associated with this to the family living this house?</p> <p>-I am also concerned that you are placing this on a section of the road where traffic is very busy, coming in and out of the roundabout. This area is only going to get busier with the new high school relocation.</p> <p>Have you considered placing the charging station in the Allambie Hgts oval carpark area, or even directly outside this parking area on Allambie road. This would seem a more practical solution, the road is much wider in this area with better visibility for drivers. The parking is also on the same side of the shops so there is less chance of avoiding pedestrian accidents.</p>
411.	<p>I think all the proposed sites are accessible apart from Bundah street Warriewood. This is a busy area with the surrounding playing fields and commuters usually park here during the week. Can I suggest installing another one in the Warriewood car park as the existing ones are well used.</p> <p>I'm about to purchase an EV car, and my question is, do I need my own cable to use the new proposed stations?</p>
412.	<p>Intellihub Street-side Electric Vehicle Charging - Yulong Avenue, Terrey Hills</p> <p>I am surprised that Yulong Avenue is being considered for this trial as it is arguably the busiest street in Terrey Hills.</p> <p>At the moment, 8.00am, it is peaceful and has plenty of parking. However the following is the cause of my misgivings.</p>



Number	Comment
	<p>1. There are often several Public Transport buses parked along Yulong Avenue and also private school coaches taking up quite a lot of room.</p> <p>2. When there are important sporting fixtures on the adjacent oval, parking is at a premium.</p> <p>3. Cyclists come and park in this street every day particularly at the weekend and when there is a cycling event.</p> <p>It is possible there could often be competition for the "charging parking spot" particularly if non electric vehicles are parked there because there were no other available spots nearby.</p> <p>However, the trial is a great idea and maybe any problems will be revealed.</p> <p>Yours Sincerelty</p>
413.	<p>Hello</p> <p>This is a fantastic initiative.</p> <p>I'd like to vote for the Allambie location and it would also be great to see the other 6 test locations spread across the Northern Beaches.</p> <p>There are definitely alot of EVs in Allambie already who would benefit from this charging option plus you have the hospital and shops in close proximity and lots of people traveling through Allambie on Allambie road.</p> <p>Many thanks</p>
414.	<p>No – not enough room in the street, residents without off street parking cant park now. Put somewhere else, not West Promenade</p>
415.	<p>Re: proposed electric charging stations in West Promenade</p> <p>Dear Sir/Madam,</p> <p>Iam voting against this proposal on the grounds that West Promenade is already too busy with buses, cars etc. There are traffic jams daily back up to Sydney Rd. Having the charging points would just add to the chaos. Please find a much wider street like Victoria Ave. Somewhere much quieter than out street.</p> <p>Yours sincerely,</p>
416.	<p>To whom it may concern,</p> <p>I am writing in response to Gilbert st as a proposed electric vehicle charging site. We are vehemently against the implementation of this site outside our front door due to the increase of noise, safety &amp; flooding.</p> <p>There are 3 townhouses at [REDACTED] Gilbert st , which are directly in front of the telegraph pole where the proposed site will be. [REDACTED]</p> <p>[REDACTED] on the first floor directly face the street with very little space between the curb and the front door.</p> <p>This is our permanent home and this would be taking away our right to peace and quiet as cars will be changing every 2 hrs from 8am till 10pm, 7 days per week.</p> <p>Our situation is quite unique as the other proposed sites are outside unit buildings which have lifts and bedrooms and living rooms further away from the street and facing other directions. Please come and have a look in the street and see the issue which is unique to the design of these townhouses, I will also send some extra photos.</p> <p>Also, this 1994 building does not have double glazing windows , so noise is a big problem. Therefore, the charging station will be like having a service station 10 metres from where we are sitting and sleeping. Currently we have 2hr parking which residents with local parking permits mainly use and so it is not a high turnover area.</p> <p>Another concern is Gilbert st has a walkway up to upper Gilbert st at the end of the culdesac. Every Friday and Saturday nights we have loud, inebriated patrons returning from the Manly pubs in the corso and nothing is safe in our street in the early hours of the morning. So, I believe, you would need extreme safety measures to protect the charging station from regular</p>



Number	Comment
	<p>damage. More seriously, we have also( see photo) been flooded twice( 2005 and 2022) with 2metres of water (at the peak) in the street and lost all of our storage items from our garage whilst people rushed to get to their flooded vehicles which were floating down the street. Many thanks,</p>
417.	<p>Dear Sir /Madam,</p> <p>As a longtime resident of Ashburner Street, I'm writing to express my strong opposition to the proposed removal of yet another car parking spot on our street, this time around for an EV charging station.</p> <p>Firstly (and genuinely), I would like to ask the Council if you are unaware of the longstanding parking issues at Ashburner Street? I'm not sure if the residents have voiced accordingly how challenging this ongoing issue is for the local community, but since it seems the Council is very willing to reduce parking spots in this area (it's being a couple of months now that the Council granted a resident to alter their house entrance to have parking at their property, for example), I fear there's not an understanding of the issues the local community is facing.</p> <p>You'll have all the data available to calculate the parking ratio per resident at Ashburner Street, so I won't dwell on that. But I would suggest that on top of it, you consider Bold &amp; Beautiful swimmers, visitors (who have been growing in numbers exponentially) and residents from other areas who park here daily to commute by ferry to the city – this should give you a good indication of the problem.</p> <p>I believe that electric cars are the future, and the Council should be considering solutions to enable this solution. But, realistically and sadly, nowadays those that can afford an electric car are a vast minority and most likely have the means to enable a charging spot at their home (which likely won't have parking slots issues). It just doesn't seem fair to penalise a whole community already struggling to benefit the few wealthy who can afford the luxury of an electric car.</p> <p>As a suggestion, why don't you enable these charging stations at the council parking stations? It only seems fair that all Manly tax payers are part of the solution, not overloading an already struggling small community.</p> <p>Looking forward to hearing from you on the questions above as well on future plans to solve the oldest issue at Ashburner Street, which is the lack of parking spots for its residents.</p>
418.	<p>Don't waste money on electric cars . They are more harmful to the environment than petrol cars. Roads rubbish no politics please</p>
419.	<p>Dear Sirs, I would be happy with the proposed Governor Phillip charging station. Sincerely,</p>
420.	<p>While I applaud the installation of 7 charging stations Im perplexed as to why church point is not on the list. Surely the offshore community would be an obvious choice for multiple power recharging stations? The sole reason we haven't bought an electric vehicle yet is because of lack of power stations to recharge.</p> <p>The age demographic and disposable income of residents in that area is ideally suited to the first adopters for electric vehicles. The major limiting factor for offshore residence is lack of power stations.</p>



