



northern
beaches
council

AGENDA

NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING

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

TUESDAY 6 FEBRUARY 2024

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

A handwritten signature in blue ink, appearing to read 'CP Pfeiffer'.

Campbell Pfeiffer
Acting Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Manano-Pires
Member for Pittwater Mr R Amon MP Representative & Member for Davidson Mr M Cross MP Representative	Mr Phil Corbett
Member for Wakehurst Mr M Regan MP Representative	Ms Sally Claydon
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Transport for NSW – Acting Manager – network & Safety Services	Ms Vicky Walker
Transport for NSW – Network & Safety Officer	Ms Samantha Morley
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

Acting Director Transport and Assets	Mr Campbell Pfeiffer
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 Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Mr Nick Murace
Traffic Officer	Ms Gabriela Pereira Grano
Traffic Officer	Mr Linji Chen
Engineering Intern	Mr Harold Ip
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 Roy Cottam
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 Tuesday 6 February 2024

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

1.0	APOLOGIES	
2.0	CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS AND DECLARATION OF PECUNIARY AND CONFLICT OF INTEREST	
2.1	Minutes of Northern Beaches Council Local Traffic Committee held 5 December 2023	3
2.2	Declaration of Pecuniary and Conflicts of Interest	
3.0	REPORTS TO PROCEED TO COUNCIL FOR APPROVAL	
	Nil	
4.0	REPORTS FOR APPROVAL BY COUNCIL DELEGATION	5
4.1	Curl Curl Ward - Timed Parking - Sydenham Road, Brookvale	5
4.2	Manly Ward - Hill Street and Sydney Road, Balgowlah - No Stopping Restriction and P 15 minutes Timed Parking	8
4.3	Manly Ward - Manly Rotary Scenic Fun Run and Walk 2024 - Traffic Management Plan.....	13
4.4	Manly Ward - Raised Pedestrian Crossing - Addison Road at Stuart Street, Manly.....	41
4.5	Manly Ward - 2P Permit Parking Scheme - Fairlight	45
4.6	Pittwater Ward - Pacific Road, Palm Beach - Dividing Barrier Lines.....	110
4.7	Pittwater Ward - Event: Bobbin Head Cycle Classic	114
4.8	Pittwater Ward - Beauty Drive, Whale Beach - No Stopping	174
4.9	Pittwater Ward - Delecta Avenue, Clareville - No Stopping	179
4.10	Electric Vehicle Street Side Charging - ARENA Funded - Intellihub	183
5.0	MATTERS FOR NOTATION	250
5.1	Updated Temporary Delegation to Council - Transport for NSW.....	250
5.2	Concept Designs for Discussion - Manly 30km/h gateway treatments	257
5.3	Ongoing Actions Update	258

5.4 Request for Works Zone264

NEXT MEETING Tuesday 5 March 2024

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1	CURL CURL WARD - TIMED PARKING - SYDENHAM ROAD, BROOKVALE
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/009001
ATTACHMENTS	1 Plan

GEOCODES: -33.764401, 151.273767

REPORT

BACKGROUND

Local businesses are requesting suitable parking restrictions to improve parking turnover.

LOCATION

Sydenham Road, Brookvale is a local road situated within the Brookvale industrial area. It carries moderate volumes of traffic and has a high level of parking demand.

ISSUES

Ongoing long-term parking leads to a lack of availability of parking on-street for customers. Other parking within the vicinity of the premises is already time restricted.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the installation of two 1P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT signs in front of No.18 Sydenham Road, Brookvale. This change will assist customers seeking parking.

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.

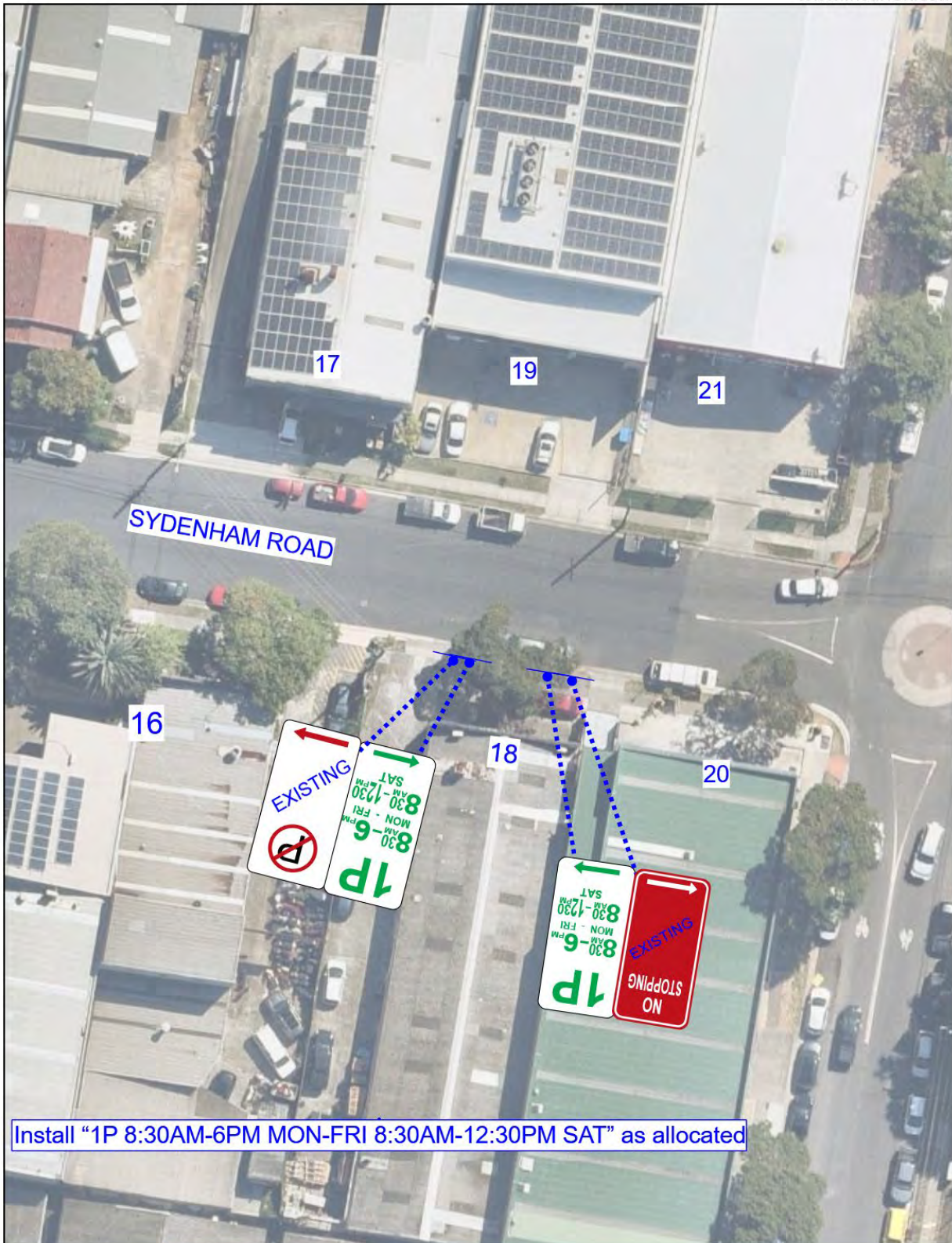
CONSULTATION

Consultation letters have been distributed to 24 properties within the immediate vicinity of the location providing notification of the proposed changes. No responses were received.



RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of two 1P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT signs in front of No.18 Sydenham Road, Brookvale



Install "1P 8:30AM-6PM MON-FRI 8:30AM-12:30PM SAT" as allocated

	PROPOSAL						 northern beaches council
	18 Sydenham Road, Brookvale Timed Parking Restrictions						
	DRAWN	GG	APPROVED		JB		
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	14/11/2023	

ITEM 4.2	MANLY WARD - HILL STREET AND SYDNEY ROAD, BALGOWLAH - NO STOPPING RESTRICTION AND P 15 MINUTES TIMED PARKING
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/838638
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.795275, 151.269054

REPORT

BACKGROUND

Following the recent conversion of the corner shop on Hill Street and Sydney Road to a café / Restaurant, Council has received concerns from local residents regarding illegal parking, difficulties exiting driveways, restricted visibility and congested conditions near the intersection. People often park in the No Parking and No Stopping zones near the intersection to grab coffee, creating unsafe conditions. This also affects the flow of traffic, particularly the left turn movement from Hill Street to Sydney Road.

LOCATION

- Hill Street is a Regional Road carrying moderate volumes of two-way traffic.
- The road has a 50km/h speed limit and a pavement width of approximately 12.5m between kerbs.
- Hill Street attracts high levels of parking activity, particularly on weekends and over the summer months.
- Adjacent land use in Hill Street consists of low to medium-density housing.
- “No Parking 6:30 AM – 9:30 AM & 3:30 PM – 6:30 PM MON-FRI” restrictions currently exist on Hill Street at the subject location.

ISSUES

- There are concerns about illegal parking, difficulties exiting driveways, restricted visibility, and congestion near the intersection.
- People frequently park in No Parking and No Stopping zones near the intersection to purchase coffee, creating hazardous conditions.
- Parking in the No Parking and No Stopping zone near the Café disrupts traffic flow, particularly the left turn movement from Hill Street to Sydney Road.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the current 'No Parking' restrictions to 'No Stopping' restrictions for approximately 20 metres from the kerb. Council proposes to install approximately 6m of P15 minute timed parking restriction applying from 7am to 6pm north of the driveway at No.281 Sydney Road.

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 65 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. change the current 'No Parking' restrictions to 'No Stopping' restrictions for approximately 20 metres from the kerb.
 - B. Install approximately 6m of P15 minute timed parking restriction applying from 7am to 6pm north of the driveway at No.281 Sydney Road.
-



* NOT TO SCALE



PROPOSAL

Hill Street, Balgowlah
No Stopping Restrictions and P 15 minutes Timed Parking

DRAWN	LK	APPROVED	<i>P. Devor</i>
LAYOUT	1 OF 1	REVISION NO.	A DATE 13/11/2023



northern
beaches
council

Table of Consultation

Address	Hill Street and Sydney Road, Balgowlah
Proposal	No Stopping Restriction and P 15 minutes Timed Parking

Properties Consulted	65
Responses Received	10
Support	4
Do Not Support	6
Partial Support	0

Issue	Resident Comment	Council Response
Affect Businesses	<p>_ I think this is a good compromise in a difficult situation. I must add that I do not think it is fair that a business should be penalised for the actions of customers who choose to park where they do. I have witnessed the vile verbal abuse and harassment by a neighbour to this business, to both customers and passers by. It's unbelievable that one person in our community, can maintain a calculated attack on a business and whose clear aim is to shut them down. This cafe/wine bar provides a much needed community hub and space for many people local and visitors to the area. I support this move for parking however the council needs to support businesses and their patrons. One voice should never have the power to override a community, that is an autocracy not a democracy.</p> <p>_ As the owner of Effie's coffee shop, I support the proposed changes as a great compromise for both our customers and the surrounding neighbours. I strongly disagree with the opinion of removing the parking spaces all together, as this would be detrimental to my small business, and feel it would impact majority of the neighbours who use these parks, just to satisfy one disgruntled neighbour. It will also prohibit our delivery drivers from quickly and safely delivering our supplies.</p>	<p>Council proposes to install approximately 6m of P15 minute timed parking restriction applying from 7am to 6pm north of the driveway at No.281 Sydney Road.</p>
Loss of Parking	<p>_This proposal will remove two parking spaces from rate paying residents who do not have off street parking.</p> <p>_These steps are not necessary. Hard enough to park around here.</p>	<p>Hill Street is a public road, and the long-term parking of vehicles should be the responsibility of the property owner on private property, with any additional vehicles sharing the available on-street parking.</p>
Affect Residents	<p>The current parking restriction are working, if people are not following the signage, then fine those individuals. Further restriction will only push more traffic into surrounding areas.</p>	<p>Council Rangers will monitor timed parking restrictions to assist on street parking turnover and any illegal parking/activity affecting residents.</p>

<p>Affect traffic flow at the Signalised intersection</p>	<p>_ When the current No Stopping signs are ignored in the morning peak period this restricts traffic flow at the lights due to limited queuing space. Traffic comes from Rosedale Avenue and Hilltop Crescent and results in a traffic snarl particularly if a car is turning right onto Sydney Road. This snarl is often worse on the weekend. This is an ongoing issue and giving permission to people to park during morning peak time will undoubtedly make this problem a daily event.</p> <p>_ It blocks the lane at the traffic lights in an important time. If you put that it is gonna like 10 mins to get through the lights.</p> <p>_ The proposed P15 minute parking between 7am and 6pm will cause further traffic chaos in this area. Currently cars are parked illegally outside the cafe causing traffic to back up in Hilltop Cres, Rosedale Ave and Northcote Lane during peak hour. If 1 or more cars are turning right at Hill St traffic lights, NO cars can pass on the left hand side. Adding a parking spot during these hours will only increase motorist frustration and resident angst. A line up of traffic, which occurs every morning and afternoon, will result in residents being unable to reverse out of their driveway safely due to frustated motorists not giving way as they try to rush through the lights. There is ample off street parking in the surrounding area, creating a new parking spot only creates a much larger problem. This 25 metre area must be "No Stopping" to allow traffic to flow in this very busy area. A 25 metre "No Stopping" zone will not negatively impact any resident or business but will positively impact traffic flow and enhance the community nature of the corner cafe. I strongly object to this planned change and urge council to support a 25 metre "No Stopping" zone for this location.</p>	<p>In accordance with the Australian Road Rule and TfNSW technical directions, there are lengths of No Stopping required on the approach to and departure from a signalised intersection. The minimum No Stopping distance on the approach must be the greater of 20 metres measured from the kerb or 10 metres measured from the Stop Line.</p> <p>The proposal suggests changing 'No Parking' to 'No Stopping' for about 20 metres from the kerb. This would create sufficient space for left and right turns at the subject signalised intersection.</p>
---	---	---

ITEM 4.3	MANLY WARD - MANLY ROTARY SCENIC FUN RUN AND WALK 2024 - TRAFFIC MANAGEMENT PLAN
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/278236
ATTACHMENTS	1 Manly Rotary Scenic Fun Run and Walk - Traffic Management Plan

GEOCODES: -33.797065, 151.287977

REPORT

BACKGROUND

The “Manly Scenic Fun Run” is an annual event organised by the Rotary Club of Manly. The event raises funds for local charities.

LOCATION

The “Manly Scenic Fun Run” will be the sixteenth time the event has been conducted and is expected to attract approximately 1,200-2,000 participants.

There are three different runs as part of the event over distances of 2km, 5km and 10km. The Fun Run will be held between the hours of 7am and 10am. Each of the runs commences and ends at the junction of the Manly Corso and North Steyne at Manly. The route proceeds along North Steyne, South Steyne, Marine Parade to Shelley Beach, then via Bower Street, various local streets, reserves and other properties to finish at Manly Beach at South Steyne.

The routes will mostly be off-road, however, parts of some local roads where participants will be running on the road owing to the lack of suitable footpaths, will be closed to traffic to ensure the safety of participants.

All the event routes will use part of the same course.

The event will take place within the Northern Beaches Local Area Command and Police will be assisting with traffic control at key road closure locations along the route.

The proposed Traffic Management Plans and road closures to facilitate the event are outlined in the Attachment 1 – Traffic Management Plan.

ISSUES

The Traffic Management Plan is identical to that which was successfully implemented for the 2022 and 2023 event. It involves a road closures to vehicular traffic on Bower Street between College Street and Shelley Beach carpark, as well as College Street, Bower Lane and Bluefish Drive within the North Head National Park. Road closures will be managed by Police and Traffic Marshalls.

It is intended that all roads will be reopened to traffic after the last runners have passed through the checkpoint. This will be no later than 11am.

TfNSW approval of the TMP will be required prior to the event taking place.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to approve the event.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The proposal will have some impact on people cycling whilst the event is running, but it does not affect any future planned facilities. Traffic Marshalls will be situated at key locations to ensure the safe redirection of cyclists.
- The proposal does not affect the pedestrian facilities, but it will have some impacts on walking paths whilst the event is running. Traffic Marshalls will be situated at key locations to ensure the pedestrian safety.

NOTIFICATION

Notification letters have been distributed to all local residents and businesses within the immediate vicinity of the location, providing notification of the proposed changes.

The event has been advertised on the event website <https://www.manlyfunrun.org/> and on their Facebook page.

The event is also advertised on Council's website and in the Manly Observer.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports:

- A. The Manly Rotary Scenic Fun Run and Walk and raises no objection to the event, subject to Conditions outlined in the approval letter.
 - B. Event approval for the next five years, and that the item is not required to be reported back to the Traffic Committee during this period, unless there are any significant changes to the event.
-



Special Event Traffic Management Plan



Sunday 7th May 2023

Prepared for: Rotary Club of Manly

Prepared By: Matthew Young
Prepare a Work Zone Traffic Management Plan
Card Number #: TCT0048974

Issue: Revision 0

Wednesday, 26 October 2022

Table of Contents

Revisions	3
Definitions.....	3
1 Event Details	4
1.1 Event Summary	4
1.2 Contact Names	4
1.3 Brief description of the event	5
1.4 Event Schedule	5
2 Risk Management – Traffic.....	6
2.1 Work Health and Safety – Traffic Control	6
2.2 Public Liability Insurance	6
2.3 Police	6
2.4 Emergency Services.....	6
3 Traffic and Transport Management.....	7
3.1 The Route or Location.....	7
3.2 Parking / Entrant Arrival & Departure	10
3.3 Construction, traffic calming and traffic generating developments.....	10
3.4 Trusts, authorities or Government enterprises.....	10
3.5 Impact on Public Transport	11
3.6 Reopening roads after moving events.....	12
3.7 Traffic management requirements unique to this event.....	12
3.8 Contingency plans	12
3.9 Heavy Vehicle Impacts	12
3.10 Special Event Clearways.....	12
4 Minimising impact on non-event community and emergency services.....	13
4.1 Access for local residents, businesses, hospitals and emergency vehicles	13
4.2 Advertise Traffic Management Arrangements.....	13
4.3 Special Event Warning Signs	13
4.4 Permanent Variable Message Signs	13
4.5 Portable Variable Message Signs	13
5. Privacy Notice.....	14
6. Approval	14
7. Authorisation To *Regulate Traffic	15
Appendix A.....	16
Event Route Overview Plans.....	16
Appendix B.....	16
Traffic Guidance Schemes.....	16
Appendix C.....	16
Public Liability Insurance Certificate.....	16

Revisions

Rev	Date	Description
0	26/10/22	Initial Submission

Definitions

Term	Definition
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
TCs	Authorised Traffic Controllers

1 Event Details

1.1 Event Summary

Event Name: Manly Fun Run & Walk 2023
Event Location: Manly NSW
Event Dates: Sunday 7th May 2023
Event Start Time: 7:00am
Event Finish Time: 10:00am
Event Set Up Start Time: 4:00am
Event Pack Down Finish Time: 12:00pm

Event is: A part off-street, part on-street moving event and is held annually.

1.2 Contact Names

Event Organiser: Rotary Club of Manly

Name: Mike Simpson
Mobile: 0484 833 466 Email: mikesimpsonmail@gmail.com

Event Traffic Management: Cato Location Services

Name: Nicola Iliadis
Phone: 02 7251 7953 Email: nicola@catolocationsservices.com.au

NSW Police: Northern Beaches Area Command

Name: Sgt Nino Jelovic (Traffic Sergeant)
Phone: 02 9971 3350 Email: jelo1nin@police.nsw.gov.au

Council: Northern Beaches Council - Traffic

Name: Brian Duong
Email: brian.duong@northernbeaches.nsw.gov.au

Council: Northern Beaches Council – Public Spaces

Name: Emma Callaghan
Phone: 02 8495 5009 Email: openspacebookings@northernbeaches.nsw.gov.au

Harbour Trust

Name: Chris Cornish
Email: chris.cornish@harbourtrust.gov.au

NSW National Park & Wildlife

Name: Jennifer Batman
Phone: 0437 244 997 Email: Jennifer.batman@environment.nsw.gov.au

Manly Fun Run & Walk 2023 - TMP

4

26 October 2022

1.3 Brief description of the event

This single day event is organised by the Rotary Club of Manly to raise money to support their charitable causes including assisting the local community with capital works projects. The fun run / walk is centralised around the Manly beach and southern headland area where entrants will choose between 3 different lengths across 4 different routes ranging from 2km to the flagship Rotary's 10km Runners Challenge. This community event will attract entrants of all ages, skill levels and backgrounds and will predominantly use existing off-street infrastructure such as the North Steyne promenade and local footpaths. The start and finish locations are at North Steyne near The Corso.

This is a ticketed event with an expected number of participants between 1200 – 2000 (previous editions have seen numbers of 1800 – 2500)

The event has been held annually for the past 16 years (excluding 2020 & 2021)

1.4 Event Schedule

Sunday 7th May 2023

Rotary's 10km Runners Challenge

Event Start Time:	7:00am
Estimated finish time of the last walker (advised 2h15min time cap)	10:00am

5km Fun Run & Walk – A & B

Event Start Time:	7:30am
Estimated finish time of the last walker	9:30am

2km Fun Run & Walk

Event Start Time:	8:30am
Estimated finish time of the last walker	9:30am

The Bump In of infrastructure not impacting the roadway is commencing from 4:00am (07/05/2022) with traffic controller to begin set up from 5:30am in the areas identified in section 3

Bump out will commence from 10am and be completed by approx. 12pm. The areas with traffic control will packdown after the last participant has passed through the intersection with all equipment removed by 10:30am.

2 Risk Management – Traffic

2.1 Work Health and Safety – Traffic Control

The event routes have been designed to maximise the use of existing off-street infrastructure such as the North Steyne Promenade and concrete footpaths along surrounding local streets to reduce the need for entrants to travel along or across roadways. There are some locations where this is not possible or it has been identified that entrants will either prefer or in some places required to use the roadway, however, many of these areas are along the headland where traffic volumes are low and pedestrian activity is common, limiting the risk of an incident.

There are 3 Intersections identified as requiring assistance from NSW Police and an Authorised Traffic Controller to allow safe access for both event participants and local traffic. See Section 3 for location details

Traffic Guidance Schemes – See Appendix B

2.2 Public Liability Insurance

Public Liability Insurance Certificate – Appendix C

2.3 Police

The event organisers have been in consultation with local Police throughout the event preparation process. The local branch of the NSW Police was engaged in previous years to assist with the management of the event and again for the 2023 edition will be supplying 4 officers to manage the intersections at per the list below and 1 officer roaming in a vehicle to monitor compliance with existing road rules and event traffic management.

- 2 Officers at Bluefish / Darley
- 1 Officer at Bower Street
- 1 Officer at College Street & Montpelier Place

2.4 Emergency Services

Emergency Services to be notified of the event and the increased activity generated within the local Manly area.

As there are no road closures proposed, all existing access routes are maintained throughout the event with emergency vehicles given priority access as per normal road rules at the intersections managed by NSW Police and an authorised traffic controller.

3 Traffic and Transport Management

3.1 The Route or Location

Route Overview Plans – See Appendix A

Traffic Guidance Schemes – See Appendix B

Locations identified for management by Authorised Traffic Controllers

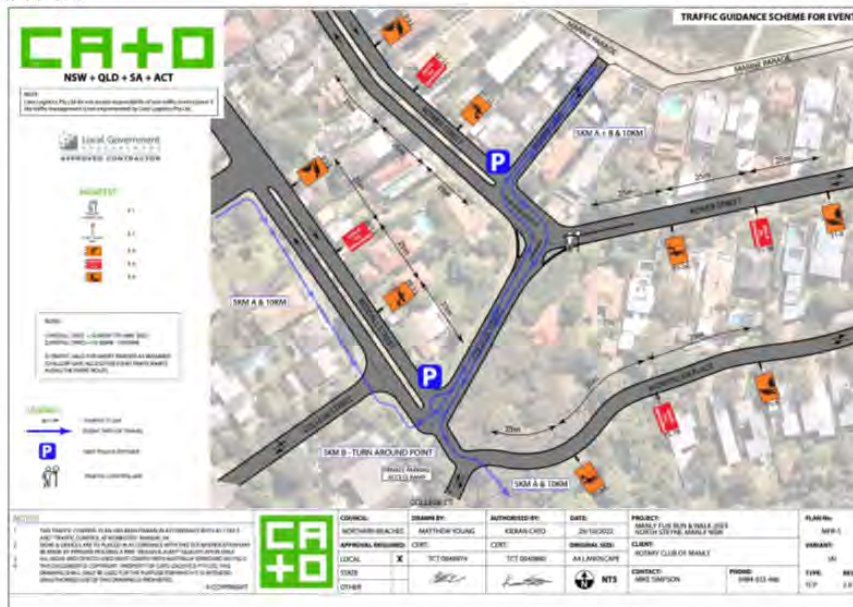
Intersection of Bowen Lane, Bowen Street and College Street

Reason: This section of the course is relatively close to the start where larger groups of entrants may be walking together, making it difficult to travel only along the local footpath. The route configuration of walking between Bowen Lane and College Street will likely have entrants walking straight across Bower Street which has poor visibility for both pedestrians and approach motorists.

Traffic Management: NSW Police and Authorised Traffic Controller used on Bower Street to hold traffic for short periods when large groups of participants are crossing the roadway. Should vehicle queuing be an issue there will be event volunteers at the crossing point to advise entrants not to cross until advised by the officer or traffic controller after the queuing issue is resolved.

Note: The traffic controller and NSW Police Officer will coordinate with the Officer at the top of College Street where required to provide a safe travel path for event participants and motorists.

TGS: MFR-5A



Intersection of Reddall Street, Montpelier Place and College Street

Manly Fun Run & Walk 2023 - TMP

7

26 October 2022

Reason: College Street is narrow, especially as vehicle park on both sides retaining only enough width for a single car. Similar to Bower Street it is expected that entrants will walk along the roadway up the hill and will then need to cross over to access Montpelier Place. Also for the 5km B configuration the top of College Street is where the turnaround point is designated to avoid the steps off Montpelier Place.

Traffic Management: NSW Police Officer used on Reddall Street and Montpelier Place Street to hold traffic for short periods when large groups of participants are traveling along or crossing the roadway. Should vehicle queuing be an issue there will be event volunteers at the crossing point to advise entrants not to cross until advised by the traffic controller after the queuing issue is resolved.

Note: This NSW Police Officer will coordinate with the Officer and TC at the bottom of College Street where required to provide a safe travel path for event participants and motorists.

TGS: MFR-5A



Intersection of Darley Road, Bluefish Road and North Head Scenic Drive

Reason: Entrants approach this intersection in a number of different directions depending on the route they are a part of. The use of NSW Police Officers will provide both entrants a safe way to cross but also avoid issues with queuing, especially at the Bluefish Road intersection which requires event participants to use the roadway for access.

Traffic Management: NSW Police Officers used on approach the 3-way intersection to hold traffic for short periods when large groups of participants are traveling along or crossing the roadway. Should vehicle queuing be an issue there will be event volunteers at the crossing point to advise entrants not to cross until advised by the NSW Police Officer after the queuing issue is resolved.

Bluefish Drive and North Head Scenic Drive

Traffic Management: Traffic cones to be placed approximately 1m left of the centre of the roadway in 20m increments with event participants to be directed to travel on the left of this delineation.

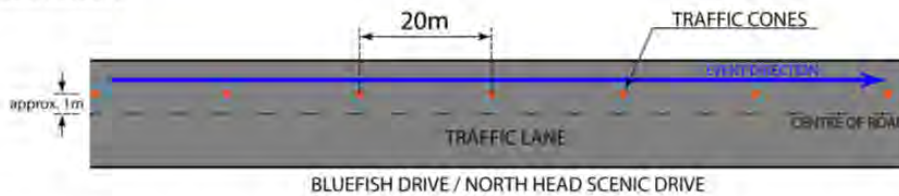


Diagram: Typical traffic management treatment along Bluefish Dr and North Head Scenic Dr

3.2 Parking / Entrant Arrival & Departure

Entrants will utilise existing parking infrastructure and public transport facilities to access the start and finish areas.

3.3 Construction, traffic calming and traffic generating developments

Plans to minimise impact of maintenance / construction activities, traffic calming devices or traffic-generating developments.

All event infrastructure to be installed in areas that do not impact normal traffic flows or conditions.

3.4 Trusts, authorities or Government enterprises

The event organiser to obtain written approval to use any facility managed by a trust, authority, or enterprise prior to the event where required.

3.6 Reopening roads after moving events

Roads to operate under normal conditions except for local traffic control at specific intersections. All temporary traffic management to be removed by 10am restored normal conditions to all roadways.

3.7 Traffic management requirements unique to this event

There are no unique traffic requirements for this event.

3.8 Contingency plans

No contingency course changes have been proposed for the event.

3.9 Heavy Vehicle Impacts

Does not impact heavy vehicles – Entrants to travel along the event route under normal road rules.

3.10 Special Event Clearways

Special Event Clearways are not required during the event.

4 Minimising impact on non-event community and emergency services

4.1 Access for local residents, businesses, hospitals and emergency vehicles

This event has limited impact to the non-event community with all existing property access maintained.

Traffic controllers and NSW Police Officers used at the 3 intersections where queuing may occur during the event with the ability for event participants to be stopped and traffic access resumed to minimise queueing and congestion in the local area around the controlled intersection.

The use of a small detour to reduce the need for vehicle to travel through College Street to get to Shelly Beach will reduce the volume of vehicles accessing this area allowing easier access for residential traffic that cannot use a detour.

4.2 Advertise Traffic Management Arrangements

No road closures or special event clearways required for the event. The event is advertised through social media and local community groups.

4.3 Special Event Warning Signs

This event does not propose special event warning signs

4.4 Permanent Variable Message Signs

Permanent VMS are not proposed for use during the event.

4.5 Portable Variable Message Signs

Portable VMS are not proposed for use during the event.

5. Privacy Notice

The "Personal Information" contained in the completed Traffic Management Plan may be collected and held by the NSW Police, Transport for NSW, the Transport Management Centre, or Local Government.

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

- The "personal information" is being collected for submission of the Traffic Management Plan for the event described in Section 1.
- I must supply the information under the Road Transport Legislation (as defined in the Road Transport Act 2013 and the Roads Act 1993).
- Failure to supply full details and to sign or confirm this declaration can result in the event not proceeding.
- The "personal information" being supplied is either my own or I have the approval of the person concerned to provide his/her "personal information".
- The "personal information" held by the Police, Transport for NSW, the Transport Management Centre, or Local Government may be disclosed inside and outside of NSW to event managers, or any other person or organisation required to manage or provide resources needed to conduct the event, or to any business, road user or resident who may be impacted by the event.
- The person to whom the "personal information" relates has a right to access or correct it in accordance with the provisions of the relevant privacy legislation.

6. Approval

TMP Approved by: _____

Event Organiser: _____

Date: _____

7. Authorisation To *Regulate Traffic

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

Regulation of traffic authorised by:

Council: _____

Date: _____

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

Regulation of traffic authorised by:

TfNSW/TMC: _____

Date: _____

"Regulate traffic"

means restrict or prohibit the passage along a road of persons, vehicles or animals (Roads Act 1993).

Council and TfNSW/TMC require traffic to be regulated as described in the TMP and/or risk management plans, with the layouts installed under the direction of a qualified person.

Appendix A

Event Route Overview Plans

Appendix B

Traffic Guidance Schemes

Appendix C

Public Liability Insurance Certificate

Appendix A



NSW + QLD + SA + ACT

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

TRAFFIC GUIDANCE SCHEME FOR EVENT

2KM FUN RUN AND WALK



LEGEND:

- EVENT ROUTE
- PARTICIPANT DIRECTION
- - - AREA ASSISTED BY TRAFFIC CONTROLLERS

- NOTES:**
1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND TRAFFIC CONTROL AT ROADSIDE'S MANLY V6 SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RIG 'DESIGN & AUDIT' QUALIFICATION ONLY.
 2. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3.
 3. THIS DOCUMENT IS COPYRIGHT PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED.
 4. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.
- © COPYRIGHT

	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No:
	NORTHERN BEACHES	MATTHEW YOUNG	KIERAN CATO	26/10/2022	MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW	MFR-1
	APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:
	LOCAL X	TCT 0048974	TCT 0040880	A4 LANDSCAPE	ROTARY CLUB OF MANLY	(A)
STATE			NTS	CONTACT:	PHONE:	TYPE: REV:
OTHER				MIKE SIMPSON	0484 833 466	TCP 1.0



NSW + QLD + SA + ACT

NOTE: Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

TRAFFIC GUIDANCE SCHEME FOR EVENT

5KM FUN RUN AND WALK - A

Local Government
APPROVED CONTRACTOR

LEGEND:

- EVENT ROUTE
- PARTICIPANT DIRECTION
- AREA ASSISTED BY TRAFFIC CONTROLLERS



- NOTES:**
1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND TRAFFIC CONTROL AT ROADSIDE MANLY V6.
 2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCM MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS 'DESIGN & ADVICE' QUALIFICATION ONLY.
 3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3.
 4. THIS DOCUMENT IS COPYRIGHT PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.

	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No:
	NORTHERN BEACHES	MATTHEW YOUNG	KIERAN CATO	26/10/2022	MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW	MFR-2
	APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:
	LOCAL <input checked="" type="checkbox"/>	TCT 0048974	TCT 0040880	A4 LANDSCAPE	ROTARY CLUB OF MANLY	(A)
	STATE <input type="checkbox"/>			NTS	CONTACT: MIKE SIMPSON	PHONE: 0484 833 466
OTHER <input type="checkbox"/>						TYPE: TCP
						REV: 1.0



NSW + QLD + SA + ACT

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

TRAFFIC GUIDANCE SCHEME FOR EVENT

5KM FUN RUN AND WALK - B



- NOTES:
1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND TRAFFIC CONTROL AT ROADSIDE'S MANLY V6 SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP MODIFICATION MAY BE MADE BY PERSONS HOLDING A RISK DESIGN & ADAPT QUALIFICATION ONLY
 2. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3
 3. THIS DOCUMENT IS COPYRIGHT PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED.
 4. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.

	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No:	
	NORTHERN BEACHES	MATTHEW YOUNG	KIERAN CATO	26/10/2022	MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW	MFR-3	
	APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:	
	LOCAL <input checked="" type="checkbox"/>	TCT 0048974	TCT 0040880	A4 LANDSCAPE	ROTARY CLUB OF MANLY	(A)	
	STATE <input type="checkbox"/>			NTS	CONTACT: MIKE SIMPSON	PHONE: 0484 833 466	
OTHER <input type="checkbox"/>						TYPE: TCP	REV: 1.0



NOTE: Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.



TRAFFIC GUIDANCE SCHEME FOR EVENT

ROTARY'S 10KM RUNNERS CHALLENGE

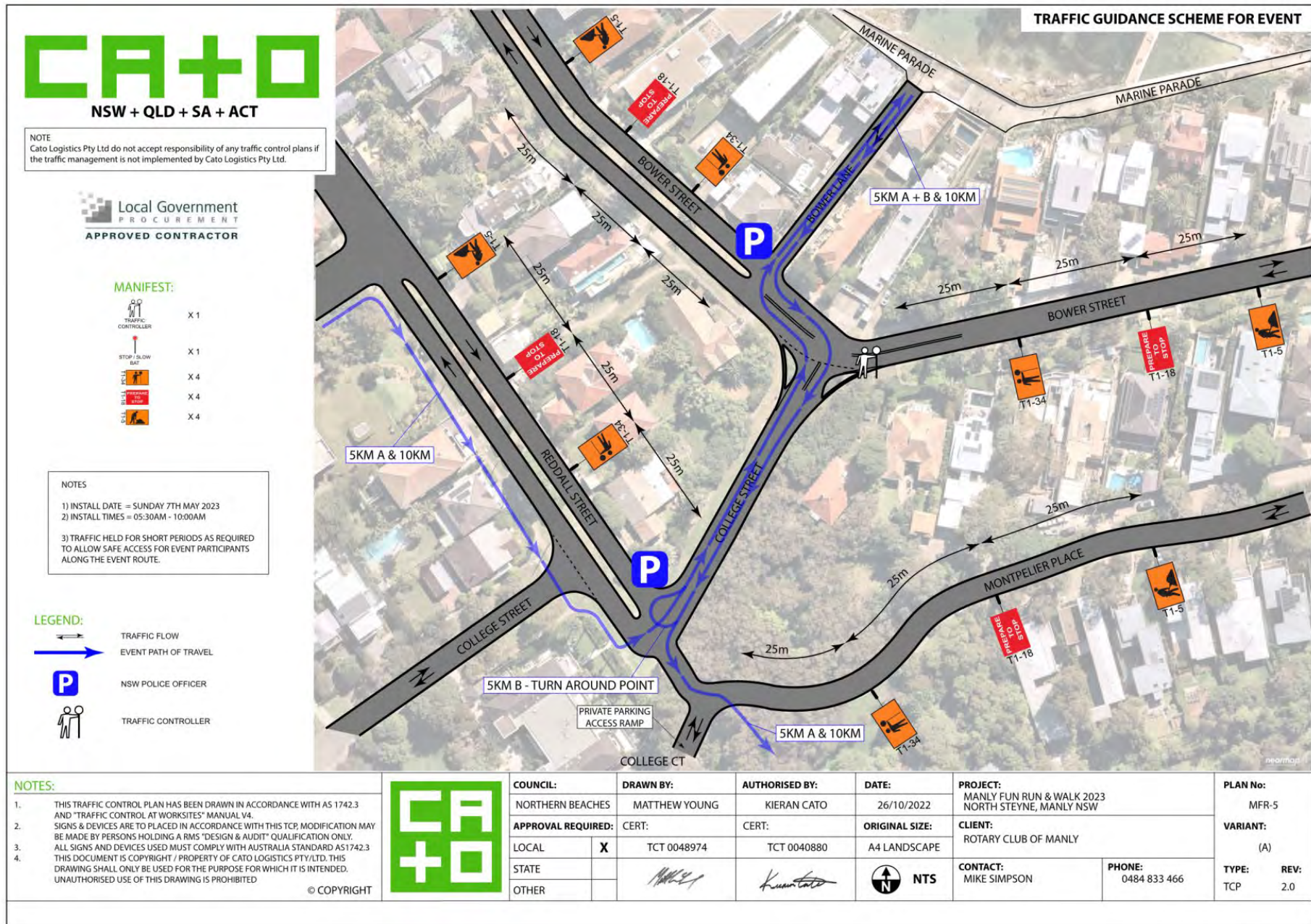
LEGEND:

- EVENT ROUTE
- PARTICIPANT DIRECTION
- - - AREA ASSISTED BY TRAFFIC CONTROLLERS

- NOTES:**
1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND TRAFFIC CONTROL AT WORKSITES - MANLY NSW.
 2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCR. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS 'DESIGN & ADULT' QUALIFICATION ONLY.
 3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS 1742.3.
 4. THIS DOCUMENT IS COPYRIGHT © PROPERTY OF CATO LOGISTICS PTY LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED.

	COUNCIL:	DRAWN BY:	AUTHORISED BY:	DATE:	PROJECT:	PLAN No:	
	NORTHERN BEACHES	MATTHEW YOUNG	KIERAN CATO	26/10/2022	MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW	MFR-4	
	APPROVAL REQUIRED:	CERT:	CERT:	ORIGINAL SIZE:	CLIENT:	VARIANT:	
	LOCAL X	TCT 0048974	TCT 0040880	A4 LANDSCAPE	ROTARY CLUB OF MANLY	(A)	
	STATE			NTS	CONTACT: MIKE SIMPSON	PHONE: 0484 833 466	
OTHER						TYPE: TCP	REV: 1.0

Appendix B



TRAFFIC GUIDANCE SCHEME FOR EVENT



NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.



MANIFEST:

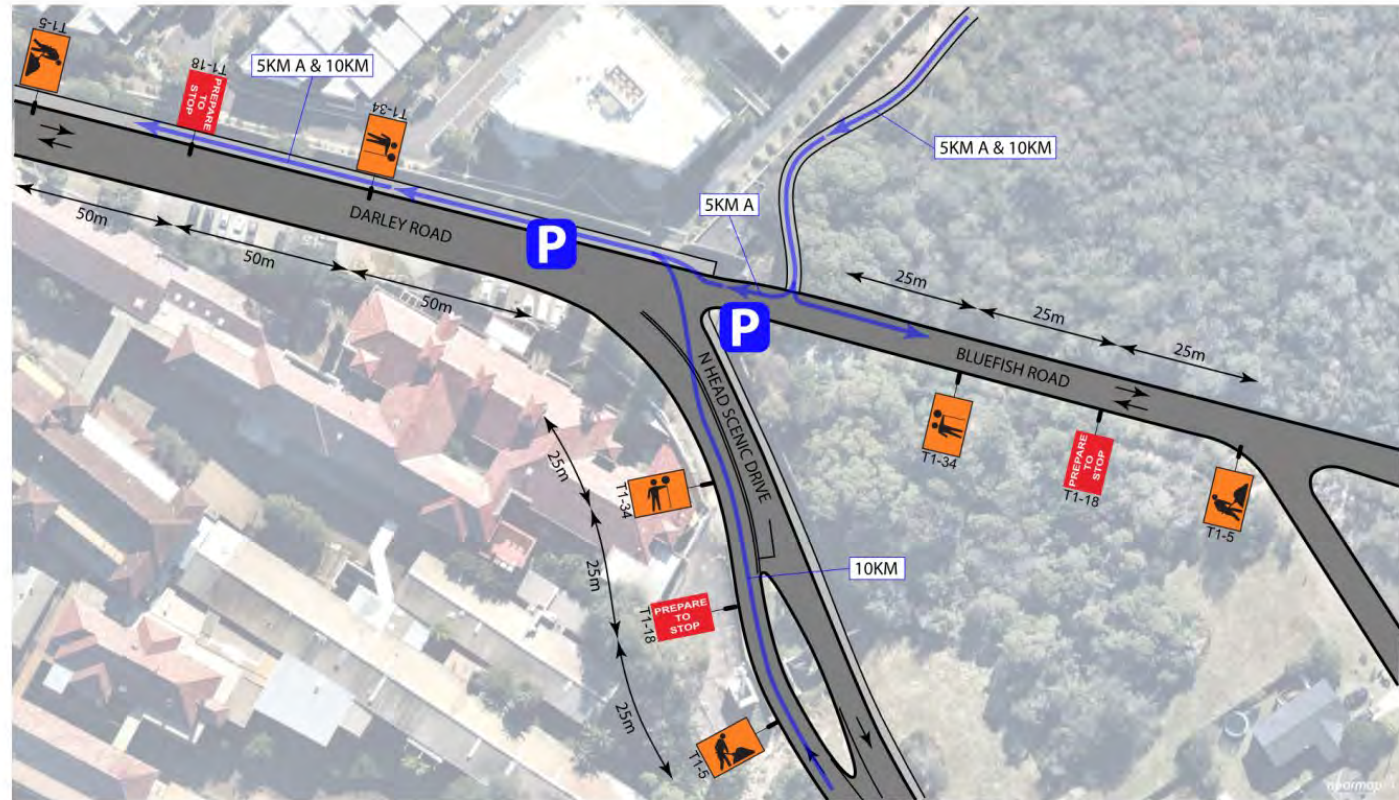
- X 3
- X 3
- X 3

NOTES

- 1) INSTALL DATE = SUNDAY 7TH MAY 2023
- 2) INSTALL TIMES = 05:30AM - 10:00AM
- 3) TRAFFIC HELD FOR SHORT PERIODS AS REQUIRED TO ALLOW SAFE ACCESS FOR EVENT PARTICIPANTS ALONG THE EVENT ROUTE.