Number	Comment
	<p>Are there any plans to install recharging stations at church point. An ideal location would be the paid parking on the top level.</p> <p>Kind regards</p>
421.	<p><b><u>THIS IS NOT A SUBMISSION, it is a request for background information.</u></b></p> <p>20<sup>th</sup> September 2023</p> <p>Dear Sir,</p> <p><b><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade, Manly</u></b></p> <p>I refer to your letter, dated 5<sup>th</sup> September 2023, which I only received on the 15<sup>th</sup> September 2023.</p> <p>I intend to make a Submission on this matter and note that the closing date is 4<sup>th</sup> October 2023.</p> <p>The only concept plan disclosed in the above letter was a photograph of the proposed site, with annotations, on the reverse of this letter.</p> <p>There is scant information in your letter.</p> <p>In order for me to make an informed submission, kindly provide detailed and complete responses to the following questions .....</p> <ol style="list-style-type: none"> <li>1. Has the Northern Beaches Council ('NBC') a public declared policy towards Climate Change and Renewable Energy?             <ol style="list-style-type: none"> <li>(a) If yes, what is that policy?</li> <li>(b) Please provide minutes of all proceedings where this policy was determined.</li> <li>(c) If no, why not and why has NBC agreed to participate in this trial?</li> </ol> </li> <li>2. What is the total amount of dollar funding provided by the Australian Renewable Energy Agency ('AREA') for the trial being '...rolled out by Intellihub'?</li> <li>3. What is the total dollar amount that has been allocated to NBC?</li> <li>4. How much of these allocated funds have been expended to date by NBC?</li> <li>5. Who are the other seven participating Councils?</li> <li>6. Have all eight participating Councils been allocated the same dollar amount of funding?</li> <li>7. What were the reasons for selecting '12 possible sites'?             <ol style="list-style-type: none"> <li>(a) Were more or less considered?</li> <li>(b) Where precisely are the other sites in the NBC area?</li> </ol> </li> </ol>

Number	Comment
	<p>(c) There will be 12 less parking bays for motorists to use. They are now scarce, at the best of times, in the NBC area. Please comment.</p> <p>(d) Has consideration been given to allocating a single site where all 12 charging stations are located? If yes, what were the reasons why this proposition was rejected? If no, what were the reasons for not considering a single site?</p> <p>(e) A single location for EV charging would be comparable to existing facilities for other types of vehicle recharge. Such a trial, therefore, would be like comparing 'apples with apples' not as planned which compares 'apples with oranges'. A detailed comment, please.</p> <p>8. Why was West Promenade selected? It is located directly opposite the passenger drop off for buses terminating at Manly. Further, it is directly in front of a church and West Promenade, as a one-way street, is always very busy. The proposed EV bay will only increase traffic looking for the EV charging station. Your response please.</p> <p>9. Will all the Charging Sites be open to the general public or will they be restricted to the residents of NBC area?</p> <p>10. I note that .... 'Origin Energy will supply 100% Greenpower for the project.' ....</p> <p>(a) Is Origin Energy ('OE') providing the motorist with free electric energy?</p> <p>(b) If not, who is paying for the supplied energy at each charging site?</p> <p>(c) Is NBC contemplating contributing wholly or partially in the cost of energy supplied by OE?</p> <p>(d) Will AREA contribute any amount, payable to OE, for the electric supply to the motorist? If so, how much?</p> <p>11.</p> <p>(a) What guarantees have either/both AREA or NBC obtained from OE that 100% Renewable Energy will only be supplied to the motorist?</p> <p>(b) How will this be verified?</p> <p>(c) Will there be any penalties against OE if non Greenpower is supplied?</p> <p>12. If the EV motorist is being subsidised in any manner whatsoever, is this not discriminatory against all other non-EV motorists? If yes, please provide comprehensive reasons for this proposed discrimination.</p> <p>13.</p> <p>(a) Will all costs, capital or otherwise, associated with the preparation, installation and commissioning of the charging stations in the NBC area (i.e. the proposed twelve) be paid wholly and completely by AREA?</p> <p>(b) If not, will NBC be liable for any dollar amount? If so, how much?</p> <p>(c) In preparing this proposal, how much in actual dollars has NBC expended to date by Councillors and all other personnel associated with NBC?</p> <p>(d) If there is any amount in (c) will this be reimbursed by AREA? If yes, when?</p>



Number	Comment
	<p data-bbox="416 409 1209 465">14. All up, including everything, how much have NBC Rate Payers paid to date and how much more is budgeted for?</p> <p data-bbox="384 479 1198 618">Once I have considered your response to the above questions and queries, it may take me several days to prepare my submission to the NBC Local Traffic Committee. Therefore, if I have not received a detailed reply to the above questions by 5pm Thursday 28<sup>th</sup> September 2023 I can only assume that you intend to thwart my proposed submission. As such, I will take the appropriate legal injunction.</p> <p data-bbox="384 629 1209 685">This letter has been written in clear English prose. Kindly pay me the courtesy of replying in similar fashion, free of all jargon - bureaucratic or otherwise.</p> <p data-bbox="384 741 539 775">Yours Faithfully,</p>

Number	Comment
	<p style="text-align: center;"><b><u>SUBMISSION</u></b></p> <p><b><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade &amp; Gilbert Street, Manly</u></b></p> <p>Before considering the location of EV charging bays it is important to determine whether the NBC is wise to move quickly towards a Net Zero policy, rather than waiting until the whole issue of, so called climate change and total renewable energy supply is decided.</p> <p>There are known authenticated truths which are accepted by both sides of the argument. However, there are many half-truths presented by both sides. There are also many so-called doubtful facts which have been much manipulated and hyped, by the respective sides, to imply these have been proven beyond doubt.</p> <p>The science on weather pattern changes due to excessive carbon dioxide release by humanity is still in considerable dispute.</p> <p>Due to the conflicting opinions on this matter I personally, am agnostic.</p> <p>In composing this submission my attitude is one of neutrality in respect of climate warming/change, zero emission targets, renewable energy and EVs. More confirmed and substantiated real facts on the whole issue need to be determined before I can make an informed and definitive decision.</p> <p>The science on climate change has <b>not</b> been settled.</p> <p>Of course, renewable energy may be as important in the 21<sup>st</sup> century as steam power was in the 19<sup>th</sup> century. On the other hand, renewable energy could be the biggest and costliest hoax of the last two centuries.</p> <p>If government (Federal, State or Local Council) subsidies are removed will renewable energy (solar, wind and hydro) be economically viable?</p> <p>On the 20<sup>th</sup> September 2023 I submitted to Northern Beaches Council ('NBC') an email requesting answers to a series of questions. On the 6<sup>th</sup> October 2023 I received a reply via email. These two documents are attached as "Appendix A" and "Appendix B".</p> <p><b>Generally,</b></p> <p>The following statement is on page 10, "MOVE Transport Strategy" produced and distributed by NBC.</p> <p>"Electric vehicles will <b>dominate</b> the roads in 2038 and charging of these vehicles will mostly occur at home but charging facilities will also be needed for <b>those living in apartment buildings</b> which do not have access to charging facilities." <i>Highlighting added.</i></p>



Number	Comment
	<p style="text-align: center;">-2-</p> <p>This guiding strategic document was adopted as policy at the August 2021 Council Meeting.</p> <p>Dominate, as defined and in this context, can be afforded a value of at least 75%.</p> <p>In the Grande Esplanade Building alone, there are total of 197 parking bays. There are no facilities for EV charging. If EVs will dominate the roads, then it must follow that EVs will proportionately dominate the number of vehicles within the Grande Esplanade complex. It can roughly be calculated that the building will house approximately 150 EVs. The NBC policy is totally flawed as it is not possible to provide on street charging facilities, within the Manly precinct, for this number of vehicles. Of course, provision has also to be made for the other Apartment Buildings within the Manly district.</p> <p>It is also highly probable, due to the inherent fire risk associated with charging EVs, that all buildings which contain internal car parking facilities will not allow or provide charging facilities for EVs. Because of lack of access, or extremely difficult access, to most of these carparks it would be near impossible to contain any such fire.</p> <p>Specific insurance is unlikely to be available or the premiums so high that it will be untenable to the strata lot owners.</p> <p>Different solutions must be found.</p> <p>Since August 2021 practical applications of Net Zero, et al, has changed ...viz,</p> <ul style="list-style-type: none"> <li>- The UK has recently extended Net Zero dates by 5 years. It being unable to meet renewable energy target dates.</li> <li>- The same applies in Europe and other countries.</li> <li>- Tesla has a glut of un-sold EVs on their dealer floors.</li> <li>- China also has excessive unsold EVs in general stock.</li> <li>- Australia is also finding difficulty in meeting contracted commitments in wind, solar and hydro.</li> </ul> <p>If renewable energy, in general, is found to be non-commercial/viable over the medium and longer term, what alternative or Plan B does NBC have in respect to local EV charging bays?</p> <p>How is genuine long-term charging to be policed against a vehicle that uses the bay for a charge requiring only a short time. However, if the vehicle remains in the bay for the duration of the 2 hours allotted time, thereby using the charging bay not as intended but as a normal parking bay.</p> <p>By instituting this trial, nine parking bays will not be available for non-electric vehicles. Certainly, in the Manly Corso area parking is very difficult. For every restricted EV charging bay there must be an equivalent number of regular parking bays which are reserved solely for non EVs. This is to be fair and non-discriminatory.</p> <p>The Manly precinct has three proposed EV charging bays, (West Promenade/Gilbert Street/Ashburner Street) accounting for 43% (3 out of 7, refer "Appendix B") of the total allocated bays within the NBC area. I do not have the actual population figures of the Manly area surrounding the Corso, but they certainly would not be 43% of the total population of</p>


Number	Comment
	<p style="text-align: center;">-3-</p> <p>NBC. This discriminates against residents, outside this area as they will have to travel further to use EV charging bays.</p> <p>Please note, that the information I have, there is confusion as to whether there are seven or nine proposed trial charging bays.</p> <p>Further, the two bays in West Promenade and Gilbert Street alone, account for 4% of all bays (50 total) of the 8 participating councils. This is out of all proportion and not equality in distribution.</p> <p>Conversely, those residents within the Manly precinct, who object in principle to the proposed project, will be disadvantaged and discriminated against in that they have proportionately more EV charging bays than residents outside the area.</p> <p><b>Specifically,</b></p> <p>Proposed location in <u>West Promenade, Manly.</u></p> <ul style="list-style-type: none"> <li>- West Prom is a one-way street running from north to south.</li> <li>- Each end (North, Sydney Road and South, Gilbert Street) are T-Junctions.</li> <li>- * The street is narrow in width.</li> <li>- Street parking is available on the Western side.</li> <li>- * Vehicles are unable to pass if a vehicle in front is stationary.</li> <li>- The south-eastern side of the street is a major terminus for buses, mostly four in number. At certain times in the day buses are located on both sides of the street and can number six in total.</li> <li>- * It is a very busy vehicular thoroughfare. Apart from bus traffic it is also an access street for the garages of the residents of the Grande Esplanade, Quest Apartments, Public Car Parking under the Grande Esplanade, the Loading Bay servicing the Grande Esplanade residents/Quest Apartments/commercial businesses within the Grande Esplanade footprint.</li> <li>- * It is an access street for the loading dock of the Manly Civic Club in Gilbert Street.</li> <li>- * Residents located in the Wharfside Building bordered by West Prom/Gilbert Street/Eustace Street predominately use West Prom to access their car park in Eustace Street.</li> <li>- The length of the street is some 200 meters, very short.</li> <li>- If this site is approved EVs looking for charging facilities will substantially increase traffic volume. This is especially so if the Electric Charging Bay in Gilbert Street is also approved.</li> <li>- * It is dangerous, for motorists not familiar with the local traffic conditions, to turn right into Gilbert Street from West Promenade. This is because the Stop Sign is located too far back from the corner. A vehicle stopping as required by the regulations cannot see the traffic travelling east on Gilbert Street due to the high hedge on the right-hand corner.</li> </ul>