LEGEND:

- TRAFFIC FLOW
- EVENT PATH OF TRAVEL
- NSW POLICE OFFICER



NOTES:

1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4.
2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY.
3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3
4. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY/LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED

© COPYRIGHT



COUNCIL: NORTHERN BEACHES		DRAWN BY: MATTHEW YOUNG	AUTHORISED BY: KIERAN CATO	DATE: 26/10/2022	PROJECT: MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW		PLAN No: MFR-6
APPROVAL REQUIRED: LOCAL <input checked="" type="checkbox"/>		CERT: TCT 0048974	CERT: TCT 0040880	ORIGINAL SIZE: A4 LANDSCAPE	CLIENT: ROTARY CLUB OF MANLY		VARIANT: (A)
STATE				CONTACT: MIKE SIMPSON	PHONE: 0484 833 466	TYPE: TCP	REV: 2.0



NSW + QLD + SA + ACT

NOTE
Cato Logistics Pty Ltd do not accept responsibility of any traffic control plans if the traffic management is not implemented by Cato Logistics Pty Ltd.

Local Government PROCUREMENT APPROVED CONTRACTOR

MANIFEST:

- X 2
- X 1
- X 2
- X 2

NOTES


- 1) INSTALL DATE = SUNDAY 7TH MAY 2023
- 2) INSTALL TIMES = 05:30AM - 10:00AM
- 3) DETOUR ROUTE IMPLEMENTED IN CONJUNCTION WITH TGS MFR-SA

LEGEND:

- PROPOSED DETOUR ROUTE
- EVENT PATH OF TRAVEL

TRAFFIC GUIDANCE SCHEME FOR EVENT



<p>NOTES:</p> <ol style="list-style-type: none"> 1. THIS TRAFFIC CONTROL PLAN HAS BEEN DRAWN IN ACCORDANCE WITH AS 1742.3 AND "TRAFFIC CONTROL AT WORKSITES" MANUAL V4. 2. SIGNS & DEVICES ARE TO BE PLACED IN ACCORDANCE WITH THIS TCP. MODIFICATION MAY BE MADE BY PERSONS HOLDING A RMS "DESIGN & AUDIT" QUALIFICATION ONLY. 3. ALL SIGNS AND DEVICES USED MUST COMPLY WITH AUSTRALIA STANDARD AS1742.3 4. THIS DOCUMENT IS COPYRIGHT / PROPERTY OF CATO LOGISTICS PTY/LTD. THIS DRAWING SHALL ONLY BE USED FOR THE PURPOSE FOR WHICH IT IS INTENDED. UNAUTHORISED USE OF THIS DRAWING IS PROHIBITED <p style="text-align: right;">© COPYRIGHT</p>		<p>COUNCIL:</p> <p>NORTHERN BEACHES</p>	<p>DRAWN BY:</p> <p>MATTHEW YOUNG</p>	<p>AUTHORISED BY:</p> <p>KIERAN CATO</p>	<p>DATE:</p> <p>26/10/2022</p>	<p>PROJECT:</p> <p>MANLY FUN RUN & WALK 2023 NORTH STEYNE, MANLY NSW</p>	<p>PLAN No:</p> <p>MFR-7</p>			
		<p>APPROVAL REQUIRED:</p> <p>LOCAL X</p>	<p>CERT:</p> <p>TCT 0048974</p>	<p>CERT:</p> <p>TCT 0040880</p>	<p>ORIGINAL SIZE:</p> <p>A4 LANDSCAPE</p>	<p>CLIENT:</p> <p>ROTARY CLUB OF MANLY</p>	<p>VARIANT:</p> <p>(A)</p>			
		<p>STATE</p>	<p>OTHER</p>	<p></p>	<p></p>	<p> NTS</p>	<p>CONTACT:</p> <p>MIKE SIMPSON</p>	<p>PHONE:</p> <p>0484 833 466</p>	<p>TYPE:</p> <p>TCP</p>	<p>REV:</p> <p>1.0</p>
		<p>© COPYRIGHT</p>								

Appendix C

ITEM 4.4	MANLY WARD - RAISED PEDESTRIAN CROSSING - ADDISON ROAD AT STUART STREET, MANLY
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2023/762958
ATTACHMENTS	1 Plan 2 Table of Consultation

GEOCODES: -33.804721, 151.285973

REPORT

BACKGROUND

As part of Council's program to improve pedestrian safety and to make our neighbourhoods more walkable, an investigation of the connection between Little Manly and the Manly CBD was undertaken. As part of the review, Addison Road at Stuart Street, Manly, was noted as a higher-risk location and Council proposes to introduce a raised pedestrian crossing.

LOCATION

- Addison Road is a local road of 12m in width carrying two-way traffic with parking permitted on both sides of the road.
- Stuart Street is a local road, carrying low volumes of traffic. It is approximately 12m in width, with parking permitted on both sides of the road.
- Adjacent land uses consist of low-medium density housing.

ISSUES

- The intersection of Addison Road and Stuart Street is situated at a location where pedestrians frequently negotiate crossing the road. The intersection is part of the route where the community frequently crosses to access local amenities and beaches.
- During the investigation for the provisions of the pedestrian crossing at the subject location, the pedestrian numbers were considered to be at the lower end of the parameters when assessed in accordance with TfNSW's pedestrian crossing warrants, however, the proposal aligns with Council's objective for providing a walkable neighbourhood.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to install a raised pedestrian crossing on Addison Road immediately west of the intersection with Stuart Street.

The proposal removes 2 legal parking spaces on approach to the crossing in Addison Road.

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 will improve the pedestrian facilities and positively impact the local walking paths.

CONSULTATION

Consultation letters have been distributed to 363 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of a raised pedestrian crossing on Addison Road, immediately west of the intersection with Stuart Street.
 - B. Installation of kerb blisters on all four sides of the pedestrian crossing to improve the visibility of pedestrians and narrow the width of the trafficable lane to ensure a safer pedestrian environment.
-



*NOT TO SCALE




	PROPOSAL						 northern beaches council
	Addison Road at Stuart Street, Manly Raised Pedestrian Crossing						
	DRAWN	LK	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	29/01/2024	

Table of Consultation

Address	Addison Road at Stuart Street, Manly
Proposal	Raised Pedestrian Crossing

Properties Consulted	363
Responses Received	68
Support	51
Do Not Support	17
Partial Support	0

Issue	Resident Comment	Council Response
Location	<p>I support improving pedestrian safety and making our neighbourhoods more walkable between Little Manly and the Manly CBD however I feel the proposed solution of a raised pedestrian cross would be better suited on the other side of Addison Road at Stuart Street (northern side).</p> <p>I support the pedestrian crossing on Addison Road however I do not support it on the Stuart Street side where it's drawn, but I would support it on the other side of Stuart Street where it will be even better for pedestrians' safety since there will be better visibility for car drivers and easier for them to see the pedestrians crossing because of the slight curvature of Addison Road in the proposed area.</p>	<p>Council carried out traffic studies at a few locations on Addison Road. The proposed location is the most appropriate location based on traffic investigation. Further, it is the desired location for pedestrians to cross.</p>
loss of parking	<p>It will take away at least 3 - 4 carspots. We have limited parking here especially in summer with non-locals parking their cars here.</p>	<p>The kerb blisters on both sides of the raised crossing are proposed to reduce the amount of lost parking by 2 spaces.</p>

ITEM 4.5	MANLY WARD - 2P PERMIT PARKING SCHEME - FAIRLIGHT
REPORTING OFFICER	ENGINEER - TRAFFIC
TRIM FILE REF	2024/020158
ATTACHMENTS	1 Community Engagement Report

GEOCODES: -33.792014, 151.276059 Suwarrow Street
-33.793174, 151.276493 Edwin Street
-33.792370, 151.276806 Baltic Street
-33.792523, 151.277490 Daintrey Street
-33.791744, 151.279839 Arthur Street
-33.791457, 151.278198 Arthur Lane
-33.790847, 151.279674 Herbert Street
-33.790919, 151.278638 Francis Street (north of Arthur Street)

REPORT

BACKGROUND

Council has received concerns from local residents regarding high parking occupancy levels and the absence of permit parking restrictions on Suwarrow Street, Edwin Street, Baltic Street, Daintrey Street, Arthur Street, Arthur Lane, Herbert Street and Francis Street (north of Arthur Street).

In September 2022, Council carried out the first round of consultations regarding the proposed scheme in the Fairlight area. Council received a positive response, with the majority of residents in favour of the scheme's introduction. The initial consultation provided high-level details regarding operational procedures and a second round of consultations was proposed to consider the residents' initial feedback and provide an outline of how the scheme will operate.

LOCATION

- Suwarrow Street is a local road carrying low to moderate volumes of traffic. The street is 7.3m wide with parking permitted on both sides of the road over most of its length.
- Edwin Street is a local road carrying low volumes of traffic. Parking is permitted on both sides of this road with perpendicular parking on the north side of this street.
- Baltic Street is a local road with a 50km/h speed limit. It allows parking on both sides and has a median island that separates the eastbound and westbound traffic.
- Daintrey Street is a local road with a 50km/h speed limit carrying moderate volumes of traffic. The street is approximately 8.5m wide with parking permitted on both sides of the road for most of its length.
- Arthur Street is a local road carrying low volumes of traffic. Parking is permitted on both sides of this road with perpendicular parking on the north side of this street for some part of its length.
- Arthur Lane is a short local lane and parking is only allowed on the north side of the street.

- Herbert Street is a local road carrying moderate volumes of traffic. The street is approximately 7m wide, and parking is permitted on both sides of the road over most of its length.
- Francis Street is a local road of approximately 7.5m in width carrying moderate volumes of two-way traffic.
- The land use of the surrounding area is predominantly low-density residential housing and medium-density unit blocks.

ISSUES

- Concerns have been raised regarding the high parking occupancy levels in the Fairlight area including Suwarrow Street, Edwin Street, Baltic Street, Daintrey Street, Arthur Street, Arthur Lane, Herbert Street and Francis Street (north of Arthur Street).
- There are no permit parking restrictions in the Fairlight area.

PROPOSAL

Council has undertaken a review of the location and proposed the introduction of a 2P Permit Zone with residents of houses eligible for a maximum of 2 Permits, reducing by one for every off-street parking space. Residents of home units would be eligible for a maximum of one Permit, unless they had off-street parking, in which case they would be ineligible for a Permit. All houses and units would be eligible for one Multi-Use Permit which could be used for visitors or by a resident who was otherwise ineligible for a Permit.

The consultation process has revealed overwhelming opposition to the proposal, with residents expressing strong opposition to the limitations placed on residents in terms of their eligibility for Permits. Many residents considered it unfair that vehicles which can be parked off-street, were ineligible for Permits. Opening up availability to Permits for such vehicles would however, severely impact upon the effectiveness of the scheme. Another common complaint was that one Multi-Use Permit was insufficient, however, increasing the number of Multi-Use Permits would result in over-subscription of the scheme and render it less effective. It would also result in greater potential for abuse of the scheme by on-selling of Permits, or use of Multi-Use Permits by vehicles that might otherwise park off-street.

As the purpose of a Permit Parking Scheme is to provide a greater opportunity to obtain parking on-street for residents with little or no off-street parking, the changes requested by residents in their consultation feedback would render the scheme ineffective in achieving this aim. It would also result in a scheme which does not operate in accordance with RMS guidelines, as it would not ensure that only residents who do not have access to unrestricted parking along the kerb side, are eligible to apply for a Permit. Applications should be prioritised as follows:

1. No off-street parking space.
2. One off-street car space.
3. Two or more off-street car spaces.

In adopting the Manly Parking Permit Scheme Framework, Council has also adopted a position that "Any new on-street parking permit schemes in the Northern Beaches Council Local

Government Area (LGA) will be administered and operated in accordance with Roads and Maritimes Services (RMS) Permit Parking Guidelines.”

Given the strength of opposition to the proposal and noting the above comments, it is not considered feasible or appropriate for Council to proceed with the introduction of a 2P Permit Parking Scheme in Fairlight.

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 has been undertaken via a two-stage process with letters distributed to 342 properties within the impacted area, providing notification of the proposed changes. Although the first stage of consultation revealed a slight majority of residents in support of a 2P Permit Parking Scheme, the second stage of consultation which directed respondents to Council's *Your Say* page to lodge submissions and provide greater detail on how the scheme would operate including Permit eligibility requirements, found a high level of opposition to the scheme. The responses are summarised in the attached Community Engagement Report.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee:

- A. NOT SUPPORT the introduction of a 2P Permit Parking Scheme in Suwarrow Street, Edwin Street, Baltic Street, Daintrey Street, Arthur Street, Arthur Lane, Herbert Street and Francis Street (north of Arthur Street) given the strength of opposition to the proposal.
 - B. Note that staff will explore other options to improve parking availability and turnover in the subject streets in liaison with residents.
-



Community and Stakeholder Engagement Report

Fairlight Parking Permit Scheme

Consultation period: Friday 8 September to Sunday 15 October 2023

Contents

1. Summary.....	2
1.1. How we engaged	3
1.2. Who responded.....	4
2. Background.....	4
3. Engagement objectives	5
Reaching diverse audiences	6
5. Findings	6
Appendix 1 Verbatim community and stakeholder responses	15

1. Summary




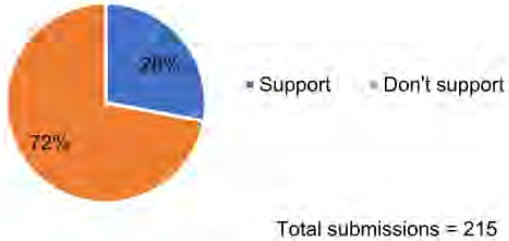

This report outlines the community engagement conducted between 8 September and 15 October 2023 to seek feedback on a proposal to introduce a parking permit scheme in selected streets of Fairlight.

During the exhibition period 215 people provided responses, including 190 via the Council Your Say page. Of the 215 responses received, 28% stated they were supportive and 72% did not support the scheme.

Respondents supporting the proposal commented that the proposal would have a positive outcome by encouraging residents to use their off-street parking spaces and that the scheme would assist in preventing non-resident vehicles from parking on the studied streets for extended periods.






Respondents opposing the proposal noted that the scheme would have a detrimental impact on the livelihoods of many people who work in the area and would relocate the problem elsewhere. Some noted that the proposal would not grant equal rights to residents of units and apartment complexes with car spaces compared to single dwellings. There was also opposition to the scheme due to the potentially high cost of permits. Additionally, residents with large families or with multiple vehicles were of the view that they required more than the proposed maximum of two permits, and a single multi-use permit is inadequate. Some residents also felt that all homes should be eligible for the same number of permits irrespective of any off-street parking available at their homes.

1.1. Key outcomes

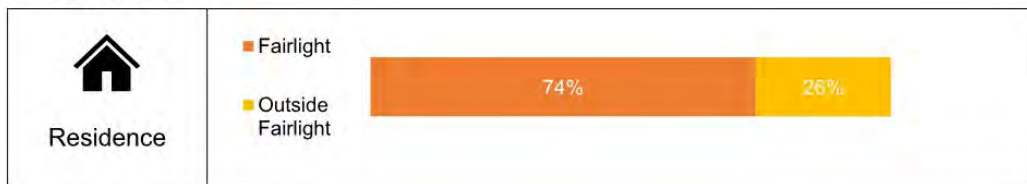
 Total unique responses	Total 215	
 How responses were received	Your Say submissions: 190 Direct (email/letter): 25	Total contributors: 215
 Sentiment: Support for the proposal	 <p style="text-align: right;">Total submissions = 215</p>	
	<ul style="list-style-type: none"> • Impact on people who work in the area. • Relocating the problem elsewhere. 	

Feedback themes	<ul style="list-style-type: none"> • Objection to Council's off-street parking assessment for individual residences. • Inequity for units/apartment complexes with car spaces compared to single dwellings. • Concern over potential high costs of the new scheme to residents. • Inadequate permit numbers for residents with large families. • Concern over potential high cost to Council for implementing and enforcing the new scheme.
-----------------	--

1.2. How we engaged

 Have Your Say: visitation stats	Visitors: 2143	Visits: 2764	Average time onsite: 2 min 7 secs
 Print media and collateral	Letterbox drop: Yes	Site signs used: No	Distribution: 342 Fairlight residences
 Electronic direct mail (EDM)	Community Engagement (fortnightly) newsletter: 2 editions	Council (weekly) e-News: 15 September 2023	Distribution: 23,500 subscribers Distribution: 61,500 subscribers
 Community Information Session	Community Information Session on-site at LM Graham Reserve	7 October 2023	Est. 80 attendees
 Key stakeholder engagement	Meetings by phone: est. 30	Email responses: est. 10	

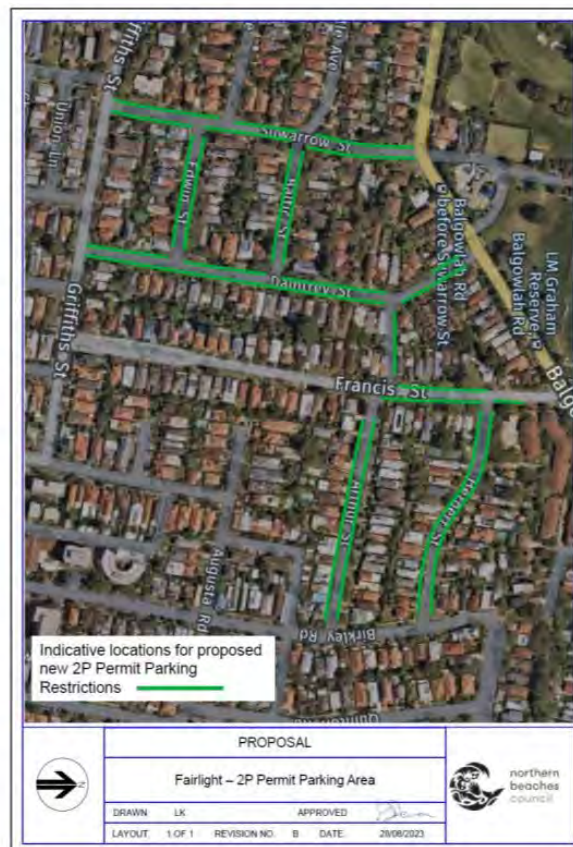
Who responded¹



2. Background

Engagement on the Fairlight Parking Scheme project was conducted in two stages, this report covers Stage 2.

Stage 1 consisted of consultation that was undertaken in September 2022 seeking residents' views for or against a proposal for introduction of a 2P Permit Parking Scheme in selected streets in the Fairlight area. A concept plan displaying the proposed boundaries of the Fairlight permit parking zone is presented below.



¹ Further demographic data was not gathered for this consultation as it was not deemed necessary. This data is from Your Say responses only.

Following mixed views on the proposed scheme in Stage 1, in which there was concern about the lack of detail on how the scheme would operate, Stage 2 sought to refine the details of the scheme, considering the issues raised in resident's feedback during Stage 1.

We undertook an off-street parking assessment, which included a visual street survey of all homes in the proposed scheme area to gather data on the off-street parking available per residence. Each residence was assessed in terms of the number of off-street parking spaces that are available, and each street was assessed in terms of the number of on-street parking spaces that could be occupied. This data was used to provide guidance in terms of how many permits may be required and how many permits could be issued to each home.

More detail on the framework within which the scheme would operate was provided to residents in Stage 2 of the consultation via Council's Have Your Say page. A tabulation of Council's off-street parking assessment for each home was made available for residents to review. Residents were encouraged to undertake a self-assessment to compare results with Council's assessment of their off-street parking availability and highlight properties that may require further review.

It was outlined that a maximum of two resident parking permits would be available to each home, reducing by one for each assessed off-street parking space. It was communicated that home units would only be eligible for a maximum of one resident parking permit. In addition, a single multi-use parking permit would be made available to each home.

3. Engagement objectives

Community and stakeholder engagement aimed to:

- build community and stakeholder awareness of participation activities including guidelines for self-assessment of designated parking
- provide accessible information so community and stakeholders can participate in a meaningful way on the Your Say page
- identify community and stakeholder concerns, local knowledge, and values through holding a community pop-up event
- seek out and facilitate the involvement of those affected by or interested in the project through resident notification letters
- communicate to the community and stakeholders how their input was incorporated into the planning and decision-making process through the engagement reporting process and notification.

4. Engagement approach

Community and stakeholder engagement for the Fairlight Parking Scheme was conducted over a five-week period, from Friday 8 September to Sunday 15 October 2023.

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

A project page² was established on our Have Your Say platform with information provided in an accessible and easy to read format including clear images of the streets in the proposed scheme and the scheme detail itself. An extensive and thorough FAQ section was included to answer known concerns, which were updated as required.

The project was primarily promoted through our regular email newsletter (EDM) channels. Letters to residents were sent inviting them to visit the Have Your Say Page and attend our pop-up session. There was a community pop-up event scheduled in the exhibition period to allow residents to ask questions in-person. This event was well attended, with an estimated 80 visitors in a two-hour period.

Feedback was captured through an online comment form embedded into the Have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposal. The form also asked residents a question regarding the self-assessment of their available parking.

An open-field comments box was provided for interested participants to elaborate on their support, objection or neutral sentiment as well as any other feedback they wished to contribute. Community members were also invited to call to ask questions of the project team or send their responses via email.

Reaching diverse audiences

A thorough stakeholder mapping exercise was completed to identify and understand the needs of the whole community.

It was determined for this project that it was particularly important to hear from directly affected residents, residents in the surrounding areas, and NSW Police – Manly Precinct, who are known to park in the area.

5. Findings

During the exhibition period, 215 people provided submissions. 190 submissions were received through the Have Your Say process and 25 submissions were received via email.

Of the 215 submissions received, 28% stated they were supportive and 72% did not support the scheme.

Those in favour of the proposal were supportive of behavioural change and saw it as a positive way to encourage people to use their own off-street parking rather than parking on the street. They also felt that the scheme would reduce the availability of parking for non-resident vehicles thus increasing parking available on-street for residents.

However, most responses did not support the proposal, citing concerns that it would negatively impact many families who would now be unable to park near their homes. There was also concern for the impact on individuals who work in the area and need to park on-street. Residents were concerned that non-resident vehicles would be pushed into adjacent streets i.e. the problem would just be relocated. Many who lived in units raised concerns that the proposal was not fair for residents living in units and apartment complexes, as a maximum of one permit was to be made available to them whereas houses would be eligible for a maximum of two permits. Additionally, residents with large families or owning multiple vehicles

² <https://yoursay.northernbeaches.nsw.gov.au/fairlight-parking-permit-scheme>

advised they would require more than two permits, and that a single multi-use permit would be inadequate. Some residents opposed the scheme due to the potential high cost of permits to residents and/or the cost involved with implementing and maintaining the scheme for Council.

Table 1 summarises the key issues raised and Council's response.

Table 1: Issues raised and responses

Theme	Issues, change requests and other considerations raised	Council's response
<p>Loss of parking for residents/visitors</p>	<p>It was noted that reducing parking availability causes unnecessary stress for residents, neighbours and visitors.</p> <p>Concerns were raised about current limited parking options in the area and that introducing a 2P parking scheme may make it difficult to find parking spots. Some suggested the 2P should operate on weekdays only.</p> <p>It was noted that the proposal would likely discourage people from visiting the suburb. It could also create challenges for elderly residents and their carers.</p> <p>It was noted that households owning multiple cars and having limited off-street parking options would face significant challenges.</p> <p>Some residents noted that they should be provided with more flexible options to obtain permits for their guests.</p> <p>Respondents indicated that the proposal should be evaluated based on the size of the dwelling, rather than guessing the number of inhabitants and that the scheme should allow people to obtain as many permits as they need.</p> <p>Resident noted that street parking is limited due to people occupying the parking spaces for extended periods, such as 24-48 hours. It was noted that these people are genuine key workers from other parts of the Northern Beaches community who work in the Manly CBD – they should be supported in their extended-time parking needs.</p> <p>It was felt that the scheme makes it extremely challenging for</p>	<p>Following Council's initial assessment, it was proposed that each residence would be eligible for one multi-use parking permit that may be issued to a visitor or could be used for a resident's vehicle that was not otherwise eligible for a permit.</p> <p>Garages and driveways are approved specifically for the purpose of providing off-street parking. Observations suggest many vehicles are not being parked off-street in available parking and there is a prevalence of garages being repurposed for other uses such as storage, or unapproved uses such as extra habitable rooms or workshops. It would be inappropriate to issue permits to vehicles parking on-street under such circumstances.</p> <p>The more permits Council issues the more competition for spaces on-street there will be. Council believes that the proposed maximum of two permits per home reducing by one for each off-street space, coupled with one multi-use permit per home would maximise parking availability, if residents also utilise their off-street parking. Issuing three permits or two multi-use permits would result in an oversubscription the scheme, making the scheme ineffective.</p> <p>Following a review of community feedback, Council staff considered the potential to issue a second multi-use permit to homes. This would, however, result in oversubscription of the scheme, making it ineffective.</p> <p>In addition, the more multi-use permits that are issued, the more</p>

Theme	Issues, change requests and other considerations raised	Council's response
	renters, which is unfair and problematic.	<p>susceptible the scheme would be to misuse, as multi-use permits, which are not tied to a specific registration could be on-sold or used for vehicles which would be more appropriately parked off-street. This reduces the effectiveness of the parking scheme.</p> <p>Giving all homes equal eligibility for permits, regardless of numbers of off-street parking spaces or vehicles owned, would lead to significant oversubscribing of the scheme, would discourage residents from using off-street parking and would make the scheme ineffective.</p> <p>If the scheme were to proceed there would be an option for homes with large families and limited off-street parking options to apply for a third resident parking permit. These applications would be considered on a case-by-case basis.</p> <p>Council makes provision for authorised care organisations to obtain permits upon submission of the relevant application. Non-registered carers would be catered for via the multi-use permit.</p> <p>Renters would be able to apply for permits in the same manner as other residents.</p> <p>It is acknowledged that the scheme would require residents to apply for and pay for permits on an annual basis and this is inconvenient, however this is the most effective means to operate a permit parking scheme.</p>
Loss of parking for workers/employees	It was felt that people who work in the Manly/Fairlight area (including essential workers such as nurses	The proposal intends to improve on-street parking availability, removing the limited parking

Theme	Issues, change requests and other considerations raised	Council's response
	<p>and Police) rely on all-day parking would be disadvantaged by the scheme.</p> <p>It was noted that public transport is not a feasible option for shift workers who require flexible transportation solutions, especially during non-standard hours.</p> <p>Some residents noted that if this parking scheme was approved, it would be necessary to increase the frequency of buses from other regions of the LGA, such as Seaforth. Due to the fact that many workers cannot afford to buy a parking permit for a car park in Manly.</p> <p>It was noted that the distance between Fairlight and the Manly CBD is quite far and can take up to 15 minutes to walk. It was felt that the new parking scheme was going to make the daily commute to work even more challenging. All the employees should be provided with a parking permit to ease the difficulty of finding parking.</p>	<p>availability caused by long-term parking of vehicles.</p> <p>Workers in the Manly Town Centre, including Police, unable to park off-street have the benefit of public transport from a wide range of destinations and many are not therefore reliant on parking on-street despite choosing to do so. The introduction of a permit parking scheme may result in some shift away from travel by private vehicles to public transport which would be a positive outcome for the environment and from an active travel perspective.</p> <p>There are several off-street carparks operated by Council in the Manly Town Centre with workers able to purchase early bird or prepaid parking at a reduced rate.</p> <p>It is acknowledged that a permit parking scheme if it were to proceed would, to some extent, result in the relocation of all day parking activity to other areas. This would be monitored if the scheme were to proceed and parking restriction options explored for those areas if problems eventuated.</p>
<p>Impacts on residents that have invested in off-street parking</p>	<p>Some respondents noted the proposal discriminates against ratepayers who have paid to renovate their property and add parking. They noted that residents have invested a lot of money to create a garage and storage under their houses due to the limited space in their small dwellings. The proposed scheme will restrict their movement and force them to park their cars further away from their homes. It was felt that this would be unfair to the residents. It was noted that a better solution would</p>	<p>Council has approved off-street parking for the purpose of parking and where available that is what it should be used for.</p> <p>The option of providing off-street parking is not available or only available to a limited extent to many residents due to topography or small block sizes. It is these residents that a permit parking scheme, if were to proceed would assist most.</p> <p>Issuing permits for vehicles that can be parked off-street would</p>

Theme	Issues, change requests and other considerations raised	Council's response
	be to issue two parking permits per dwelling, which would be a fairer and more reasonable approach.	encourage residents to park on-street and not make use of their driveways, carports and garages.
Relocating the problem elsewhere	<p>It was noted that the implementation of permit parking may cause parking overflow to adjacent streets; expanding the parking area may be necessary to address this issue.</p> <p>Concerns have been raised about the impact of the Fairlight Parking Permit Scheme on parking and traffic flow on Cohen Street Fairlight. It was suggested that Cohen Street Fairlight should also become a 2P zone.</p>	The proposal seeks to improve on-street parking availability in the proposed permit parking scheme area, responding to a history of concerns from residents advising that they cannot find parking on their streets. If the proposal were to go ahead there may be some shift in all-day parking into adjacent streets and this would be monitored following the implementation of the scheme.
Properties' parking spaces do not meet Australian Standard Parking space requirements.	Concerns have been raised by some respondents about the size of parking bays in some garages.	<p>Council's initial assessment of parking was a visual assessment of parking available on each property and where it was obvious that a parking space was too small this was taken into account.</p> <p>Should a permit parking scheme be introduced there would be an option for residents to request a review of the Council Officer's assessment of off-street parking availability at their address. Properties with older garages or parking spaces that are not of Australian Standard compliant widths or lengths may have their parking permit allocation increased.</p>
Parking space investigation process inadequate	Residences (buildings) in Suwarrow Street noted that they were left off the list of residences that are able to get a parking permit.	All homes within the proposed permit parking area were assessed. Unfortunately properties in Suwarrow Street were inadvertently left off the list of addresses in the documentation that was available on the Have Your Say page. This was corrected during the consultation period, and the assessment updated to include Suwarrow Street.

Theme	Issues, change requests and other considerations raised	Council's response
Visual pollution/ Signage	It was noted that there was a preference that signs are not installed outside or adjacent to the properties.	The permit parking scheme would require signage that is clearly visible so motorists can be aware of the applicable parking restrictions. This inevitably means that signs would be placed in front of some residents' homes. Should the scheme proceed Council would try to install signs so their visual impact is minimised.
Equity of scheme	The proposal does not give equal rights to unit and apartment complexes with car spaces when compared to single dwellings.	<p>Council's initial proposal was that each unit would only be eligible for a maximum of one permit. Each residence (units and houses) would also be eligible for one multi-use parking permit that may be issued to a visitor or for a resident's vehicle that might otherwise be unable to park off-street. The multi-use permit would be issued to all residences irrespective of the number of off-street parking spaces.</p> <p>Following a review of community feedback, Council staff reviewed the scheme data and believe it would be feasible to increase the maximum permit availability to two for residents living in home units without resulting in over subscription of the scheme. This change would, however only result in a relatively small change to the number of residents who would be supportive of the scheme and it would remain predominantly unsupported.</p> <p>Larger families with three or more vehicles would be able to make an application for special consideration which may result in them being issued with an additional permit. These applications would be reviewed on a case-by-case basis, if the scheme were to proceed.</p>

Theme	Issues, change requests and other considerations raised	Council's response
Accessible Parking	<p>It was noted that it would be essential to ensure that there is an adequate supply of accessible parking, and that the allocation of parking permits should not be based solely on whether or not a person holds a driver's license. For example, some residents may have disabilities that prevent them from driving, but they still require parking for those who drive them around.</p>	<p>Vehicles displaying a valid Mobility Parking Permit (Disabled parking permit) are exempt from the time restrictions applying in permit parking schemes and do not therefore require a resident parking permit.</p> <p>Council also makes provision for support worker permits to be obtained by accredited support workers upon application.</p> <p>Permits can also be obtained by registered car share scheme vehicles upon application.</p> <p>Residents who do not drive a vehicle would, in addition, still be eligible for a multi-use permit.</p>
Parking on the verge	<p>It was emphasised that Council Rangers warn that parking on the verge crossing to the garage is illegal as it is not considered a driveway.</p>	<p>Under the NSW Road Rules, it is illegal to park and block access to a driveway. It is also illegal to park on the nature strip between the kerb and the property boundary including on the part of the driveway that lies outside the property boundary. Although many motorists will, from time to time, do the above, both are not permitted under the Road Rules and drivers may receive a parking infringement for doing so.</p> <p>To provide more detail:</p> <p>The legislation in NSW advises that a driver must not park on or across (or partially across) a driveway blocking access to pedestrians and other vehicles. However, a driver may stop if they are dropping off or picking up passengers as long as the driver is not obstructing other vehicles, does not leave the vehicle, and the dropping off or picking up of the passenger is done within 2 minutes of stopping.</p>

Theme	Issues, change requests and other considerations raised	Council's response
		<p>In accordance with regulation 197 of the Australian Road Rules: (1) A driver must not stop on a bicycle path, footpath, shared path or dividing strip, or a nature strip adjacent to a length of road in a built-up area, unless:</p> <p>(a) the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under the Australian Road Rules; or (b) the driver is permitted to stop under another law of this jurisdiction.</p>
Adequacy of enforcement	<p>Concerns were raised that the new scheme would not be properly enforced.</p>	<p>Enforcement is a common theme and all parking restrictions in the local government area are enforced by Council's Rangers in line with available resources. The introduction of the Fairlight Permit Parking scheme would place extra demands on enforcement resources. If the scheme was to go ahead, residents would be encouraged to adhere to the signposted restrictions and vehicles parking in breach of signage or other road rules can be reported to Council's Rangers by contacting Council's Customer Service team on 1300 434 434</p>
Cost of permits	<p>Concerns were raised about the high costs associated with applying for permits.</p>	<p>Permit fees are set in Council's fees and charges and reviewed annually.</p>

Appendix 1 Verbatim community and stakeholder responses*

Number	Submission
1	<u>Comments on proposal:</u> A cynical money grab, that rolls on to the next streets. <u>Comments on 2 max permits:</u> I don't agree with permits at all. So limit them as much as possible <u>Comment on 1 multipurpose permit:</u> I don't agree with permits at all. So limit them as much as possible <u>Comment on dwelling assessment:</u> I don't agree with permits at all. So limit them as much as possible General comment: none
2	<u>Comments on proposal:</u> We are all living in Northern Beaches Council area but we don't have the same access to parking privileges I can't park in manly except for two hours but a person living in manly can access free parking in Avalon etc This is not equal rights for allN <u>Comments on 2 max permits:</u> Parking should be for all residents of NBC <u>Comment on 1 multipurpose permit:</u> Parking should be equal for all NBC residents <u>Comment on dwelling assessment:</u> One council equal rights to all ratepayers General comment: Treat all ratepayers the same or de amalgamate the three councils that were forced upon us by Baird government
3	No comments other than sentiment question provided.
4	<u>Comments on proposal:</u> Not required, and only pushes the problem further down the road. <u>Comments on 2 max permits:</u> Many garages are so old and small they are unuseable. The methodology is severely flawed and not limited to this example <u>Comment on 1 multipurpose permit:</u> Ridiculous <u>Comment on dwelling assessment:</u> As above General comment: Waste of rate payers time
5	<u>Comments on proposal:</u> This will increase parking demand in nearby streets especially near Sydney Road resulting in congestion. The proposal also should have some unrestricted parking in the area to reduce this problem <u>Comments on 2 max permits:</u> Allow free unrestricted motorcycle parking. Most residents have access to off street park so the need for scheme is low. <u>Comment on 1 multipurpose permit:</u> Could restrict allocations on newly constructed dwellings after the implementation of the scheme. <u>Comment on dwelling assessment:</u> none General comment: The scheme will cause further red tape and costs for everyone with only minor benefits for a small number of individuals . The area's issues are caused by the councils inefficient and dysfunctional area based permit schemes which shift demand to nearby unrestricted areas, This could cause significant issues in Balgowlah and the rest of Fairlight. It may encourage people to park on the street instead of off street and purchase additional cars.
6	<u>Comments on proposal:</u> The area should be expanded to include all of Fairlight streets as Bellevue St Fairlight where I live is also impossible to park in. <u>Comments on 2 max permits:</u> This assumes that residents of a unit do not have the same needs as occupants of a house. Allocation should be the same for all dwellings but agree it should be decreased for each off street parking space. <u>Comment on 1 multipurpose permit:</u> As long as there's fair allocation for those living in units & who need accessible parking spaces <u>Comment on dwelling assessment:</u> More streets should be included such as Bellevue St Fairlight where I live. General comment: I agree this scheme needs to be introduced but needs to be expanded to other streets such as Bellevue St. There needs to be increased availability of accessible parking too. Allocation of parking permits mustn't be based on those who hold a license as I've got a disability & can't drive but I need parking for those who drive for me. There's too many people taking up parking spaces with trailers & boats so this permit system might assist with that problem too.
7	<u>Comments on proposal:</u> none <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none <u>Comment on dwelling assessment:</u> none General comment: As a resident of Woods Parade the same problem exists. Cars without local parking permits park for extended periods, sometimes for days. Proximity to buses and ferries and no parking in

*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	Submission
	Manly means Fairlight is used as the free, unchecked parking zone. Both zones will need regular visits from traffic wardens.
8	<u>Comments on proposal:</u> It will put far too much pressure on parking for the units that are not included in the zone that currently also don't have restrictions. <u>Comments on 2 max permits:</u> With costs of housing rising there are many families in units now - they shouldn't be discriminated against compared to homes and some with no parking in the premises at all. <u>Comment on 1 multipurpose permit:</u> Keep everything as it is. <u>Comment on dwelling assessment:</u> General comment: Either don't change the restrictions or put them everywhere. Rate payers should have 2 parking permits.
9	No comments other than sentiment question provided.
10	<u>Comments on proposal:</u> A limit of 2 hours is too short for customers of local restaurants to enjoy their meals without rushing. I think having a 3 hour limit is more effective. <u>Comments on 2 max permits:</u> Where do residents of home park when the majority of homes have very limited parking spaces available <u>Comment on 1 multipurpose permit:</u> Where do residents of units with 2 or more motor vehicles park as the minority of units have very limited car parking spaces. <u>Comment on dwelling assessment:</u> While I agree that Council's assessment of parking stations available at our unit as fortunately we have Visitors car parking as well as private allocated spaces for residents some residents have up to 3 motor vehicles and have great difficulties finding. General comment: While I agree completely with these parking permits I also believe that Council should initiate a scheme where a resident should not be able to park their vehicle/recreation vehicles on the street for an extended period. We have a vehicle parked in Victoria Parade for almost 2 months yet council cannot move because the vehicle has a residents parking permit attached-a permit I would almost bet does not agree with the registration address of the vehicle, a common practice seeing the number of vehicles which arrive in our area every day and driven away each evening- surely not local residents.
11	<u>Comments on proposal:</u> The so called standard household/unit has more than two cars <u>Comments on 2 max permits:</u> Where 'households' are concerned one permit is \$41... and secondary \$130 is seriously overpriced for a lot of 'families'. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> I live on Raglan Street...where parking is at a premium already...people leaving cars to get ferry..go to gyms..beaches and the list goes on. When I get home from work I'm either driving around looking for a park or in most cases parking and waiting for som... General comment: If you get your permit scheme approved..the one and only reason this is happening is over populated density growth and underwhelming urban development. Do better Northern Beaches Council..isn't it the reason you amalgamated to work constructively for Manly-Warringah-Pittwater constituents and ratepayers.
12	<u>Comments on proposal:</u> none <u>Comments on 2 max permits:</u> We have 3 cars in our family. This would use all 3 x permits and leave none for visitors or trades people <u>Comment on 1 multipurpose permit:</u> as above <u>Comment on dwelling assessment:</u> As responsible residents we invested in a garage to get our trailer boat off the street, leaving only 1 car space in the garage General comment: Our house is at [REDACTED], and as stated previously we invested in a double garage to get our trailer off the street as it was the responsible thing to do given the shortage of available parking. This leaves us with 1 car space in the garage. We have been warned previously by Council Rangers that the verge crossing to our garage is not considered a driveway and it is illegal to park there, yet we continue to do so at the risk of being booked. We therefore have only the 1 off-street car parking space in the garage that we can legally use. Note that our family has 3 cars, all of which are required for work. I believe that incorporating Arthur Street into the adjoining Ivanhoe Park parking scheme would work, subject to an appropriate number of permits being provided. We would definitely need 2 permits and at least 1 multi-use permit.
13	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Children grow up and get their