Number	Comment
	<p style="text-align: center;">-4-</p> <ul style="list-style-type: none"> <li>- Most importantly, the actual proposed location is directly in front of the Uniting Church. Such location would limit the access and short-term parking of Funeral and Wedding Vehicles.</li> <li>- * The proposed EV bay will only increase traffic looking for the EV charging station. This street now has a heavy traffic throughput.</li> </ul> <p>I object to this proposed location, for the above reasons.</p> <p><u>Proposed location Gilbert Street, Manly</u></p> <ul style="list-style-type: none"> <li>- The points marked with an * above also apply to this proposed site.</li> <li>- The west end of Gilbert Street is a cul-de-sac.</li> <li>- From the corner of Eustace Street &amp; Gilbert Street to the cul-de-sac is some 50 meters in length.</li> <li>- There is no turning circle in the cul-de-sac, only a dead end.</li> <li>- To turn 180 degrees, to exit the street, vehicles must enter a private driveway and then reverse into another private driveway before travelling forwards.</li> <li>- Parking is permitted on both sides of the street.</li> <li>- Because of the narrowness of the street and parking on both sides this only allows one car to travel in either direction.</li> <li>- Ingress is dangerous as the corner of Eustace Street, which is one-way from south to north, and Gilbert Street is the turning corner for numerous buses travelling east into Gilbert Street. Because of the narrowness of both streets' buses can only turn by cutting the corner. This is a very dangerous intersection.</li> <li>- Egress would be very bad. The only way to exit the EV charging bay is to travel west for 50 meters, as described above.</li> </ul> <p>I object to this proposed location, for the above reasons.</p> <p>I believe, there could not have been two worse sites selected in the Manly precinct.</p> <p><u>Other issues which are associated with the proposed location of the charging bays.</u></p> <ul style="list-style-type: none"> <li>- There has been a spate of fires (world-wide) in EVs. These fires are very intense. It has been reported these are mainly caused by the ignition of the lithium batteries, primarily due to damage and/or over-charging.</li> <li>- Since writing the above, an article by Chris Mitchell appeared in today's (9<sup>th</sup> October 2023) Australian Newspaper. It deals with fires in EVs, and a copy is attached as "Appendix C".</li> <li>- In view of the above I can only assume that NBC has advised the council's insurers of the trial and obtained specific insurance to cover any liability against injury to people and damage to property in the event of an EV fire. Failure to have appropriate cover could lead the officers and management of NBC open to litigation by rate payers if insurance is not obtained during the trial.</li> <li>- EVs compared to the equivalent fossil fuel models are some 50% heavier in weight. What consideration will /has been given to the extra weight on roads, via ducts,</li> </ul>

Number	Comment
	<p style="text-align: center;">-5-</p> <p>bridges etc in the NBC area. Eustace Street is renowned for a bad road surface and potholes. Gilbert Street also suffers from unsatisfactory road surface. As NBC is responsible for upkeep, how will the council be reimbursed for damage caused by the extra weight of EVs?</p> <ul style="list-style-type: none"> <li>- As the proposed sites of West Promenade and Gilbert Street are within 100 meters, or so, of each other there will undoubtedly be a substantially increase in EV traffic seeking charging facilities at these proposed locations. Traffic coming from the west and north will turn from Sydney Road into West Promenade and then turn right into Gilbert Street. As Eustace Street is one way, all traffic must exit via this street. As this is promoted as a trial, what monitoring will be installed to calculate the additional traffic due to the proposed charging bays? This is most important for local residents.</li> </ul> <p>Thank you for considering this submission.</p>




Number	Comment
	<p data-bbox="375 385 502 403">8:44 am Mon 9 Oct</p> <p data-bbox="699 398 810 421">"APPENDIX C"</p> <p data-bbox="593 430 912 459">The Australian Newspaper – 9<sup>th</sup> October 2023</p> <p data-bbox="651 465 762 488">"Chris Mitchell"</p> <h3 data-bbox="454 542 976 622">We're yet to hear full story on EV battery issues</h3>  <p data-bbox="466 1146 1088 1214">Lithium-ion batteries in electric vehicles are both their biggest plus and most dangerous threat to owners and the environment.</p> <p data-bbox="466 1243 1114 1377">ABC AM interviewed Catriona Lowe, deputy chair of the Australian Competition and Consumer Commission, last Thursday to discuss the fire risk of battery charging. She was speaking after an in a fireball at a backpacker hostel in Sydney last Wednesday.</p> <p data-bbox="466 1411 1129 1512">Lowe called for a government consumer awareness campaign about the dangers of lithium-ion batteries that now power everything from phones to vacuum cleaners, power tools and cars.</p> <p data-bbox="466 1545 1120 1572">A few weeks earlier, on <u>September 12</u>, five cars were destroyed at Sydney's</p>