Number	Submission
	own cars it is impossible to provide parking permits to all the people under the roof who own a car (over 2 cars per family) General comment: none.
14	<u>Comments on proposal:</u> The scheme is operating under a naive assessment that most homes operate a normal family structure with a normal car that is registered to that address. Things are not always like this and there needs to be greater flexibility in the way permits can be obtained. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: There needs to be greater flexibility and thought into the way permits can be distributed and used. For example we are a 4 person family (2 adults, 2 children) we do not own a car and mainly get around on a bicycle or public transport. However there are times when we have two cars in our possession. EG I have a work vehicle for a few days due to work requirements and my wife has borrowed her sisters car while she is overseas (this happens multiple times a year). Whilst we are being good citizens by reducing car use, we are being penalized by not being able to park on our street on the few occasions that we need it! A parking scheme should reward those who drive less, not penalise them!
15	<u>Comments on proposal:</u> The proposal discriminates against units, as no permit would be available if they have off street parking. In many cases homes have been extended at the expense of parking spaces, <u>Comments on 2 max permits:</u> Not sure why dwelling have a different entitlement to units , if the units are also multi person dwellings <u>Comment on 1 multipurpose permit:</u> Unless the proposal includes units with off street parking. As well. Is this the same for ManlyPermit areas ? <u>Comment on dwelling assessment:</u> ■ has 11 resident spaces and 2 visitor spaces, not for resident use. General comment: The proposal does not give equal rights to Unit & apartment complexes with car spaces, when compared to single dwellings
16	<u>Comments on proposal:</u> It is not required and not bedded. <u>Comments on 2 max permits:</u> Units should not be disadvantage because they are not a house and do not have off street parking . Units have x2 car owners. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> you have not taken into account corner block homes. ■ is not on your list, it's driveway and front door is located in ■ and would be required to be included in the scheme. General comment: none.
17	<u>Comments on proposal:</u> Limited off street parking for family's, one car per household is not enough <u>Comments on 2 max permits:</u> Not enough <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. We are a couple, each owning a car for work purposes, we have one off street parking. According to the skin ok assessment we would not be eligible for a parking permit as we are in a unit with one off street parking General comment: Please leave the parking as it is. It's working and doesn't need revision
18	<u>Comments on proposal:</u> There are too few all day parking available. Do not agree with reducing further. <u>Comments on 2 max permits:</u> There are too few all day parking available. Do not agree with reducing further. <u>Comment on 1 multipurpose permit:</u> There are too few all day parking available. Do not agree with reducing further. <u>Comment on dwelling assessment:</u> There are too few all day parking available. Do not agree with reducing further. General comment: none.
19	<u>Comments on proposal:</u> I live on one of the streets within the proposed areas and have no issue finding an on street park not far from my house at any time of day. <u>Comments on 2 max permits:</u> I would prefer not to have the hassle of a parking scheme given it is not really an issue here. I don't really agree with an extension of the P2 scheme to this area. <u>Comment on 1 multipurpose permit:</u> Is this an alternative to the 2 permits per dwelling? or is this in addition to it, e.g. for guests or tradies who come to visit or do work? <u>Comment on dwelling assessment:</u> Disagree. Our single "parking space" is 5.1m deep and is not long enough for most cars. It does not meet the 5.4m required by the Australian Standard for residential parking. General comment: none.
20	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. Difficult for elderly to

Number	Submission
	access General comment: Our street has PPS but appears not to be policed so vehicles can and do park for free for weeks on end. Why did we bother buying a permit
21	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: We are in Wattle Ave and people like the police use the streets around us to park their cars to head to work, If you give these streets the 2 hour parking scheme the problem will just fall into our streets and we do not have the room to have extra cars parking in our streets. If you are to go ahead with this please include wattle and Jamieson as part of the allocation so we are not effected by the increase of car parking
22	<u>Comments on proposal:</u> Suwarrow St is quiet during the day with a number of spaces available. It only gets busy later in the afternoon where it would be close to the 6pm cutoff time anyway. I don't think it will be of any benefit other than frustrating residents and visitor <u>Comments on 2 max permits:</u> As long as it is easy enough to get a multi use permit, or show that if you have more cars per household than allocated permits then you should be allowed to get another permit. <u>Comment on 1 multipurpose permit:</u> Is this free? If not what is the proposed cost? I think it should be free. <u>Comment on dwelling assessment:</u> Suwarrow Street is not listed on the street survey list so I cannot say... General comment: As with my comment earlier, and my submission last year (complete with a photograph of a near deserted street during the day): It is almost only residents or their visitors who park in Suwarrow Street, or tradies working at a nearby address. I don't see how this parking scheme can help. Rather it is a hinderance. A potential generator of funds for the council maybe... at a cost to the residents. If council wants to reduce the amount of cars parked on the street then maybe Council should more vocally and persistently approach State Government to address issues with public transportation in the Northern Beaches to make it a more viable option to give up your car.
23	No comments other than sentiment question provided.
24	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: This will put us in a worse situation than current. We do not have major issues with finding parking on our street and this will only provide restrictions for residents that don't currently exist
25	<u>Comments on proposal:</u> Very few all day parking left in Fairlight and manly. Baltic st is not busy and never have I had an issue with parking. <u>Comments on 2 max permits:</u> Households with multiple cars or visitors. Also careers of the elderly residents need to park all day <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Baltic st and suwarrow st have always had plenty of parking available, there is good circulation of cars and no need to enforce time limits. There are multiple multi dwelling residences who require an additional car. Baltic st is quiet, clean and simple. Only residences park on the street so no need to regulate it
26	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> General comment: I think it's fair and will encourage folks to use their off street parking spaces.
27	<u>Comments on proposal:</u> We live in Arthur St and there is very rarely an issue obtaining a parking spot. This is going to be prohibitive to guests and friends coming to our residence, as council will book them for overstaying 2 hours. <u>Comments on 2 max permits:</u> <u>Comment on 1 multipurpose permit:</u> An option to obtain 2 multi use permits would be more appropriate. I do not agree with the permit scheme for Arthur St going ahead, however if so there needs to be more flexibility for residents to have permits for guests. <u>Comment on dwelling assessment:</u> General comment: I don't agree Arthur St and Francis St north of Arthur St should be included, nor Baltic St, Arthur Lane or Herbert St.
28	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> The issue of short term parking for contractors has not been addressed. Mostly 2 hours is fine but sometimes contract work

Number	Submission
	can take many hours. A pack of 10 short term day passes would be sensible <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
29	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Just do it.
30	No comments other than sentiment question provided.
31	<u>Comments on proposal:</u> Arthur lane as well please. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
32	<u>Comments on proposal:</u> There is no need in this area. We like having our friends and family come and stay - that is why we live back from the beach <u>Comments on 2 max permits:</u> We are a two bedroom unit with 2 to three adults living here. With one off street parking <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> I have a two bedroom unit which would regularly have three adult residence. With one of street parking. General comment: I am unsure as to why the scheme needs to come this far back from the beach. We don't have a problem with parking and a permit system would cause stress and financial burden when our family and friends and us get a parking ticket.
33	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: The problem will just be moved to adjoining streets like Wattle Ave who does not have the capacity to take on these cars. We don't have enough room as it is. If you do go ahead please also look into adding wattle ave
34	<u>Comments on proposal:</u> There is no need to make this area 2P, It's a quiet residential area with sufficient on street parking, please please stop making yet more rules and charging people to park outside their own houses. <u>Comments on 2 max permits:</u> <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> General comment:
35	<u>Comments on proposal:</u> Off street parking allocations need to be more closely assessed. <u>Comments on 2 max permits:</u> Our garage is inaccessible for my car. My car cannot be driven over the hump of the driveway so cannot be used. <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> [REDACTED] is shown as a 1 residence dwelling on the initial assessment whereas it is a block of 3 Units I cannot drive my car into our off street garage due to a hump over the footpath, my car bottoms out on the concrete. General comment: I have already put a submission form in, so this is just to add that I now see that [REDACTED] is shown as a single residence dwelling on the initial assessment whereas it is a block of 3 Units I agree with the overall concept, however I feel there needs to be a possibility for obtaining a permit for residents that have real issues with parking in their off street space. i.e. I cannot drive my car over the footpath down into the off street garage due to it bottoming out on the concrete footpath & drive.
36	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I live in the Ivanhoe Park precinct. I have no off-street parking. During the day there is generally available street parking. The problem is after 5.00 pm when often there is no available parking near my home. The 2 hour restrictions for non -residents should be extended to 24 hours
37	<u>Comments on proposal:</u> Your proposed scheme says I wouldn't receive a parking permit, I have a 2 bedroom Unit with 1 carpark = no permit. I have 2 people living in my unit, with 2 cars. you are saying they cannot park in their own street. <u>Comments on 2 max permits:</u> Absolutley NOT. This is at atrocious and is not taking into account the number of adults with cars living in units. <u>Comment on 1 multipurpose permit:</u> Yes, but seeing units with parking don't get a parking permit, this should be up to 2 per dwelling on proof the number of people

Number	Submission
	<p>living in a dwelling. <u>Comment on dwelling assessment:</u> General comment: Firstly I think if this is passed, that it needs to be changed to Monday to Friday ONLY. Allowing visitors on the weekend to visit. I have an elderly mother that stays some weekends and you are asking her to park streets away. We do not have visitor parking in our building.</p> <p>I have 2 adults living in my 2 bedroom apartment (with only 1 carspot) this is ridiculous that they cannot park in their own street. If residents can prove number of adults living in dwellings, i think this MUST be taken into account and permanent parking permits be allocated on top of the multi-use parking permit.</p>
38	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I don't believe we need to have parking schemes everywhere in the Northern Beaches. We have guests that want to stay and friends that want to visit for the day and Fairlight is not the easiest to get to by Public Transport. Keep it open and enjoy the freedom of finding parks. It's not hard to find a park in Fairlight to start so seems unnecessary.</p>
39	<p><u>Comments on proposal:</u> This proposal is discriminating between houses and home units. I live in a three bedroom [REDACTED] and I have one garage as off street parking. The same rules should apply for home units and houses. <u>Comments on 2 max permits:</u> I have a regular visitor from the mid north coast who is retired and parks in Erwin Street during the day. I will need at least one free parking permit to enable street parking during the day. <u>Comment on 1 multipurpose permit:</u> Only on the basis that units and homes are treated the same. <u>Comment on dwelling assessment:</u> I am not aware of the council assessment. General comment: There needs to be a minimum of at least two street parking permits for each resident whether it be unit or house. A three bedroom unit for example has potentially three residents and only one off street parking space. In addition, many one bedroom units are occupied by two people who both have cars and no off street parking. Many one bedroom units have no garage. This proposal is being overly restrictive and will work only if it provides more permits for residents and visitors alike.</p>
40	<p><u>Comments on proposal:</u> Friends and relatives should be able to park and visit without having to worry about fines. We are 20 minutes walk from Manly beach. I feel this is excessive. <u>Comments on 2 max permits:</u> I don't want 2p parking here. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> We have three adults people living here, where are we going to park? General comment: Please don't bring in 2p parking on Suwarrow. There's enough 2p around and when will it stop?</p>
41	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> I believe there also should be the option to buy extras. <u>Comment on dwelling assessment:</u> I believe residents should have the option to buy extras. General comment: Dear Sir/Madam</p> <p>We live in [REDACTED], Fairlight - the building is situated on the corner of [REDACTED], Fairlight and [REDACTED], Fairlight. Access to our building for the residents parking and entrance to our building is also from Suwarrow Street, Fairlight,</p> <p>We have noted that our residence (building) has been left off the list of residence that are able to get a parking permit.</p> <p>Our main on street parking is Suwarrow Street, not Griffiths Street because of our access to the garages and access to our home.</p> <p>As residents of this area we aware of the parking issues.</p> <p>Please take into consideration that just because our address is in Griffiths Street, Fairlight, our main entrance is Suwarrow Street, Fairlight for parking and access to our apartment.</p>

Number	Submission
42	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> No due to the fact our household will be allocated no permits as we have a driveway, that we paid for and built. We are about to undergo a renovation and will not have access for 2 cays as we will not be parking directly in front of the windows. <u>Comment on 1 multipurpose permit:</u> Insufficient as we are about to renovate and there will be multiple trades people at any one time. <u>Comment on dwelling assessment:</u> No due to the fact our household will be allocated no permits as we have a driveway, that we paid for and built. We are about to undergo a renovation and will not have access for 2 cars as we will not be parking directly in front of the windows. General comment: Please see attached document. Attachment:</p> <p>To whom it may concern Whilst we agree there is a need to have parking limits available in our street (Arthur St) we do not agree with the allowance for our residence to be 2 permits only. Please keep in mind we built and paid for the driveway that provides car spaces for 2 cars, currently. And pay the same rates as those that have not added this or can't add this to their homes. We are about to commence renovation and will not be parking 2 cars in the driveway due to a car blocking the windows on the north side/street side of the addition. Most likely park one car only. Longer term we are considering adding planting to this area and there maybe not access for parking. Note our driveway is bricks and it not difficult to dig up. We are a family of 5 adults and have a car each. Unsure how that leaves our stay-at-home children, one day they will move out! Understand that in other areas of Manly the residents have 2 permits for each dwelling, no matter the car spaces or garages on their properties, unsure why it should be different here! Please provide a response. Our response is, we agree to the parking scheme, however, want to be issued 2 passes as per the other residents, along with the opportunity to request a 3rd pass. In addition to this the number of tradesperson permits should be more than 1 at a time (as mentioned we will be starting renovation shortly and expect to have more that one tradesperson on the premises at any given time). Perhaps there could be an opportunity to request additional passes for a limited period of time? We look forward to your response.</p> <p>Regards</p>
43	No comments other than sentiment question provided.
44	No comments other than sentiment question provided.
45	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> We are a 3 adult household with 3 vehicles. Our two car-spaces are in our front carport. There is no room for our third vehicle off-street, hence we would require 1 on-street permit. <u>Comment on 1 multipurpose permit:</u> Provided there is no cost for this, naturally. <u>Comment on dwelling assessment:</u> Reason is that I don't see our dwelling (x Suwarrow Street) listed. General comment: I still don't see any restrictions being required at all, in regard to on-street parking in Suwarrow Street. Parking continues to work perfectly fine, as is.</p>
46	<p><u>Comments on proposal:</u> I would like to enable visitors to our unit to be able to park and enjoy lunch/dinner without being rushed. 2P is not sufficient time. <u>Comments on 2 max permits:</u> Due to commute to work requirements a family living in a unit might have more than 2 cars and we should be able to park in a decent proximity to our home. <u>Comment on 1 multipurpose permit:</u> If that is on top of allocated permit per dwelling. <u>Comment on dwelling assessment:</u> Suwarrow Street was not present in the assessment so it is hard to agree/disagree General comment: What is a driver for this scheme. Why can't we do it 4P parking on proposed times if we must instill timed parking? Is it currently a big issue to have it as it is?</p>
47	<p><u>Comments on proposal:</u> The council are continuing to make it harder for employees of local businesses to find all day parking to work in Manly <u>Comments on 2 max permits:</u> <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> General comment: Local residential Streets located further west of Parkview Road should NOT be subject to timed</p>

Number	Submission
	<p>parking. It is nothing but a revenue raising scheme.</p> <p>Do council employees get parking stickers? It would be an interesting question to raise during a meeting.</p>
48	<p><u>Comments on proposal:</u> There were only 9 more people that said 'yes', does not indicate a vast majority. <u>Comments on 2 max permits:</u> I am from a family of 5, we have 5 vehicles. <u>Comment on 1 multipurpose permit:</u> This is not enough for my usage. <u>Comment on dwelling assessment:</u> General comment: Parking is busy, but generally off street parking can be found. I'm concerned for family and friends visiting on the weekends with only a 2 hour period available. I have 3 adult children at home, we cannot accommodate their vehicles off the street. My children will be unable to have friends visit for any length of time. I feel that this proposal has been put forward by a minority and does not benefit the majority of residents. I am opposed to the proposal.</p>
49	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> I am member of five adults with five vehicles and this would cause impact me significantly General comment: none.</p>
50	<p><u>Comments on proposal:</u> As a police officer working at Manly Police Station, I rely on street parking in Fairlight to get to work. I have been followed and harassed by people whilst leaving the station. A lengthened walk would be onerous and add unnecessary danger to my trip.. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> As a police officer working at Manly Police Station, I rely on street parking in Fairlight to get to work. I have been followed and harassed by people whilst leaving the station. A lengthened walk would be onerous and add unnecessary danger to my trip.. General comment: As a police officer working at Manly Police Station, I rely on street parking in Fairlight to get to work. Due to the unusual start/finish times of my shifts and unpredictability of overtime requirements, I am unable to rely on public transport to get to work from where I live. Further, if I was to take public transport when it was an option, it would extend my trip from 1 hour to almost 3 hours each way.</p> <p>I have been followed and harassed by people whilst leaving the station and there have been incidents of police officers being attacked whilst walking between their cars and station. A lengthened walk would be onerous given and add unnecessary danger to my trip.</p> <p>I am not against the principals of the 2 hour limit generally speaking, however, without adequate alternatives for myself and other in a similar situation to me, it makes it incredibly difficult to work at Manly.</p>
51	<p><u>Comments on proposal:</u> I'm a long term visitor as my partner lives in the street. I often stay most weekends, this scheme would mean I can't park my car longer than 2 hours which means I wouldn't be able to visit him as much or only for 2 hours at a time <u>Comments on 2 max permits:</u> there are 5 adults in the household which means 5 cars so it's likely 2 of us won't get a permit <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> as previously mentioned there are 5 adults in the household and therefore 5 cars, which causes a lot of inconvenience for 2 of us as we regularly work from home which means we won't be able to park in the street General comment: none.</p>
52	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I would really like to see parking permitted on only one side of Cohen and Surwarrow Street for greater traffic flow at the moment cars need to take turns driving through</p>
53	<p><u>Comments on proposal:</u> Completely support! Parking is so difficult in this area. <u>Comments on 2 max permits:</u> Good to encourage people to use their driveways, but do not support if means the whole scheme doesn't go ahead. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.</p>

Number	Submission
54	<u>Comments on proposal:</u> Properties on the submission have allocated parking and restricted parking is unnecessary and selfish. The cars parked are those of locals and do not need to be limited <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. 2 minimum <u>Comment on dwelling assessment:</u> none. General comment: Unnecessary and waste of council time and resources
55	<u>Comments on proposal:</u> However, it should NOT be a requirement that the resident is the registered owner of the vehicle. If the vehicle is in use by the resident at the Fairlight address then it should not matter who the official registered owner is, to avoid discrimination. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> At least 2 should be available per household. <u>Comment on dwelling assessment:</u> The driveway space at [REDACTED] does not meet the Australian standards because it is less than 2.4m x 4.8m. As parents with young children we are unable to use the space for a car with children to be strapped into child restraints. General comment: none.
56	<u>Comments on proposal:</u> As a Police officer who works at Manly Police Station this is the nearest local free parking to the Manly CBD. This is still some distance from the CBD and its location would not cause tourists or beachgoers to park here. <u>Comments on 2 max permits:</u> I do not agree the location should be P2 parking. <u>Comment on 1 multipurpose permit:</u> I do not agree with the zoning of the area to be P2 parking. <u>Comment on dwelling assessment:</u> I don't think it should be restricted parking. It is a residential street a considerable distance from Manly CBD. It is hard to attract and retain staff to work in this area due to distance. General comment: Many of the Police who work in Manly do not live in the area and have to drive here. The proposed new P2 parking will make it even more difficult for staff who also work shift work. It is already difficult to attract and retain staff due to difficulty in parking. If this new P2 area is passed it will make it extremely difficult for staff to get to and from work and have to walk long distances late at night and early in the morning.
57	<u>Comments on proposal:</u> There is never an issue with parking on Herbert street. I do not think a parking scheme is required in Herbert street. The only parking scheme I would support is not allowing trailers or boats to be parked as they take up more than 1 car space. <u>Comments on 2 max permits:</u> No. Many of the houses within Herbert street have more than 2 adult living in the dwelling and have more than 2 cars. This would make our street inaccessible to the residents <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> [REDACTED] apparently has 2 car spaces and would only be given 1 parking permit but the garage can only fit 1 car and parking in the driveway is unsafe as it cannot fit a normal sized car without it sticking out on the road General comment: I do not think that Herbert street needs a parking permit scheme. I have lived in Herbert street for 9 years and have never seen a problem with parking. The only issues that ever arise with parking is when a trailer or boat is parked in the street as Herbert street is too narrow to accommodate them. I disagree with the assessment of number of parking slips allocated to [REDACTED] and other surrounding houses as there are many with more than 2 adults on the premises. There is not an issue with people living in apartment using the street parking either A parking scheme in Herbert street would make parking inaccessible to the people who live there. I strongly disagree with this proposal
58	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: The parking areas in Daintrey and surrounding streets in Fairlight are consistently used by emergency service workers attached to the Manly Police Precinct. At present, the council has refused to provide the NSWPF Manly Officers with any parking facilities expect at an absurd cost. The parking areas in Fairlight are used to park their vehicles, and by putting in place these restrictions it would greatly limit the areas in which workers can park their vehicles in order to appropriately and efficiently service the Manly Community in the Policing aspect. By reducing the amount of parking, it reduces the ability to attract prospective persons to the Manly Police precinct, ultimately having a more detrimental affect on parking. If the parking scheme is to go ahead, Police would be pressing to be given access to parking

Number	Submission
	passes to continue to allow them to park in Manly without having to pay the great cost of parking in Manly for a 10-12 hour shift.
59	No comments other than sentiment question provided.
60	<u>Comments on proposal:</u> I am strongly opposed to a Fairlight 2P Permit Parking Scheme. This area already has ample parking during daytime and nighttime hours without the need to introduce a regulated parking scheme. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
61	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Absolutely ridiculous for anyone that works in Manly. There is ample parking off street for residents. The roads are open to everyone and should be able to be parked in by anyone. We all pay taxes!
62	<u>Comments on proposal:</u> Daintrey Street desperately requires Permit Parking <u>Comments on 2 max permits:</u> We require 2 permits for our household in our Unit <u>Comment on 1 multipurpose permit:</u> No , as we are always out at different times <u>Comment on dwelling assessment:</u> We do not have parking at our dwelling, only street parking General comment: As residents of Daintrey Street with no Dwelling Parking, we are in desperate need of permit parking, as we are having to find Parking in other streets such as Balgowlah Road. Not safe at night with Children.
63	No comments other than sentiment question provided.
64	<u>Comments on proposal:</u> Parking permit maps demonstrate our property northwards should form part of Ivanhoe or Ocean Beach, not Fairlight <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> The additional multi permit is essential <u>Comment on dwelling assessment:</u> none. General comment: Parking permit maps demonstrate our property northwards should form part of Ivanhoe or Ocean Beach, not Fairlight
65	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> The driveway at [REDACTED] does not meet current Aust. Standards Parking space requirements. The driveway is 2.3m x 4.4m (too narrow and too short) and would restrict access to the front door of the property. General comment: none.
66	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: It should NOT go forward. It will deter people from visiting our beautiful suburbs.
67	No comments other than sentiment question provided.
68	<u>Comments on proposal:</u> There are very limited areas in Manly that are greater than 4 hr parking/all day parking and removing this area will affect many workers in Manly with the possibility that less people will be willing to work in Manly, including police and retail workers. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: A number of NB residents drive to Manly, park in the Daintree area and get the ferry to the city. These people will choose an alternate method to get the city and Manly will miss out on those people starting and finishing in Manly (and spending money). Where are people who work in Manly meant to park?? Many do shift work (police) or work late (licenced premises staff) just to name a few, and require parking. It is not safe or feasible for these people to get public transport home. It reduces their effectiveness at work if they have to move their car every 4 hours and they are essential to the ongoing running of Manly. Council run the risk of no one wanting to work in Manly.
69	No comments other than sentiment question provided.
70	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I

Number	Submission
	<p>think the parking situation in Manly is a disgrace. I work in Manly and walk from Fairlight into the Manly CBD everyday. The walk is exhausting and can take up to 15 minutes. The new parking scheme is set to make my journey to work even more difficult. I play sports regularly and still find the walk up and down Sydney Road exhausting. I struggle to even make it up and down the hill let alone the distance to where I have parked from my office especially when carrying an injury or muscle soreness from the weekend sport. Having a lower limb injury or being an elderly member of the community (Manly whom I work alongside) actually makes it impossible to complete the walk to and from my office. I think the accountability of the council and their employees needs to be questioned as I do not believe they would endure the same struggle and are afforded parking which contradicts their enforcement of parking in the timed areas around the Manly CBD. All workers should receive a parking permit.</p>
71	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: There is plenty of parking available in this area without the requirement of permits. If people didn't use unauthorised cones to protect the front of their homes, then there would be more parking available.</p>
72	<p><u>Comments on proposal:</u> It hinders visitors to the area to 2 hours. <u>Comments on 2 max permits:</u> Multi car families with little parking available off-street will be severely impacted. This is not Manly CBD. I visit Daintree st, three time a week and 2 hours is not sufficient <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Strongly disagree with timed parking in area</p>
73	<p>No comments other than sentiment question provided.</p>
74	<p><u>Comments on proposal:</u> Emergency service employees who do long shifts and are not in a position to move their cars have no option but to park in Fairlight when they work in Manly. This would further restrict availability of parking for those who need it the most <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: No need to restrict time for parking in residential back streets in Fairlight.</p>
75	<p>No comments other than sentiment question provided.</p>
76	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Restrictions on parking elsewhere at Manly have forced emergency workers to park in this location as no parking is provided. Due to the start and finish times of emergency workers, it is impossible to use public transport so emergency workers are forced to drive to their place of employment. The difficulty in parking in Manly has also made it difficult to attract emergency workers to the Manly area which results in decreased emergency responses to the community.</p>
77	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I am writing as a concerned member of our community to express my strong objection to the proposed residential parking permit scheme that would implement timed parking on certain streets in Manly.</p> <p>While I understand the need to manage parking congestion, this scheme will have a detrimental impact on the livelihoods of many people who work in the area. Public transport is not a feasible option for shift workers who require flexible transportation solutions, especially during non-standard hours.</p> <p>The proposed scheme fails to consider the unique needs of our community, causing undue hardship to those who rely on their vehicles for work. I urge the council to explore alternative solutions that strike a balance between managing parking and supporting the livelihoods of our residents. I believe that if designated permits were provided for people who work in Manly, this will allow them to continue to bring growth and benefit to the community, without adversely affecting residential parking.</p>

Number	Submission
78	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Where are supposed to park No parking anywhere in manly for workers</p>
79	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Where else do we park???</p> <p>General comment:</p>
80	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> We would require 2 permits not then 1 proposed to cater for number of c <u>Comment on 1 multipurpose permit:</u> The multi-dwelling units have multiple car spaces available - limit of 1 per multidwell per unit <u>Comment on dwelling assessment:</u> We would require 2 permits not then 1 proposed to cater for number of c General comment: none.</p>
81	<p><u>Comments on proposal:</u> Currently there is very limited parking for employees of essential services in Manly. Without access to all day parking there will be limited parking for essential workers. Fairlight and Manly are already too limited. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I do not agree with the Fairlight parking scheme. There are plenty of 2P parking areas in the vicinity already. Essential workers require all day parking in Manly/Fairlight. Without all day parking access for people who are not residents of the area, you will find that essential workers will no longer want to work here. Already the parking is very limited, and we spend most of our days moving vehicles to ensure we can respond to urgent jobs and situations. If we have to keep moving our vehicles every 2 hours or face fines, we will not get our essential work done. Or please allocate parking passes to essential workers who have to work 10 to 12 hours shifts and respond to serious emergencies.</p>
82	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> The method is not equitable. Why are people who invested in off street parking penalised. It should be 2 per house and 1 per unit. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none. Attachment:</p> <p>Dear Council,</p> <p>I have a very strong view about your proposed permit reduction scheme based on parking on properties. At great expense, when we renovated our house at 3 Arthur street we made provision for a second parking spot and the proposal is going to penalised us for doing so as you propose zero permit for our house.</p> <p>The 2P system will stop our street being used for long term parking and commuter parking, this is good.</p> <p>However, we have university aged children who do have cars and do the right thing using public transport. Under your proposed scheme they will be fined, this is not fair. The 2P system is to protect parking (for greater than 2 hours) for residents during certain hours, our children our residents. Where do they park? You will just move the problem to the next street without 2P.</p> <p>I have two suggestions:</p> <ol style="list-style-type: none"> 1. Allocate 2 per house, 1 per unit and let parking sort itself out. It will be significantly better than now as the non-residents using more than 2 hours will disappear, there might still be a "full house" but at least it will be equitable. For example, we have a car outside our house than hasn't moved for 3 months, this is the current one of many. OR. 2. Additional permit application scheme for those who need and can justify. i.e. proof of residence / rego papers etc. Something fair to everyone. <p>I am happy to be called or emailed,</p>

Number	Submission
83	<u>Comments on proposal:</u> Everywhere is now timed. It's nice to have one last place not far from Manly to park and walk in. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Please don't make everywhere timed. There are not many free places to park left and Fairlight is still a good distance from the Manly CBD. Leave people somewhere to park.
84	<u>Comments on proposal:</u> I regularly park there when I work in Manly and walk down. If you do this you will push parking for essential workers back further into the suburbs and make life more difficult for workers. You will essentially just be moving the problem. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
85	<u>Comments on proposal:</u> We live on Baltic Street and there is always ample parking on both baltic and the surrounding streets <u>Comments on 2 max permits:</u> We live in a unit and have 2 cars. Our parking space has our trailer and motor bikes. 1 permit will not work for us <u>Comment on 1 multipurpose permit:</u> We would require 2 <u>Comment on dwelling assessment:</u> We have 2 cars which we park on the street. Our garage has our trailer with our motocross bikes and road bike General comment: We really don't see why the parking permit has been suggested for this area. We aren't close to the beach or any amenities that attracts more vehicles to the area. Most of the time our street barely has any cars parked on it. One of the main reasons we moved into our property was due to it being easy to park for both ourselves and visitors. You're also suggesting only one parking permit for our dwelling which would not work for us. We highly oppose of the parking permit scheme for both baltic and suwarrow street.
86	<u>Comments on proposal:</u> There is already extremely limited parking in the area. By introducing 2P parking scheme it will make parking impossible <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
87	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> 3 permits would be better <u>Comment on 1 multipurpose permit:</u> 2 permits would be better <u>Comment on dwelling assessment:</u> Our driveway doesn't fit our car as it's only 4500mm long which is much less than the Australian standard and we'd like 2 parking permits General comment: It would be better two have either 3 permits or 2 multi use permits.
88	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> Should be 1 permit per household (not 2) <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
89	<u>Comments on proposal:</u> We live in Griffiths st and use surwarrow and Daintree as Griffiths st does not allow all day parking. We are already short on all day parking. This props will only make finding parking more difficult! <u>Comments on 2 max permits:</u> 1 permit per bedroom minimum. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> We can apply for 2 permits but have 3 cars so need to use untimed parking in surwarrow or Daintrey streets. General comment: Please stop reducing parking availability. It causes unnecessary stress for residents, neighbours and our visitors. Thank you.
90	<u>Comments on proposal:</u> If west side of Suwarrow St is included, the properties that front it should be included too <u>Comments on 2 max permits:</u> Are you referring to free permits, or purchasable? Detail unclear in proposal <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> our dwelling was not assessed - [REDACTED], despite the fact our driveway is on Suwarrow St and we park there General comment: Please clarify - why properties that front Suwarrow St (including [REDACTED]) are not planned to be in the scheme, and/or why western side of Suwarrow is in the scheme - whether the #permits planned, per type of permit and whether the numbers above refer to free permits, or paid ones - some plain english examples would be great about permit types, eligibility and costs) e.g. describe the options for a 2 car spot house, and a 1 car spot unit that are in the area
91	<u>Comments on proposal:</u> It is highly unfair to force rate payouts to use the space they own and pay for to park vehicles when they have the right to choose to use a garage for an office, gym,

Number	Submission
	<p>storage or any other purpose they choose. <u>Comments on 2 max permits:</u> Every rate paying house should be able to have park at least one car on the street irrespective of whether or not they have a garage, as a garage can be purposed for anything the owner chooses. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Because a garage can be used as an office, gym or otherwise which is the choice if the homeowner and not the council to use their own space as they wish. General comment: Being forced to use driveway and carport space to park is fine, but forcing people who pay equal rates to their neighbours to use there garage only to park is highly unfair. Many repurpose garages for office space, gym space, storage etc. which should be their right to do. What is being proposed allows the council to force people to use their own property as the council determines which is against a persons individual rights. Every house property should be entitled to at least one free parking space on the street as everyone pays rates equally.</p>
92	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> none. General comment: The public transport for NB is still limited, and there are a number of people who rely on all day parking so they can get to work in the Manly/Fairlight area. This scheme will disadvantage those people.</p>
93	<p><u>Comments on proposal:</u> The introduction of this scheme will force cars without a permit under the new scheme to park on surrounding streets which do not have restricted parking, including Charles Street and Union Lane. Charles Street is already jammed with boats, trailer and ca <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.</p>
94	<p><u>Comments on proposal:</u> The initial consultation was only responded to by 27% of households who were surveyed with a total of 14% of the 342 agreeing with the proposal. Why is council wasting more of ratepayers time and money on this proposal? Fix Manly instead. <u>Comments on 2 max permits:</u> The number of adults with driving licences who live in a house needs to be researched by council. We should not have to apply for more permits if we have more adults in our house. <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> We live at Fairlight. It is a 333sq/m block and we DO NOT have 5 spaces as indicated in the assessment. Considering how inaccurate this is, how can we even rely on the assessment undertaken by Council? General comment: The reason we have a problem with parking in Fairlight is because Council has made it impossible to park more than 2 hours in Manly. For example, police workers are regularly seen parking in Fairlight and getting picked up and dropped off at the Manly station. All you are doing by suggesting such a scheme is moving the problem a few blocks up the hill. Why can't council fix the problem they have created in Manly instead of moving it up the hill.</p>
95	<p><u>Comments on proposal:</u> There is currently extremely limited all day parking in and around the Manly CBD area, with these streets being the last remaining all-day spots available for employees who work within the Manly CBD area, specifically first-responders <u>Comments on 2 max permits:</u> Total disagreement with any implementation of proposal <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> As explained, Northern Beaches Council is failing to recognise or support any first responders who work in the area - there is no all day parking should this proposal be approved. Where is the support for the community? We have no where to park! General comment: First responders are an integral part of the community, and multiple attempts have been made by our Organisation to come to an agreement for all-day parking with the Council, however, all attempts have failed due to excessive cost demands made by the Council; where is the support for those members of our community that support the community itself? I understand the residents of this area are tired of their streets being constantly busy with cars from first responders, but where are we supposed to park? We start work early and finish late, so public transport is extremely limited with assisting us in getting to and from work, not to mention we are unable to constantly move our vehicles due to the nature of our work. Have some common sense. We have limited parking as it is. Remove this, and we will have nowhere to park,</p>
96	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> Provided a multi use permit is issued to each household for visitors and tradespeople. <u>Comment on 1 multipurpose permit:</u></p>

Number	Submission
	This is very important as some houses in Edwin Street have only one off street parking space and most have none at all. <u>Comment on dwelling assessment:</u> none. General comment: Following the tightening up of the parking permit system in areas east of the Fairlight area in question, residents in Edwin Street have witnessed many vehicles (including trailers etc) being parked in our street for extended periods of time. This makes it difficult for residents to park their own cars. This system will mean that these cars will not be able to do so. Hopefully, these owners will reduce the number of vehicles they own if they can't park them nearby.
97	<u>Comments on proposal:</u> Not based on the proposed structure - changes required prior to me considering if I would support. <u>Comments on 2 max permits:</u> This discriminates against rate payers who have paid to renovate their property and add parking or paid a higher price because the property has off street parking; you should not be penalised for this. <u>Comment on 1 multipurpose permit:</u> Broadly but depends on the number of adults with cars that can live in these properties <u>Comment on dwelling assessment:</u> We agree we have one carport space that we added; prior to this we would have been classified as zero and we would have received 2 permits. This is not fair and does not account for adults living at our property. General comment: An appropriate scheme is a good idea but a scheme that discriminates against rate payers who have invested to have off street parking and a scheme that does not take account of multi generational families living at the one property is not appropriate.
98	No comments other than sentiment question provided.
99	<u>Comments on proposal:</u> 2 hours is not long enough <u>Comments on 2 max permits:</u> What I find is that people who do not live in the area often with off street parking give their permits away or worse selling them leaving genuine renters, tenants and visitors without any viable parking options. <u>Comment on 1 multipurpose permit:</u> This has not been thought through properly <u>Comment on dwelling assessment:</u> We have a baby and elderly family member who need different needs, this would make it harder to provide support to family in the area General comment: Making it more difficult for renters is really unfair and problematic. Whilst the ideas may be based on equity the reality is very different and makes it harder for people who are just trying to do ordinary things eg help family, take them shopping and enjoy a few hours without worrying about restrictive parking and a possible fine.
100	<u>Comments on proposal:</u> I have been here never had any issues with parking. The implications on Wattle Avenue and surrounding streets is going to be a nightmare. Everyone will just park there. Not a solution. <u>Comments on 2 max permits:</u> How is this meant to work when you have 4 or 5 adults living in a house? With multiple cars. I feel it should be assessed based on dwelling size rather than just guessing on how many people are living there. <u>Comment on 1 multipurpose permit:</u> This will definitely be required otherwise when we have visitors they will be parking down wattle avenue. Every dwelling should still get a permit to park out the front of their house. Just silly in a street this quiet not to. <u>Comment on dwelling assessment:</u> I cannot understand how they got 5 spaces. Driveway is not long enough. Plus are we meant to reverse all 3 cars out to get to the one in front every time? General comment: Although I understand the council is trying to find a solution to reducing cars on the street. I cannot understand why changing the way Baltic Street has operated for 20+ years is going to fix a problem which is up on daintrey Street. The reason we live down here is so we can get away from the traffic of Manly and the parking. The freedom to park as needed in our street. We do not live in Manly, why should we have to deal with the carry-on issues caused by introducing this scheme further and further into the suburbs. What you are doing is kicking the problem further down the road. As soon as this is implemented. Wattle Avenue is going to be a nightmare. Everyone from these affected streets will just start parking their boats etc down that street. The practicalities of this have not been worked out. This is not Manly, and I do not agree that we should have to deal with "Manly" style parking restrictions.
101	No comments other than sentiment question provided.
102	<u>Comments on proposal:</u> I work in first response for the government and there is no available parking in Manly as it is. This parking restriction further harms where I would have to park and how far away I along with other work associates need to park. It becomes a safety issue. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on</u>

Number	Submission
	<u>dwelling assessment</u> : Na General comment: Working a 12 hour day and needing to walk 20 plus minutes either end before driving an hour to 90 minutes each way makes the work day a 15 to 16 hour day. This is not feasible and safe and would lead to people leaving roles in Manly as a result.
103	<u>Comments on proposal</u> : The scheme does not take into account dwellings on Suwarrow St, specifically the apartment block at ■■■ which houses 9, 3-bedroom units. <u>Comments on 2 max permits</u> : There are no permits allocated for the residents ■■■. All of the units are 3 bedroom, but some only come with 1 parking space, making street parking essential. <u>Comment on 1 multipurpose permit</u> : <u>Comment on dwelling assessment</u> : The Council has not taken account the residents of ■■■, who mostly park on Suwarrow St, between Griffiths and Edwin. General comment: Parking is almost always readily available on Suwarrow St between Griffiths and Edwin St. This parking is generally utilised by the residents of xxx. We would ask that this part of the street be excluded from the new Permit Scheme. However, if exclusion is not possible, each unit should be allocated a minimum of 1 parking permit (regardless of the number of off-street parking spots available). Street parking is more accessible for residents with disabilities as garage doors are not automated, and spaces are small. Given that many of the units are rented, this cannot be easily remedied without street parking.
104	<u>Comments on proposal</u> : none. <u>Comments on 2 max permits</u> : Why differentiate between a house and a unit. I live in a house but it is part of a strata soi only get one permit. This is not equitable. <u>Comment on 1 multipurpose permit</u> : Only if units and houses are treated the same <u>Comment on dwelling assessment</u> : My place is a house but the council deems it a unit. I often have family members visit from other states and stay so need a multi use permit. General comment: I think the current system works so why make changes.
105	<u>Comments on proposal</u> : none. <u>Comments on 2 max permits</u> : If you have 4 adults living in a 3 bedroom house with no offstreet parking I think issuing 4 permits is fair. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : We have 4 adults who live permanently at dwelling and who hold NSW licenses General comment: none.
106	<u>Comments on proposal</u> : Let's spend money on more ugly poles and signs. Easy solution = 1 parking permit per residing adult in each of the subject streets. Non residents are then the ones inconvenienced <u>Comments on 2 max permits</u> : So you're penalised for having children with a car? Why do our kids who can't afford their own home/rent get penalised for staying at home. Why did Council approve realignment of our neighbours driveway that reduced on street parking by 1 vehicle! <u>Comment on 1 multipurpose permit</u> : Easy solution = 1 parking permit per residing adult in each of the subject streets. Non residents are then the ones inconvenienced <u>Comment on dwelling assessment</u> : Get rid of the always empty 182 bus that uses Arthur Street which blocks dual use whilst it squeezes between the parked cars. General comment: Sick of bureaucracy and looking for things to do that negatively impact street appeal. No signs required = Arthur Street residents support 2 hr parking if every residing adult age resident has access to a parking permit. We pay the rates, we live in the street... why should our families car number be limited by non residents. Makes no sense. Non residents won't have a car permit so Rangers will know whether to 'chalk' their car or not. Simplicity and support residents!
107	<u>Comments on proposal</u> : I live in this area and do not see any reason why restricted parking is necessary along Suwarrow/Baltic Street. <u>Comments on 2 max permits</u> : none. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: Unnecessary to have restrictions in the area around Suwarrow / Griffith streets. There has been no problem parking in these areas and any restrictions will just cause angst amongst residents and visitors. In my opinion it is a waste of time and a money raising exercise.
108	<u>Comments on proposal</u> : The effect on the workforce within the Manly CBD has not been thought of. It is difficult for small business to attract a workforce when it is difficult to park. This will also affect emergency services with lack of parking available to them. <u>Comments on 2 max permits</u> : I don't agree with the scheme as such this question becomes irrelevant. <u>Comment on 1 multipurpose permit</u> : I don't agree with the scheme so this question is not applicable. <u>Comment on dwelling assessment</u> : On the data provided in this report, Suwarrow Street is not

Number	Submission
	included so can only assume has not been assessed. Suwarrow Street was outside the scope of the original plan. General comment: Allowances need to be made for workers within the Manly CBD. Visitors is a different story. I certainly don't support them being able to clog local streets and they should avail themselves of the user pays parking in the Manly CBD and beach fronts.
109	<u>Comments on proposal:</u> There is no need for a parking scheme on these quiet streets. <u>Comments on 2 max permits:</u> Our home unit consists of 2 car users. Wash dependant on our cars for work. Reducing the permit to 0 as above would limit our options to park and we would have to seek additional spaces further into Balgowlah every day <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: none.
110	<u>Comments on proposal:</u> This is not appropriate in Baltic or Suwarrow Streets. There is a high residential requirement for parking which includes guests <u>Comments on 2 max permits:</u> If we must have such a scheme imposed there should be no difference between the requirements and allocation for home owners and units. <u>Comment on 1 multipurpose permit:</u> There should be 2 <u>Comment on dwelling assessment:</u> There are teenage drivers who share one extra car. This brings our requirement for spaces to 3 General comment: none.
111	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> I cannot park in my garage due to its size and age. I can park in the driveway. I have a 3 bedroom unit and my children sometimes stay so they need to be able to park in the street. I also have family stay with me at times. General comment: none.
112	<u>Comments on proposal:</u> We see no reason to introduce this scheme. It is not particularly hard to find a park in this area currently. Introducing this will simply push more demand for parking further west. <u>Comments on 2 max permits:</u> No. Cost of living and particularly house prices, means that adult children remain in the family home longer and they often need cars to commute to work. This is an unnecessary restriction. <u>Comment on 1 multipurpose permit:</u> This proposal is an example of NIMBY-ism ("Not In My Backyard!"). Our roads are there to share. <u>Comment on dwelling assessment:</u> Our dwelling is not listed. No houses in Suwarrow St are listed and yet it is included on the map. Why is that? General comment: The cost of living increases, and particularly house prices, means that adult children remain in the family home longer and they often need cars to commute to work. This is an unnecessary restriction that will simply push demand for parking onto the streets further west. The proposal is an example of NIMBY-ism and should be rejected. Our roads are there to share.
113	<u>Comments on proposal:</u> I am not a supporter of the 2P parking permit. The area does not require this permit. <u>Comments on 2 max permits:</u> This seems like a fair allocation. However, despite have a large property and frontage, I have been given zero parking spots. <u>Comment on 1 multipurpose permit:</u> I did not get any. <u>Comment on dwelling assessment:</u> You have said I have 5 spaces on a very steep driveway. It is not possible to pack cars front to back across my driveway in this way. Plus it is simply dangerous. General comment: See the attached letter and file. Attachment:

6 October 2023

Mr [REDACTED]
Traffic Engineering Co-ordinator
Northern Beaches Council

[REDACTED]
[REDACTED]
Fairlight 2094

REFERENCE: 2022/463181

Dear [REDACTED]

I am writing to express my disappointment in the decision to move forward with 2P parking for Daintrey, Arthur, Suwarrow, Herbert, Edwin and Baltic Streets, Fairlight/Manly.