Number	Comment
	<p data-bbox="384 383 520 403">8:44 am Mon 9 Oct</p> <p data-bbox="469 409 1075 439">Mascot Airport after a battery detached from a luxury EV ignited.</p> <p data-bbox="469 472 1150 618">This column discussed media reporting of EVs on <a href="#">February 6</a> and on <a href="#">November 15, 2021</a> but did not mention the difficulty of extinguishing EV fires because of what firefighters call the thermal runaway. Global figures make clear EV fires are rare.</p> <p data-bbox="469 651 1174 954">But they are an issue. The specialist US motoring website <a href="#">Hagerty.com</a> has explained in detail why many country US race tracks are refusing to let EVs or hybrids compete. It says there are only two ways to deal with lithium-ion battery fires: "Douse a fire with water to cool it down; a lot of water, between 3000 gallons (11,356 litres) and 30,000 gallons depending on the incident. Cooling takes 100 times more water than a gasoline fire." The other method is to let the fire burn out and then submerge the entire smouldering wreck in water.</p>  <p data-bbox="480 1498 1185 1644">EV batteries can be compromised in even small vehicle accidents and that is when they become dangerous. This is now feeding into soaring insurance premiums in the UK, where the Guardian and the Express newspapers have reported EV insurance <u>premiums are set to rise by up to 1000 per cent.</u></p>



Number	Comment
	<p data-bbox="375 385 502 403">8:44 am Mon 9 Oct</p> <p data-bbox="454 392 1125 548">The Guardian on September 30 reported on a young man who bought a Tesla Model Y. When his policy renewal fell due his insurer refused to reinsure the car. When he finally found a company that would his annual premium had risen from £1200 (\$A2290) to £5000 in one year.</p> <p data-bbox="454 571 1157 649">The Guardian mentioned the increased cost of repairing EVs but did not get to the heart of the issue.</p> <p data-bbox="454 672 1133 817">The battery is about half the cost of a new EV and batteries that sit under the car floor are easily damaged in quite minor accidents. Repairers say fixing batteries is extremely difficult and insurers are tending to write off even quite new cars if there is even slight damage to the battery.</p> <p data-bbox="454 851 1125 929">This was the problem with the Sydney Airport fire. The car's battery had been damaged, and damaged batteries are more likely to catch fire.</p>  <p data-bbox="414 1332 1204 1400">03:57 FOX 5 Demand for charging stations rises across DMV as more EVs hit the road</p> <p data-bbox="454 1433 1165 1624">A March 21 Reuters report written from London and Detroit says: "For many electric vehicles, there is no way to repair or even assess even slightly damaged battery packs after accidents, forcing insurance companies to write off cars with few miles ... And now those battery packs are piling up in scrap yards in some countries ..."</p>

Number	Comment
	<p data-bbox="375 392 510 414">8:44 am Mon 9 Oct</p> <p data-bbox="459 403 1149 515">The report says the UK has no battery recycling facilities so batteries from damaged cars have to be removed and stored separately in fireproof containers.</p> <p data-bbox="459 548 1165 660">Thatcham Research, the UK car insurance industry's central safety research group, said EVs were 255 per cent more expensive to repair than normal cars and repairs took 14 per cent longer.</p> <p data-bbox="459 694 1165 884">It identified the most significant challenge for the industry as "insurance claims originating from high-voltage battery damage". It said batteries "represent a substantial percentage of the original vehicle value" and "negatively impact the economic model of vehicle repair ... due to their cost as a percentage of the car's market value."</p> <p data-bbox="459 918 965 952">Why do motoring journalists not mention any of this?</p> <p data-bbox="459 985 1157 1052">Surely buyers need to know if their new car insurance premiums are about to soar.</p> <p data-bbox="459 1086 1157 1153">One senior industry figure this column spoke to said the real problem with fires in EVs was a lack of data.</p> <p data-bbox="459 1187 1157 1254">Politicians were pumping out incentives for EV purchase before they really know what the risks might be.</p> 



Number	Comment
	<p>He cited the potential dangers of EVs charging in parking facilities under residential buildings and the possibility fires could spread dangerous chemicals through building airconditioning systems.</p> <p>A spokesman for the Insurance Council of Australia said it was too early to know what effects EV repair costs would have on premiums here but did suggest the cost of importing parts, scarcity of EV service centres and problems with battery repair and disposal would be an issue.</p> <p>Taking up the challenge, Fire and Rescue NSW in July launched a two-year project called Safety of Alternative Renewable Energy Technologies looking at lithium-ion fires, end-of-life battery hazards and EV fires in structures such as parking garages.</p> <p>The website EVFireSafe.com, set up by the federal government, is a good place to start if you want to understand why lithium-ion fires are difficult to control.</p> <p>Yet the fire risk of batteries to owners pales when compared with the risk the manufacture, transportation, storage and disposal of used batteries poses to the global environment.</p> <p>Detailed studies on carbon abatement show many EVs in the Western world charged on power grids still largely dominated by fossil fuel electricity production may take up to five years of driving to repay their manufacturing carbon deficit compared with internal combustion engine cars.</p> <p>That falls to one year on grids powered by renewables or nuclear power.</p> <p>This initial carbon deficit in the manufacturing stage is about 40 per cent of</p>

Number	Comment
	<p>8:45 am Mon 9 Oct</p> <p>total vehicle life cycle emissions, according to McKinsey, and "can be attributed to the extraction and refining of raw materials like lithium, cobalt and nickel that are needed for batteries, as well as the energy-intensive nature of battery manufacture".</p> <p>Here's the rub for planet Earth. Most EVs exported around the world, including Teslas, are made in China, and China also dominates lithium-ion battery manufacture, even for cars assembled elsewhere.</p> <p>Yet China is the world's largest emitter of CO2 and its emissions are rising faster than emissions are falling in the West.</p> <p>That is, Western countries are destroying their domestic motor vehicle manufacturing industries to hand over that comparative advantage, and the corresponding jobs, to China. Yet China is lifting emissions of greenhouse gasses that EV use is designed to reduce.</p> <p>There are signs consumers are waking up in the US where EV sales have fallen sharply this year, price discounting led by Tesla and Ford has spread, and more than 100,000 new EVs sit in new-car lots. Demand is still strong here.</p> <p>Few journalists will write it, but it is hard to justify putting up with EV range anxiety and the extra trouble finding charging stations while still paying the large premium over conventional car prices. This is simple technology that won't do the planet much good, at least until electricity across the world is made without emissions. And the mining of many of the rare earths needed to make batteries is dangerous in some poor countries, both for the people working in mines and for the environment.</p> <p>EVs, with instant torque and a low centre of gravity, are fun to drive. Not much can go wrong with them, maintenance is generally cheap and they make sense for city driving when constant stopping helps battery recharge.</p> <p><del>but don't do anything to damage your health</del></p>
422.	<p><b>TO WHOM IT MAY CONCERN</b></p> <p>I write with reference to the intellihub electric vehicle street side charging project. I personally do not have a preference to where the charging sites should be, but would like to point out that I feel the Kalinya Street Newport site would be a mistake. It is very close to the Newport Pub and living close to the Newport I witness on a regular basis the drunken, antisocial behaviour that emanates from that establishment.</p> <p>Christmas and New Year being especially bad. In fact the Newport pay for fencing to be erected at Christmas and New Year to protect properties close by, my complex being one.</p>