I was opposed to this scheme for a number of reasons:

- a) The residents had not experienced parking congestion, and had freely managed movement well between local residents.
- b) We are not impacted by commuters - the impact is mostly non-garaged residents who are working more from home. For commuters, the walk journey to the ferry for the city commute is distant from these streets and therefore not viable as a commute.
- c) In moving to 2P parking, we are effectively moving the perceived "problem" to smaller adjacent streets such as Jamison Ave and Wattle Ave. These streets are quite small, and lack garaging, so these residents have at times, utilised the surrounding streets such as Suwarrow and Baltic to balance the parking needs - something they will be unable to do with this new 2P system.

If the decision could be reversed, that would be my first preference for our area of Fairlight/Manly.

However, now armed with more information around how the scheme would work, I have even greater concerns and disappointment on top of the said points above.

I reside in a double frontage home, with one driveway. We have a very steep driveway that goes to a single front to back vertical carport. As a result of this configuration, your file has allocated my dwelling **ZERO parking permits**.

According to your report, I can fit five cars in my driveway. This is an extremely dangerous recommendation.

- A) The vertical drop of my driveway is very steep. Reversing up the driveway from the carport requires a flat base to start from. By starting on the steepness of the slope, we would be endangering other cars and property by doing consistent hill starts in reverse.
- B) Reversing five cars that are front to back would cause greater traffic congestion and danger within the already very small street. Baltic St is a half/split street, so I would

Number	Submission
	<p>need to move five cars up and down the driveway and into the reverse of the street if I wanted to access the car at the rear of the stack. I would end up blocking the entire street for around 10 minutes, so I can access the first car.</p> <p>So, I ask, as a local local home owner and resident, that I am allocated at least a minimum of one parking slot in my street so that:</p> <ul style="list-style-type: none"> a) I can freely put one of our cars in the street. b) I do not impact the traffic movement of Baltic St. c) I do not dangerously park a car on my steep driveway that could be prone to potential slippage, and property impact. <p>Thank you sincerely for your reconsideration of the 2P parking decision and/or the authorisation of one parking permit.</p> <p style="text-align: center;">[REDACTED]</p> <p>Cc: Northern Beaches Council Local Traffic Committee Cr Joe Menano-Pires jose.menano-pires@northbeaches.nsw.gov.au James Griffin MP - manly@parliament.nsw.gov.au R Amon MP - pittwater@parliament.nsw.gov.au Mr M Cross, MP - davidson@parliament.nsw.gov.au Mr M Regan, MP - wakehurst@parliament.nsw.gov.au</p>
114	<p><u>Comments on proposal:</u> I have owned [REDACTED] since 1999. We have not had a problem with on street parking in Baltic St. The result of your plan will push parking to nearby uncontrolled streets like Wattle Avenue (in which we also own a house at [REDACTED]). <u>Comments on 2 max permits:</u> We have a 5 bedroom house. My wife and I each own a car. Our adult children will soon own cars and live at home. Your report suggested we could fit 5 cars on site! we have a steep driveway and tandem parking. Max cars is 2 not 5. So need 2 on street. <u>Comment on 1 multipurpose permit:</u> Though when we host social events only one guest would be able to park. All others will have to park in nearby unregulated streets. <u>Comment on dwelling assessment:</u> As above you said we could fit 5 spaces on driveway. We can only fit 2 in tandem. Driveway is steep and way to dangerous to fit any more on steep incline to road. General comment: We have operated adequately since 1999 when we acquired [REDACTED] Fairlight. Applying restrictions to the proposed streets will create a problem for nearby unregulated streets such as Wattle Avenue in which we also own a house that is tenanted. Your plan suggested we could fit 5 cars in tandem (one behind the other). This is a ludicrous proposition. We have a steep driveway leading to a 2 car tandem carport. We can and do operate 2 cars one behind the other requiring one to back out to let front car get out. It is not possible to park more than 2 this way as the drive to street is too steep and it would be extremely dangerous to be backing out starting on a steep slope. So our adult children who will soon own cars will be forced to park in nearby unregulated streets if you do not provide us with 2 permits. This would require my daughter parking some distance away very late at night after she finishes work in Manly. I will not accept that as a safe and viable solution. Attachment:</p>

Number	Submission
	<p>Hello, I will also soon reside at [REDACTED] when I return from living overseas in November 2023. I reiterate my wife's comments below. I would also say that we should be offered 2 on street parking spots. We have 2 adult children who will soon own cars. My wife and I can park one behind the other in our carport but cannot accommodate any further offstreet parking due to steep driveway leading from carport to street. We cannot accept our adult children having to park in alternative unregulated streets and then having to walk home late at night. This would present an unacceptable security risk. I also stress that we have owned [REDACTED] Fairlight since 1999 and operated comfortably without regulated parking. Your proposal is going to create problems for nearby unregulated streets like Wattle Avenue (in which we own a tenanted investment property at [REDACTED] Fairlight) as our children are forced to park in nearby unregulated streets without on street parking permits for Baltic Street. regards [REDACTED] Fairlight & [REDACTED] tenanted investment property)</p>
115	No comments other than sentiment question provided.
116	<p><u>Comments on proposal:</u> 1. Suwarrow street dwellings not included in the above initial assessment. How is it possible that some people will not be able to park in front of their home they have purchased? Unbelievable. <u>Comments on 2 max permits:</u> When purchasing the house we acknowledge the garage was too small/ unfit for car use, so too limit zero permits for driveway/ garage is unacceptable <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Absolutely incorrect. Needs total reassessment and the blanket driveway / garage criteria is unworkable <u>General comment:</u> none.</p>
117	<p><u>Comments on proposal:</u> We have two young adults that both have cars plus our one <u>Comments on 2 max permits:</u> As above. We need at least 3 permits <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. <u>General comment:</u> The allocation of one permit (we have a single car garage) will not work for our house. We have 3 cars and also expect to be able to have visitors. Visitors includes elderly parents who cannot be expected to park in another street and walk to our home. To have a house that we cannot park in front of (or close to) or have visitors is not acceptable.</p>
118	<p><u>Comments on proposal:</u> I do not support the limit of 2 permits per household. <u>Comments on 2 max permits:</u> This does not take into consideration the long term residents that now have adult children still living at home with a car. <u>Comment on 1 multipurpose permit:</u> At a minimum. If you were able to remove out of area users parking to catch the bus to the city or surrounding streets residents parking their cars in our streets so they can air bnb their homes we would be fine without this scheme. <u>Comment on dwelling assessment:</u> none. <u>General comment:</u> We have lived in Arthur st for 16 years and have seen more and more parking spots taken away. The two bus stops have been extended, driveway crossings have been widened and street parks reduced as a result. I support 2hr parking ONLY If all household members who have a car are able to have a permit. 2 per household is not enough if you have adult children living at home. I'm happy to pay for additional permits.</p>
119	<p><u>Comments on proposal:</u> This scheme appears to negatively impact owners and residents <u>Comments on 2 max permits:</u> It is an unrealistic expectation that all homes will only have that number of vehicles <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> My garage has an entry of 2m so impossible to fit a car. My permit allocation has been reduced by one because of this garage so unfair. <u>General comment:</u> Every house has a different need in regards to parking and so to implement a scheme that has blanket ideas and guidelines is detrimental to many residents and owners. I have lived in Herbert Street for 13 years and have not had any real problems with parking for the whole time I have lived here. I find it insulting to residents to be told that if you only get one permit you can go and park west of Suwarrow Street. That does not work if I am elderly or have a new born baby etc. or have three small children. I do not see why Herbert Street cannot be left as it is.</p>
120	No comments other than sentiment question provided.
121	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Suwarrow St properties aren't listed in the assessment <u>General comment:</u> none.</p>

Number	Submission
122	<p><u>Comments on proposal:</u> No, I live in wattle avenue. Our residence does not have any off street parking. I'm a concerned that restricting parking in the nominates adjacent streets will push more traffic to Wattle avenue, which already has very limited parking availability.</p> <p><u>Comments on 2 max permits:</u> I have parking requirements for more than 2 vehicles and our residence does not have any off street parking. This scheme would make it impossible to get parking and adversely affect our daily life.</p> <p><u>Comment on 1 multipurpose permit:</u> 1 permit is inadequate for our requirements.</p> <p><u>Comment on dwelling assessment:</u> You have not included wattle avenue in your assessment. However we have 0 of street spaces available. Restricting parking in the streets adjacent to our residence would make parking impossible to manage.</p> <p>General comment: I believe that implementing a 2P or restricted parking scheme in the nominated streets will only push the problem further out towards Wattle avenue and streets further west within fairlight, making these areas more difficult to get parking (in an already limited area)</p> <p>If the proposed 2P scheme was extended and implemented in the streets further west (such as wattle avenue) it would personally still be a disadvantage as we do not have any off street parking (many dwellings in this street are the same). More than 2 permits per dwelling would be needed to be issued to residents. And a permit for guests which is transferable between vehicles would also be desired in this instance.</p> <p>At the community consultation today I was informed that council are bound by current legislation which would not allow a generous permit allowance exceeding 2 per dwelling.</p> <p>On this basis, I firmly do not support the proposed parking scheme.</p> <p>Thankyou for your consideration.</p>
123	<p><u>Comments on proposal:</u> Adding 2P permit parking will push more cars to park on Wattle Ave. We already struggle to find parks. This is particularly hard with a little baby.</p> <p><u>Comments on 2 max permits:</u> none.</p> <p><u>Comment on 1 multipurpose permit:</u> none.</p> <p><u>Comment on dwelling assessment:</u> none.</p> <p>General comment: none.</p>
124	<p><u>Comments on proposal:</u> none.</p> <p><u>Comments on 2 max permits:</u> none.</p> <p><u>Comment on 1 multipurpose permit:</u> Need one per car as required</p> <p><u>Comment on dwelling assessment:</u> I have received no communication from council</p> <p>General comment: It is a joke !!</p> <p>Total mess !!</p> <p>No one has thought this thru</p> <p>Will make more trouble in the community</p> <p>What happens with our kids who come home late at night and have to park so far away from their home - this now becomes a HUGE safety issue</p> <p>Pls address with community properly</p> <p>Why not consider a 6 hr parking scheme</p> <p>There are ways to solve this issue but this scheme won't achieve a positive outcome</p>
125	<p><u>Comments on proposal:</u> none.</p> <p><u>Comments on 2 max permits:</u> none.</p> <p><u>Comment on 1 multipurpose permit:</u> none.</p> <p><u>Comment on dwelling assessment:</u> Because at the moment the driveway / crossover is not considered a legal park .</p> <p>General comment: It's not taking the children that work from home into consideration.</p> <p>The safety of older kids that can't park out the front of their own homes . They have to walk blocks to get home .</p> <p>Why are you destroying peoples lives , with more costs of living for all . With will all add stress , you are not living or understand the real world .</p>

Number	Submission
	Disagree with all . So much unconsidered planning .
126	No comments other than sentiment question provided.
127	No comments other than sentiment question provided.
128	<p><u>Comments on proposal:</u> Whilst on street parking has become a challenge the proposed way to allocate off street parking stickers does not solve the challenge. In addition the data shown for my home on available spaces is completely incorrect which makes me question the policy</p> <p><u>Comments on 2 max permits:</u> Permits per house should be allocated based on the number of cars registered to that house. There is an assumption in the current rationale that only one or two people drive per house. In our case soon we will have 5 ie teenage kids with cars in addition</p> <p><u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> Our address [REDACTED] has been allocated 5 spaces in the report available online via this site. Categorically we do not have that many spaces. We have a 2 car garage with a small driveway. This current datapoint showing 5 spaces is wrong</p> <p>General comment: The current policy is a disadvantage to those who have invested in building their own off street parking. As it stands Additional family cars beyond household car space capacity will need to park away from our home - this simply pushing the problem into someone else's street. I also don't believe that a driveway leading to a garage is a space; it is a thoroughfare / access to spaces. Parking a car in a driveway creates access issues - big issue that requires more explanation from council.</p> <p>I also understand that the current 2p residential parking policy (post discussion with a council rep) for areas near us currently have different rules to what is being proposed here; why the difference?</p>
129	<p><u>Comments on proposal:</u> This proposal is completely unnecessary. <u>Comments on 2 max permits:</u> This proposal seems totally unnecessary for our area and a waste of money. It may be relevant for the harbour side of Sydney Rd</p> <p>If you have three people in a flatting situation, what happens to the third person? <u>Comment on 1 multipurpose permit:</u> A family with 3 drivers and 3 cars - what do they do? <u>Comment on dwelling assessment:</u> Some of the people living in my block are "flatting" so have more than one car per unit.</p> <p>See above. General comment: I live in Francis Street Manly/Fairlight - just near the oval and slightly up the hill from the Boy Charlton pool. This proposal seems totally unnecessary for our area. The only time parking is "at a premium" is for Saturday morning sport on the oval in the winter. I can see that the residents on the harbour side of Sydney Road may have some difficulties due to their proximity to the harbour. As far as I can see - we don't share their problems.</p> <p>I'm sure people in my neck of the woods would be happy to save everyone the cost of the signs and permits by leaving us out of this proposal.</p>
130	<p><u>Comments on proposal:</u> The proposed scheme is much too restrictive. we no longer in support a 2P scheme. In the years we have lived here we rarely been unable to park on our street. We do not see any need to change. <u>Comments on 2 max permits:</u> Strongly oppose this idea. This idea is inflexible & inequitable. Any resident's vehicle should be able to have a permit to park on their own street. <u>Comment on 1 multipurpose permit:</u> If 2P scheme goes ahead this seems fine. But we'd rather not have 2P. <u>Comment on dwelling assessment:</u></p> <p>General comment: Whilst the idea of 2P was seeking to deter non-residents parking on our streets for prolonged periods (eg backpacker vans left for weeks), the 2P scheme put forward is more restrictive, inflexible & inequitable to residents than present arrangements. We have rarely needed to park on another street. Thus we oppose any scheme. If 2P proceeds, it must enable us freedom & flexibility to obtain permits for any personal vehicle(s) registered at the address, especially to accommodate life's changes eg kids grow up/get car/need 3rd permit. All residents must get equal permits regardless of existing carports. There are times when we need (& should have the right to) park multiple vehicles on the street for the day, e.g. elderly family visits so give them carport or house maintenance needs easy access so carport needs</p>

Number	Submission
	to be clear. The proposed scheme would prevent us having flexibility to do this, which is unfair. Any 2P restrictions need to apply only on weekdays (NOT weekends, it's not needed).
131	<p><u>Comments on proposal:</u> Will further congest Cohen Street with parking and thoroughfares, already highly congested and dangerous. <u>Comments on 2 max permits:</u> Some units have two cars <u>Comment on 1 multipurpose permit:</u> Some dwellings have several cars <u>Comment on dwelling assessment:</u> I don't know what the Council assessment is General comment: If this goes ahead it will further crowd out Cohen Street and elsewhere, which are already dangerously congested for parking and thoroughfares. Bus commuters abound and already park in Cohen Street.</p> <p>So, we also need 2P and Permit parking in Cohen Street (we are on the corner of Sydney Road and Cohen Street), to control our street parking and thoroughfares to a more reasonable and safer level, than would otherwise be the case if this scheme was to go ahead as is proposed.</p> <p>Why can neighbouring William Street have, as now, 2P and Permit parking, when it is at least double the width of Cohen Street?</p> <p>Your scheme as it is proposed will create even more chaos and safety hazards in Cohen Street as bus commuter and other drivers seek alternatives for parking.</p>
132	<p><u>Comments on proposal:</u> we are generally in support of the Fairlight 2P parking scheme with the proviso that each rateable dwelling receive 2 permits (plus 1 visitor) regardless of each dwellings driveways, garages, carports and the like <u>Comments on 2 max permits:</u> The best approach would be to adopt that used throughout the Manly area where 2P permit parking schemes are in place ie: 2 permits (plus visitor) per rateable dwelling <u>Comment on 1 multipurpose permit:</u> <u>Comment on dwelling assessment:</u> The driveway to our property (█) is not wide enough (2.3m) or long enough (4.4m) to support a car parking space and would severely restrict access to the property General comment: none.</p>
133	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> The council has no right to determine how my private property may be used nor enforce that I must use my garage for car parking as opposed to storage or other uses. This is nothing more than a combination of revenue raising activity. General comment: Unfortunately, I have recently witnessed a neighbour verbally abuse another neighbour for parking on the street because she didn't recognise the person.</p> <p>Can the parking situation be improved? Yes absolutely. Should it involve some capital works and improving the road and vacant land use? Absolutely. Should it be at the expense of rate payers freedom to park on the street as required. Absolutely not.</p> <p>This is a replication of the revenue raising attempts in adjacent streets in previous years. Council needs to spend monies improving the infrastructure rather than on fruitless projects like this.</p>
134	<p><u>Comments on proposal:</u> I work in Manly and park on Arthur Street. I have to drive as there is insufficient public transport from where I live (Seaforth) to Manly in the mornings. Ideally I would catch the bus, however given the lack of buses I cannot do this. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I work in Manly and park on Arthur Street. I have to drive as there is insufficient public transport from where I live (Seaforth) to Manly in the mornings and afternoons. Ideally I would catch the bus, however given the lack of buses I cannot do this. If this parking scheme is supported, please ensure buses from other areas of the LGA, such as Seaforth are increased. I cannot afford to purchase a parking permit for a car park in Manly, and therefore my only option is to park on Arthur St and walk (15min) into Manly. Thank you.</p>
135	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: We currently live in the parking scheme area and do not have any off street parking. We currently experience finding a park difficult and we only have 1 vehicle for our family. We often have to park up to 50 or more metres away.</p>

Number	Submission
	We support the parking scheme as proposed as we believe it is the fairest solution, given that households such as ours (ie households with only one vehicle and no off street parking) are currently competing for spaces with other households that are using the streets to park their 3rd or 4th car.
136	<p><u>Comments on proposal:</u> Minimum criteria not met. i.e. as demand for parking can be low, there is potential to modify dwellings and create off street parking, and sufficient unrestricted on-street parking exists. This has not been assessed and/or tabled during consultation</p> <p><u>Comments on 2 max permits:</u> Multi Car Adult Driver households requiring additional permits are unfairly disadvantaged. Inequity of parking assessments exists between properties as some drives and garages not factored into parking assessment. Australian Standards not applied properly</p> <p><u>Comment on 1 multipurpose permit:</u> Disagree with Scheme for reasons noted in this submission and in notes. Prior matters unaddressed.</p> <p><u>Comment on dwelling assessment:</u> Australian Standards and Councils standards not applied properly and or equally between properties. General comment: [REDACTED] and Team, - Find below attached feedback and notification of non-support to the "Fairlight Residential Parking Permit Scheme" your ref</p>

Number	Submission
	<p>2022/463181. Attachment:</p> <p>Dear [REDACTED] and Team,</p> <p>Find below feedback and notification of non-support to the "Fairlight Residential Parking Permit Scheme" your ref 2022/463181.</p> <p>a. There must be high demand for parking in the area - however this threshold requirement has not been established through independent assessment and/or tabled with residents during consultation. There are many days when parking is freely available. 2P is therefore unnecessary.</p> <p>b. There is potential to modify premises or create off-street parking in the area. Many of the houses and surrounds have the ability to modify and/or create additional parking within the proposed 2P Permit Parking Scheme - Fairlight. This has not been assessed and/or tabled during consultation. Introduction will disincentivise properties to create off street parking solutions, in favour of street parking.</p> <p>c. There is currently sufficient unrestricted on-street parking close by along on the fringe of the proposed parking area. This has not been assessed and/or tabled during consultation. Boundary Residents on the new 2P zone will be adversely impacted, through increased congestion, caused by creeping car, trailer and boat parking out of the 2 hour zone.</p> <p>If the 2P Permit Parking Scheme proceeds despite non-support, and objections, we request the following matters are addressed:</p> <ol style="list-style-type: none"> 1. Unfair and / or inaccurate assessment of available parking to Council and Australian Standards. We request reassessment of our property parking permit allocation as Council's Transport Network team assessed the dwelling inconsistent with Council and Australian Standards and requirements (e.g. Minimum width and length and maximum gradient for parking), over estimating parking, which unfairly and adversely impacts ability to obtain additional permits. 2. Inequity of parking assessments exists between properties. Neighbouring and adjacent properties have long driveways and garages to the side / rear of properties, however these driveways and garages have not been consistently factored into parking and available permit assessments, which creates inequity and unfairness. A parking reassessment is required which should include factoring all driveways and garages equally. Alternatively three permits per household should be available irrespective, limiting only out of area parking in the designated area rather than residents. 3. Prior correspondence matters unaddressed: Large households are disadvantaged without transparency on when additional permits will be issued. Multi Car Adult Driver households requiring additional permits are unfairly disadvantaged. There is limited transparency of a defined council parking decision or appeals process. Publishing transparent council rules for determining where additional permits should be granted for properties with larger occupancy numbers is required. 4. Prior correspondence matters unaddressed: Rate paying residents with trailers, without off street parking are unfairly disadvantaged as the scheme does not allow for unhitched street parking in the proposed area (e.g outside of residence), for pre-existing trailers, where this is currently permitted. Reduction in non - resident trailers can alternatively be achieved by issuing residents with permits for trailer parking, which may be limited by council. Residents without option of parking trailers on property will move trailers to boundary roads which will result in congestion in those areas and unfairly impact those residents. <p>Many Thanks</p> <p>[REDACTED]</p> <p>Fairlight 2094 NSW</p>
137	<p>Comments on proposal: none. Comments on 2 max permits: none. Comment on 1 multipurpose permit: none. Comment on dwelling assessment: Current off street garage buiding is not wide enough for a modern car... General comment: On street parking should be classified as vehicles only (not recreational or commercial craft like boats, trailers, storage</p>

Number	Submission
	boxes, etc... Driveways on verge and nature strips that have adequate dimensions should be given permission to be used as vehicle parking (why waste this valuable space...?) Balgowlah road should have traffic calming to make it safer for residents to use their driveways...
138	<u>Comments on proposal:</u> By doing permits makes these people park their extra boats, trailer, and caravans in other northern beaches suburbs. <u>Comments on 2 max permits:</u> Why do they get a privilege that other areas don't get, they can park in my street as long as they like but I can't in their street. <u>Comment on 1 multipurpose permit:</u> No they will only park there extra vehicles out side there area. <u>Comment on dwelling assessment:</u> General comment: I live in Bayview and have had people from Manly parking their boats in my street because they can't park in Manly, why do people in Manly get special privileges over other Northern Beaches residents.
139	<u>Comments on proposal:</u> I SUPORT TIMED PARKING AS IMPLEMENTED IN REST OF THE LOCAL MANLY AREA <u>Comments on 2 max permits:</u> 2 PERMITS PER RATABLE ADDRESS <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> THERE IS NO REASON TO BE DIVISIVE ON THIS MATTER,, EVERYONE GETS THE SAME 2 PERMITS General comment: The existing manly 2P system has worked well where implemented. It is simple and fair. Why make up a restrictive complex system when it is not required. It is unfair to penalise those that have built garages/car ports/car space at their own expense.
140	<u>Comments on proposal:</u> Manly council has created a nightmare by making the entire suburb 2P residents parking. All streets should have some sections marked as unrestricted like every other council area has!!!! Then everyone wouldn't park on our street for months at a time!!! <u>Comments on 2 max permits:</u> We do all the people who bought houses with no parking expect to get 2 free parking permits? We spent a lot of money to get DA and construct off street parking because on street parking was challenging <u>Comment on 1 multipurpose permit:</u> We are a family of 5 with 3 cars and one off street parking place because council would not allow us to put in 2. Where are we supposed to park now???? <u>Comment on dwelling assessment:</u> General comment: Please use common sense here and revise the entire Manly 2095 parking of every bit of every street being 2P residents only!!!! Take a small section of each street and make it unrestricted then it would be fair for ALL residents!!!!
141	No comments other than sentiment question provided.
142	<u>Comments on proposal:</u> I support a parking scheme but not the scheme as it stands. I also had not realised how different it was to the other parking schemes in Manly. It should be the same. <u>Comments on 2 max permits:</u> As per comments above, the scheme should be the same as in the rest of Manly <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> We have been assessed as having three spaces which is incorrect. We have a garage and one space on the driveway (two cars do not for here) General comment: none.
143	<u>Comments on proposal:</u> Our street is popular for parking for ABC and Dog park visitors. We have had (now actually) commercial vehicles left over the weekend. We have had car shares using the street. <u>Comments on 2 max permits:</u> There are a small number of residents with offstreet parking who tend leave both of their vehicles on the street rather than use their offstreet space. This would prevent that. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: We appreciate council looking into this situation, thank you. We have young kids and don't benefit from off street parking, so we can sometimes find it difficult to park. This can mean we have to park on one of the other unrestricted streets (which are much further from us than the restricted) and walk back with kids and groceries. We have found it difficult to find kerb-side space for bin collection. We have found our bins have been relocated and missed collection to presumably enable someone to park. The street is popular for the ABC and the Dog Park.

Number	Submission
	<p>We have had commercial vehicles left on our street over the weekend (this weekend in fact), We have had car share schemes making use of our street. A small number of residents don't use their off street parking instead leaving both of their vehicles on the street.</p> <p>There are certainly problems, they are more niggling and certainly not nightmarish.</p> <p>Councils proposals seem sensible, fair and a benefit to residents.</p>
144	<p><u>Comments on proposal:</u> It is not consistent with other Manly area schemes I couldn't find the FAQs <u>Comments on 2 max permits:</u> There must be two permits per rateable property without exception, for a fee per permit. <u>Comment on 1 multipurpose permit:</u> Visitors passes must be given free. <u>Comment on dwelling assessment:</u> none. General comment: Every house has individual issues. A blanket policy will not work.</p> <p>Issue two permits per property, each to to be paid for as needed.</p> <p>If this is to proceed then signs MUST be limited to very few. VERY FEW!</p> <p>On NO circumstances are any signs to be installed outside or adjacent to my property at [REDACTED]. FAIRLIGHT.</p> <p>Those that can move off street will, those that simply can't will pay an annual fee to park outside their properties.</p> <p>Minimal signs only. Signage pollution will not be tolerated.</p>
145	<p><u>Comments on proposal:</u> With a garage and driveway we would not receive any permits and no longer be permitted to park on our own street. As a household of 5 with a grandparent who also stays regularly, it is impossible for us to contain all vehicles within our premises <u>Comments on 2 max permits:</u> We are a household of 5 with grown up children who drive their own cars and a grandparent that stays for extended periods of time frequently. We require more than 2 car spots. <u>Comment on 1 multipurpose permit:</u> This is insufficient for our needs <u>Comment on dwelling assessment:</u> Our garage is used to house 5 bikes, we can not fit a car in it as well. If we did, where are we expected to park our bikes? We use our bikes daily. General comment: We are strongly opposed to this scheme. While we have no issue in introducing a 2P area, a proposal that prohibits us parking on the street outside our home is offensive and creates a significant problem for our household as to where we are able to park our vehicles. The 2P should be introduced to stop out of area commuters from parking in our street, it should not prevent residents from parking as it is not the residents causing the problem.</p>
146	No comments other than sentiment question provided.
147	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> [REDACTED] has council approval for a double garage. allocation should be 0 <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I am in full agreement of scheme</p>
148	<p><u>Comments on proposal:</u> Not required and is plain revenue raising. <u>Comments on 2 max permits:</u> Not in support of any parking restrictions <u>Comment on 1 multipurpose permit:</u> Not in support of any parking restrictions <u>Comment on dwelling assessment:</u> Not in support of any parking restrictions General comment: none.</p>
149	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> General comment: Locals who live in Clontarf who are required to travel to the city by ferry do not have a direct route to the city. It takes multiple bus, ferry, etc changes. Their is very little all day parking around the area</p>
150	<p><u>Comments on proposal:</u> I support the scheme only with an increased number of parking permits, not the number proposed. <u>Comments on 2 max permits:</u> none. <u>Comment on 1</u></p>

Number	Submission
	<p>multipurpose permit none. <u>Comment on dwelling assessment:</u> As responsible residents we invested in a garage to get our trailer boat off the street, leaving only 1 car space in the garage. Our driveway is on the road area and therefore illegal to park there. General comment: The community consultation meeting at Grahams Reserve was good as it brought the residents and council officers together to hear all sides of this issue. It was evident that other residents are in favour of the scheme but only if there are additional permits more in line with the number of resident vehicles. The area has many dwellings that are 3 to 5 bedrooms with high occupancy and 3 or more vehicles. Arthur & Herbert Street residents endure out of area parking there as they are islands for unregulated parking, putting additional pressure on street parking. This parking anomaly needs to end and Arthur & Herbert brought into the Ivanhoe Park Parking Scheme.</p>
151	<p><u>Comments on proposal:</u> I do not support the permit parking scheme as proposed. However, I am supportive of a parking permit scheme for Fairlight <u>Comments on 2 max permits:</u> I am supportive of an allocation of 2 permits per home and 1 per unit but not the reduction for off street parking availability <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> it is not clear what my allocation is as my address is not listed However, If I have interpreted the data correctly you have assessed my dwelling as having 5 off street parking spots. However, our garage is only 1.5 and our driveway can fit only 1 car General comment: I am supportive of a parking permit scheme but not as proposed. In our situation we have a 5 bedroom house with 3 children. In the near future it is reasonable to assume we might have at least 5 people with cars with capacity to park only 2 off street. With the scheme as proposed, we would have no where to park 3 cars for immediate family members that live at the property. I understand the potential complexity of a scheme that considers the size of residence or size of family, or rateable value. however, I do feel that an alternative scheme would be more fair and equitable. At the very least I feel that each rateable household should have the right to at least 2 on street permits irrespective of whether residents have chosen to invest in a home with off street parking. I would suggest that at least 3 different parking permit scheme options are proposed for residents to chose between. For example, one could mirror the existing Manly parking permit scheme.</p>
152	<p><u>Comments on proposal:</u> There is no parking issues in the street and it's well away from the tourist areas. This scheme will make parking more difficult for rate paying households and their families. <u>Comments on 2 max permits:</u> Not tenable for people who purchased homes in this area and who require support workers as well as access for limited mobility elderly family. Idea is inconsistent with anything else in the area. <u>Comment on 1 multipurpose permit:</u> No, we have multiple support workers for a disabled child who work on different days at different times. It's challenging enough to manage never mind making it more difficult when there is no parking issues in the street to begin with. <u>Comment on dwelling assessment:</u> Noting however the space is often required for trailer parking. Trailers parked on street is more frustrating for local residents than active cars General comment: Parking isn't an issue in the street being a large hill away from the busy areas. This will complicate a problem that isn't there and will push parking issues into neighbouring streets closer to the local school which will complicate school pickup and drop off for the community. It's notable that this proposal is not consistent with other schemes in the local area. For parents with kids and elderly parents to support it will be a logistical nightmare, mot to mention managing life with children with special needs for whom you can't just leave the house to switch permits on cars depending on which parent or career is there on a day.</p>
153	<p><u>Comments on proposal:</u> There are more cars parked in our street at night than during the day. This suggests that it is residents parking their cars here, not drivers from outside the area using it to come to the area for work or leisure. <u>Comments on 2 max permits:</u> We have decided to have more open space on our property rather than completely fill it with a large house. Why should we be punished for this by being allocated fewer parking permits? <u>Comment on 1 multipurpose permit:</u> We have 5 drivers in our home due to the cost of living increases, and particularly house prices, meaning that our adult children have remained in our family home. They need cars to commute to work. <u>Comment on dwelling assessment:</u> General comment: none.</p>

Number	Submission
154	<p><u>Comments on proposal:</u> This scheme is a classic example of NIMBYism that disadvantages households with more than 2 people. Off street parking is not a large enough issue to justify punishing large households and the cost of rolling out the scheme. <u>Comments on 2 max permits:</u> As a young adult living in Sydney with the current cost of living, staying at home is the only financially viable option. We have more than 2 cars in the household and this scheme provides no way of getting more permits for people in this situation. <u>Comment on 1 multipurpose permit:</u> This provides no benefit to people with more than 2 cars. People outside fairlight don't appear to use Suwarrow st for parking during the day so I can't see why this issue was raised in the first place <u>Comment on dwelling assessment:</u> No. Suwarrow st does not appear on the attached street survey which seems to be representative of the larger failures associated with the organisation of this scheme. General comment: This scheme has been a waste of time and resources but at a minimum should allow for households to get extra permits based on the number of people living in the dwelling.</p>
155	<p><u>Comments on proposal:</u> Only if this provides 2 permits per dwelling based on off-street parking that meets the Australian standard size. <u>Comments on 2 max permits:</u> Only if this provides 2 parking permits taking into account the driveway space meets the Australian standard for residential parking. My driveway is too small and doesn't meet the standard so we should be given 2 parking permits. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> Our driveway is smaller than the Australian standard for parking and does not fit our car. We should be given 2 permits and NOT 1. General comment: none.</p>
156	<p><u>Comments on proposal:</u> The parking situation isn't that bad towards the end of Daintrey Street. I suggest to make it motor vehicles only to remove all the boats from the street. <u>Comments on 2 max permits:</u> We are a large family with 5 cars and our garage only has 1 car spot in the garage and 1 in the driveway. Where do the other cars park? <u>Comment on 1 multipurpose permit:</u> These houses have multiple families who drive and park here, how is issuing two parking permits viable? <u>Comment on dwelling assessment:</u> none. General comment: none.</p>
157	<p><u>Comments on proposal:</u> There's no problem with parking in the area, I've never struggled to get a park by my house, but now I might because you're putting in a parking scheme so I won't be able to park by my house?! <u>Comments on 2 max permits:</u> I have one space under the apartment block but our car is too big to park there so we don't, I'm sure there's other people with the same problem. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> I think this whole thing is ridiculous, what are your reasons for putting in a parking scheme, have you actually asked people that live in the area where they park and how it will effect them, not everyone is able to fill this form out, or go to the meet General comment: none.</p>
158	<p><u>Comments on proposal:</u> I have no concern with finding parks, the streets are busier at night and clearly are used by commuters. <u>Comments on 2 max permits:</u> There is no consideration for how many people live in the house, as a tertiary student completing long unpaid full time placements it is unviable for me to leave my parents house. I have a car that I use for work in this gig economy. <u>Comment on 1 multipurpose permit:</u> This is so unnecessary and would not help. There is no problem with parking. <u>Comment on dwelling assessment:</u> There is no consideration of the number and age of people in the house. You are basing assessments on normalised ideas of households and unfairly punishing students, young, and working class people. General comment: There is no benefit to this. You are punishing young people who are forced to stay at their parents for longer due to the cost of living and housing crisis. I have a car to use for work as a private disability support worker as this is work that fits in around my full time uni. This change would add inconvenience to a perfectly fine system There are no trailers or police cars that park in my street, if there was, this could be much more effectively addressed by putting in 'motor vehicle only' signs and addressing the police car issue directly instead of policing residents. Please take your revenue raising elsewhere.</p>
159	<p><u>Comments on proposal:</u> I have a small garage and small driveway neither of which fit my 4 wheel drive. This scheme means I will not receive a single permit and therefore will be unable to park my car outside my home. I have a baby and a toddler and need easy car access.</p>

Number	Submission
	<p><u>Comments on 2 max permits:</u> More required depending on household types <u>Comment on 1 multipurpose permit:</u> More required depending on household type <u>Comment on dwelling assessment:</u> I have two cars. One is always parked in my garage, one on the street as my driveway is too small for it. I will not receive any permits. This prevents me parking outside my own home! It also means I have no permits for visitors. This is ridiculous. Could I please request a remeasure of my drive to demonstrate how it is too tight for me to open my car doors and how it is unusable? Also, my car juts out over the footpath. <u>General comment:</u> I have a garage and a drive way but I have 2 cars. One car is parked in the garage and the other on the street as my drive is too tight to open my car doors and also means my car sticks out on the pathway. In the scheme's current form I will receive no permits for myself or my visitors. The scheme has more negative than positive impacts for residents. Council should be making decision that benefit locals. How does preventing me or any of my visitors being able to park outside my own home benefit me? Different households have different requirements and unless the scheme is updated to allow homes to purchase or easily apply for additional permits it does not make any sense.</p>
160	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. <u>General comment:</u> The Parking Permit Scheme will certainly assist residents living in those streets. It should do away with boats, trailers and cars left long-term while the owners are interstate or overseas - from those lucky streets! But all of these will then have to be parked in another local street. Could the Council please consider (eg an expensive parking permit for trailers and boats) to encourage trailer & boat owners to either put them on their own property or on a commercial site. Or should we work towards a Parking Permit Scheme for every street?</p>
161	<p><u>Comments on proposal:</u> I do not agree with the proposed Fairlight 2P Permit Parking Scheme. I currently work in the Manly CBD. The streets proposed for the 2P parking scheme are the only the locations available to park. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. <u>General comment:</u> I currently work in the Manly CBD. The proposed restrictions to all day parking would significantly affect myself and my colleagues as there is already a lack of all-day parking around this area.</p>
162	<p>No comments other than sentiment question provided.</p>
163	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> I think the scheme should enable residents to ask for resident permit for no matter how many cars a household own. If the household can prove that the vehicle is registered on their name and reside in the area, a resident permit should be issued. <u>Comment on 1 multipurpose permit:</u> Our block ■ was not included in the proposal so it is difficult too know. 1 extra permit per household should be sufficient. <u>Comment on dwelling assessment:</u> our block was not visible in the proposal. I assume it would be 0 allocated spots as each unit has 1 garage. <u>General comment:</u> Hello,</p> <p>The proposed scheme should enable residents to park around their homes. It should be possible to ask for a permit if a household can prove that they use more than one car, live in a unit, and need more vehicles. For example, our neighbors live in a 3-bedroom apartment where three people are house-sharing. Due to their work commitments, each of them needs to have a car. A scheme that enables people to have as many permits as they reasonably need would be a great solution.</p> <p>Please also reconsider parking in driveways as a feasible option as people need to use footpaths. It is very unsafe to push a stroller into the street to go around a car parked in the driveway which blocks a footpath.</p> <p>4-hour time should also be considered to enable guests to have lunch or a birthday party without re-parking their car every 2 hours.</p>

Number	Submission
164	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I'd you do that, how the people will park anywhere
165	No comments other than sentiment question provided.
166	<u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> The garage does not fit a regular sized car, and I am unable to park on the driveway for reasons that I will block my neighbour. I have signed in my rental contract that I will not park on the driveway. Therefore my available parking places is 0 General comment: This is unnecessary. There is no parking issues in the streets highlighted. No one parks here and walks to Manly, which would be the only reason for limited parking. Also it devalues the properties on these streets.
167	<u>Comments on proposal:</u> Yes, except that I would like to have a permit to park on the street. We only have 1 car. However, our driveway is not suitable for parking (it is very steep and our car "bottoms out"; and exiting the driveway is dangerous with a "blind spot"). <u>Comments on 2 max permits:</u> Yes, except that I would like to have a permit to park on the street. We only have 1 car. However, our driveway is not suitable for parking (it is very steep and our car "bottoms out"; and exiting the driveway is dangerous with a "blind spot"). <u>Comment on 1 multipurpose permit:</u> Yes, except that I would like to have a permit to park on the street. We only have 1 car. However, our driveway is not suitable for parking (it is very steep and our car "bottoms out"; and exiting the driveway is dangerous with a "blind spot"). <u>Comment on dwelling assessment:</u> I would like to have a permit to park on the street. We only have 1 car. However, our driveway is not suitable for parking (it is very steep and our car "bottoms out"; and exiting the driveway is dangerous with a "blind spot"). General comment: none.
168	<u>Comments on proposal:</u> I do not believe that this is anything more than another form of taxation. I have never experienced a shortage of parking in this area. I have never heard of complaints about this before. There seems to be this blithe disregard for people in units. <u>Comments on 2 max permits:</u> Why are Units assumed to have less parking needs than houses. Makes no sense to paint such a blanket concept <u>Comment on 1 multipurpose permit:</u> It should be 2 <u>Comment on dwelling assessment:</u> We have x3 vehicles with one underground single parking space. General comment: I strongly object to this proposal. There is no need for this regulation and the policing of it in either Baltic or Suwarrow Streets. It seems to me that if there is less than 50% support for a scheme (your graph shows 48 with 6% not committed.) then it does not have sufficient support from those of us who actually live in the area. That alone should reasonably suggest that it is an unwarranted venture and should therefore be rejected.
169	<u>Comments on proposal:</u> I have a 2 bedroom apartment, with one car space and 2 adults living there that do different shift work with 2 cars. <u>Comments on 2 max permits:</u> a unit with 1 parking but multiple bedrooms, means more than one adult can have a car. where are they suppose to park? <u>Comment on 1 multipurpose permit:</u> more so the 2nd adult in my house can actually park their car. I guess you are saying too bad for an visitors. <u>Comment on dwelling assessment:</u> none. General comment: I forgot to say when i filled this out last time, that i have two adults that do shift work (Film & TV). Every shift is different for both of us. I do not appreciate that i may come home from work at 8am (needing to sleep) and cannot park my car for longer than 2 hours. I will have to move my car every two hours til my flatmate leaves for work. This is an absolute joke. The number of adults with cars living in the apartment should be allowed to apply for permanent parking and have the multi use parking permit for visitors. Well one visitor at a time!!! I do not appreciate being given limitation to my own home. This is also going to lower the value of my unit as i know i wouldn't have bought it if there was parking restrictions! The people complaining knowingly bought houses that has street parking and should not be my problem.
170	<u>Comments on proposal:</u> in principle agreement, but it needs to be extended to also cover Wattle Ave, otherwise it will push demand for parking spots into that street <u>Comments on 2</u>