Number	Comment
	<p>The charging point would be vandalised in no time at all, the poster advertising the proposed charging site already has graffiti all over it, making it difficult to read.</p> <p>I hope the above might be helpful when making the final decision.</p> <p>Yours faithfully</p>
423.	<p>Dear Sir/Madam</p> <p>Re: <u>Electric Vehicle Charging Bay - Gilbert St. Manly</u></p> <p>Your Ref: <u>2023/555637</u></p> <p>I am emailing you to advise that I do not consider the placement of the above Charging Bay is in a suitable position.</p> <p>Council should be aware of the problem that occurs in extreme torrential rain events. On 8 March 2022 the portion of the street from Townhouse [redacted] Gilbert St. and over Eustace St. to the small parking area on the other side of Gilbert St. at Grand Esplanade side was completely flooded and <u>flooded our driveway into the garages which were also flooded at least a foot with rain water, mud and debris</u>. The driveway could not be used to remove any cars. I believe this occurs when the table water rises and the council drains can no longer cope. Cars parked in the street had water up to their floor and on corner of Gilbert St. and Eustace St. cars in a unit block had to be towed from their garage and were ruined..fortunately most of the cars in our garage were out. The watermark can still be seen on my garage door to my townhouse if you care to investigate. While I believe the council drains are checked occasionally due to the water table this does not help the situation when this occurs. I'm sure a safer position can be found to accommodate a charging bay without causing undue cost and damage to residents.</p> <p>Due to parking restrictions residents from higher surrounding areas get to use Gilbert St. with a parking ticket and thus spend most of the time leaving cars parked for days in this area leaving little chance for anyone else to use their parking ticket.</p> <p>Yours faithfully,</p>
424.	<p>Dear Sir/Madam</p> <p>I strongly believe that the proposal to convert an existing parking bay in Ashburner St to an EV charging station is an extremely impractical plan. I have been a resident of Ashburner for years and wish to point out the following 2 particular issues that I see:</p> <p>1. There is already a huge, mostly unmet, demand for parking in this street. (We were recently advised by Council Traffic Department that at least 6 parking bays in the close vicinity will be lost soon, due to planned changes. So parking in the street is already a huge issue!) 2. Our narrow, one-way street is already often highly congested. As the street is in the heart of Manly, vehicles are regularly passing through &amp; needing to stop &amp; there are pedestrians crossing the road. Also bike &amp; scooter riders use the street to access the beach. To create another reason to enter the street &amp; to stop in it, would be to increase the already present safety &amp; practical issues of movement in the area.</p> <p>Please do not go ahead with your proposal to use Ashburner Street!</p> <p>Yours sincerely</p>
425.	<p>I wish to comment on the proposal for an electric vehicle charging bay in Kalinya St Newport, in particular the proposal for the bay to be directly opposite 13 Kalinya St.</p> <p>I live at [redacted] Kalinya St and I believe this is not the best location for this charging bay for the following reasons - 1. It is directly opposite our driveway.</p> <p>2. This charging bay will mean constant people opposite our driveway and opposite our property which could result in a privacy and security issue. During winter this could also mean activity for a number of hours of darkness.</p> <p>I understand the charging bays are located on telegraph poles. There is a telegraph pole less than 100 metres up the road on the corner of Kalinya St and Queens Pde W.</p>



Number	Comment
	<p>I believe this would be a much better location for the charging bay because - 1. It is not in front of or disrupting any residential units.</p> <p>2. It is close to the commercial buildings in the area and therefore convenient for charging while shopping, visiting doctors etc.</p> <p>Would you please take these concerns into consideration for the charging bay location.</p> <p>Regards</p>
426.	<p>Dear Council memenerds and officers,</p> <p>I am a co-owner of [REDACTED] West Promenade, the building right where the proposed bay would be. My co-owner and I strongly oppose such a bay for several reasons, set out below.</p> <p>There is not enough parking in our street, with part of it used for buses and the new Manly Club. Sometimes it takes 40 mins to one hour to get a park in the street, before you give up. There are lots of residents and this proposal would permanently remove one car parking space. It would not be fair to we who live in the street.</p> <p>Secondly, the ground floor units in our block have large windows onto the street that need to be opened for ventilation and the chatter of people using such a bay would be very disruptive. It would significantly detract from the amenity of those units to have a bay there, as proposed.</p> <p>There must be other places where there would be less disruption, even the one hour places at the end of our street as you turn right onto Gilbert St would be much less disruptive as there are no windows of residents there and the one hour time slots for parking make the spaces of less utility anyway.</p> <p>Not in our street please and not just outside our block. Have mercy on us please, parking is already a nightmare in our street.</p> <p>Yours faithfully</p>
427.	<p>Good Morning,</p> <p>As a former resident in [REDACTED] Ashburner Street, I would like to object to the placement of the electric car station out the front of the building. The parking within that area is already congested and difficult, to add this into the mix would be almost irresponsible.</p> <p>I do, however, support the installation in less congested parking areas. I bought into an old apartment block on the Eastern Hill with the view to stay for a long time. The implausibility of being able to have an electric car in an old block like mind has crossed my thoughts time to time so I am grateful to the council for being forward in their thinking to help residents become more environmentally friendly.</p> <p>Cheers,</p>
428.	<p>To whom it may concern</p> <p>I strongly oppose the Allambie site to be considered for the charging station Such a bay should not be positioned outside any residential property The site will take up valuable car parking space There is already an issue with spaces and with the building of the approved affordable housing block across the road , there will be even less This is a busy road at best and this will add to its congestion ,an already bad situation It is near a roundabout and is a potential safety hazard Other sites that would be appropriate would definitely NOT be outside any residential property The proposed Allambie Heights site suggested is not the answer.</p> <p>Yours sincerely</p>
429.	<p>Could you please send me an electronic version of the letter box drop regarding the ev station near the children's playground on Blackbutts Road? I have misplaced the hard copy.</p> <p>May I have the exact location.</p> <p>And I would like to know what is the EMR and power of the charge released from the Charging Stations and to what distance. Have there been research into the affect the radiation has on the Immune System and health of humans and other living things, and what precautions are you doing to protect those living in close vicinity to it.</p> <p>Thank you,</p>