Number	Submission
	<u>max permits</u> : none. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: none.
171	<u>Comments on proposal</u> : none. <u>Comments on 2 max permits</u> : There's 9 , 3 bedroom units in our building with at least 3 cars in each unit how are they supposed to park <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : Hi, we live in a 3 bedroom unit with 5 people including 4 cars with 1 garage and no other parking available so how are we supposed to park when we get home from work General comment: Hi We have 4 cars for our 3 bedroom unit but apparently we're not eligible to purchase parking permits as our physical address is xxx Fairlight but our building is on the corner of suarrow street so our block wasn't accessed I'm happy to purchase permits but I've been told we can't Honestly this is crazy as our building should have been included Any feedback would be appreciated
172	<u>Comments on proposal</u> : none. <u>Comments on 2 max permits</u> : none. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: Any parking scheme changes needs to be matched with considerable enforcement and compliance. We believe there should be more ranger patrols in this area, particularly in the nearby IVANHOE parking area, during weekdays and weekends. Construction workers are failing to get temporary permits & backpackers use this area to dump cars
173	<u>Comments on proposal</u> : This scheme will inconvenience residents. There is no parking problem in Baltic St. The problem arises each EVENING when residents return from work. The vast majority of vehicles belong to residents of nearby units in Suwarrow, Baltic & Daintrey St. <u>Comments on 2 max permits</u> : I have a large family. Lived in the area for a long long time. Never had a problem parking during the day. What do I do with vehicles that do not have a permit ??? <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: The plan in its current format has not been considered carefully. The problem arises in the evening when RESIDENTS return from work. Too many unit dwellings with insufficient off street parking lots are creating the issue each evening. This scheme will inconvenience my family who are all adults. The mere fact the scheme will only be effective for daylight hours is in itself an ineffective solution. Council need to consider the source of the issue. Have they conducted TIME & MOTION studies in the area ?? There is no issue during the day in Baltic St. You can find a park quite easily. At the VERY LEAST I would expect council to provide parking permits for all existing vehicles under the scope of providing residential preference of the existing status quo. I am not sure why I am being inconvenienced by such an extreme measure that has no potential upside for my family and existing residents. A local scheme should make it beneficial & advantageous to existing residents - not the opposite.
174	<u>Comments on proposal</u> : none. <u>Comments on 2 max permits</u> : none. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: This scheme would will assist us with ease of parking and hopefully avoid some of the frustrations we have with no off street parking at our dwelling and non resident cars parked on the street outside our house for days and occasionally weeks at a time.
175	<u>Comments on proposal</u> : Not too sure why we are inconveniencing local residents. Where do we park our cars that have no permits ??? <u>Comments on 2 max permits</u> : I have a large family. All adults. What do we do with the cars that have no permit. We don't seem to have a problem each day despite our cars coming & going. <u>Comment on 1 multipurpose permit</u> : none. <u>Comment on dwelling assessment</u> : none. General comment: This is an impost on our quality of life. It will inconvenience our family and will be a logistical nightmare. There are no parking issues during the day. Why am I not allowed to park in front of my HOME ?? I have lived in the area a long time and have never had an issue. Why is council creating such an impost on my family ?? What do we do with the cars that have no permits. Do I move them down the road

Number	Submission
	and create stress & inconvenience for my dear neighbors who are not in a restricted parking zone ?
176	<p><u>Comments on proposal:</u> We do not want a parking permit scheme. <u>Comments on 2 max permits:</u> We do not want a parking permit scheme. <u>Comment on 1 multipurpose permit:</u> We do not want a parking permit scheme. <u>Comment on dwelling assessment:</u> none. General comment: We do not want a parking permit scheme.</p> <p>Although we have one designated parking space available to our property, we sometimes cannot access it, as cars regularly park too close to either side of our driveway as well as directly opposite, leaving no turning space to exit or enter our car. A parking permit scheme would not address this and would leave us with our car with no permit having to park on the street until we could again access our garage. We need painted lines on the road to indicate suitable driveway access space.</p> <p>Our family stay for periods and need parking.</p> <p>Any parking scheme introduced needs to also incorporate boats on tailers and trailers. Just targeting cars does not deal with the whole issue.</p> <p>Parking places are at a premium in the area and those that can, often park on driveways on the verge between the road and footpath, thus leaving more parking spaces available for others to use. This practice should not be penalised provided footpaths and roads are not compromised.</p>
177	No comments other than sentiment question provided.
178	<p><u>Comments on proposal:</u> I am a tradie & require my car to be parked in proximity to my residence. This scheme will force me to park a long way from home creating a security issue as well as an inconvenience parking streets away. I have no issue now parking in front of home <u>Comments on 2 max permits:</u> I have a working ute along with 2 other working adults & 2 parents, all of whom require a car. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I do not have a problem finding a park in front or close to my home. This scheme will force me out of my neighborhood, creating a security issue and an inconvenience for me getting to & from my car. I am a part of a large family and we all require a car. There are no issues parking in Baltic St. Late evening the street fills up with residents who arrive from work. Most of these cars belong to residents who live in units scattered around the neighborhood. We have been living quite comfortable in our neighborhood for years and cars have been coming & going & its never been an issue. Not sure why council is creating this stress & division withing the neighborhood. Please assess the problem in detail & carefully. Its a KNEEJERK reaction to a few locals who cannot find a park IN THE EVENING & LATE AFTERNOON. This scheme will NOT SOLVE this problem. It will only create stress, division, anger and inconvenience locals who have subsisted in the status quo for a long long time.</p>
179	<p><u>Comments on proposal:</u> Creates unnecessary complexity. <u>Comments on 2 max permits:</u> The appearance of available off-street parking is a utopian view which in some cases may not be practical with the allocated space serving other purposes e.g. outdoor entertainment. <u>Comment on 1 multipurpose permit:</u> Not practical. <u>Comment on dwelling assessment:</u> My assumption of 2 parking spaces for [REDACTED] is 1 each [REDACTED]. As the owner of [REDACTED] the one parking spot is unworkable as it would mean removing access to our back door and elimination of our only outdoor entertaining area. . General comment: On a day to day-to-day basis, I see this as an unnecessary imposition on the impacted residents of Fairlight. A far more important issue is addressing the speed of traffic along Balgowlah Road and the difficulty residents face trying to cross the road safely, in particular, crossing the road to the Graham Reserve dog park and other facilities.</p>
180	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Lets just get on with this and solve the issue in fairlight asap</p>
181	<p><u>Comments on proposal:</u> the intended changes to on-street unlimited parking facility currently in place in this precinct is a detrimental to inclusion of all Northern Beaches Communities especially key workers like police , nurses, teachers and tradies from upper Northern beaches</p>

Number	Submission
	<p><u>Comments on 2 max permits:</u> 2 parking permits should be granted to each ratepayer regardless of whether the property has off-street parking spaces or not <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> There should be no assessment of spaces available on private property General comment: We are resistant to changes proposed by council as a response to a few individual ratepayer complaints about the inavailability of street parking in front of their home due to "others" occupying spaces for long periods such as 24- 48 hours. These " others" are genuine fellow key workers from elsewhere in the broader Northern Beaches community who work in the Manly CBD and as such they should be supported in the extended-time parking needs</p>
182	<p><u>Comments on proposal:</u> The parking scheme is only acceptable if it's in line with the current Manly parking permit scheme framework . There is no reason residents in this area should be restricted by additional parameters to those of other parking areas in Manly. <u>Comments on 2 max permits:</u> Again, this area should be treated in the same way as other residential parking scheme areas and be granted 2 permits per household regardless of other possible parking alternatives at the property. <u>Comment on 1 multipurpose permit:</u> An unfair, unnecessary, biased and divisive proposal. <u>Comment on dwelling assessment:</u> Council is trying to determine how property owners may use their own private property. General comment: none.</p>
183	<p><u>Comments on proposal:</u> Subject to amendments in permit allocation <u>Comments on 2 max permits:</u> We have no off street parking and two adult children with cars living at home. 2 permits only will make the situation WORSE than it currently is. Ideal would be a more flexible allocation based on proven need. I.e registration data <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Parking scheme is needed, but with some flexibility around permits. As mentioned with 4 adults residing in the house 2 permits only will make matters worse not better at least 1 car having to park away from the house, not ideal in any way for females working in hospitality and often returning home late in the evening. We have three vehicles permanently located at the address and one hobby car stored remotely that is at the property (swapped with one of the other vehicles) so 3 permits would be required.</p>
184	<p>No comments other than sentiment question provided.</p>
185	<p><u>Comments on proposal:</u> Why am I - as a resident - being instructed I cannot park my vehicle in my neighbourhood ?? <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: Why is council forcing me to park my vehicle away from my home & neighbourhood ? I have been a resident in my local street for 25 years, own a car & have a dynamic daily existence. I don't understand this Scheme & how it is beneficial to residents. It will impact me severely. It will also impact other residents down the road who are not privy to the Parking Scheme. This scheme has not been thought through logically or in detail. Such schemes are supposed to be beneficial / favour local residents not negatively impact their current existence. The domino effect of such plans on other residents nearby does not solve the problem. There is no issue under the status quo. At the very least you should be looking after the residents needs first & foremost before implementing a scheme that has significant implications.</p>
186	<p><u>Comments on proposal:</u> none. <u>Comments on 2 max permits:</u> none. <u>Comment on 1 multipurpose permit:</u> none. <u>Comment on dwelling assessment:</u> none. General comment: I am a student who also works part time. My requirement for a car to fulfil my duties & vocation are necessary. At the moment I park my vehicle in front of my home. This scheme will force me to park my vehicle in other neighbourhoods on the proviso there are parking spot available. This will impact me significantly. It's also a personal security risk if I am forced to park a distance away from home & walk home late at night. I don't have a problem parking my car in front of my home at the moment. How is this plan looking after local residents ?</p>
187	<p><u>Comments on proposal:</u> Many and Fairlight Residential Parking Schemes should be treated as the same and if Manly needs to change to what is being imposed it should. Or we should have the same privileges as Manly. Northern Beaches LGA was implemented and treated equally. <u>Comments on 2 max permits:</u> No, we should all have two permits like Manly or be left alone. <u>Comment on 1 multipurpose permit:</u> I don't agree with any part of an unfair residential</p>

Number	Submission
	<p>parking scheme, if we cannot be treated the same as the Manly Parking scheme it should not even be considered. <u>Comment on dwelling assessment:</u> I will start by saying I am totally against the instigation of the Fairlight Parking Permit Scheme (Fairlight PPS), because we are not being treated the same as the Many Parking Permit Scheme (Manly PPS). The Manly PPS allowed all residents to have 2 pa General comment: Please find attached my response below. Attachment:</p> <p>[REDACTED]</p> <p>Fairlight. NSW 2094</p> <p style="text-align: center;">Re: Residential Parking Scheme Survey Deadline 15th October, 2023</p> <p>To Whom It May Concern</p> <p>I will start by saying I am totally against the instigation of the Fairlight Parking Permit Scheme (Fairlight PPS), because we are not being treated the same as the Many Parking Permit Scheme (Manly PPS). The Manly PPS allowed all residents to have 2 parking permits and a multi-use parking permit.</p> <p>Since Manly council became part of the Northern Beaches LGA, we were informed that all residents would be treated equally, which isn't the case as the Fairlight PPS is much more restrictive than Manly PPS, if Manly PPS received two parking permits per residents then we should receive the same.</p> <p>We feel that because we took the initiative to integrate a garage into the building when there was no requirement to do so, we are now not being treaty the same as the Manly residents. Now we are being told that this garage space is only to be used for vehicles but our Land Cruiser doesn't fit in there. It is not fair or reasonable to be dealt with in this manner after living at this property for 43 years. We are also now being told we can't park outside our own property because we won't be receiving a Fairlight Parking Permit while other residents can.</p> <p>Is your intension to drive us out of the Manly area, because that is how it feels, you are becoming to bureaucratic and not understanding of the residents needs.</p> <p>The front of our property has high fences and gates due to the fact we own two dogs. The gates are permanently closed, so that our dogs can't escape. Our driveway gates open inwardly (legally they have to) so if you force us to part in the driveway the gates can't be closed as there isn't enough room with the car being there. This will mean that we could risk the dogs escaping at any time. Will the council be prepared to pay us for the alteration of the gate design?</p> <p>Just another issue, we live in Baltic Street, which is a split-level street, if a car is parked on either side of our driveway it becomes nearly impossible to swing into the driveway as some drivers park too close. We are now both in our 70's and the ability to move quickly in case of emergencies is essential.</p> <p>Wouldn't it just be easier to leave the gates as they are and allow us one Fairlight Parking Permit, as we only have one car, and we wish to still park in the street. We believe that every resident, whether they have a garage or/both garage and driveway should still be given the same as Manly PPS two parking permits or at the very least one,</p> <p>[REDACTED]</p>
188	No comments other than sentiment question provided.

Number	Submission
189	No comments other than sentiment question provided.
190	No comments other than sentiment question provided.

Ref	Submissions received outside Your Say
2023/778544	<p>I have reviewed the 'updated' council survey parking assessment and it is still incorrect for our property even though we have made a submission on this matter.</p> <p>I attach a plan of our driveway, which council would have a copy of, as it was submitted as part of our DA when our house was built. This shows our driveway is 3m x 2.61m.</p> <p>Can a Council representative please come to our house with a tape measure and explain how the survey has allocated us three off street spaces on our land. Considering the size of our block and our driveway these figures can not be correct. All the blocks on our side of the street are the same size and our house is basically the same foot print as number xx yet the survey shows different figures. It gives me no faith in any measures Council are employing in this scheme.</p> <p>This is not a submission on the scheme as I have already made a submission which has not been addressed.</p>

Ref	Submissions received outside Your Say
2023/676839	<p>Dear Sir/Madam,</p> <p>I live in an apartment block of 16 apartments in [REDACTED] Street, Fairlight. I would love there to be 2P parking in my street. Visitors say they have great difficulty in trying to find a parking spot near me.</p> <p>I am an invalid, so I rarely go out, which means people come to me: Podiatrist, Hairdresser, Caregiver, Remedial Massage Therapist, Cleaner, Maintenance Worker and a couple of friends.</p> <p>My caregiver comes on Tuesday for 3 hours, so she will need a parking permit that says she can stay longer than 2 hours. And there are others in that vein.</p> <p>I have 2 off-street parking spots, but to gain access they will need the garage zipper to open the garage door, and they are expensive so I can't give them out to everyone. Also, my parking spots are very small.</p>

Ref	Submissions received outside Your Say
	<p>too small for most cars nowadays, SUVs and such.</p> <p>I'm not sure how you plan to execute this "parking permit scheme". I can only tell you of my needs.</p> <p>Since my street is very close to the bus stops that go down to the many ferries and back up again, I'm sure that many working people, who catch the many ferries, park in Dainty Street and leave their cars there all day. Having 2P parking would stop that, which would alleviate a lot of the problems with the parking.</p> <p>Thank you for listening</p> <p>[REDACTED]</p> <p>PS. If people park in my garage space, my apartment is 4 flights up, too far for my car to carry my shopping and too far to carry a massage table. Also, the car spaces are one behind the other, which is difficult to access.</p>
2023/669036	<p>Dear Council/ [REDACTED]</p> <p>Further to my email below, and after attending the drop in session at LM Graham reserve last weekend, I would like to clarify a few of the ideas that I spoke about to two of the staff there on the day.</p>

Ref	Submissions received outside Your Say
	<p>Firstly my ongoing concern that none of the Suwarrow Street addresses have made it onto the street survey form. Apparently (according to the Engineer I spoke to) this was a known problem but it still has not been rectified on the document available online.</p> <p>Secondly, my concern that residents who are tenants may have missed out on the initial and subsequent survey as they are not rate payers. My neighbour in such a situation did not receive a letter last year, or more recently. If this is the case for tenants, where the landlord has not passed the information onto them, then the initial survey result may very well be flawed.</p> <p>Thirdly, a concern brought up by a resident tenant at the drop in session, was that not all landlords provide the tenant access to the off street parking, using garages for their own storage, etc. How is council to know this? Would the tenant have to pay more for a Permit in this instance that would otherwise be given at the "1st permit issued to a property" price to someone assessed on the survey as having no off street parking? My concern here (as a rate payer myself) is for the rights of tenants, as residents, to have an equal say and to be treated fairly.</p> <p>I have realised some errors in my first email, The corners of Baltic and Suwarrow are in the survey, my concern still continues for the other addresses listed, especially considering Suwarrow Street and its corner addresses are not listed on the survey so "who knows". Rate payers of [REDACTED] received the survey, but not all of the residents, i.e. tenants.</p>
2023/665780	<p>Dear Counsellors,</p> <p>Re: Fairlight parking permit scheme</p> <p>I am writing to you as the owner of local [REDACTED] a small, family-run business servicing primarily the Northern Beaches and North Shore, employing one full-time electrical tradesperson and recruiting an electrical apprentice. Given the small size of AT [REDACTED] business is operated from a home office, when myself and the team are not servicing customers. We recently moved to [REDACTED], Fairlight 2094, after careful consideration of both the premises, its facilities and the location, including the availability of on-street parking.</p> <p>On-street parking is absolutely crucial to operate the business, as we currently have two business vehicles with a high clearance that do not fit under the vast majority of residential parking facilities.</p> <p>As such, we are very concerned to have arrived to this new address to find that a parking scheme is being proposed that would:</p> <ul style="list-style-type: none"> a) Limit the ability for our two vehicles to be parked on the street for more than two hours for beyond the hours of a typical working day b) Has no provision of residential permits if off-street parking is available (which is in fact an unusual approach, given many schemes, particularly for a three bedroom apartment, would offer two residential permits) c) Has no provision for local business (particularly trades) that are residents and require access to on street parking during the work day and often for longer than periods of two hours <p>Our new residence does have off-street parking available and in fact, we selected this location specifically for this so that we have the space for larger items used for the business and for storage of stock. However once again, the clearance is far too low even for the smaller vehicle to be able to use for parking.</p> <p>While we see no issue with the proposal conceptually, without the provision of additional permits for residents with off-street parking (as per schemes in councils such as North Sydney) or the explicit provision for small business with home offices and work vehicles to easily obtain a permit, we cannot support this proposal.</p> <p>We strongly urge council to write in these provisions as a matter of priority. There will be countless other tradespeople and small businesses in the same position, many of whom may not be aware of this proposal, that would certainly rally behind this position.</p>

Ref	Submissions received outside Your Say
	<p>xxx Fairlight 2094 Please do not hesitate to get in touch should you have any questions or require any further information on the issues outlined.</p>
2023/665759	<p>Dear Councilors,</p> <p>We have reviewed the latest information on the Fairlight Parking Scheme. We have contacted you a few times on this issue as we live at xxxFairlight. (Homeowners who have lived here since 1996).</p> <p>As we have stressed we are a family of four adults working and studying and have four cars needed to get to work and study.</p> <p>As we can see from the information you have provided we have been allocated two parking permits as we have no off street parking.</p> <p>We are hoping that we can get a further two parking permits for the other two members of the family with cars.</p> <p>Otherwise we will be stuck in the same situation we have had over the last few years where when returning from work often on dark wet nights, very late, we will be forced to try and park on streets far away where there will probably also be restrictions...</p> <p>Thank you for your assistance.</p>
2023/665753	<p>The request by residents of Fairlight to be included in the Manly Resident Parking Scheme was intended to remove the parking anomaly that currently exists where people from outside the area cause parking congestion in the affected streets due to those streets being excluded from the scheme.</p> <p>Council proposes to now penalise these residents by offering a reduced permit entitlement than is currently afforded the rest of the Manly Permit parking scheme, which is profoundly unfair and of questionable legality given the precedent already set in Manly.</p> <p>Our is a typical example that shows more permits are necessary:</p> <ul style="list-style-type: none"> • We have a 5 bedroom house, xxx Fairlight. When we renovated we included a garage to provide some storage but also to get our trailer boat off the street in consideration of parking for other residents; • There is rarely any available parking on Arthur Street as it is taken by those without permits living in other areas in Manly, those travelling overseas who need somewhere to park their cars, commuters and workers who don't want to pay to park in Manly, visitors holidaying in Manly who have no parking permits, etc. etc. The only way this will be controlled is to include Arthur and other affected streets into the Manly permit parking scheme so the scheme is consistent for all streets and not just some; • Like many properties in this older area there is no room for a driveway on our property; • Our house is on the northern side of Arthur Street where the driveways must extend across the road area to reach the kerb. We are forced to park our car on this driveway even though it is not on our property and we understand it is illegal to do so, but there is nowhere else to park. • Our family has 3 cars. Being offered 1 permit for 3 cars is unworkable, and forces us to park in this illegal manner.

Ref	Submissions received outside Your Say
	<p>It is my understanding that the Council resolved in 2019 to apply RMS parking permit guidelines to new permit parking schemes. It is my view that this is not a new scheme but an extension of the existing Manly scheme and as such should have the same pre-2019 permit numbers granted to maintain consistency throughout the Manly area.</p>
2023/664631	<p>Hi there,</p> <p>My email is in relation to the Fairlight Parking Scheme.</p> <p>Firstly I would like my property reassessed in terms of the number of parking spaces within our property boundary. We were assessed as having 3 off street spaces but we only have 2. 1 in the garage and 1 in the driveway. The driveway is 8.9m long (no overhang), well under the Australian Standards for residential parking of (x2 cars) 4.8m (without overhang) and 5.4m (with overhang). Can this please be updated.</p> <p>Secondly, I'm not sure what problem this parking scheme is trying to overcome. I can only speak for Francis St as that is where we park but parking in Francis St during weekdays when the scheme will be in place is not a problem - there are multiple spaces available. Parking on the weekends, however, with sport at Graham Reserve, can be challenging. It also does not make sense to me that this scheme is so vastly different to the Manly scheme where parking is at even more of a premium. It also means that the top half of Francis St is under a different scheme to the bottom half which again does not make sense. If you are going to try something new please experiment with an existing scheme where there is already a real issue (ie. more permits than parking spaces as outlined in your FAQs that talk about why this scheme is different) and not with a new scheme where many residents do not think there is a problem.</p>
2023/663475	<p>We wish to lodge our objection to the newly proposed parking scheme scheduled for 2024.</p> <p>We want the scheme to be the same as that existing in several Manly areas including parks whereby 2 parking permits are issued to each ratable address.</p> <p>We also object to more signposts around the area – and especially do not want any in our small street.</p> <p>Thank you</p>
2023/660526	<p>Dear Sir/Madam,</p> <p>As residents of Balgowlah Road, we have just become aware of the proposed Scheme to impose parking restrictions in certain streets of Fairlight near our home. First of all, we are very disappointed that the Council never consulted us about this proposal, which quite clearly will have far-reaching consequences on the parking situation in our street. Indeed, the overflow of vehicles not allowed to park in the Scheme Area will be forced to park elsewhere – think vehicles in excess of the allocated parking permits, trailers, boats, etc., Balgowlah Road being a prime candidate for this. We already struggle with parking along Balgowlah Road and the proposed scheme will only make the situation worse. For example, there are already some unattended trailers and boats using valuable parking space near our house (and the council is refusing to do anything about these if they are owned by residents of the area).</p> <p>There is also a safety issue; reversing out of our driveway has always been dangerous, as vehicles parked near our driveway will often obstruct our view of oncoming traffic. Encouraging more people to park on Balgowlah Road will only make this worse.</p> <p>Residents of our section of Balgowlah Road often need to park in Daintrey Street when no parking is available in our street. This will become impossible if the new scheme is implemented, and will therefore make the parking situation on Balgowlah Road even worse. Again, it would have been a nice courtesy to consult these residents about your proposal!</p>

Ref	Submissions received outside Your Say
	<p>We therefore strongly oppose the Scheme as currently designed. An acceptable alternative would be to extend it to the section of Balgowlah Road between Suwarrow Street and Frances Street, considering the parking situation there is just as bad as in the Scheme Area and only one side of the street is available for parking.</p> <p>We also recommend you formally extend the consultation process to all residents of neighbouring streets around the Scheme Area.</p>
2023/660316	<p>My name is xxx and I reside at xxx, Fairlight.</p> <p>Currently in your initial assessment , you have our residence as 1 off-street car space available. However, I wanted to bring to your attention that our space in our drive way does not meet the Australian standard for parking ie it is smaller than 2.4 x 4.8m. It is unfair to only give us 1 permit as part of the proposal given our car does not fit the space.</p> <p>We would like you to take into account that our driveway cannot legally park a car and therefore we should be allocated 2 parking permits should this proposal go ahead.</p>
2023/657887	<p>Nth Beaches Council</p> <p>.....My Wife and I would like inform Council of some facts which could be consider when making any decision on parking in the Griffith st end of Daintrey St Fairlight.</p> <p>.....2 cars with one off street garage</p> <p>.....has 3 to 4 cars with one off street parking carport.</p> <p>.....has up to 4 cars with one off street paking carport.</p> <p>.....one car with no off street parking available</p> <p>.....2 cars with no off street parking available</p> <p>.....2 cars with off street parking for 2 cars but does not open gates to utilise parking off street</p> <p>.....3 townhouses with with approx. 5 cars.....each townhouse has one garage but no cars use the garages as they are used for storage.</p> <p>..... has 3 cars.....this duplex has a side drive leading to garages.....but the gates don't open to allow for off street parking.</p> <p>.....has 3 carswith off street parking for one car in a carport.</p> <p>.....has 2 carswith off street parking for one car but is not used.</p> <p>.....has one car parking off the street.....has a camper trailer parked on the street.....used only once in 4 years !!!!</p> <p>.....has 2 cars with parking off street for one car which only sometimes gets utilised.</p> <p>.....has 2 cars with off street parking for one car.....but rarely used.</p> <p>.....some 20 years ago.....we understand a plan was put forward.....a traffic plan which included Daintrey st.....the only part of the plan which was realised was the Francis st part of the plan.....to only complete part of the overall plan is ineffective !!!</p> <p>.....over the years neighbourly relationships have been tested due to parking issues.</p> <p>..... has over the last 20 years has hadLong stays eg people leaving their cars to travel for periods up to 5 monthsManly residents who are renting park their cars in Daintrey st in preference to applying for a parking permit.....Campers park and stay for periods, even staying in their vans !!!!.....</p> <p>.....the police employees utilise Daintrey st for parking and even have a system in place where they are picked up and dropped back to their cars.....up to 10 times a day.....this must add up to a waste of public resources.....if 10 mins is used to pick-up or drop off.....one can only imagine to cost over a year !!!!...</p>

Ref	Submissions received outside Your Say
	<p>.....in the past we have never responded to parking surveys as we understand that the RMS have any final say !!!</p> <p>.....looking forward to hearing a positive outcome from this survey.</p>
2023/654199	<p>Dear Sir Re: Fairlight Residential Parking Permit Scheme I would like to advise that I do not believe it is a requirement for residents in Suwarrow, Edwin and Baltic Streets to have restricted parking. These streets are far enough away from the main tourist area of Manly and should therefore be considered as 'suburban' streets that do not require such restrictions.</p>
2023/653030	<p>Just wanted to comment on this proposal. I live in xxx Street Manly/Fairlight - just near the oval and slightly up the hill from the Boy Charlton pool. This proposal seems totally unnecessary for our area. The only time parking is "at a premium" is for Saturday morning sport on the oval in the winter. I can see that the residents on the harbour side of Sydney Road may have some difficulties due to their proximity to the harbour. As far as I can see - we don't share their problems.</p> <p>I'm sure people in my neck of the woods would be happy to save everyone the cost of the signs and permits by leaving our area out of this proposal.</p>
2023/652734	<p>Hello, I will also soon reside at ■■■ Fairlight when I return from living overseas in November 2023. I reiterate my wife's comments below. I would also say that we should be offered 2 on street parking spots. We have 2 adult children who will soon own cars. My wife and I can park one behind the other in our carport but cannot accommodate any further offstreet parking due to steep driveway leading from carport to street. We cannot accept our adult children having to park in alternative unregulated streets and then having to walk home late at night. This would present an unacceptable security risk. I also stress that we have owned xxx Fairlight since 1999 and operated comfortably without regulated parking. Your proposal is going to create problems for nearby unregulated streets like Wattle Avenue (in which we own a tenanted investment property at xxx Fairlight) as our children are forced to park in nearby unregulated streets without on street parking permits for Baltic Street. regards ■■■</p>
2023/652604	<p>Dear ■■■</p> <p>I am writing to express my disappointment in the decision to move forward with 2P parking for Daintrey, Arthur, Suwarrow, Herbert, Edwin and Baltic Streets, Fairlight/Manly.</p> <p>I was opposed to this scheme for a number of reasons:</p> <ol style="list-style-type: none"> a. The residents had not experienced parking congestion, and had freely managed movement well between local residents. b. c. We are not impacted by commuters - the impact is mostly non-garaged residents who are working more from home. For commuters, the walk journey to the ferry for the city commute is distant from these streets and therefore not viable as a commute. d. e. In moving to 2P parking, we are effectively moving the perceived "problem" to smaller adjacent streets such as Jamison Ave and Wattle Ave. These streets are quite small, and lack garaging, so these residents have at times, utilised the surrounding streets such as Suwarrow and Baltic to balance the parking needs - something they will be unable to do with this new 2P system. f.

Ref	Submissions received outside Your Say
	<p>If the decision could be reversed, that would be my first preference for our area of Fairlight/Manly.</p> <p>However, now armed with more information around how the scheme would work, I have even greater concerns and disappointment on top of the said points above.</p> <p>I reside in a double frontage home, with one driveway. We have a very steep driveway that goes to a single front to back vertical carport. As a result of this configuration, your file has allocated my dwelling ZERO parking permits.</p> <p>According to your report, I can fit five cars in my driveway. This is an extremely dangerous recommendation.</p> <p>A. The vertical drop of my driveway is very steep. Reversing up the driveway from the carport requires a flat base to start from. By starting on the steepness of the slope, we would be endangering other cars and property by doing consistent hill starts in reverse.</p> <p>B. Reversing five cars that are front to back would cause greater traffic congestion and danger within the already very small street. Baltic St is a half/split street, so I would need to move five cars up and down the driveway and into the reverse of the street if I wanted to access the car at the rear of the stack. I would end up blocking the entire street for around 10 minutes, so I can access the first car.</p> <p>So, I ask, as a local local home owner and resident, that I am allocated at least a minimum of one parking slot in my street so that:</p> <p>a. we can freely put one of our cars in the street (we are a multi-generational home, that requires a number of cars)</p> <p>b. we do not impact the traffic movement of Baltic St,</p> <p>c. we do not dangerously park a car on our steep driveway that could be prone to potential slippage, and property impact.</p> <p>Thank you sincerely for your reconsideration of the 2P parking decision and/or the authorisation of one parking permit.</p>
2023/649665	<p>Just wanted to comment on this proposal. I live in xxx Manly/Fairlight - just near the oval and up the hill from the Boy Charlton pool. This proposal seems totally unnecessary for our area. The only time parking is "at a premium" is for Saturday morning sport on the oval in the winter. I can see that the residents on the harbour side of Sydney Road may have some difficulties due to their proximity to the harbour.</p> <p>I'm sure people in my neck of the woods would be happy to save everyone the cost of the signs and permits by leaving us out of this proposal.</p>
2023/648877	<p>Dear Council [REDACTED]</p> <p>I am a resident of [REDACTED] Fairlight.</p> <p>I have filled in the online submission form regarding the proposed 2P parking scheme in my area. I would like to draw your attention to the fact that NO Suwarrow street addresses are in the street survey form accessible online. This is a glaring omission of the residents of Suwarrow street. I'm confident in my understanding of how many off street parking spaces I have, but the omission is an error which should be rectified.</p>

Ref	Submissions received outside Your Say
	<p>Also, I would like to know if the addresses on the corners of Suwarrow Street and Griffith St/ Jamieson St/ Baltic St/ Wattle Ave/ Balgowlah Rd have been included, as a number of them have their driveway access off Suwarrow street, but do not have an actual Suwarrow street address. Namely, the block of units next to me on the corner xxxx. It is my understanding (talking to my neighbours) that residents of this 9 unit block were not involved in the initial survey, and are not being consulted in this final "have your say". Their building access and driveway is off Suwarrow Street, as is xxxx (a detached house), xxx (a semidetached house) and the two unit blocks on the corner of xxx and xxx and another unit block, xxx. That's a lot of residents mainly in units whom I am concerned may not have been surveyed in the first or second instance. Let alone completely overlooked in regard to the street survey, as I have been, even with a Suwarrow street address.</p> <p>I look forward to your response to my concerns</p>
2023/647645	<p>I live in Parkview Road that has 2P Parking - the issue is that it is rarely enforced by rangers and often non-residents without permits park on the street for days.</p> <p>So whilst supportive of the proposed scheme, this needs to be backed up by enforcement.</p> <p>Thanks for making our neighbourhood better.</p>
2023/635810	<p>Thankyou for the opportunity for us to make a submission in regard to the proposed parking scheme.</p> <p>We are the owners and occupiers of xxx, Fairlight.</p> <p>In Council's initial assessment our property has been assessed as having two off-street parking spaces and accordingly is not considered eligible to receive any permits.</p> <p>Council has stated that its assessment is based upon the Australian Standard for residential parking:-</p> <ul style="list-style-type: none"> • 4.8 metres long (with overhang) or • 5.4 metres long (without overhang) <p>We do not understand what is meant by the term overhang nor what it relates to and therefore request further clarification and definition.</p> <p>Assuming, however, that our property has been assessed based on accommodating 2 car spaces of 4.8 metres long:-</p> <ul style="list-style-type: none"> • Allowing for the non-usable parking space taken up by our existing inward opening gates, the length of our driveway capable of being used for parking is a maximum of 8.93 metres. • This distance of 8.93 metres falls short of two spaces of 4.8 metres each. <p>Given the above, it is not possible for the existing driveway to accommodate two car spaces each of 4.8 metres length. We therefore request that the assessment be amended to effect that we have one off street space and will be eligible to receive one permit.</p> <p>We look forward to your response. To avoid any uncertainty as to the above, we would welcome the opportunity to meet on-site with a Council representative.</p>
2023/631652	<p>I am concerned about the impact of the Fairlight Parking Permit Scheme on parking and traffic flow on Cohen Street Fairlight. Perhaps Cohen Street Fairlight should also become a 2P zone.</p> <p>Cohen St Fairlight is used as an arterial connecting route to Suwarrow Street.</p>

Ref	Submissions received outside Your Say
	<p>It has highly contested parking spots for construction workers for the Sydney Road Boarding house that is under construction and for commuters from the bus stops on Sydney Road.</p> <p>Backpackers sometimes leave Vans in Cohen street as well because it is the first non 2P street outside of the 2P zone.</p> <p>Perhaps Cohen Street Fairlight should also become a 2P zone.</p>
2023/618835	<p>I totally disagree with the proposal. There is never a problem for friends or family parking in Suwarrow & Baltic Streets. This decision will impact on residents visitors time. Please consider this response</p>
2023/617742	<p>Dear Council,</p> <p>If this goes ahead, it will further crowd out Sydney Road in front of us, and particularly Cohen Street on which the side of our property and garage entrance reside, each of which are already highly congested for parking and thoroughfares.</p> <p>This is currently exacerbated by all the tradies working on the huge Boarding House development at xxx, only to be replaced by masses of tenants when the Boarding House is completed, there being insufficient garage parking spaces on site for them all.</p> <p>So if this Scheme goes ahead, we must have 2P/Permit parking too in Cohen Street, to control our street parking and thoroughfares to a more reasonable level, than would otherwise be the case if we continue without 2P/Permit parking.</p> <p>And how come 2P/Permit parking already applies to our neighbouring William Street, and not to Cohen Street, when William Street is twice as wide as Cohen Street?</p> <p>Bottom line: we are already overly congested for street parking and thoroughfares. If other Fairlight streets get the 2P/Permit parking scheme and we don't, it will only shift more traffic and parkers into Cohen Street, resulting in more chaos and additional safety hazards.</p> <p>Also, isn't it about time we had a lower speed limit on Sydney Road in our immediate area, like elsewhere? Traffic volume has increased massively, and it needs to safely slow down.</p> <p>Please take these suggestions into your consideration. Thank you.</p>
2023/612487	<p>I am writing to you again about the Arthur street parking crisis which I understand you are now addressing..</p> <p>We find it impossible to park on our street.</p> <p>This has been exacerbated by the recent no parking bus stop signs that were put in front of our house number [REDACTED]</p> <p>My daughter arrives home late after night shifts to no parking so in desperation one night she parked right in front of our house, slightly past the new bus sign, and woke up the next morning to a \$275 parking fine</p> <p>These new signs mean that we have lost a further two parking spots in front of our house as we have the bus stop and a post box near our house</p> <p>We also have a number of trailers and extra cars from other streets which have been permanently parked on our street for months.</p> <p>A number of Arthur street residents do have garages which they use to store items other than cars and then they park on the street which adds to the problem.</p> <p>It would help if people with a drive way were allowed to park on their drive way taking a car off the street.</p> <p>We hope that making Arthur street two hour parking only for non residents will help.</p>

Ref	Submissions received outside Your Say
	<p>We have no garage nor space for one and we have four working adults who all own and drive a car to work so we are hoping for four parking permits. Thank you for trying to resolve this matter</p>
2023/594239	<p>The owners of [REDACTED] supports the introduction of a new 2P residential parking scheme as nominated in the information relating to NBC letter ref 2202/463181 Of 6th Sept 2023 Thank you for your efforts to date.</p>
2023/592289	<p>To whom it may concern,</p> <p>I am concerned about what you and the council are proposing. Like many families in Sydney our young adult children still live with us and they both have a vehicle to get to and from work along with caring for my elderly mother who is also a rate payer. We invested at great expense to put a garage and storage under our house several years ago due to limited space in our relatively small dwelling. This scheme that council is proposing will limit our movement and force us to park further away from our residence. A fairer and preferred way would be to issue two parking permits per dwelling. I hope you take this into consideration</p>

Document administration	
Version	1.0
Date	20/10/2023
Approval	Content provided and approved by Transport Network Team. Responsible manager: XXX
Status	Draft
Related Projects	Delete row if none
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.

ITEM 4.6	PITTWATER WARD - PACIFIC ROAD, PALM BEACH - DIVIDING BARRIER LINES
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/741637
ATTACHMENTS	1 Pacific Road, Palm Beach - Plan 2 Pacific Road, Palm Beach - Table of Consultation

GEOCODES: -33.598586, 151.320654 & -33.603131, 151.323843

REPORT

BACKGROUND

Council has received concerns from residents regarding driving behaviours and parking on Pacific Road, Palm Beach. Concerns were raised at the dog-leg bend outside of No.163 Pacific Road and the intersection of Pacific Road and Ralston Road, leading to vehicles having to drive on the wrong side of the road into oncoming traffic with inadequate sight lines.

LOCATION

- Pacific Road is a local road, where the road width varies from 6.0m to 7.5m between kerbs.
- Pacific Road has a 40km/h speed limit approved under a previous TfNSW Local Traffic Scheme.
- The section of Pacific Road under consideration lies on the dog-leg bend outside of No.163 Pacific Road and the intersection with Ralston Road, Palm Beach.
- The 191 and 192 bus route operates along Old Barrenjoey Road, as well as a number of School Bus services.
- The land use of the surrounding area is predominantly low-density residential housing.
- Parking is generally unrestricted and allows parking on both kerbside. However due to the width of the road, there are sections where the road is narrower, and parking is limited to one-side to allow for traffic to pass.
- The intersection of Pacific Road and Ralston Road is not signposted with statutory 'No Stopping' restrictions.
- There are no footpaths along this section of road.
- There are no bus services that operate on Pacific Road.

ISSUES

- Sight distances to oncoming traffic are restricted due to the bend in the road and are aggravated by the existing vegetation in the area.
- Vegetation around these two locations have been trimmed and removed to assist with sight lines.
- Residents have reported that the vehicles are persistently driving on the wrong side of the road due to the bend and when vehicles are parked on either kerbside.
- The risks of head-on collisions are increased when there are vehicles parking on the inner bend or adjacent to these locations.

PROPOSAL

Council has undertaken a review of the above location and proposes the installation of Dividing Barrier Lines on all approaches to the bend outside of No.163 Pacific Road and the intersection of Pacific Road and Ralston Road.

As it is illegal to park within 3m of Dividing Barrier Lines, the proposal would prevent parking on both sides of the road adjacent to the lines and clear from moving traffic, however, it will improve sight line issues for drivers negotiating the bend and intersection. Parking is being removed only where necessary and between areas when sight lines are reduced.

The proposed Dividing Barrier Lines help assist drivers through changes in the road, especially beneficial at curves and/or on hills. The presence of a designated trafficable lane would provide clear guidance for drivers, reducing the likelihood of unintentional encroachment into oncoming traffic. The visual cues provided by the Dividing Barrier Lines would have a natural traffic calming effect, encouraging motorists to exercise caution and reduce their speed to road conditions.

Raised pavement markers are also proposed to supplement the line marking. Raised pavement markers provide an audible and physical warning when driven over and provide visibility, especially during adverse weather conditions, and particularly at night. They help discourage traffic from travelling on or close to the centre of the road and reduce head-on crashes by providing added warnings to drivers when they deviate from the traffic lane.

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 pedestrian facilities or impact on walking paths.

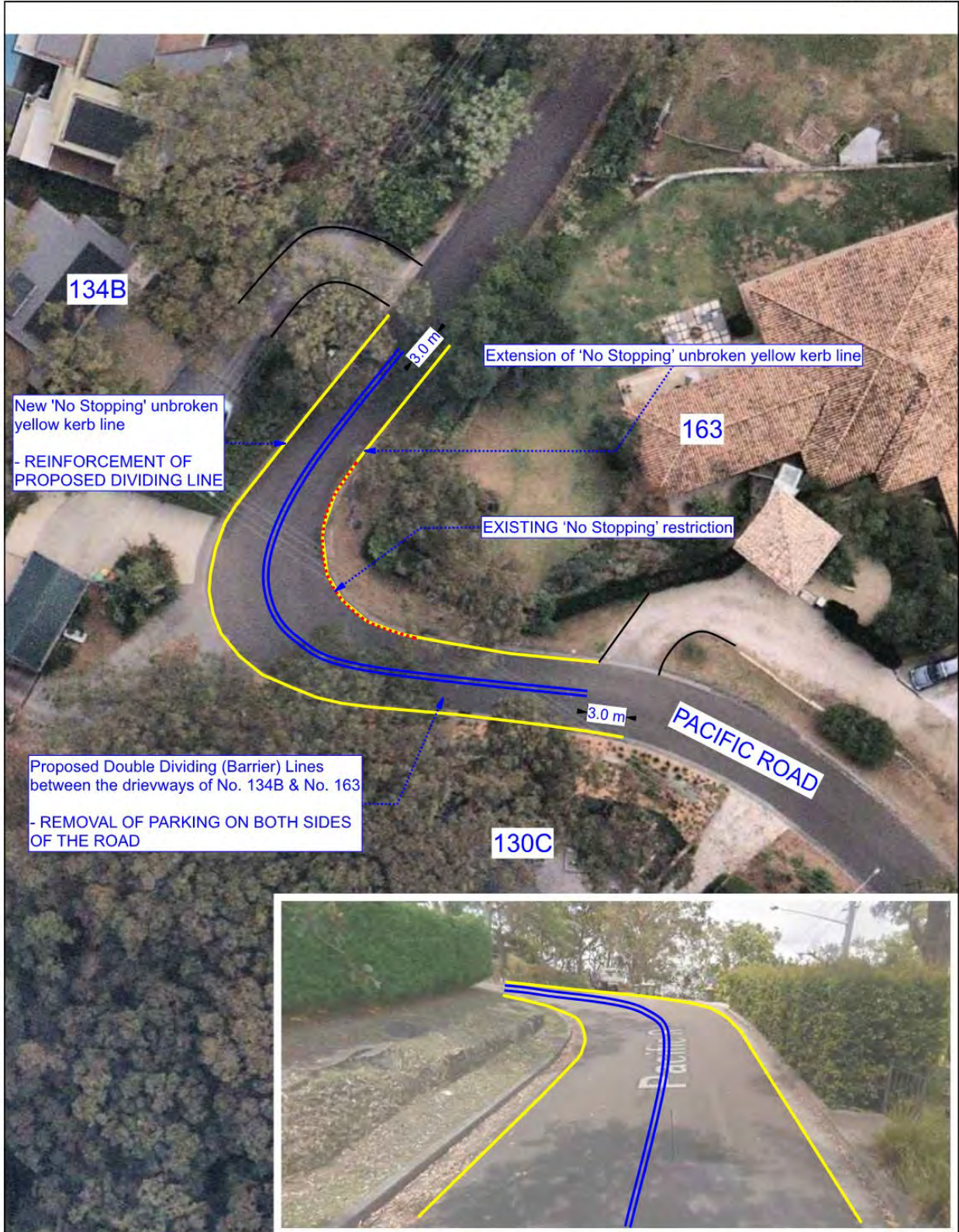
CONSULTATION

- Consultation letters have been distributed to 53 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 8 submissions were received with 6 letters of support and 2 objections to the proposal.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of Dividing Barrier Lines on the bend, between the driveway of No.134B to No.163 Pacific Road and No.163 Pacific Road, Palm Beach.
 - B. Installation of Dividing Barrier Lines on the approaches to the intersection of Pacific Road and Ralston Road, Palm Beach.
-





	PROPOSAL				
	Pacific Road, Palm Beach Pavement Markings				
	DRAWN	LC	APPROVED		
	LAYOUT	1 OF 1	REVISION NO.	C	DATE
					

Table of Consultation

Address	Pacific Road, Palm Beach
Proposal	Dividing Barrier Lines

Properties Consulted	53
Responses Received	8
Support	6
Do Not Support	2

Issue	Resident Comment	Council Response
Supports the proposal	- Resident supports the proposal for improving traffic flow and safety due to tradespeople parking and near-miss accidents.	- Council recognizes the support and will taking into account resident's concerns.
Proposal not required	- Resident does not support the proposal and observe no issues or parking issues. - Resident does not support the proposal and suggests extending the existing No Stopping Unbroken Yellow Line to No. 161 Pacific Road would resolve issues.	- Residents comments are noted. However, the proposed Dividing Barrier Lines help assist drivers through changes in the road, especially beneficial at difficulty curves and/or on hills. The presence of a designated trafficable lane would provide clear guidance for drivers, reducing the likelihood of unintentional encroachment into oncoming traffic and reduces the risk of crashes. - At this current time, Council will not extend the restrictions to No. 161, however Council will monitor the area in the future.

ITEM 4.7	PITTWATER WARD - EVENT: BOBBIN HEAD CYCLE CLASSIC
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2023/742418
ATTACHMENTS	1 Bobbin Head Cycle Classic - Traffic Management Plan 2 Bobbin Head Cycle Classic - Traffic Guidance Scheme 1 3 Bobbin Head Cycle Classic - Traffic Guidance Scheme 2

GEOCODES: -33.653153, 151.259830

REPORT

BACKGROUND

- Council has received correspondence from Rotary Clubs of Ku-ring-gai, St Ives, Upper Northern Beaches and Wahroonga seeking approval for the Club's annual event.
- The event is on Sunday 24 March 2024 and commences at 6:30am and concludes before 3pm.
- The Bobbin Head Cycle Classic is an organised on-road recreational ride intended to raise money for its charity partners, including other charity beneficiaries.
- Approval is required by the Local Traffic Committee and Council as the event is a Class 1 event under the TfNSW Special Event Guidelines for Special Event Planning and it involves changed traffic arrangements on Classified State Roads and crosses a number of Local Government Areas (LGA). The Traffic Management Plan (TMP) has been submitted, with Traffic Controllers and road closures located at specific locations along the route. Extracts of the Traffic Management Plan are shown in Attachment 1.
- The majority of the routes for this event have been unchanged for the past five years.

LOCATION

- The Bobbin Head Cycle Classic incorporates four events consisting of a 27km, 57km, 80km and 104km routes respectively. The size of each event is expected to be 1,600 participants.
- The 27km ride will take place entirely in Ku-ring-gai LGA while the 57km, 80km and 104km rides commence in Turramurra then travels on a circuitous route through the Hornsby Shire LGA back through Ku-ring-gai LGA before entering Northern Beaches LGA heading east on Mona Vale Road to Terrey Hills. The 57km category returns to Ku-ring-gai LGA whilst the 80km and 104km courses continue towards West Head, then proceed to Akuna Bay and Illawong Bay before returning to Terrey Hills and west on Mona Vale Road.
- The event within the Northern Beaches LGA takes place mainly on State Roads and National Parks, with some sections of the event along local roads.
- The section of the event taking place in Northern Beaches LGA starts from Mona Vale Road, Terrey Hills to West Head Road and General San Martin Drive in Ku-ring-gai Chase National Park.
- 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 route and temporarily signposting, traffic cones and/or course marshalls to direct participants.
- Portable variable message signs will be positioned prior to the event to alert road users of the detour and changes.
- There are no proposed road closures with the Northern Beaches Council LGA.
- There are lane closures proposed as part of this event on Mona Vale Road and Liberator General San Martin Drive.
- There are speed limit reductions proposed on Mona Vale Road between Wildflower Gardens, St Ives and the intersection of Myoora Road and Forestway, Terrey Hills, West Head Road between Liberator General San Martin Drive, and West Head Picnic Area and McCarr's Creek Road between West Head Road and Liberator General San Martin Drive. These roads are classified State Roads under the direct care and control of RMS.
- It is considered that the proposed changes and 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 1 event under the TfNSW Special Event Guidelines for Special Event Planning and requires a Traffic Management Plan and Traffic Guidance Scheme and support by the Traffic Committee is required prior to Council granting approval for the proposed event to proceed.
- It is recommended that the Traffic Committee support the event to be held annually for the next five years and that the item not be re-submitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.
- The Applicant will still be required to submit an Implement Traffic Control Application at least two months in advance of the event date for Council approval. The Applicant must also send copies of the Traffic Management Plan (TMP) to the Police, TfNSW, Ambulance, Fire Brigade, 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.

The event proponents have made changes to the route in response to concerns raised by residents in Terrey Hills during previous years' events.

The information will be delivered to the affected residents to provide details of a manned contact number that will be available on the day of the event and specify an estimated time of closure and the nominated time when the roads will reopen.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Approval of the implementation of the Traffic Management Plan (TMP) submitted by the Rotary Clubs of Ku-Ring-Gai, St Ives, Upper Northern Beaches and Wahroonga. 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 and provide a manned contact number on the day of the 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 residents 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

Bobbin Head Cycle Classic

Sunday 24 March, 2024

or

Sunday 15 September, 2024
(Backup)

(VERSION 1.0 - 8 SEPTEMBER 2023)



This Traffic Management Plan is approved by:

Bobbin Head Cycle Classic:

Date:

NSW Police:

Date:

Event Organiser: **Rotary Clubs of Ku-Ring-Gai Inc., Rotary Club of St Ives Inc., Rotary Club of Turramurra Inc.; Rotary Club of Upper Northern Beaches Inc. and Rotary Club of Wahroonga Inc.**

Document Author: **Paul Rickard
0416 245 693
paul@lumus.com.au**

Revision History:

Version Number	Date	Note	Status	By	Approved
1.0	8 September 2023	TMP for 2024	Issued	Paul Rickard	

TRAFFIC MANAGEMENT PLAN

Introduction

This plan has been prepared on behalf of **The Bobbin Head Cycle Classic**. It has been prepared after a comprehensive review and debrief of the previous event, which included feedback and input from the NSW Police (State Planning Unit – Traffic Operations, Major Events & Incidents Group and Ku-Ring-Gai Local Area Command), the Transport Management Centre (TMC) / RMS and the National Parks & Wildlife Service (NPWS).

Objective

It is the objective of this report to set out the means and measures by which roads may be managed to through traffic so that the event described above may take place.

The plan will include a description and detailed plan of the proposed measures, will identify and assess the impact of the proposed measures, will discuss the impact of re-assigned traffic, the proposal's effect on public transport services and what provisions are to be made for Emergency Services vehicle, heavy vehicles, cyclists and pedestrians. Furthermore, the report will assess the effect of the proposal on existing and future developments within the vicinity, the possible flow on effects for traffic in adjoining Council areas and finally will include a discussion about the requirement for a public notification process with respect to the proposal.

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic, transport and pedestrian arrangements under which the Bobbin Head Cycle Classic will operate.

In case of emergencies, or for the management of incidents, the NSW Police are not subject to the conditions of this TMP but should endeavor to inform other agencies of the nature of the incident and the Police response.

Contacts

EVENT EMERGENCY HOTLINE

TBA

Event Organiser

Rotary Clubs of Ku-Ring-Gai Inc., Rotary Club of St Ives Inc., Rotary Club of Turramurra Inc., Rotary Club of Upper Northern Beaches Inc. and Rotary Club of Wahroonga Inc.

Paul Rickard Event Co-Ordinator Mobile 0416 245 693
paul@lumus.com.au

NSW Police

Acting Inspector Andrew Hunt Phone 02 9265 4798
State Planning Unit – Police Transport & Public Safety Command
Hunt1and@police.nsw.gov.au

Sgt Alex Weissel State Planning Unit – Police Transport & Public Safety Command 02 9265 4545
ONROADEVENTS@poloce.nsw.gov.au , weis1ale@police.nsw.gov.au

Ku-Ring-Gai Local Area Command

Snr Constable Craig Bryant Phone 02 9476 9756
Brya2cra@police.nsw.gov.au

Sgt Stephen Whalley Phone 02 9476 9738
Whal1ste@police.nsw.gov.au

Transport for NSW / RMS

Traffic Management Centre
Tatjana Vranjes Jakovljevic Phone 02 8396 1647
Tatjana.VRANJES.JAKOVLJEVIC@transport.nsw.gov.au
Mobile 0408 874 580

Ku-Ring-Gai Council

Mardi Pistachia
Events Co-Ordinator Phone 9424 0980
mpistachia@kmc.nsw.gov.au Mobile 0419 621 932

Ambulance Service of NSW

Central Coast & Northern Sydney Sector Phone 02 9487 8056
ambulance-sydneynorthsector@health.nsw.gov.au Mobile

National Parks & Wildlife Service

Jennifer Batman (Events Officer) Phone:02 8289 6907
Jennifer.batman@environment.nsw.gov.au Mobile: 0437 244 997

Event First Aid

Callum Johnstone Mobile 0478 692 128
Hornsby Ku Ring Gai Division, St John Ambulance.
callum.johnstone@stjohnsnsw.com.au

Traffic Contractor
Greg Mooney
Who Dares Pty. Ltd.

Ops Manager Major Events

Phone 02 9569 9922
Fax 02 9569 9933
Mobile 0416 007 144

Other Stakeholders

Council/Landowner Name	Contact	Telephone	Email
Ku-Ring-Gai Council (Traffic)	Deva Thevaraja	9424 0871 0419 625 799	theva@kmc.nsw.gov.au
Ku-Ring-Gai Council (Events)	Mardi Pistachia	94240980	mpistachia@kmc.nsw.gov.au
Ku-Ring-Gai Council (Parks)	Sarah Jackson	94240820	sjackson@kmc.nsw.gov.au
Hornsby Shire Council	Helen Roberts	9847 6616	hroberts@hornsby.nsw.gov.au
Northern Beaches Council	Asif Hassan	9942 2526	Asif.hassan@northernbeaches.nsw.gov.au

1. Event

Bobbin Head Cycle Classic

The Bobbin Head Cycle Classic is organised by the Rotary Clubs of Ku-Ring-Gai, St Ives, Turramurra, Upper Northern Beaches and Wahroonga. The 2024 event follows the success of the events conducted annually from 2012 until 2023 (not held in 2020 due to Covid-19) and will be the 12th Event. The major changes for 2024 are set out in Annex A.

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

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

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

All rides will start and finish at Karuah Oval in Turramurra on **Sunday 24 March 2024**. (backup date is Sunday 15 September 2024).

27km Ride

- Estimated 300 riders.
- Minimum age of participant 12 years.
- Start from 7.20 am
- Dedicated e-bike and standard bike starts
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 27km. See Annex B.
- First riders expected to return by 8.15 am, last riders by 10.00 am.

57km Ride

- Estimated 500 riders.
- Minimum age of participant 12 years.
- Start from 7.10 am.
- Dedicated e-bike and standard bike starts
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, St Ives, Terrey Hills (turnaround), St Ives, cycle way to North Turramurra, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 57km. See Annex C.
- First riders expected to return by 9.00am, last riders by 1.00pm.

80km Ride

- Estimated 600 riders.
- Minimum age of participant 15 years.
- Start from 6.50 am (7:00 am if no lights on bike)
- Via Hornsby, Mt Colah, Bobbin Head and Ku-Ring-Gai Chase National Park, St Ives, Terrey Hills, McCarr's Creek Road, turnoff to West Head, Akuna Bay, Terrey Hills, St

Ives, cycle way to North Turramurra, Bobbin Head Road, Karloo Street, Evelyn Avenue and Karuah Road back to Karuah Oval. 80km. See Annex D.

- First riders expected to return by 9.30am, last riders by 1.30pm.

104km Ride

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

2. Description of route and of proposed control measures.

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

3. Pre-Sunrise Start for 104km Ride (not applicable to backup of Sunday 15 September 2024)

To reduce the potential for later traffic congestion, in particular along Mona Vale Road the 104km ride will start from 6.30am. This is after nautical twilight of 6.08 am, but prior to official sunrise at 7.02am. To help ensure the safety of participants and event staff, the following actions will be taken:

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

4. Course Signage

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

CA	Caution Cyclists Ahead
CD	Cyclists Dismount
CEIP	Cycling Event in Progress
DT	Detour
KL	Keep Left
LA	Left Arrow
NLT	No Left Turn
NRT	No Right Turn

RA	Right Arrow
RC	Road Closed
RN	Road Narrows
SD	Cyclists Slow Down
SH	Steep Hill
SF	Single File
SRCL	Side Road Closed on Left
SRCR	Side Road Closed on Right
ST	Sharp Turn Ahead
SD	Cyclists Slow Down
SH	Steep Hill
UC	Use Cycleway

5. Rider Identification

To enable Event Management, Police, Marshals and other interested parties to identify riders participating in this event and to determine which ride they have entered, we propose to provide high visibility bibs with different colours and numbers for riders in each separate route. (27km pink, starting with '2'; 57km yellow, starting with '5'; 80km green, starting with '8' and 104km blue, starting with '1'). The number classification will be further order by estimated bike riding speed. Bibs will be placed in front of the bikes' handle bars for visibility.

6. Vehicle Mitigation

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

7. Special Event Clearways

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

- a) On Mona Vale Rd, between House Number 425 and Kitchener Street on the Eastern Side. Note that this section already encompasses a Bus Stop and Left Turn Lane, and numerous driveways. A maximum of about 15 parking spaces will be affected. The reason for this request is that the kerb-side lane is quite narrow, and if parked cars are present then the riders are forced to be close to higher speed traffic in lanes 2 & 3.

8. Road Closures

The following road closures are proposed:

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

- b) Turramurra Avenue Turramurra (between Brentwood Avenue and Karuah Road), northbound lane only, from 5.00am to 3.00pm. Closure will facilitate the safe return of the riders (who will be heading west on Karuah Road and crossing Turramurra Avenue). Please refer TGS 02, 106 (Approval of Ku-ring-Gai Council required);
- c) Bobbin Head Road northbound (between the Park Gates at North Turramurra to the Park Gates at Mt Colah, from 6.15am to 9.15am. The road will be closed in a northerly (western) direction, and operate in a 'one –way' direction in the same direction as the cyclists (refer TGS 24, 25, 26, 27, 28, 29 & 30). Impacted motorists and other Park users will be able to use a detour via the Mt Colah entrance to the Park. Portable variable message signs will be positioned in the lead up to the event for up to 9 days to alert road users of the detour (refer Annex F);
- d) Warrimoo Ave St Ives (between Killeaton St and Mungarra Ave), northbound lane only, from 6.45am to 1.30pm. Closure will facilitate the safe turn by the cyclists from the Burns Road cycleway onto Warrimoo Avenue on the way out, and the safe turn by the cyclists from Warrimoo Avenue onto the cycleway on the way back to North Turramurra (refer TGS 37 and 97).
- e) Liberator General San Martin Drive northbound (between Cottage Point Road and West Head Road, from 7.30am to 12.30pm. The road will be closed in a northerly (eastern) direction, and operate in a 'one –way' direction in the same direction as the cyclists (refer TGS 62, and TGS 67 - 72). Impacted motorists and other Park users will be able to use a detour from the east via McCarr's Creek Road and West Head Road. Portable variable message signs will be positioned in the lead up to the event for up to 9 days to alert road users of the detour (refer Annex F);
- f) Woodbury Road St Ives (between Mona Vale Road and Hume Avenue), eastbound lane only, from 8.30am to 1.30pm. Closure will facilitate the safe exit from Brigidine College of the riders (who will be turning right to head west on Woodbury Road), and then be able to cross Mona Vale Road with the traffic signals. Please refer to TGS 90, and TGS 87, 88, 89 & 91. (Approval of Ku-Ring-Gai Council required).

9. Lane Closures

The following temporary lane closures are proposed:

- a) Mona Vale Road westbound, left hand lane approximately 500m east of the transition to a 60km zone into the St Ives built up area (opposite the Wildflower Gardens), from 8.30am to 1.30pm. This will allow for the safe passage of the cyclists up a very steep ascent, where the shoulder narrows to less than 1m wide (refer TGS 84). If traffic on Mona Vale Road builds up, the lane delineation may be lifted earlier;
- b) Old Pacific Highway Mt Colah at Belmont Parade. Close left lane in each direction, reduce speed to 40kph, traffic signal lights on amber, request Police to do point duty, from 6.15am to 8.45am. This will allow safe passage of cyclists making a right hand turn across Old Pacific Highway (refer TGS 22).
- c) Bobbin Head Rd Turramurra, northbound right turn lane at intersection with Burns Rd, from 8.00am to 1.45pm (refer TGS 101 and Section 13. below). This intersection will be closely monitored, and if conditions permit, the lane closure may be lifted earlier.
- d) Mona Vale Rd, Terrey Hills , left hand westbound lane at intersection with Myoora Rd/Forest Way (refer TGS 80).
- e) Burns Rd, North Turramurra, right hand turn lane from Burns Rd to Ellalong Road, from 0645 to 1330 (refer TGS 35 and 99). To allow safe passage from cyclists exiting

cycleway onto Ellalong Road. Detour for local residents via Burns Rd, Bobbin Head Road and Keats Rd.

10. Reduced speed limit from 90 kph to 60 kph

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

- a) Eastbound, between the Wildflower Gardens at St Ives to Myoora Road at Terrey Hills, from 6.00am to 11.30am (refer TGS 45 – 49);
- b) Westbound, from Forrest Way at Terrey Hills to opposite the wildflower garden at St Ives, from 6.00am to 2.00pm (refer TGS 80 – 84).

11. Reduced speed limit from 80 kph to 60 kph

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

- a) West Head Road eastbound, between Liberator General San Martin Drive and West Head Picnic Area (from 6.00am until 1.00pm);
- b) West Head Road westbound, between West Head Picnic Area and Liberator General San Martin Drive (from 6.00am until 1.00pm);
- c) Bobbin Head Rd eastbound, between Park Gates at Mt Colah to Kalkari Visitor Centre (from 6.00am until 10.00am).

12. Reduced speed limit from 60 kph to 40 kph – Old Pacific Highway

On the old Pacific Highway at Mt Colah near Belmont Parade, reduce the speed limit from 60 kph to 40 kph, from 5.30am to 9.30am (refer TGS 22 and Section 8(c) above).

13. Reduced speed limit from 60 kph to 40 kph – McCarr’s Creek Road

McCarr’s Creek Road at Terrey Hills has little or no shoulder and during the descent to the West Head Road turn-off, cyclists could encounter oncoming traffic. To improve the safety of cyclists descending, it is proposed to reduce the speed limit from 60 kph to 40 kph for traffic heading west / south west, between West Head Road and Liberator General San Martin Drive, a distance of approximately 2.8km, between the hours of 6.00am and 11.30am (TGS 58 to 60).

14. Intersection changes

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

- a) Bobbin Head Road and Burns Road Turramurra, from 8.00am until 1.45pm, change traffic direction of 3rd lane of Bobbin Head Road northbound (current right hand turn lane to Burns Road east), and use this for traffic heading south on Bobbin Head Road so that motorists do not need to cross the double yellow line to avoid cyclists. (refer TGS 101). This intersection will be closely monitored, and if conditions permit, the changes may be lifted earlier.

15. No Parking

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

- a) On Eastern Road at Turramurra, northbound lane, between Brentwood Avenue and Chilton Parade, from 5.00am and 8.00am;
- b) On Karuah Road at Turramurra, eastbound and westbound lanes, between Turramurra Avenue and Katina Street, from 5.00am and 3.00pm.
- c) On Turramurra Avenue, between Brentwood and Karuah, northbound and southbound lanes, from 5.00am until 3.00pm.
- d) On Toolang Road at North St Ives, on both the northern and southern sides, for a length of 50m west of the intersection of Memorial Ave, from 5.00am to 1.00pm. This is to mitigate the safety effect of vehicles parking close to the intersection. The Church that meets in the Public School on Sunday mornings has been consulted. (TGS 40)

16. Cycle Way

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

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

17. West Head Lookout

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

A major re-development of West Head Lookout is being planned. This may result in the closure of the loop road into West Head (refer TGS 66). If the loop road is closed, then riders will be turned around at the top of the descent or adjacent to the Resolute Bay Picnic Area Car Park.

18. King/Queen of the Mountain

To provide an incentive for corporate cycling teams and more experienced riders in the 104km and 80km events, it is proposed to offer an individually timed “uphill section”. Riders would be timed between 6.45am and 8.30 am over a distance of approximately 3.93km in length along Bobbin Head Road, starting immediately after the bridge over Cockle Creek at Bobbin Head, and finishing just before the Park entry gates near Sphinx Road (refer TGS 27 - 30).

This section of the road is sterile (potentially open only to motorists travelling in the same direction as the cyclists to North Turramurra, who would then be escorted), wholly within the National Park, and uphill.

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

19. Cut-off Times

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

Point	Rides	Time	Instruction	Rationale
KC NP Gate at Mt Colah (TGS 24)	27km, 57km, 80km and 104km	8.25am	Do not continue, return to Karuah.	Will ensure all riders are clear of KC NP (Western Section) by 9.25am
Bobbin Head Rd and Apps Ave (TGS 34)	57km, 80km and 104km	9.10am	Do not turn left, return to Karuah	Will help ensure all outbound riders are clear of Burns Rd cycleway, and unlikely to complete in time
Toolang Oval (TGS 39)	57km, 80 km and 104km	9.50 am	Return to Karuah.	Unlikely to complete ride by finish time
West Hd Rd and Lib Gen San Martin Drive (TGS 62)	104km	9.20am	Continue via Akuna Bay.	Reduces route by avoiding return loop to West Head Lookout
Booralie Rd & Nerang Avenue, Terrey Hills (TGS 54.1)	80km, 104km	9.50 am	Do not continue past Terrey Hills, return to Karuah.	Riders will not complete ride before event closure.
Terrey Hills Drink Stop at Beltana Avenue	80km, 104km	12.15 pm	Do not continue as part of the Event – please surrender your Bib	Riders will not complete the ride before event closure and marshals dismissed, traffic controls lifted.

20. Rest Stops

Rest stops will be provided at the following locations:

	Location	Address	Hours
Karuah	Karuah Oval	Karuah Road, Turramurra	6.00am to 3.00pm
St Ives	Toolang Playing Field	Crn Toolang Rd & Warrimoo Ave, St Ives	7.00am to 1.00pm
Terrey Hills	Kinka Reserve	Toorong Road & Kinka Road, Terrey Hills	7.30am to 10.45am
West Head	West Head	Resolute Bay Picnic Area Car Park	8.00am to 11.30am

13

Terrey Hills	Beltana Avenue	Nr 1 Beltana, just prior to entrance to Terrey hills Oval	8.30am to 12.30 pm
---------------------	----------------	---	--------------------

Each rest stop will have the following facilities:

- a) Snacks, water, electrolyte;
- b) Medical and first aid assistance;
- c) Toilets.

21. Course Officials

- a) Accredited Traffic Controllers from Who Dares will manage key positions as listed on the Traffic Control Plans, assisted by Police from KLAC (as appropriate);
- b) Course Marshals will be positioned along the route to marshal cyclists, assist cyclists with directions and report any issues to the command post. Their positions are shown on the TGS in orange;
- c) To complement the event signage, Way Finders will be positioned at various points (resources permitting) to assist cyclists with directions. These positions are shown on the TGS in purple;
- d) BHCC Ride Director will co-ordinate the marshals to ensure all intersections and required postings are staffed and managed; and
- e) Marshall briefings will be conducted in the fortnight leading up to the Event to ensure Marshall understand their functions and duties, along with the event guidelines the safety requirements. An outline of the briefing is provided in Annexure G

23. Event First Aid and Medical

- a) For all life threatening situations call 000 (triple 0) immediately;
- b) For major accidents and major incidents, riders and marshals will be briefed to call 000 (triple 0) immediately; render appropriate assistance and contact nearest marshal who will implement our emergency response protocol.
- c) The Event organisers will deploy:
 - i. Medical teams at identified high risk areas:
 - i. Descent into Bobbin Head; and
 - ii. Descent into West Head;
- d) For minor incidents, first aid and medical assistance will be provided as follows:
 - i. At the start/finish line (Karuah Oval), by St John Ambulance;
 - ii. At each rest stop, by St John Ambulance or a First Aid certificated volunteer;
 - iii. On course, by mobile St John Ambulance or First Aid certificated volunteer.

24. Rider Briefing, Safety and Support

- a) All cyclists will be briefed inside the front gate of the starting area at Turramurra/Karuah Oval prior to their participation in the event. An outline of the briefing is provided in Annexure H;

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

25. Command and Control

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

26. Assessment of public transport services affected.

- a) Contact will be made with the bus operators (Transdev and Forest Coach Lines) to advise them of the event. There is no requirement to re-route local public bus services. Bus routes that share part of the route generally operate lower frequency services on Sundays. Marshals will be instructed to hold back riders at least 10 metres from bus stops when buses approach.
- b) Buses for the Royal Easter Show are expected to be in operation along Mona Vale Road (westbound);
- c) Participants will be encouraged to use public transport to get to/depart from the event. The proximity of Turramurra and Warrawee Railway Stations means that it is only a short ride from each of the stations to Karuah Oval. Some minor overcrowding may be experienced at Turramurra Station between 0530 and 0730 hrs. Contact will be made with CityRail to advise them of the event;
- d) As of August 2023, we are not aware of any planned track work on the North Shore Railway Line on Sunday 24 March 2024. This will be checked closer to the event date as the City Rail work schedule becomes available.

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

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

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

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

29. Public notification process

- i) The Public will be notified of the event via VMS boards placed in advance at key points, and on the RMS live traffic website. Details of the proposed portable VMS locations (to be agreed with the RMS) are listed in Annexure F.
- j) The Event Organisers will notify impacted residents around the Karuah Oval/Turrumurra Oval precinct by way of a letter drop at least seven days prior to the event and ensure that any concerns raised by those people are attended to. It is expected that around 750 homes will be contacted;
- k) The Event Organisers will also notify impacted residents around Warrimoo Avenue St Ives and Mona Vale Rd St Ives by way of a letter drop at least seven days prior to the event, and ensure that any concerns raised by those people are attended to; and.
- l) Business operators in, and users of the Ku-Ring-Gai Chase National Park will be notified in accordance with a communications plan being developed with the Events Team of the National Parks & Wildlife Service.

30. Contingency Plan

If the weather conditions are expected to be extreme, or if the Police otherwise direct, the Event Organisers will cancel or postpone the event. The Event Organisers will endeavour to broadcast any cancellation or postponement message on the BHCC website no later than 7.00pm on Saturday 23 March 2024 and will attempt to send participants an SMS message (where a mobile contact number has been provided).

In the Event is postponed, a back-up date of Sunday 15 September 2024 has been reserved.

31. Conclusion

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

Attachments

Annex A	Changes – 2024 compared to 2023
Annex B	27km course route street by street
Annex C	57km course route street by street
Annex D	80km and 104km course routes street by street
Annex E	King of the Mountain – Submission under s115 Road Transport Act 2013
Annex F	Portable VMS
Annex G	Instructions to Marshalls
Annex H	Instructions to Riders
Annex I	Event Radio Communications Plan
Annex J	Insurance Certificate of Currency

Traffic Guidance Schemes

- 01a to 106 (27km, 57km, 80km and 104km rides)

Risk Assessment and Management Plan

Annex A – Changes for 2024 Event

Set out below are the proposed changes to the plan for the 2024 Event compared to the 2023 Event:

- Upper Northern Beaches Rotary Club Inc. has joined the Event. The organisers are now the Rotary Clubs of Ku-Ring-Gai, St Ives, Turramurra, Upper Northern Beaches and Wahroonga.
- Turramurra Avenue, between Brentwood and Karuah, will be 'no parking' between 0500 and 1500 (northbound and southbound lanes);
- Road closure at Brentwood and Turramurra Avenue, northbound lane (TGS 2) will be strictly enforced with Residents requested to detour via Ku-Ring-Gai Avenue, Karuah Avenue and Turramurra Avenue (southbound)
- Outbound cyclists (57km, 80km and 104km rides) heading from North Turramurra to St Ives will now proceed down Keats Rd rather than Apps Avenue (TGS 34 and 34.1)
- To improve safety for returning cyclists exiting the cycleway at North Turramurra onto Ellalong Road, motorists heading north west will be prevented from making a right hand turn from Burns Road into Ellalong Road from 0645 to 1330 (TGS 35 and 99). Detour for residents via Burns Rd, Bobbin Head Rd and Keats Road.
- Minor changes to marshal positions (following feedback from 2023 Event)
- Removal of references to Covid 19 Safety Plan and covid arrangements

Annex B – 27km Course Route Street by Street

Direction	KM's	At/On	Orientation	Notes
Start	0km	Karuah Road	West	Start on Karuah Rd
Right	0.05	Eastern Road	North	Right turn immediately to Eastern Road
Left	1.4	Burns Road	West	Turns left into Burns Road
Straight	2.4	Cleveland St	West	Continue through Cleveland/Burns intersection
Left	2.8	Coonanbarra Rd	South	Left turn into Coonanbarra Rd
Right	3.2	Millewa Ave	North-West	Right turn into Millewa Ave
Straight	3.6	Alexandria Pde	North-West	Continue straight into Alexandria Parade
Straight	4.0	Myra Street	North-West	Continue straight through traffic lights
Right	4.7	Romsey Street	North	Right turn into Romsey Street
Left	5.1	Edgeworth David	West	Left turn into Edgeworth David Avenue
Right	5.5	Pacific Highway	North	Right turn at lights, across rail bridge into "old" Pacific Highway
Straight	7.2	Galston Road	North	Continue straight through Galston Rd/Pacific Hwy intersection
Straight	8.0	Jersey Rd Nth	North	Continue straight through Jersey Rd Nth/Pacific Hwy intersection
Right	9.6	Yirra Road	East	Continue across Pacific Highway/ Yirra Road intersection, through traffic lights
Right	9.7	Belmont Parade	South	Right turn into Belmont Parade
Left	9.8	Ku-Ring-Gai Chase Rd	East	Left turn into Ku-Ring-Gai Chase Rd
Straight	13.8	Kalkari Ku-Ring-Gai Chase Rd	North	Continue to Bobbin Head
Straight	17.0	Bobbin Head Rd	South-East	Continue across bridge into Bobbin Head Rd
Straight	20.9	Bobbin Head Rd	South	Continue straight through Park Gates
Straight	22.1	Bobbin Head Rd	South	Continue straight through roundabout at Curagul Rd
Straight	24.8	Burns Road	South	Continue Straight through traffic lights
Right	25.4	Karlool Street	West	Right turn into Karlool Street
Left	25.6	Evelyn St	South	Left turn into Evelyn Street
Straight	25.8	Wolsten Avenue	West	Straight across Wolsten Avenue
Right	26.0	Karuah Road	West	Right turn into Karuah Road
Straight	26.3	Turramurra Ave	West	Across Turramurra Ave and FINISH

Annex C – 57km Course Route Street by Street

Direction	KM's	At/On	Orientation	Notes
Start	0km	Karuah Road	West	Start on Karuah Rd
Right	0.05	Eastern Road	North	Right turn immediately to Eastern Road
Left	1.3	Burns Road	West	Turns left into Burns Road
Straight	2.4	Cleveland St	West	Continue through Cleveland/Burns intersection
Left	2.7	Coonanbarra Rd	South	Left turn into Coonanbarra Rd
Right	3.1	Millewa Ave	North-West	Right turn into Millewa Ave
Straight	3.5	Alexandria Pde	North-West	Continue straight into Alexandria Parade
Straight	3.9	Myra Street	North-West	Continue straight through traffic lights
Right	4.6	Romsey Street	North	Right turn into Romsey Street
Left	5.0	Edgeworth David	West	Left turn into Edgeworth David Avenue
Right	5.4	Pacific Highway	North	Right turn at lights, across rail bridge into "old" Pacific Highway
Straight	7.1	Galston Road	North	Continue straight through Galston Rd/Pacific Hwy intersection
Straight	7.9	Jersey Rd Nth	North	Continue straight through Jersey Rd Nth/Pacific Hwy intersection
Right	9.5	Yirra Road	East	Continue across Pacific Highway/ Yirra Road intersection, through traffic lights
Right	9.6	Belmont Parade	South	Right turn into Belmont Parade
Left	9.7	Ku-Ring-Gai Chase Rd	East	Left turn into Ku-Ring-Gai Chase Rd
Straight	13.7	Kalkari Ku-Ring-Gai Chase Rd	North	Continue to Bobbin Head
Straight	16.9	Bobbin Head Rd	South-East	Continue across bridge into Bobbin Head Rd
Straight	20.9	Bobbin Head Rd	South	Continue straight through Park Gates
Straight	22.0	Bobbin Head Rd	South	Continue straight through roundabout at Curagul Rd
Left	24.5	Keats Rd	East	Left turn into Keats Rd
Right	25.0	Ellalong Road	South	Right turn into Ellalong Road
Left	25.2	Burns Rd (cycle way)	South-East	Left turn into cycle way running adjacent to Burns Road
Left	25.7	Warrimoo Avenue	North	Left turn from cycle way into Warrimoo Avenue
Right	27.0	Toolang Road	East	Right turn into Toolang Road
Right	27.4	Memorial Avenue	South	Right turn into Memorial Avenue
Straight	27.7	Mudies Avenue	South	Continue straight through roundabout at Mudies Avenue
Left	28.1	Lincoln Road	East	Left turn into Lincoln Rd
Left	28.2	Kenthurst Rd	North	Left turn into Kenthurst Rd
Right	28.3	Douglas Street	East	Right turn into Douglas Street
Left	28.8	Mona Vale Road	North	Left turn into Mona Vale Road
Left	34.6	Myoora Road	North	Left turn at traffic lights into Myoora Road
Straight	35.8	Aumuna Rd	North-East	Straight through roundabout at Aumuna Road
Left	36.8	Cooyong Rd	West	Left turn at roundabout into Cooyong Road
Right	37.7	Kallaroo Rd	North	Right turn into Kallaroo Rd
Left	38.1	Tooronga Road	West	Left turn into Tooronga Road
Right	39.6	Kinka Road	North	Right turn into Kinka Road
Right	39.7	Booralie Road	East	Right turn into Booralie Road (turnaround)
Right	42.4	Myoora Rd	South-West	Right turn into Myoora Road
Straight	42.8	Cooyong Road	South-West	Straight through roundabout at Cooyong Road
Straight	43.8	Aumuna Rd	South-West	Straight through roundabout at Aumuna Road
Right	45.1	Mona Vale Road	South-West	Right at traffic lights onto Mona Vale Road
Left	50.3	Brigidine College	South	Left turn into Brigidine College Car Park
Right	50.5	Woodbury Road	West	Right turn into Woodbury Rd (from car park exit)
Straight	50.5	Mona Vale Road	West	Straight across Mona Vale Rd at traffic lights
Left	50.9	Warrabina Ave	South	Left turn into Warrabina Ave
Right	51.1	Bundabah Ave	South -West	Half -right turn at Bundabah Ave, continue along Warrabina Ave
Right	51.2	Douglas St	West	Right turn into Douglas St
Right	51.5	Kenthurst Rd	North	Right turn into Kenthurst Rd
Left	51.8	Mudies Road	West	Left turn into Mudies Road
Right	52.0	Memorial Avenue	North	Right turn into Memorial Avenue
Left	52.5	Toolang Road	West	Left turn into Toolang Road

ATTACHMENT 1 : BOBBIN HEAD CYCLE CLASSIC - TRAFFIC MANAGEMENT PLAN - ITEM 4.7 - NORTHERN BEACHES COUNCIL MEETING - 6 FEBRUARY 2024

Left	52.7	Warrimoo Avenue	South	Left turn into Warrimoo Avenue
Right	54.1	Burns Rd (cycle way)	West	Right turn onto cycle way running adjacent to Burns Road
Right	54.6	Ellalong Road	North	Right turn into Ellalong Road
Left	54.7	Apps Avenue	West	Left turn into Apps Avenue
Left	55.2	Bobbin Head Rd	South-West	Left turn into Bobbin Head Road
Straight	55.3	Burns Road	South	Straight across traffic lights at Burns Rd/Bobbin Head Rd intersection
Right	55.9	Karlo Street	West	Right turn into Karloo Street
Straight	56.0	Fairlawn Avenue	West	Straight across Fairlawn Avenue
Left	56.1	Evelyn Avenue	South	Left turn into Evelyn Avenue
Straight	56.3	Wolsten Avenue	West	Straight across Wolsten Avenue
Right	56.5	Karuah Road	West	Right turn into Karuah Road
Straight	56.9	Turramurra Ave	West	Across Turramurra Ave and FINISH

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

Direction	KM's	At/On	Orientation	Notes
Start	0km	Karuah Road	West	Start on Karuah Rd
Right	0.05	Eastern Road	North	Right turn immediately to Eastern Road
Left	1.3	Burns Road	West	Turns left into Burns Road
Straight	2.3	Cleveland St	West	Continue through Cleveland/Burns intersection
Left	2.7	Coonanbarra Rd	South	Left turn into Coonanbarra Rd
Right	3.1	Millewa Ave	North-West	Right turn into Millewa Ave
Straight	3.5	Alexandria Pde	North-West	Continue straight into Alexandria Parade
Straight	3.9	Myra Street	North-West	Continue straight through traffic lights
Right	4.6	Romsey Street	North	Right turn into Romsey Street
Left	5.0	Edgeworth David	West	Left turn into Edgeworth David Avenue
Right	5.4	Pacific Highway	North	Right turn at lights, across rail bridge into "old" Pacific Highway
Straight	7.1	Galston Road	North	Continue straight through Galston Rd/Pacific Hwy intersection
Straight	7.9	Jersey Rd Nth	North	Continue straight through Jersey Rd Nth/Pacific Hwy intersection
Right	9.5	Yirra Road	East	Continue across Pacific Highway/ Yirra Road intersection, through traffic lights
Right	9.6	Belmont Parade	South	Right turn into Belmont Parade
Left	9.8	Ku-Ring-Gai Chase Rd	East	Left turn into Ku-Ring-Gai Chase Rd
Straight	13.8	Kalkari Ku-Ring-Gai Chase Rd	North	Continue to Bobbin Head
Straight	16.9	Bobbin Head Rd	South-East	Continue across bridge into Bobbin Head Rd
Straight	20.9	Bobbin Head Rd	South	Continue straight through Park Gates
Straight	22.0	Bobbin Head Rd	South	Continue straight through roundabout at Curagul Rd
Left	24.5	Keats Rd	East	Left turn into Keats Road
Right	25.0	Ellalong Road	South	Right turn into Ellalong Road
Left	25.2	Burns Rd (cycle way)	South-East	Left turn into cycle way running adjacent to Burns Road
Left	25.7	Warrimoo Avenue	North	Left turn from cycle way into Warrimoo Avenue
Right	27.0	Toolang Road	East	Right turn into Toolang Road
Right	27.5	Memorial Avenue	South	Right turn into Memorial Avenue
Straight	27.8	Mudies Avenue	South	Continue straight through roundabout at Mudies Avenue
Left	28.1	Lincoln Road	East	Left turn into Lincoln Rd
Left	28.3	Kenthurst Rd	North	Left turn into Kenthurst Rd
Right	28.4	Douglas Street	East	Right turn into Douglas Street
Left	28.9	Mona Vale Road	North	Left turn into Mona Vale Road
Left	34.6	Myoora Road	North	Left turn at traffic lights into Myoora Road
Straight	35.9	Aumuna Rd	North-East	Straight through roundabout at Aumuna Road
Left	36.8	Cooyong Rd	West	Left turn at roundabout into Cooyong Road
Right	37.8	Kallaroo Rd	North	Right turn into Kalaroo Rd
Left	38.2	Tooronga Road	West	Left turn into Tooronga Road
Right	39.7	Kinka Road	North	Right turn into Kinka Road
Right	39.8	Booralie Road	East	Right turn into Booralie Road (turnaround)
Left	42.1	Nerang Avenue	North-East	Left turn into Nerang Avenue
Right	42.3	Cowrang Avenue	South-East	Right turn into Cowrang Avenue
Left	42.5	Milsted Rd	North-East	Left turn into Milsted Road
Right	42.6	Coreen Avenue	South-East	Right turn into Coreen Avenue
Left	43.0	McCarrs Creek Rd	North-East	Left turn into McCarrs Creek Road
Right	44.5	Liberator General San Martin Drive	North-East	Continue right on McCarrs Creek Road at intersect with Liberator General San Martin Dr
Left	47.3	West Head Rd	North-East	Left turn into West Head Road (to proceed to the intersection with Liberator General San Martin Drive)
Right (104km); Left (80km)	48.9	Liberator General San Martin Dr	North-East	104 km: Turn right to continue along West Head Road to West Head Lookout; 80km: Turn left into Liberator General San Martin Drive
Left (104km only)	60.6	West Head Turnaround	East	Take left fork of West Head 'one-way' loop. Turnaround at West Head Picnic Area.