Document administration	
Version	1.0
Date	10 October 2023
Approval	Content provided and approved by Transport Network Team. Responsible manager: Phillip Devon
Status	Final
Related Projects	<p>Electric Vehicle Charging Infrastructure Plan</p> <p><a href="https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/electric-vehicle-charging-infrastructure-plan.PDF">https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/electric-vehicle-charging-infrastructure-plan.PDF</a></p> <p>Move – Northern Beaches Transport Strategy 2038</p> <p><a href="https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/transport-strategy-2038.pdf">https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/transport-and-active-travel-strategies-and-plans/transport-and-active-travel/transport-strategy-2038.pdf</a></p> <p>Climate Change Action Plan</p> <p><a href="https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/environment-and-climate-change-strategy/environment-and-climate-change-strategy-and-plans/20erc1837climatechangeactionplanv9web1.pdf">https://files-preprod-d9.northernbeaches.nsw.gov.au/nbc-prod-files/documents/policies-register/environment-and-climate-change-strategy/environment-and-climate-change-strategy-and-plans/20erc1837climatechangeactionplanv9web1.pdf</a></p>
Notes	Community and stakeholder views contained in this report do not necessarily reflect the views of the Northern Beaches Council or indicate a commitment to a particular course of action.

<b>ITEM 4.6</b>	<b>HUDSON PARADE, CLAREVILLE – NO PARKING MOTOR VEHICLES EXCEPTED RESTRICTIONS</b>
<b>REPORTING OFFICER</b>	<b>TRAFFIC OFFICER</b>
<b>TRIM FILE REF</b>	<b>2023/687455</b>
<b>ATTACHMENTS</b>	<b>1 Hudson Parade, Clareville - Plan</b> <b>2 Hudson Parade, Clareville - Table of Consultation</b>

**GEOCODES: -33.629659, 151.315626**

## **REPORT**

### **BACKGROUND**

Council has received concerns from residents regarding the increased number of boats and trailers parking for long periods along Hudson Parade, Clareville and limiting the availability of parking for residents and visitors.

### **LOCATION**

- Hudson Parade is a two-way collector road that winds down the hill from Avalon Parade, Avalon Beach to Wandeen Road, Clareville.
- This section of Hudson Parade is approximately 10.7 metres wide from the kerb to the edge of the sealed road with a speed limit of 50km/h.
- There is a footpath that runs along eastern kerbside on this section of Hudson Parade.
- On-street parking is restricted due to the existing dividing (barrier) lines that run along the crown of the road. Parking is only permitted along the road shoulder on the western side.
- Adjacent land uses generally consist of predominantly low-density housing with Old Wharf Reserve that lies on the western side of the road
- There are multiple bus routes (191 and school bus services) that service the section of Hudson Parade.

### **ISSUES**

- Hudson Parade is significantly restricted due to existing dividing (barrier) lines, causing inconvenience to those who reside in the area as well as those who visit. The low number of parking spaces can result in difficulties finding suitable places to park for both residents and visitors in this area.
- Historically, it can be observed that predominantly boats, trailers and non-motorised vehicles are consistently parking on this section of Hudson Parade and that vehicles were found to be occupying a significant proportion of the available on-street parking.
- Parking for residents, visitors and those seeking parking for uses associated reserve is limited due to the number of non-motorised vehicles on the section of the road.
- Many non-motorised vehicle owners could potentially relocate these trailers to other areas such as nearby reserves, industrial and other residential areas.



## PROPOSAL

Council has undertaken a review of the location and issues and proposes 'No Parking Motor Vehicles Excepted' restrictions from the frontage of Old Wharf Reserve to the driveway of Property No.32 Hudson Parade, Clareville.

The proposal will effectively restrict the on-street parking of non-motorised vehicles, such as trailers, boats and caravans on this section of the road. The proposal will facilitate parking availability for residents and visitors attending or living in the area.

## PEDESTRIAN AND CYCLIST IMPACT STATEMENT

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

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

## CONSULTATION

- Consultation letters have been distributed to 82 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.
- A total of 28 submissions were received with 24 letters of support and 4 objections to the proposal.

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## RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of 'No Parking Motor Vehicles Excepted' restrictions from the frontage of Old Wharf Reserve to the driveway of Property No.32 Hudson Parade, Clareville.