ATTACHMENT 1 : BOBBIN HEAD CYCLE CLASSIC - TRAFFIC MANAGEMENT PLAN - ITEM 4.7 - NORTHERN BEACHES COUNCIL MEETING - 6 FEBRUARY 2024

Right (104km only)	72.8	Liberator General San Martin Drive	North-West	Right turn into Liberator General San Martin Drive
Straight	76.8	Akuna Bay	North	Continue straight along Liberator General San Martin Drive at Akuna Bay
Straight	81.0	Cottage Point Rd	South	Continue straight along Liberator General San Martin Dr at intersection with Cottage Point Rd
Right	84.7	McCarr's Creek Rd	South-East	Right turn into McCarr's Creek Road
Right	86.2	Coreen Avenue	West	Right turn across McCarr's Crk Rd into Coreen
Left	86.5	Garrett Avenue	South	Left turn into Garrett Avenue
Right	86.6	Beltana avenue	West	Right turn into Beltana Avenue
Straight	86.8	Cowrang Ave	North-West	Continue straight into Cowrang
Left	87.1	Nerang Ave	South-West	Left turn into Nerang
Left	87.2	Booralie Rd	South-East	Left turn into Booralie
Right	87.3	Myoora Rd	South-West	Right turn into Myoora Rd
Straight	87.6	Cooyong Road	South-West	Straight through roundabout at Cooyong Road
Straight	88.5	Aumuna Rd	South-West	Straight through roundabout at Aumuna Road
Right	89.7	Mona Vale Road	South-West	Right at traffic lights onto Mona Vale Road
Left	95.0	Brigidine College	South	Left turn into Brigidine College Car Park
Right	95.1	Woodbury Road	West	Right turn into Woodbury Rd (from car park exit)
Straight	95.1	Mona Vale Road	West	Straight across Mona Vale Rd at traffic lights
Left	95.5	Warrabina Ave	South	Left turn into Warrabina Ave
Right	95.8	Bundabah Ave	South -West	Half -right turn at Bundabah Ave, continue along Warrabina Ave
Right	95.9	Douglas St	West	Right turn into Douglas St
Right	96.1	Kenthurst Rd	North	Right turn into Kenthurst Rd
Left	96.4	Mudies Road	West	Left turn into Mudies Road
Right	96.6	Memorial Avenue	North	Right turn into Memorial Avenue
Left	97.0	Toolang Road	West	Left turn into Toolang Road
Left	97.3	Warrimoo Avenue	South	Left turn into Warrimoo Avenue
Right	98.7	Burns Rd (cycle way)	West	Right turn onto cycle way running adjacent to Burns Road
Right	99.2	Ellalong Road	North	Right turn into Ellalong Road
Left	99.4	Apps Avenue	West	Left turn into Apps Avenue
Left	99.8	Bobbin Head Rd	South-West	Left turn into Bobbin Head Road
Straight	99.9	Burns Road	South	Straight across traffic lights at Burns Rd/Bobbin Head Rd intersection
Right	100.5	Karoo Street	West	Right turn into Karoo Street
Straight	100.6	Fairlawn Avenue	West	Straight across Fairlawn Avenue
Left	100.7	Evelyn Avenue	South	Left turn into Evelyn Avenue
Straight	100.9	Wolsten Avenue	West	Straight across Wolsten Avenue
Right	101.0	Karuah Road	West	Right turn into Karuah Road
Straight	101.6	Turramurra Ave	West	Across Turramurra Ave and FINISH

Annex E

Submission under s115 Road Transport Act 2013

1. Introduction

This submission is made under s115 of The Road Transport Act 2015 and seeks permission to conduct a timed section as part of the 2024 Bobbin Head Cycle Classic.

The 2024 Bobbin Head Cycle Classic is proposed to be held on Sunday 24 March 2024 (backup date of Sunday 15 September 2024). Starting and finishing at Karuah Oval in Turrumurra, the Event offers rides of 27km, 57km, 80km and 104km in length. Organised by the Rotary Clubs of Ku-Ring-Gai, St Ives, Turrumurra, Wahroonga and Upper Northern Beaches, the purpose of the event is to raise money for our charity partners - Lifeline (Harbour to Hawkesbury), Eagles RAPS (a youth charity in Doonside), KYDS (Ku-Ring-Gai Youth Development Service), Hornsby Ku-ring-Gai Women's Shelter and a Children's Hospital in Bo, Sierra Leone (supported by Rotary).

A Traffic Management Plan, Traffic Control Plans and Risk Assessment and Management Plan has been submitted for the Bobbin Head Cycle Classic. This submission forms part of that Traffic Management Plan (Annex E) but is also provided separately to facilitate additional consideration.

2. Proposal

As part of the Bobbin Head Cycle Classic, we propose to time individual cyclists over an uphill section of approximately 3.93km in length. Wholly located within the western area of Ku-Ring-Gai Chase National Park, the timed section will be on Bobbin Head Road, southbound, starting approximately 75m past the bridge over Cockle Creek at Bobbin Head, and finishing just before the Park entry gates near Sphinx Road (refer below to TGSs 27 to 30 inclusive).

Known as the "King of the Mountain"/"Queen of the Mountain", the timed event will:

- Be open only to riders participating in the 104km, 80km and 57km rides;
- Operate between the hours of 6.45am and 8.30am only;
- Operate in a sterile part of the route – Bobbin Head Road will be closed to all northbound traffic between the hours of 6.15am and 9.15am, from the Park Gates at North Turrumurra to the Park Gates at Mt Colah. Southbound motorised traffic leaving Bobbin Head, if any, will travel in the same direction as the cyclists under escort from BHCC escort vehicles; and
- Have clearly marked start and finishing points. Signage at the end of the route will alert cyclists to the potential of oncoming traffic.

3. Purpose

The purpose of the King of the Mountain/Queen of the Mountain event is to support the efforts of corporate teams and others to raise monies for our charity partners – Lifeline, KYDS, Eagles Raps and the Hornsby Ku-Ring-Gai Women's Shelter. Prizes for the fastest male and female riders, as well as the fastest corporate team, attract registrations and most importantly, support the formation of corporate teams. These teams are critical to achieving

our fundraising target, as teams effectively “compete” to raise the most money and for the associated bragging rights.

4. Route

The route is approximately 3.93km in length. All uphill, it commences at an elevation of 33m and concludes at an elevation of 168m, an average gradient of 3.5°. Bobbin Head Road is sealed, with one northbound and one southbound lane, and narrow shoulders.

We expect that the fastest cyclist will take just over 8 minutes, 30 seconds to complete the route (an average speed of 26km per hour), and the slowest cyclist just over 30 minutes (an average speed of 7km per hour).

Traffic Guidance Schemes 27 to 30 show the route and note marshaling points.

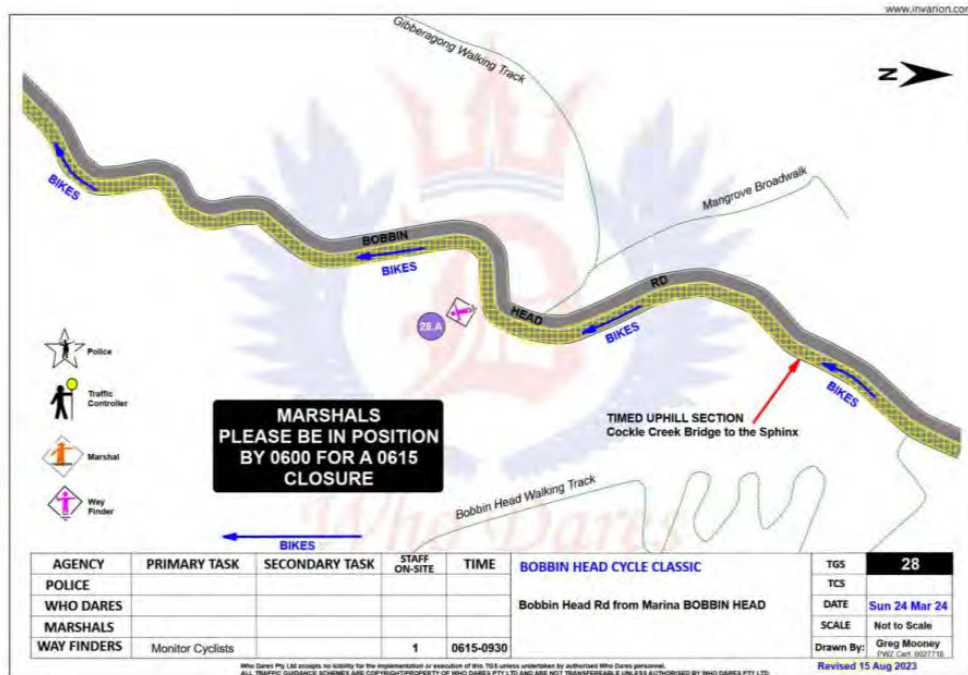
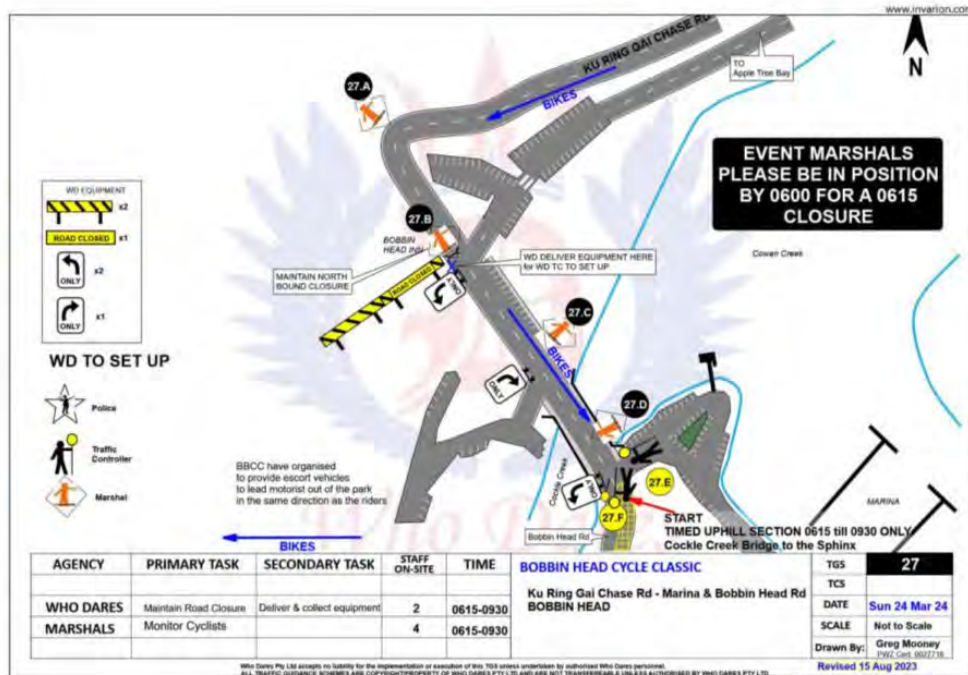
5. Safety

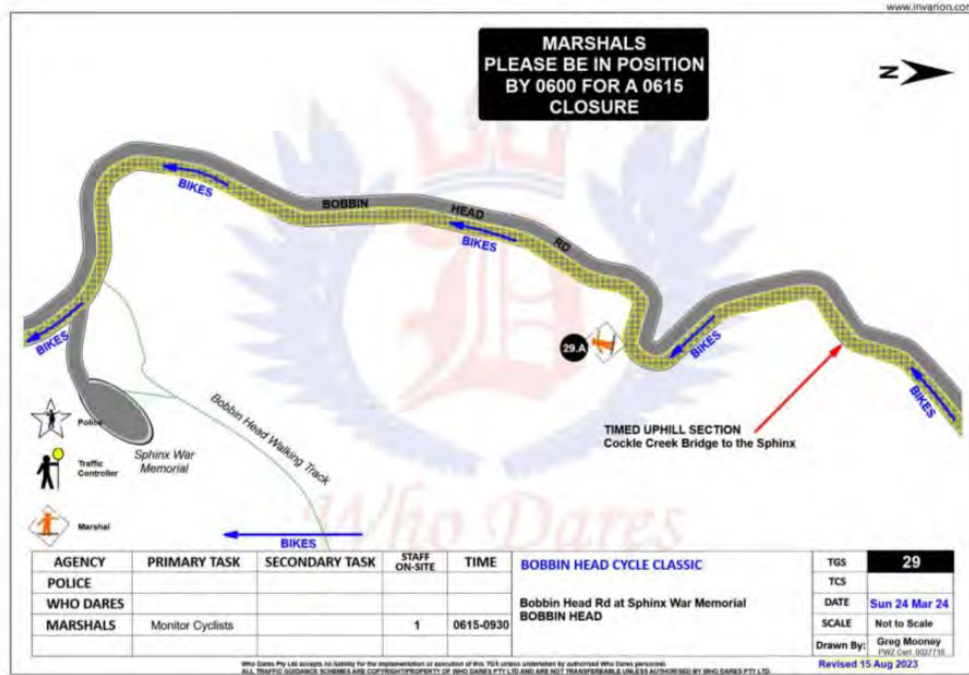
The route will be sterile (Bobbin Head Road will be closed to all northbound traffic between the hours of 6.15am and 9.15am, from the Park Gates at North Turramurra to the Park Gates at Mt Colah. Southbound motorised traffic leaving Bobbin Head, if any, will travel in the same direction as the cyclists under escort from BHCC escort vehicles). Marshals located as per TGS 27 to 30 will direct cyclists.

First Aid and Medical will be as described in Section 23 of the Traffic Management Plan and the Event’s Emergency Response Plan. Specifically to this area, a fully qualified medical team will be located near the Kalkari Visitor Centre and St John’s Ambulance first aid post at Bobbin Head (with defibrillator).

6. Signage

A detailed course signage plan has been established (refer Section 4 of the Traffic Management Plan). In addition, start and end signs for the King of the Mountain will be posted, as well as a sign at the end advising cyclists of oncoming traffic – “END OF TIMED SECTION. ONCOMING TRAFFIC AHEAD”.







Annex F – Portable VMS

	Location	Cross St	Position	Direction	Notes
1	Bobbin Head Rd, Nth Turrumurra	Apps Avenue	North of intersection with Burns Rd	Facing northbound traffic	Hire from Sat 16 Mar to Sun 24 Mar ("Bicycle Event Sun 24 Mar – no access to Bob Head 0615 to 0915)
2	Bobbin Hd Rd, Nth Turrumurra	Curagul Road,	Sth side, nr playing field	Facing northbound traffic	Hire from Sat 23 Mar to Sun 24 Mar ("No access to Bob Hd Sun 0615 to 0915, use Mt Colah")
3	Ku-Ring-Gai Chase Rd, Mt Colah	M1 Motorway	Adjacent to Park Gates	Facing eastbound traffic	Hire from Sat 16 Mar to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
4	McCarr's Creek Road, Terrey Hills	Liberator Gen San Martin Drive	Near intersection, on Lib Gen San Martin Drive (south of intersection)	Facing northbound traffic	Hire from Sat 16 Mar to Sun 24 Mar ("Cycle Event Sun 24 March – Access to Akuna Bay via West Head")
5	McCarr's Creek Road, Terrey Hills	Booralie St (roundabout)	Roundabout	Facing northbound traffic off Mona Vale Road	Hire from Sat 16 Mar to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
6	McCarr's Creek Road, Church Point	West Head Road	Near intersection, 80m east, LHS heading west	Facing westbound traffic	Hire from Sat 23 Mar to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
7	Eastern Road, Turrumurra	Rohini St	Nr intersection, western side	Facing northbound traffic	Hire from Sat 16 Mar to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
8	Mona Vale Rd	Woodbury	Sth of intersection, Western side	Facing northbound traffic	Hire for Sat 23 to Sun 24 Mar ("Cycle Event in progress")
9	Mona Vale Rd	Myoora Rd/ Forest Way	400 m east of intersection	Facing westbound traffic	Hire from Sat 23 March to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
10	Mona Vale Rd (not blocking cycle lane)	Richmond Ave	North of intersection (not blocking cycle lane)	Facing eastbound traffic	Hire from Sat 23 March to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")

ATTACHMENT 1 : BOBBIN HEAD CYCLE CLASSIC - TRAFFIC MANAGEMENT PLAN - ITEM 4.7 - NORTHERN BEACHES COUNCIL MEETING - 6 FEBRUARY 2024

11	Mona Vale Rd, Terrey Hills (not blocking cycle lane)	Forest Way	Approx 200m west of intersection (not blocking cycle lane)	Facing westbound traffic	Hire from Sat 23 March to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
12	Eastern Rd, Turramurra	Burns Rd	Approx 75m south of intersection (footpath)	Facing southbound traffic	Hire from Sat 16 March to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
13	Myoora Rd, Terrey Hills	Larool Rd	Approx 100m east of intersection	Facing eastbound traffic	Hire from Sat 16 March to Sun 24 Mar ("Cycle Event Sun 24 Mar – expect delays")
14	Ku-ring-gai Chase Rd, Mt Colah	n/a, near Kalkari Visitors Centre	Inside National Park, approx 50m north of Kalkari Visitors Centre. Approx 3.0km from Park entrance gate at Mt Colah.	Facing northbound traffic	Hire for Sat 23 to Sun 24 Mar ("Steep Descent Ahead", "Cyclists Slow Down")
15	West Head Rd	n/a Approx 11.5km from intersection with Liberator Gen San Martin Dr	Inside Park, approx 500m from West Head Lookout. In dirt apex where West Head Rd branches into one way loop.	Facing eastbound traffic.	Hire for Sat 23 to Sun 24 Mar ("Steep Descent Ahead", "Cyclists Slow Down")
16	Liberator General San Martin Drive	Cottage Point Rd	240m south of intersection, eastern side in clearing at end of Armco fence	Facing southbound traffic.	Hire for Sat 23 to Sun 24 Mar ("Two Way Traffic" flashing, "Keep Left")
17	Bobbin Head Rd, North Turramurra	Sir Frederick Scherger Dr	Just outside National Park gates, eastern side of road	Facing southbound traffic	Hire for Sat 23 to Sun 24 Mar ("Two Way Traffic" flashing, "Keep Left")

Annex G – Instructions to Marshalls

Items covered in the briefing to volunteers, who will be acting as Organizers at the Start/Finish location and Marshalls at Control Points along the route, include:

1. The Bobbin Head Cycle Classic is not a race but a community bicycle ride for bike enthusiasts, recreational riders and families.
2. All riders must conform and comply with all road rules.
3. All riders must be wearing an approved bicycle helmet and highly visible clothing otherwise they will not be allowed to participate.
4. An outline of the course must be conveyed to all riders.
5. Advise riders where drink stops are located.
6. All riders will be provided with a route map of the course they enter.
7. All marshals are briefed concerning their responsibilities. They are NOT allowed to direct traffic, stop or control any traffic movements.
8. Marshals will only support existing signage at intersections.
9. Marshals will be advised that Police may monitor and patrol course and ensure that riders comply with road rules.
10. Hold back riders at least 10 metres on side of road when required to allow buses to safely approach bus stops.
11. Rotary volunteers will erect and dismantle all signage required along the route.
12. Bike service vehicles will patrol the course to assist in a breakdown.
13. All riders will be advised that the event will cease at 1.30pm and that they must surrender their registration number if they wish to keep riding. If they continue without the registration number they are no longer to be considered involved in the event.
14. All riders are informed that in the event of an accident they must:–
 - a. Ensure their safety and that of the injured rider. Do not move the injured rider unless in danger but assist if they can move themselves.
 - b. In the event of a serious accident call 000 and state name, the event, location, type of injury and emergency services required.
 - c. Endeavour to communicate with a marshal for assistance.
 - d. First Aid will be provided on course.
 - e. We will arrange to move the participant and their bike.
 - f. We will use radio or mobile phone network to assist all riders make contact with first aid, police or ambulance as the need arises.

Annex H – Instructions to Riders

To ensure an enjoyable event for all... at all times exercise good judgement and caring behaviour on the road.

1. The "Bobbin Head Cycle Classic" is not a race but a community bicycle ride for bike enthusiasts, recreational riders and families.
2. All riders must conform and comply with all road rules and ride under police escort where stipulated.
3. All riders must wear an approved helmet otherwise they will not be allowed to participate.
4. All riders must wear highly visible or reflective clothing
5. All riders must have road worthy bicycles.
6. Respect other road users and give way when appropriate.
7. Ride predictably, beware of others and signal to them.
8. Wherever possible riders are to ride on the verge of the road.
9. Riders are to keep to left and not ride more than two abreast, there will be places where single file will be necessary.
10. Ensure you have an outline of the course you have entered.
11. Police may monitor the course and ensure all riders comply with road rules.
12. Drink stops and toilets are positioned along the course.
13. Observe all signs along the route.
14. Bike service vehicles will patrol the course, however basic bike tools, puncture repair kit and pump should be carried. In the event that you cannot continue you may be transported to the nearest railway station.
15. The event ceases at 1.30pm. If you wish to continue riding after this time you must surrender your registration number and you will no longer be considered to be involved in the event.
16. On completion riders are to report to the marshal at the Finish.
17. In the event of an accident riders must:-
 - a. Ensure their safety and that of the injured rider. Do not move the injured rider unless in danger but assist if they can move themselves.
 - b. In the event of a serious accident call 000 and state name, the event, location, type of injury and emergency services required.
 - c. Endeavour to communicate with a marshal for assistance.
 - d. First Aid will be provided on course.
 - e. We will arrange to move the participant and their bike.
 - f. We will use radio or mobile phone network to assist all riders make contact with first aid, police or ambulance as the need arises.

Annex I – Event Radio Communications Plan

(Provisional)

The Ku-ring-Gai Unit of the State Emergency Services (SES) will lead, manage and supply event radio communications. They will be supported (as necessary) by other units and personnel from the SES.

Further information for specific call signs and point names will be included as part of the Pre-Event briefing pack.

30 Portable Radios will be allocated by the SES for the event, with additional radios available on the day if they are needed. While provision will be made for most of the Attending Services (such as the Police, RMS, St Johns and the NPWS), our initial assumption is that they will have their own radios for the event.

Annex J – Insurance Certificate of Currency



Certificate of Currency

Date of Issue: 15 August 2023

We hereby certify that the under mentioned insurance policy is current as at the date of this certificate, please refer to the important notices below.

Policy Type	Public and Products Liability
Insured	The Rotary Clubs of Ku-ring-Gai, St Ives, Turramurra, Wahroonga & Upper Northern Beaches
Insurer	QBE Insurance (Australia) Limited
Policy Number(s)	AP RODIAUS PLB
Period of Insurance	From: 4.00 pm 30/06/2023 Local Standard Time To: 4.00 pm 30/06/2024 Local Standard Time
Interest Insured	QBE will pay in respect of Personal Injury or Property Damage first happening during the Period of Insurance and caused by an Occurrence within the Territorial Limits in connection with Your Business.
Limits of Liability	Public: \$50,000,000 any one Occurrence Products: \$50,000,000 any one Occurrence & in the aggregate for all injury or damage occurring during the Period of Insurance.
Territorial Limit	Anywhere in the World but subject to the Terms, Conditions and Exceptions of the Policy
Special Conditions	Subject to the existing Terms, Conditions and Exceptions of the Policy. The above-noted Insured is one of multiple insureds covered by policy number AP RODIAUS PLB. The limits of liability are aggregate limits for all named insureds under this policy. Noting NSW Police; Ku-Ring-Gai Council; Hornsby Council; Northern Beaches Council; Roads and Maritime Services; Secretary DPE, the Minister for Environment and Heritage and the Crown in the right of the State of NSW as Interested Parties for their respective rights and interests but only in respect of their vicarious liability for any negligent acts, errors or omissions of the Insured.

Further Information

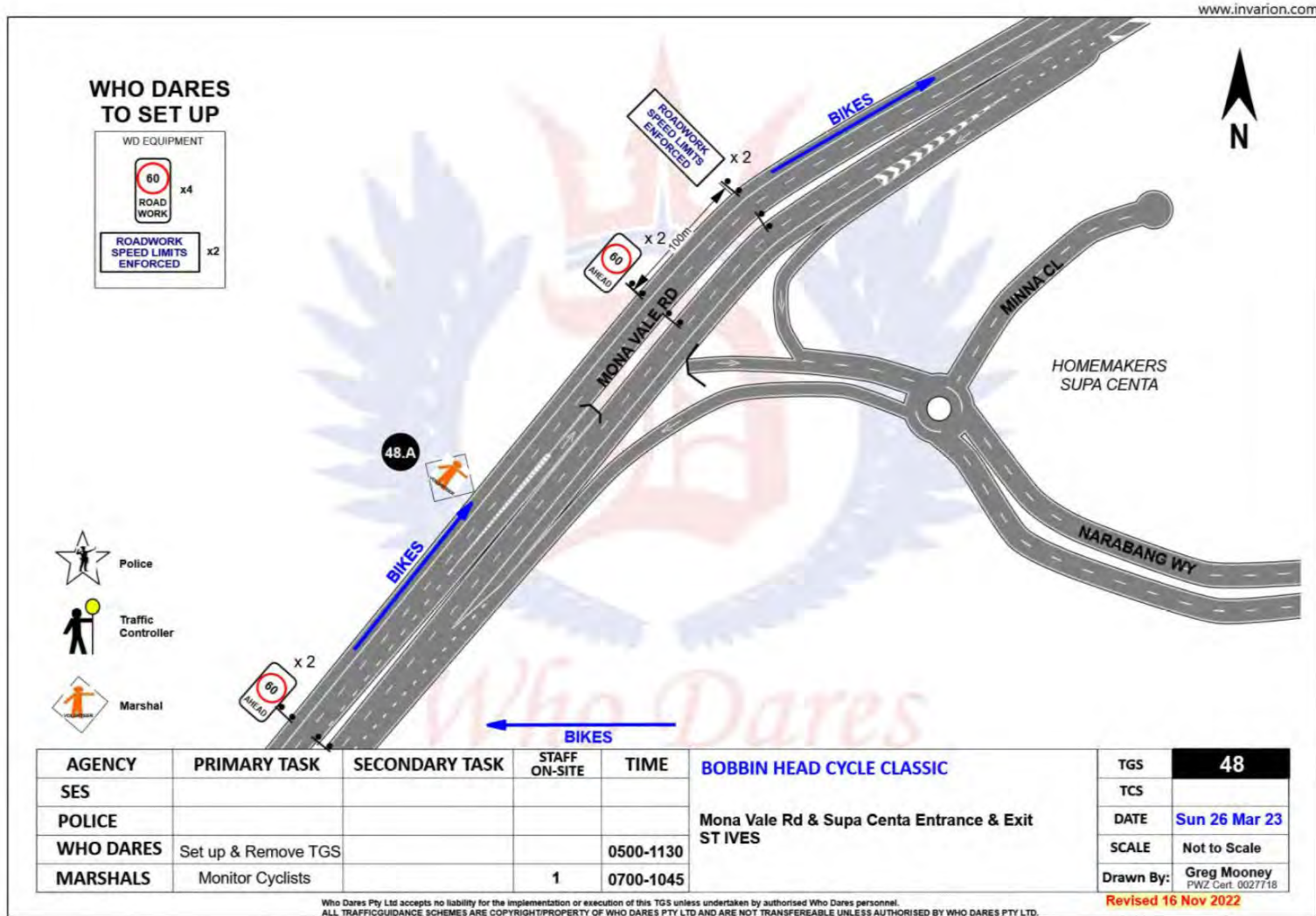
Should you have any further queries, please contact your District Insurance Officer

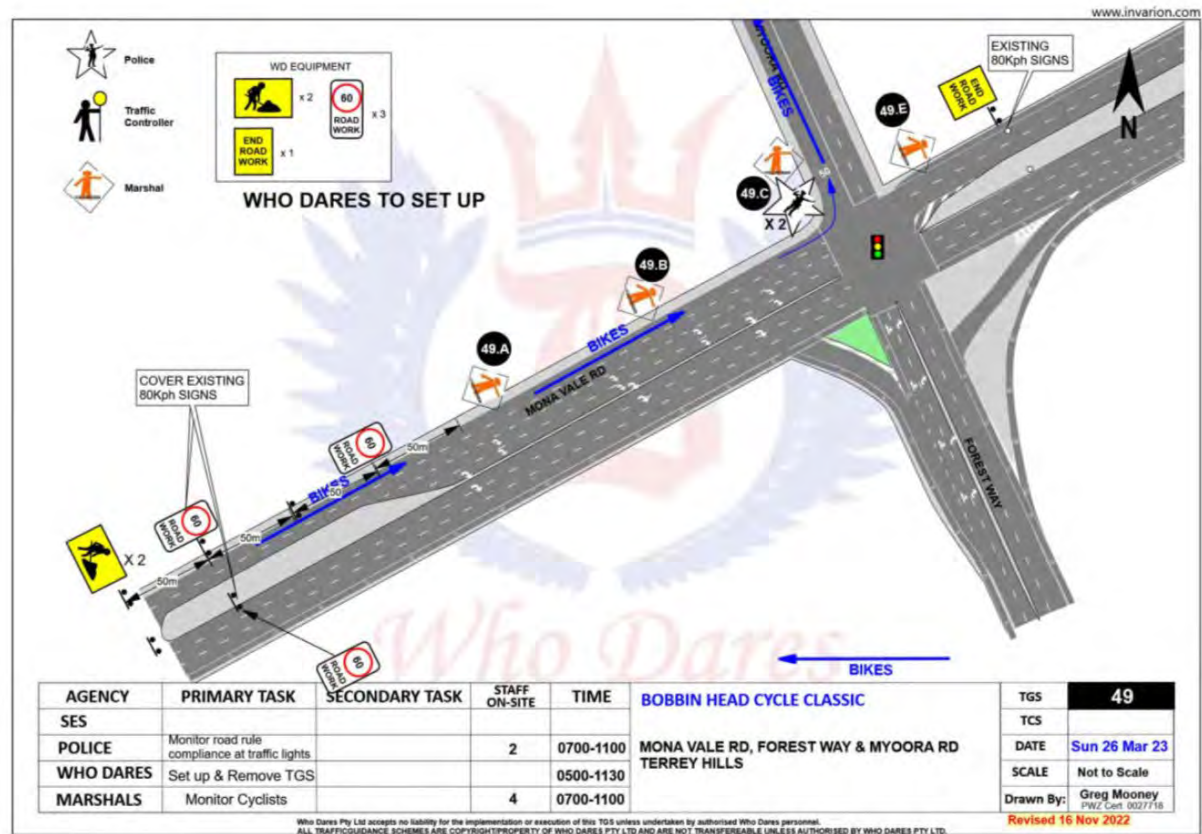
Important notes

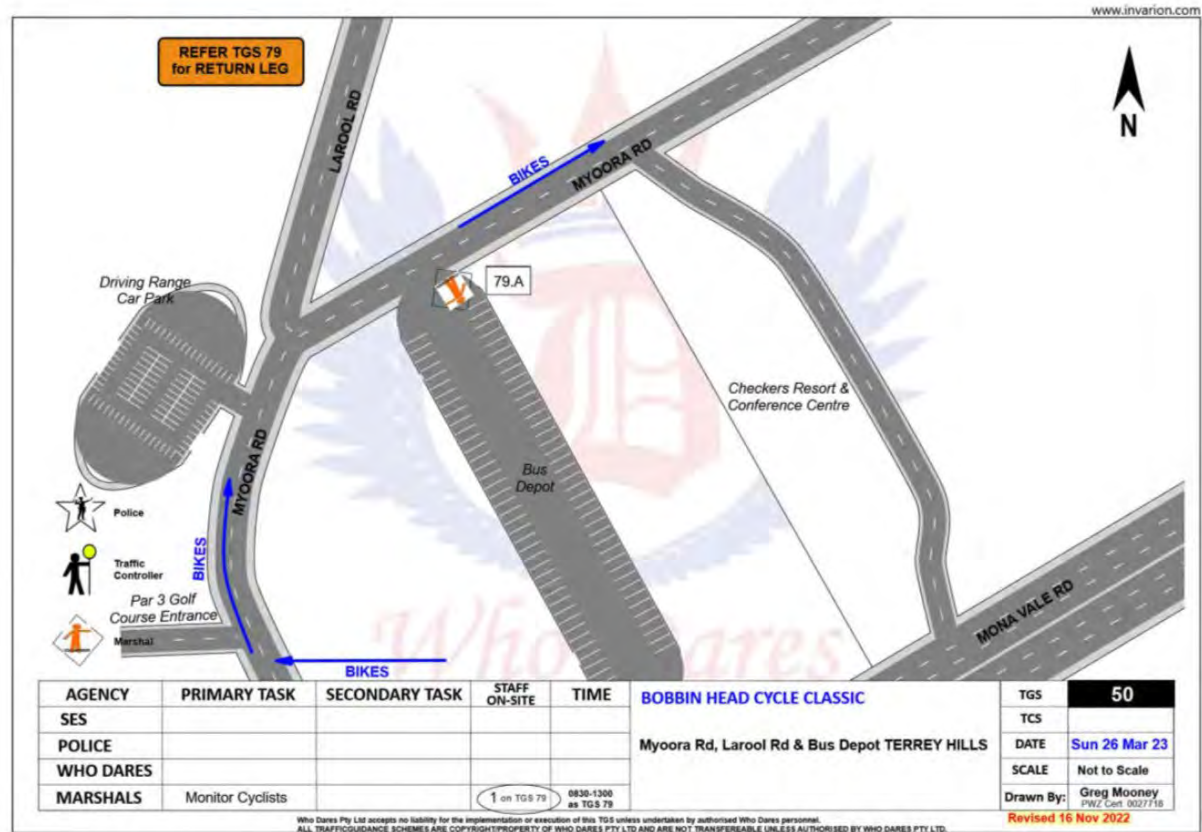
- Aon does not guarantee that the insurance outlined in this Certificate will continue to remain in force for the period referred to as the Policy may be cancelled or altered by either party to the contract, at any time, in accordance with the terms of the Policy and the Insurance Contracts Act 1984 (Cth).
- Aon accepts no responsibility or liability to advise any party who may be relying on this Certificate of such alteration to or cancellation of the Policy.
- Subject to full payment of premium
- This certificate does not:
 - represent an insurance contract or confer rights to the recipient;
 - amend, extend or alter the Policy; or
 - contain the full policy terms and conditions

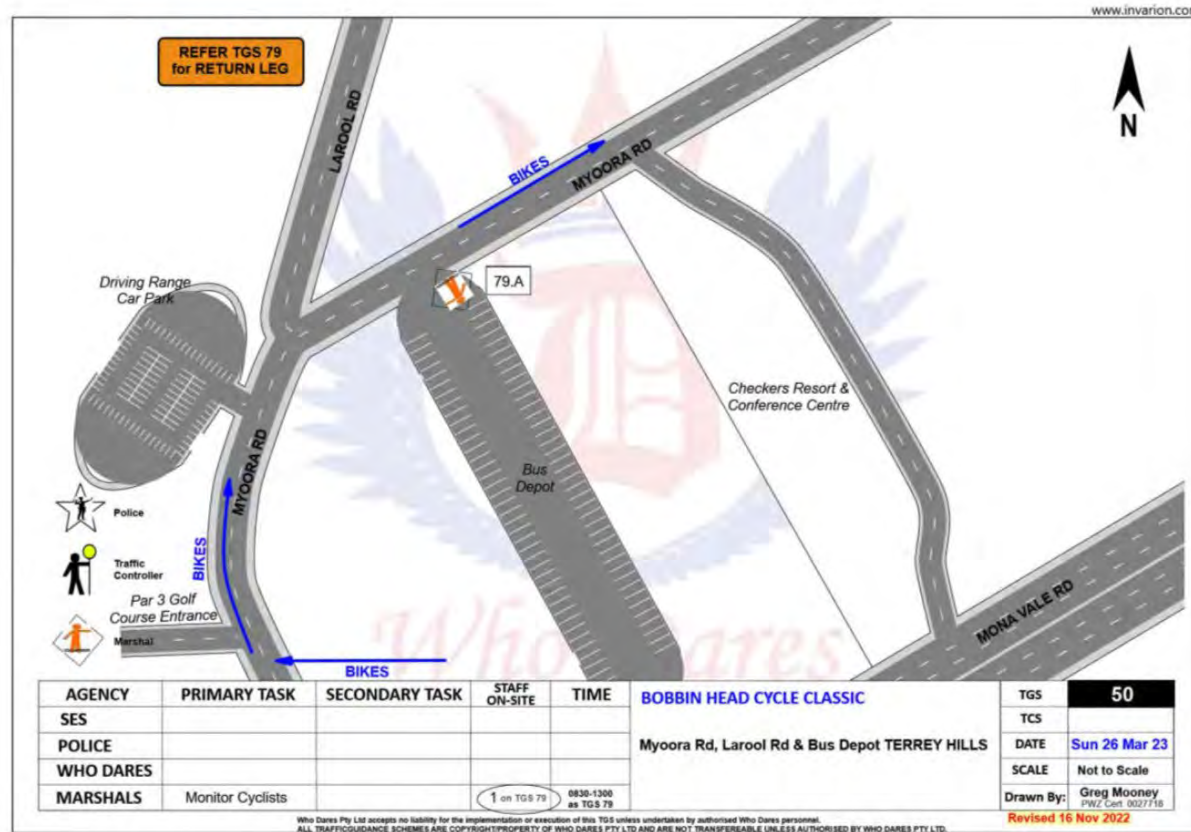
Aon Reference: ACNBNE190JW
Version: B063520

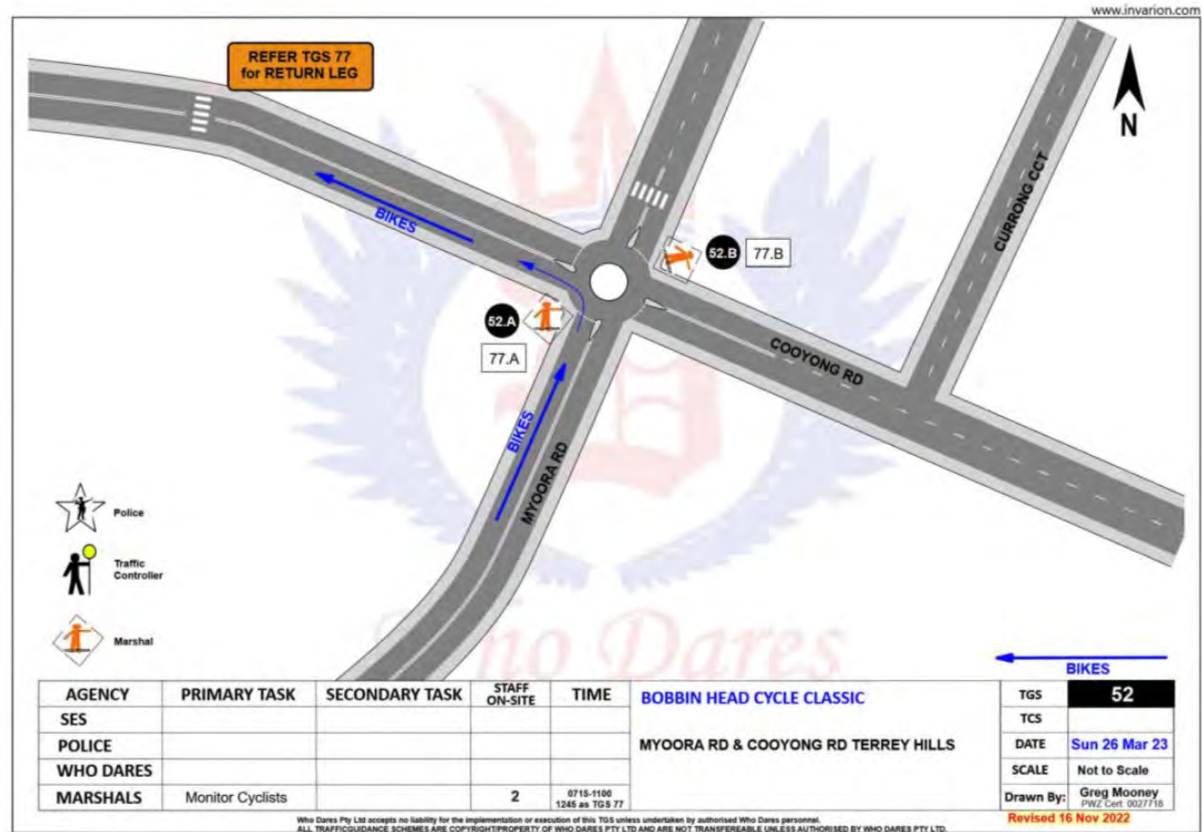
Aon Corporation Australia Limited ABN 58 004 756 772
GPO Box 65, Brisbane QLD 4001