## Table of Consultation

<b>Address</b>	<b>Hudson Parade, Clareville</b>
<b>Proposal</b>	<b>Proposed No Parking Motor Vehicles Excepted Restrictions</b>

<b>Properties Consulted</b>	82
<b>Responses Received</b>	28
<b>Support</b>	24
<b>Do Not Support</b>	4

<b>Issue</b>	<b>Resident Comment</b>	<b>Council Response</b>
Lost of Parking for Boat-owners	- Resident does not support the proposed restrictions and suggests exemptions for locally owned, properly registered, and regularly maintained boats. The resident expresses concerns about local households with cars having more parking rights than boat owners and urges the preservation of small boat usage.	- Council recognizes the concerns. Council aims to ensure equitable parking opportunity for local households with cars and boat owners. Resident could utilise the designated dinghy storage area within the Old Wharf Reserve in Clareville. The area would provide a convenient and secure space for boat owners to store their boat.
Boats and Trailers Relocating	- Resident supports the proposal, however is concerns that boats will occupy limited parking at other area e.g. No. 40, 42 and 44.	- Council acknowledges the resident's concern and will monitor the area prior to and after the implementation of the restrictions. It should be noted that Council Rangers can investigate and is able to enforce and remove vehicles (which includes boat trailers either unregistered, abandoned vehicles and unattended items) that are dumped or lefted on public land under the new Public Spaces (Unattended Property) Act 2021.

<p>Additional Restrictions and Enforcement</p>	<ul style="list-style-type: none"> <li>- Resident does not support and has concern about boats being redirected to Old Wharf Reserve, affecting sailing club activities and public access. The resident suggest maintaining the status quo or that the restriction of parking be extended to include Old Wharf Reserve.</li>   <li>- Resident supports the proposal and suggests extending the parking restrictions to the entire Hudson Parade and Avalon Parade.</li> <li>- Resident supports the proposal and points out similar problems on the southern end of Hudson Parade, from Wandeen Road to Hansford Parade. The resident highlights issues including challenges like street sweepers struggling to clean extensive sections of the road.</li>   <li>- Resident supports the proposal and expects it to be enforced properly.</li> </ul>	<ul style="list-style-type: none"> <li>- Council is considering the impact on the sailing club and public access. Council acknowledges their concern and will monitor the area prior to and after the implementation of the restriction.</li>   <li>- Council acknowledges the issues. Further investigations will be required regarding the feasibility of extending the restrictions based on the resident's comments.</li>   <li>- Council Rangers will investigate and montior the area after the implementation of the restrictions to ensure proper enforcement.</li> </ul>
<p>Boat and Trailer Parking</p>	<ul style="list-style-type: none"> <li>- Resident supports the proposal and highlights the difficulty of accessing street parking due to boat trailers.</li> </ul>	<ul style="list-style-type: none"> <li>- Council recognizes the parking issues and the proposal aims to provide more parking avaiabilities in the area.</li> </ul>



## 5.0 MATTERS FOR NOTATION

ITEM 5.1	ONGOING ACTIONS UPDATE
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2023/694335
ATTACHMENTS	NIL

### REPORT

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

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
7.2.23	6.4	<p>4 Delmar Parade, Dee Why – Development Application: TfNSW will consider turning ban changes and is progressing final design.</p> <p>Adele Heasman has sent correspondence raising concerns about safety for pedestrians crossing Delmar Parade and also Carter Road Brookvale.</p> <p>Phil Devon to review pedestrian safety at Delmar Parade/Pittwater Road, Dee Why and Carter Road/Pittwater Road, Brookvale.</p> <p><b>10/10/23 – Phil Devon advised closure of median to prevent right turn is still pending, TfNSW to resolve.</b></p> <p><b>Ongoing</b></p>	TfNSW	<p>5/9/23</p> <p><b>10/10/23 Pending</b></p>
7.2.23	6.6	<p>Hilmer Street, Frenchs Forest – stop lights:</p> <p>Clr Jose Menano-Pires has requested a queue detector. Phil Devon advised there is significant crash history here and TfNSW who are working on new designs (as it is a State Road) are considering banning the right turn. Mr Zak Ahmad, TfNSW, is awaiting advice from Network Operations and will update the LTC on 7 November.</p> <p>Included in TfNSW program of works – awaiting advice of delivery date.</p> <p>Phil Devon suggested moving the stop line forward to increase queuing areas.</p> <p>James Makasiale confirmed buses are still getting stuck due to inadequate queuing area.</p>	TfNSW	5/9/23











Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.3	<p>Wakehurst Parkway, Deep Creek – Safe Road Crossing:</p> <p>Sally Claydon suggested Phil Devon, Phil Corbett and Matt Pope from Transport for NSW meet to discuss options for a safe crossing on Wakehurst Parkway at Deep Creek. There is not a safe crossing for bike riders at this location. To cross the road from the northern side bike trails to the formal trail around Narrabeen Lagoon, mountain bikers need to either cross Wakehurst Parkway between fast moving high volume traffic, or cross over the narrow vehicle bridge and then access the under-bridge path.</p> <p><b>Both options are very dangerous and a better solution needs to be found.</b></p> <p><b>Ongoing</b></p>	TfNSW/ Phil Devon/ Phil Corbett	<p>10.10.23</p> <p>7.11.23 <b>Pending</b></p>
10.10.23	6.4	<p>Forest Way &amp; Glen Street, Belrose – Black Spot Funding for Pedestrian Fencing:</p> <p>Sally Claydon expressed residents' concerns regarding the narrow width of the footpath on the east side of Forest Way at Glen Street and the danger to children riding their bikes on this section of path, as there was no gap between the path and traffic. Residents were fearful of children falling into the path of fast moving traffic.</p> <p><b>Phil Devon advised that a Black Spot funding application has been submitted for pedestrian fencing to address this problem.</b></p> <p><b>Ongoing</b></p>	TfNSW/ Phil Devon/	<p>10.10.23</p> <p>7.11.23 <b>Pending</b></p>

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#### RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee notes the Updated Actions Table.





<p>X BUILT COMPLETE 5/10-12 GEORGE STREET LEICHHARDT NSW 2040</p>	<p>37-43 Federal Parade BROOKVALE NSW 2100</p>	<p>Length: 20 metres  Time: 7:00am-5:00pm Mon-Fri  8:00am-1:00pm Saturday</p>	<p>17 October 2023 to 27 January 2024.</p>
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**RECOMMENDATION TO TRAFFIC COMMITTEE**

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