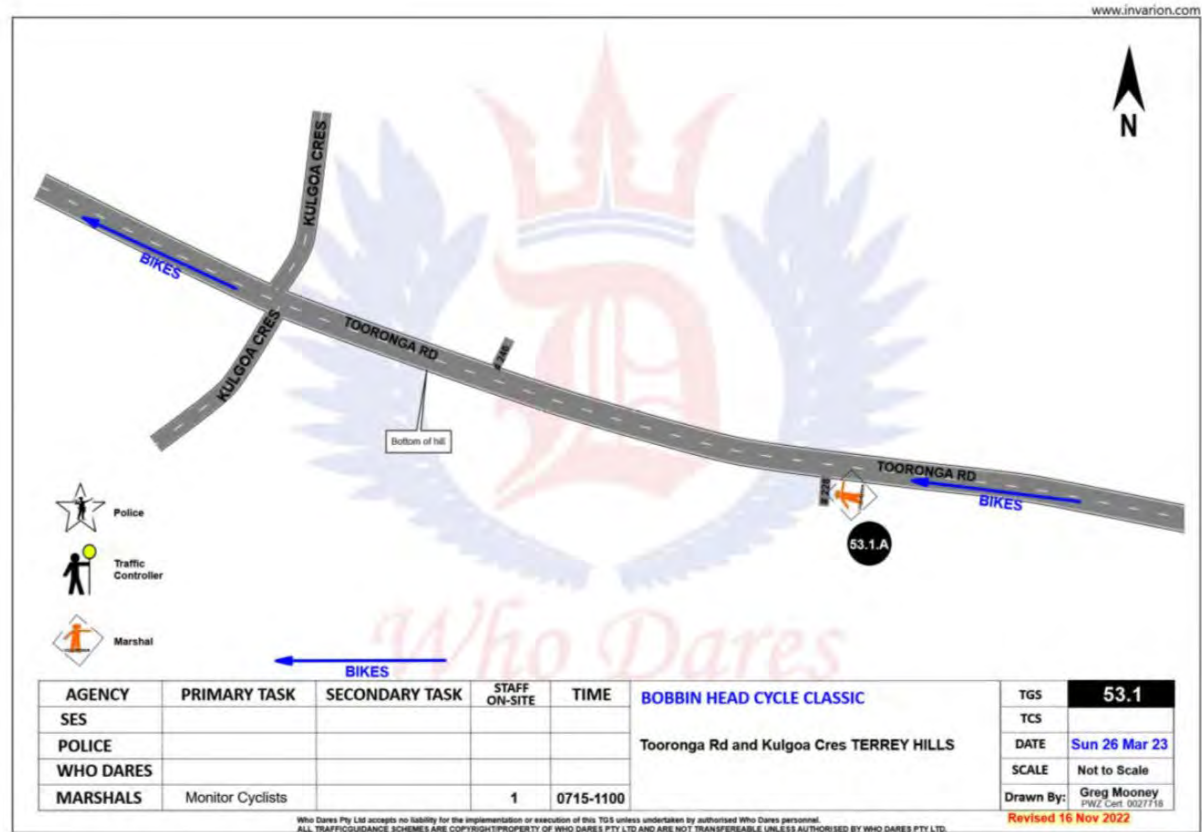


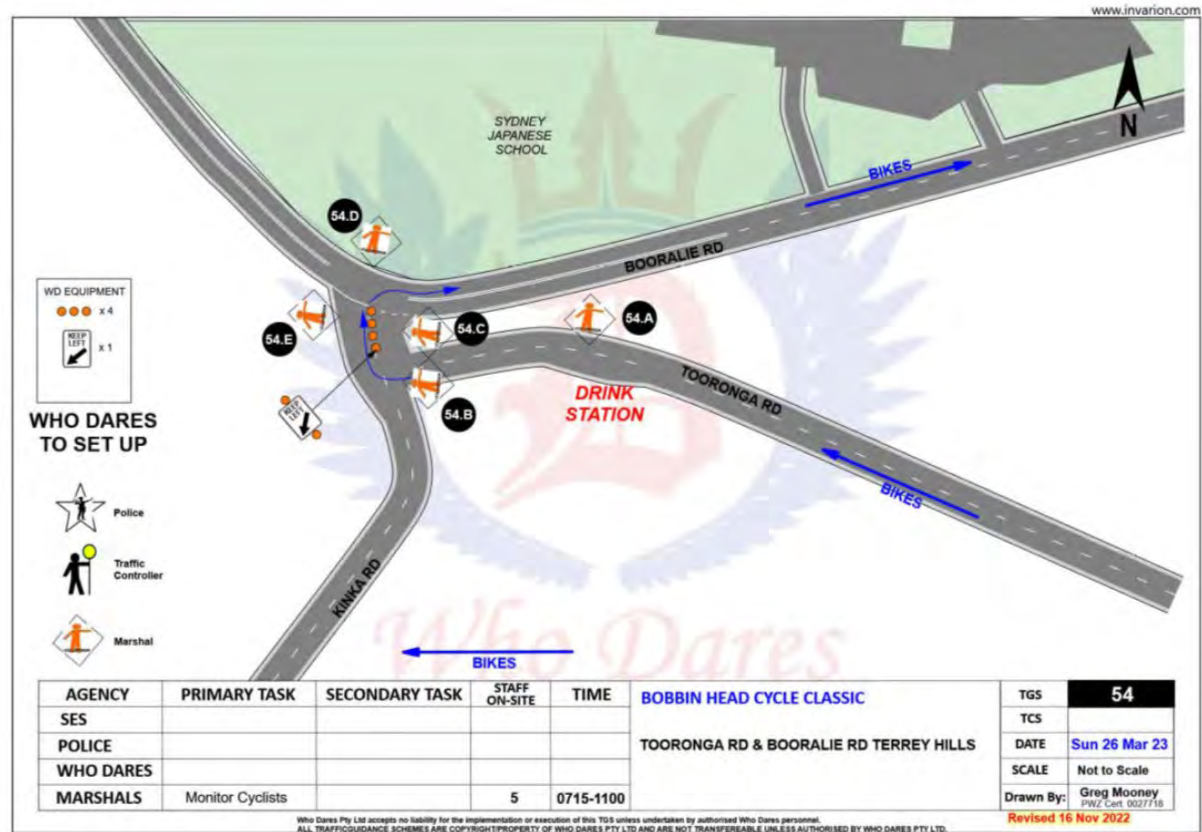








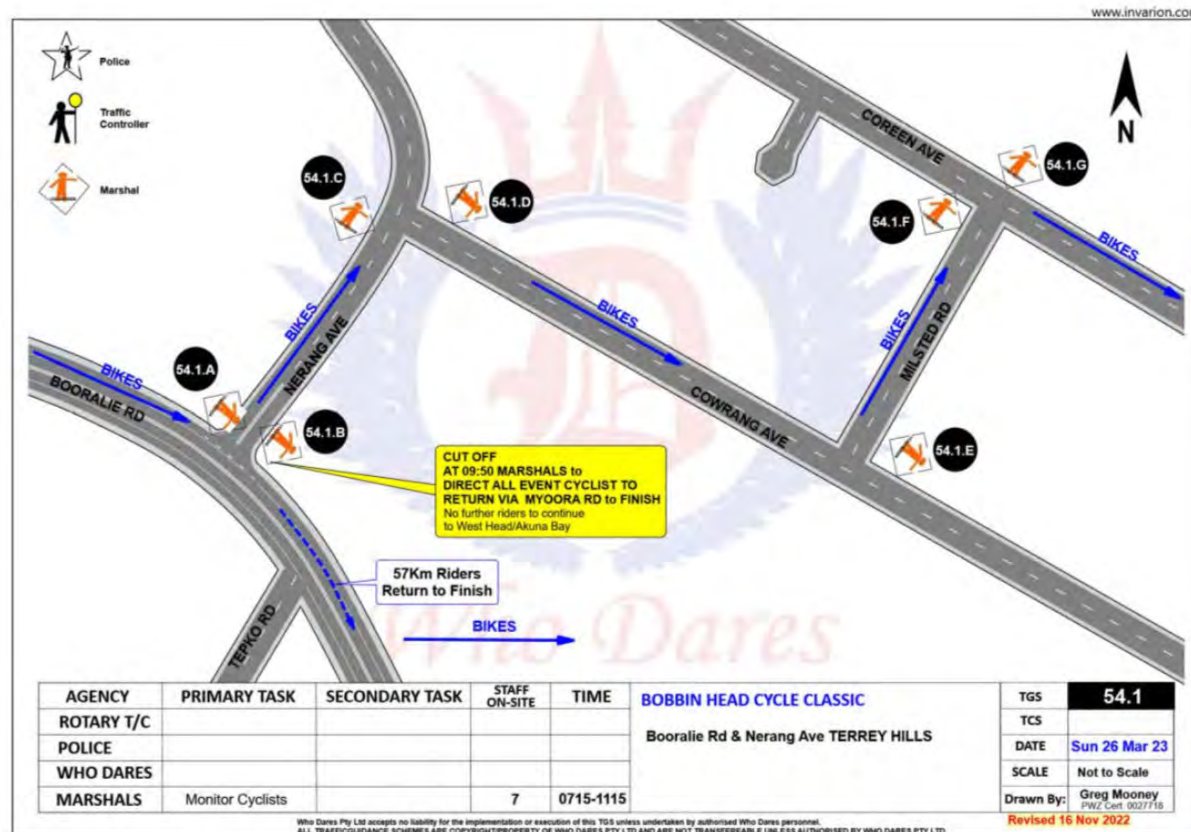


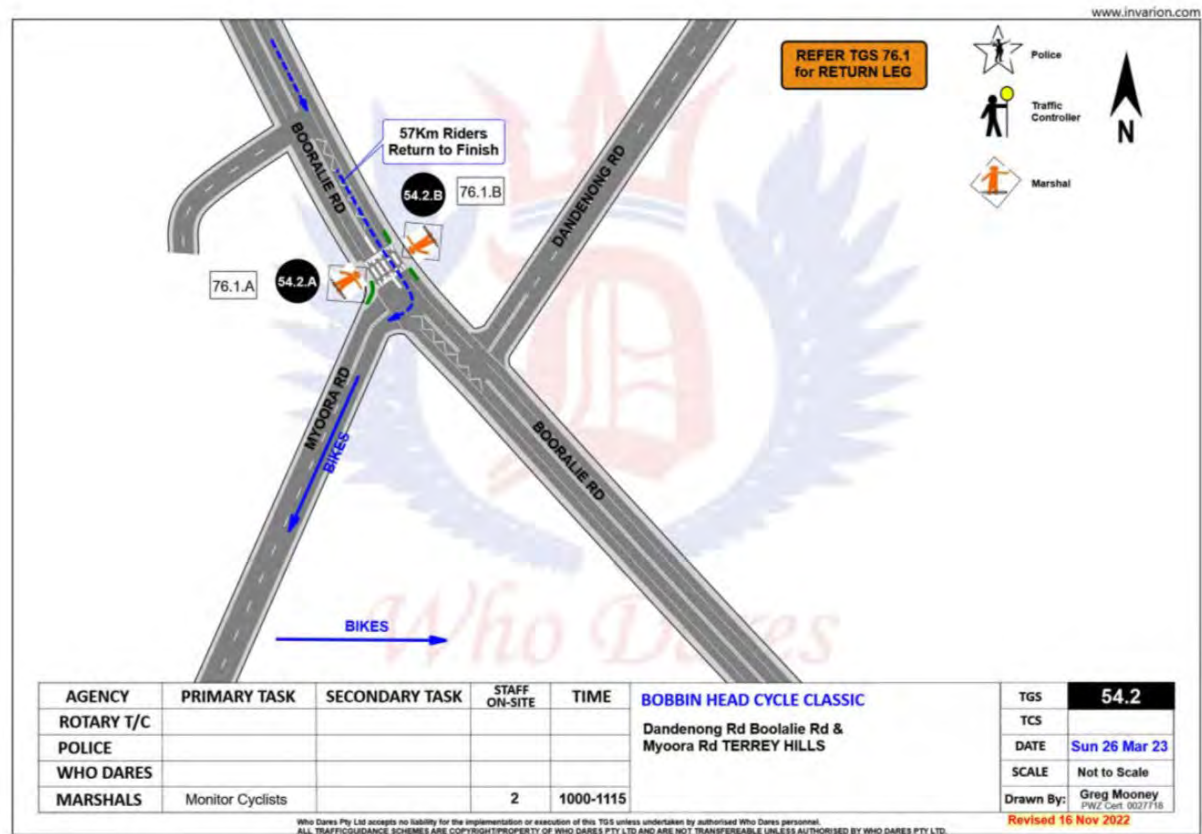


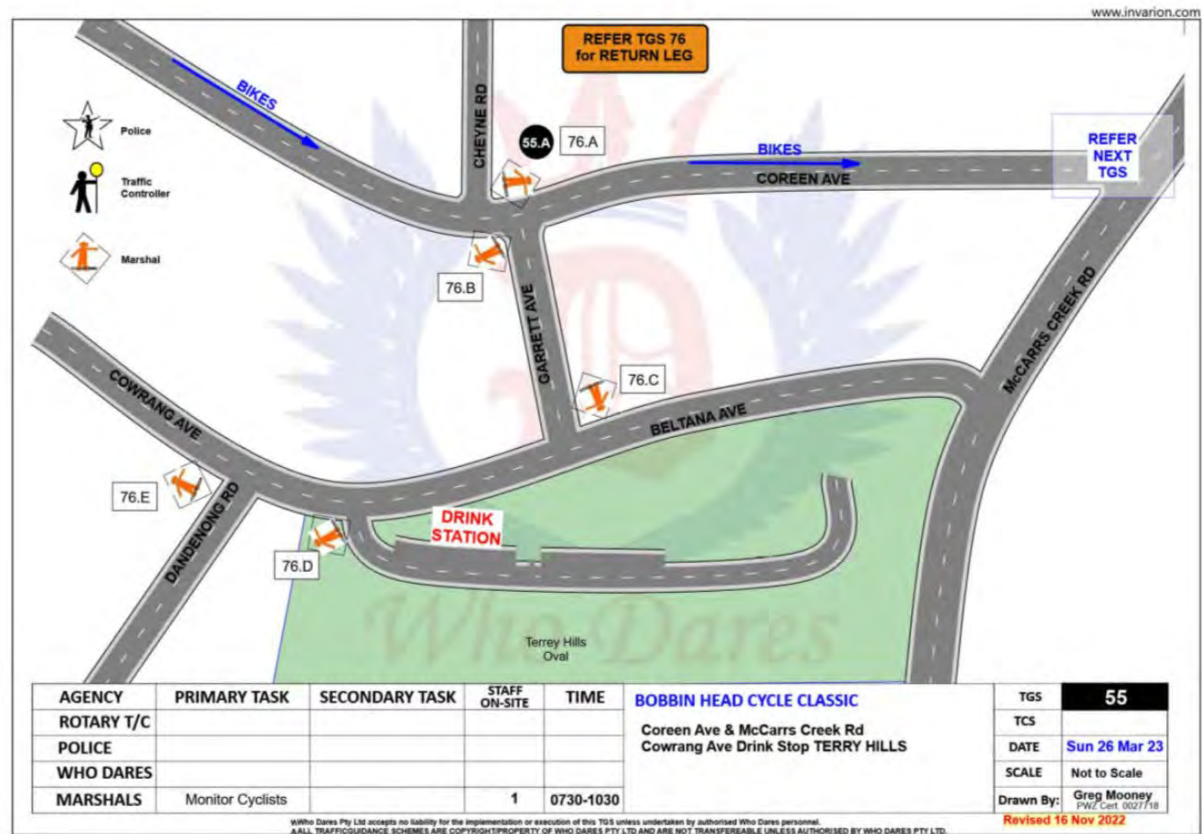
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME
SES				
POLICE				
WHO DARES				
MARSHALS	Monitor Cyclists		5	0715-1100

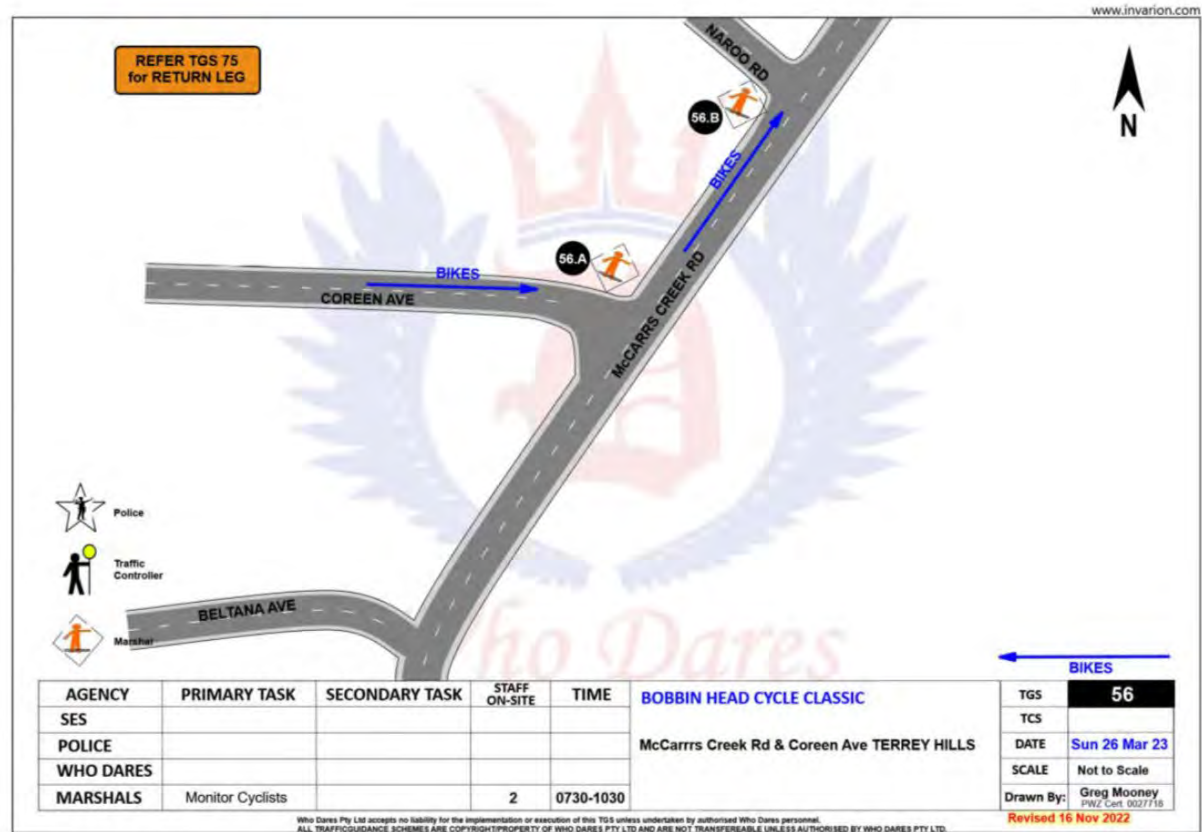
BOBBIN HEAD CYCLE CLASSIC		TGS	54
TOORONGA RD & BOORALIE RD TERREY HILLS		TCS	
		DATE	Sun 26 Mar 23
		SCALE	Not to Scale
		Drawn By:	Greg Mooney PNZ Cert. 0027718
			Revised 16 Nov 2022

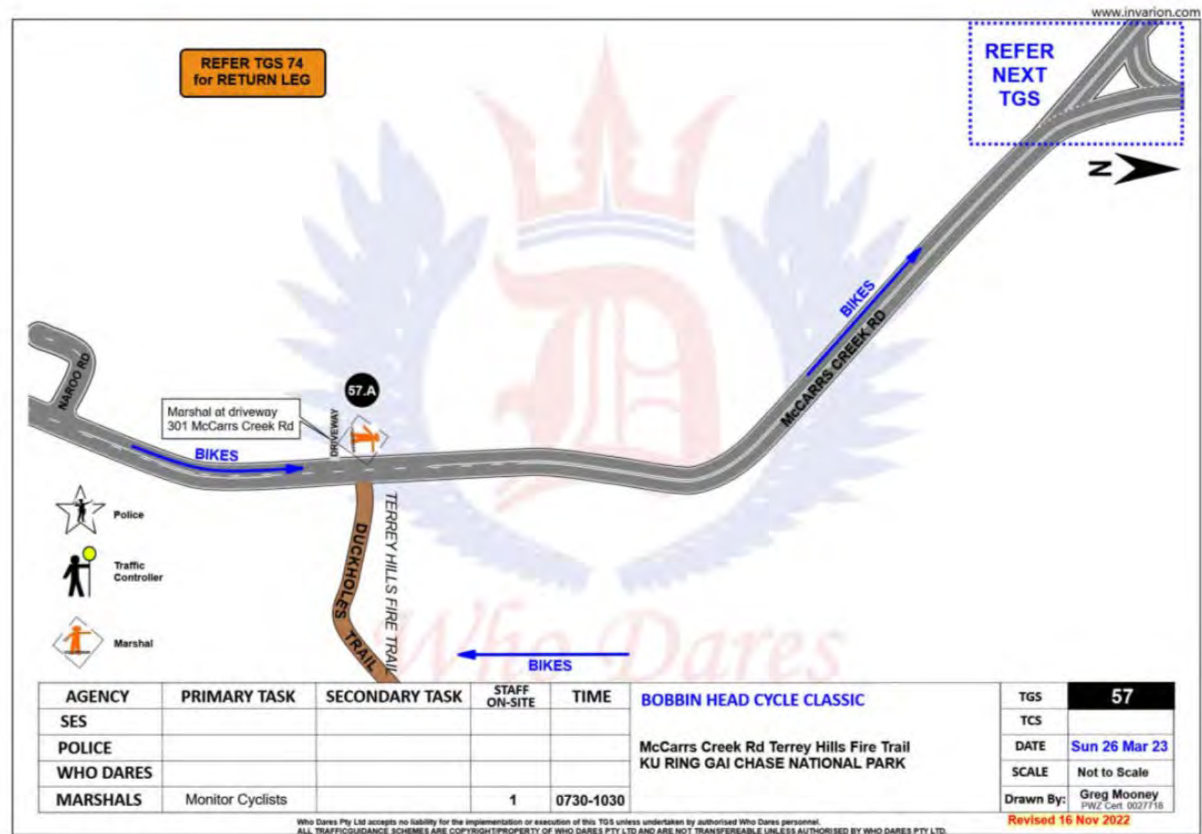
Who Dares Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorised Who Dares personnel.
ALL TRAFFIC GUIDANCE SCHEMES ARE COPYRIGHT PROPERTY OF WHO DARES PTY LTD AND ARE NOT TRANSFERABLE UNLESS AUTHORIZED BY WHO DARES PTY LTD.

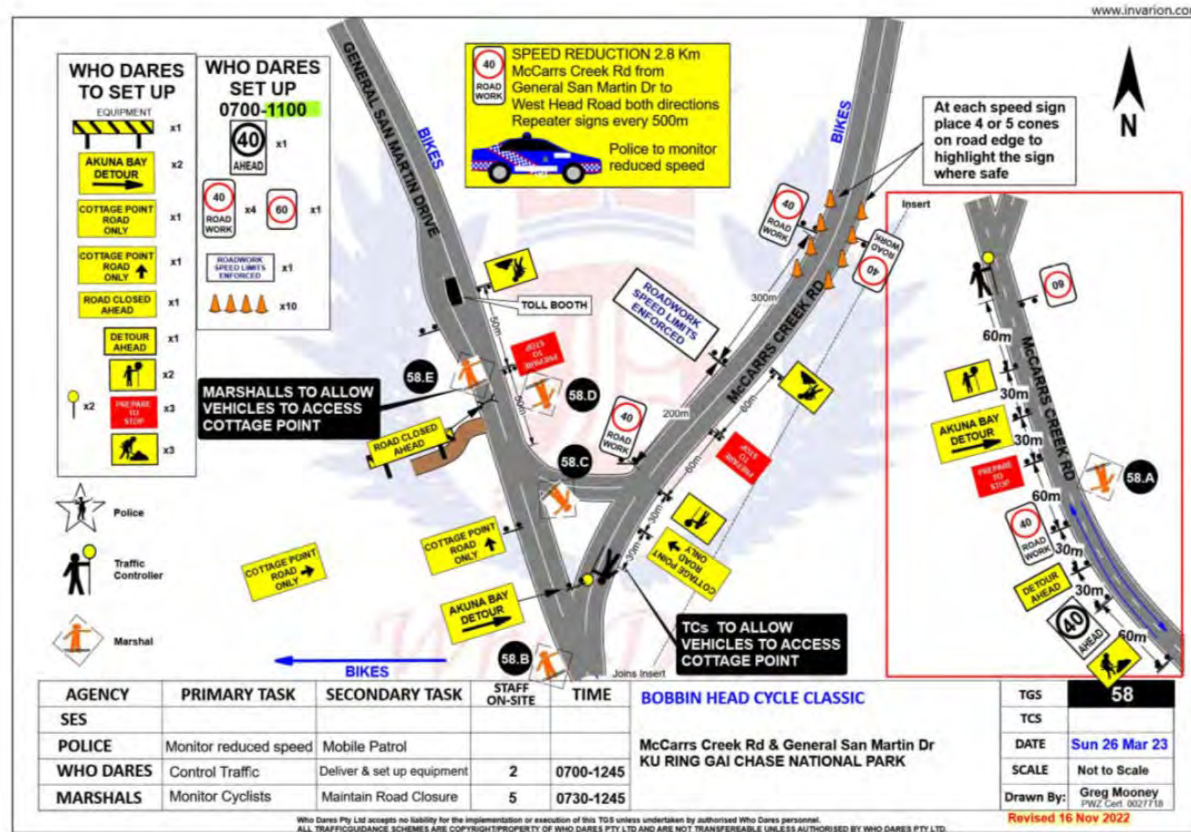


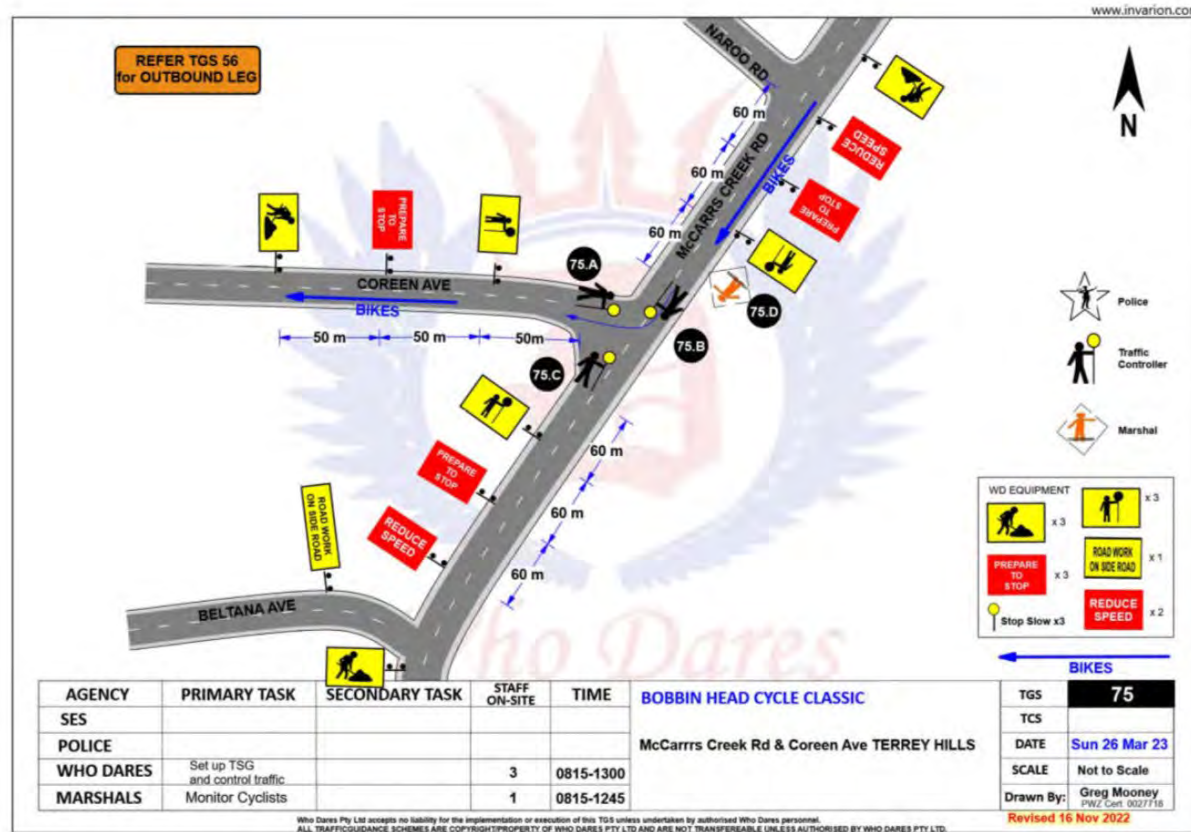


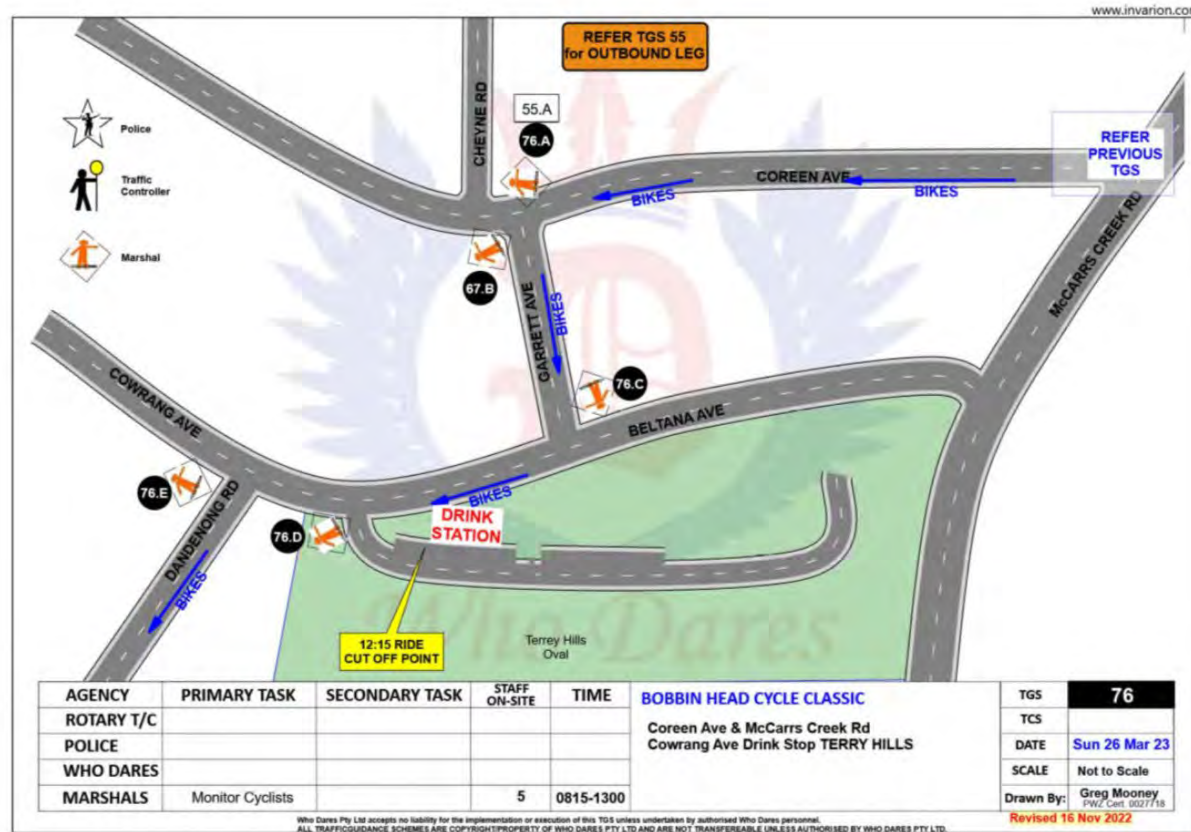


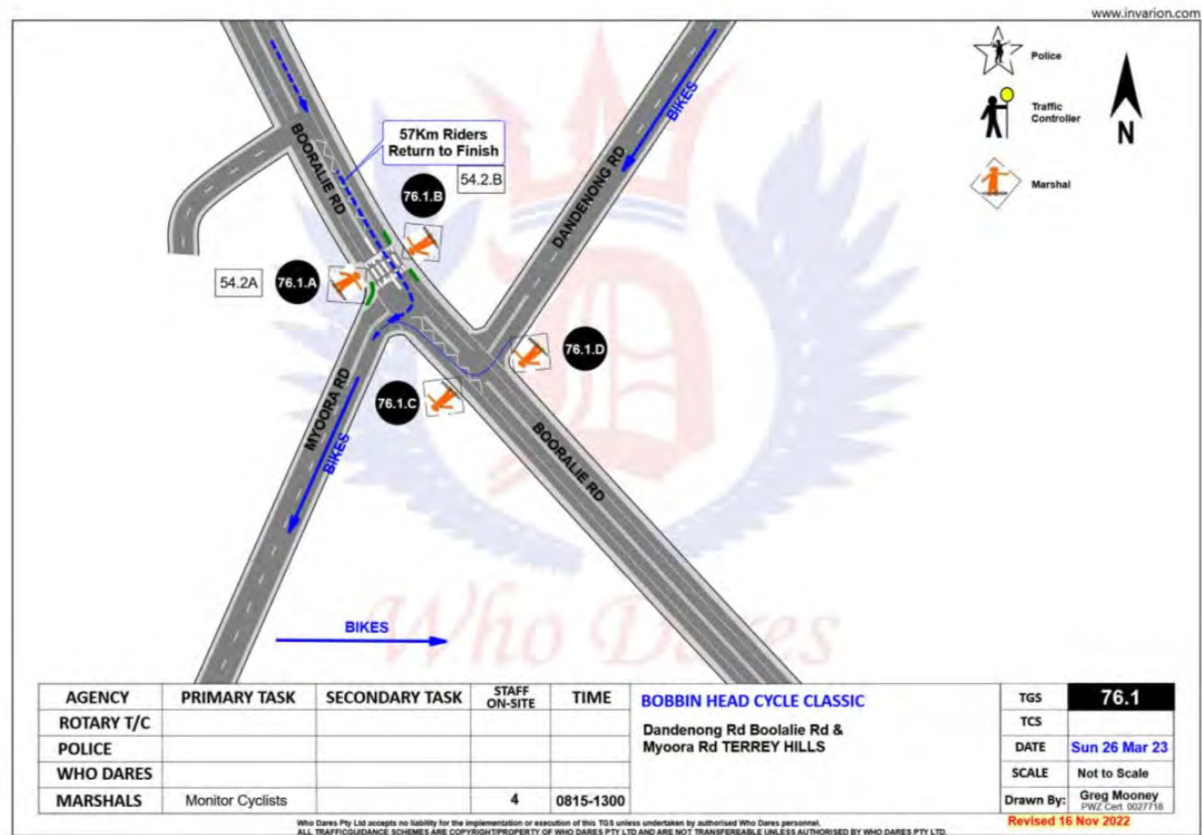


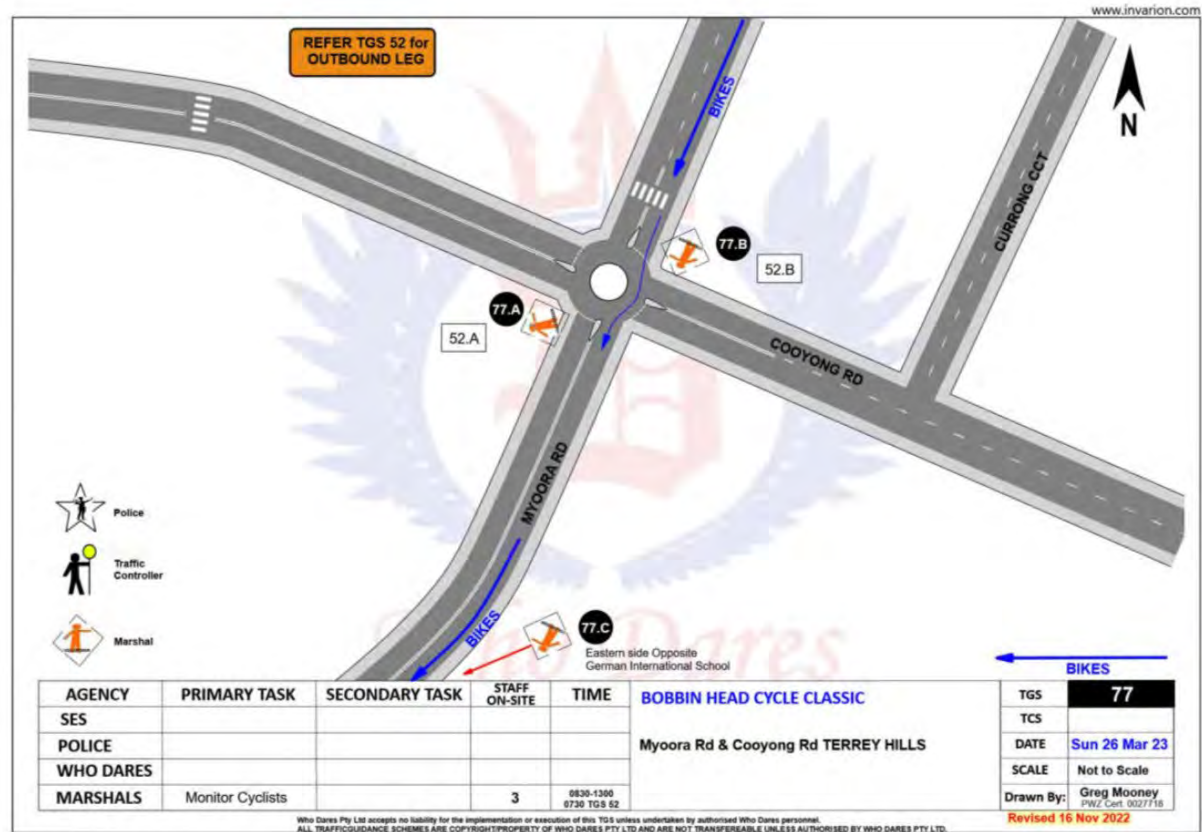


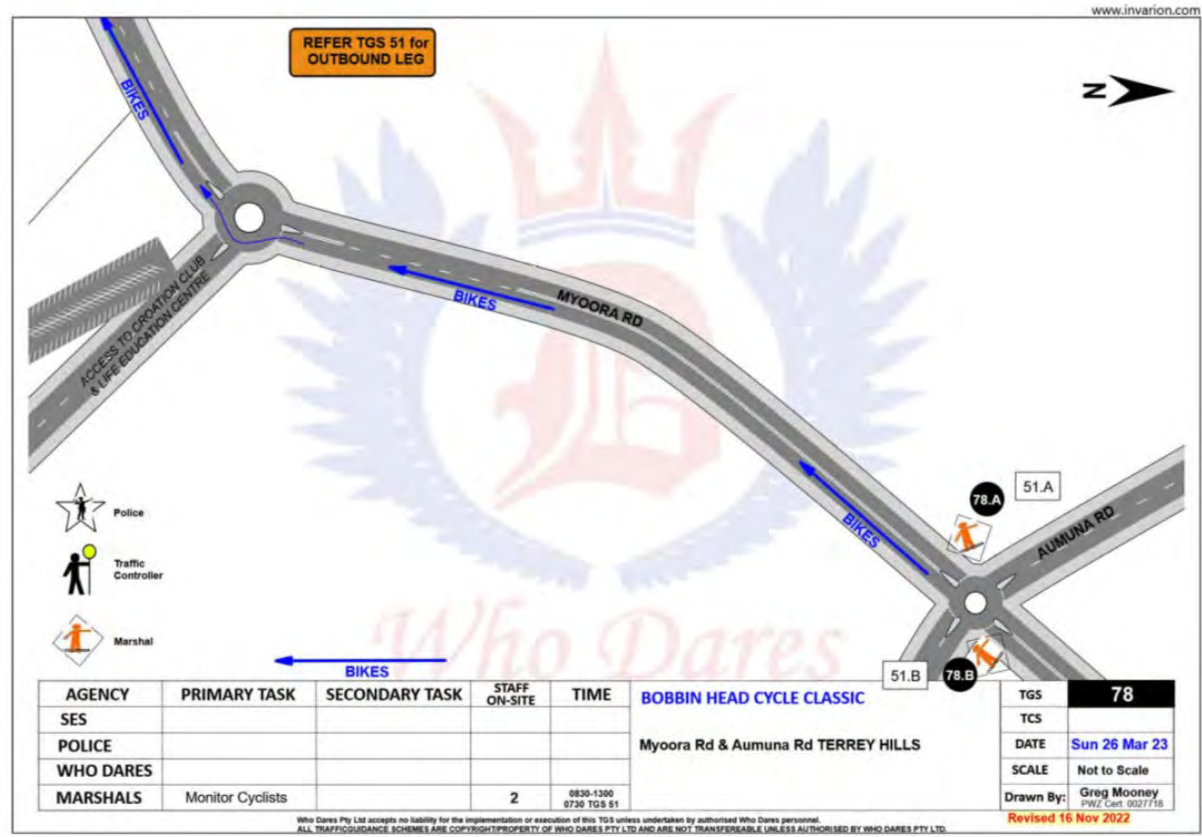


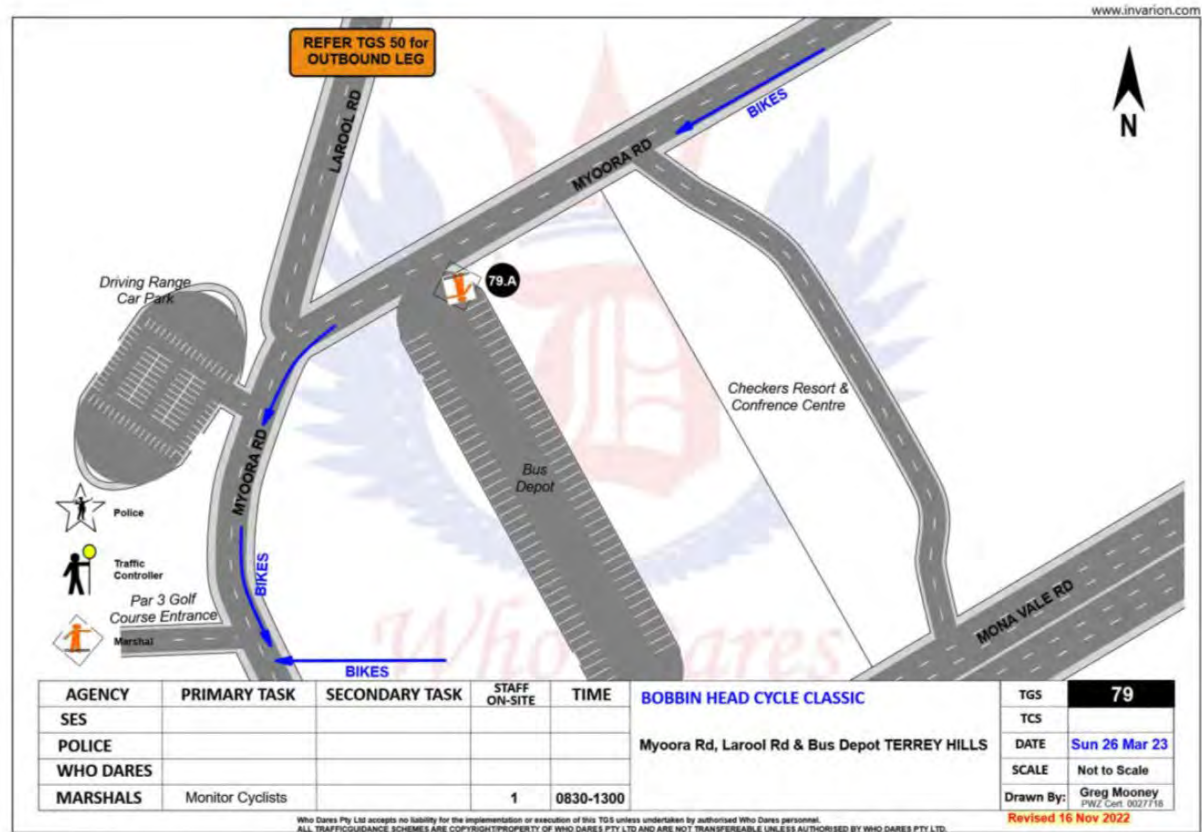


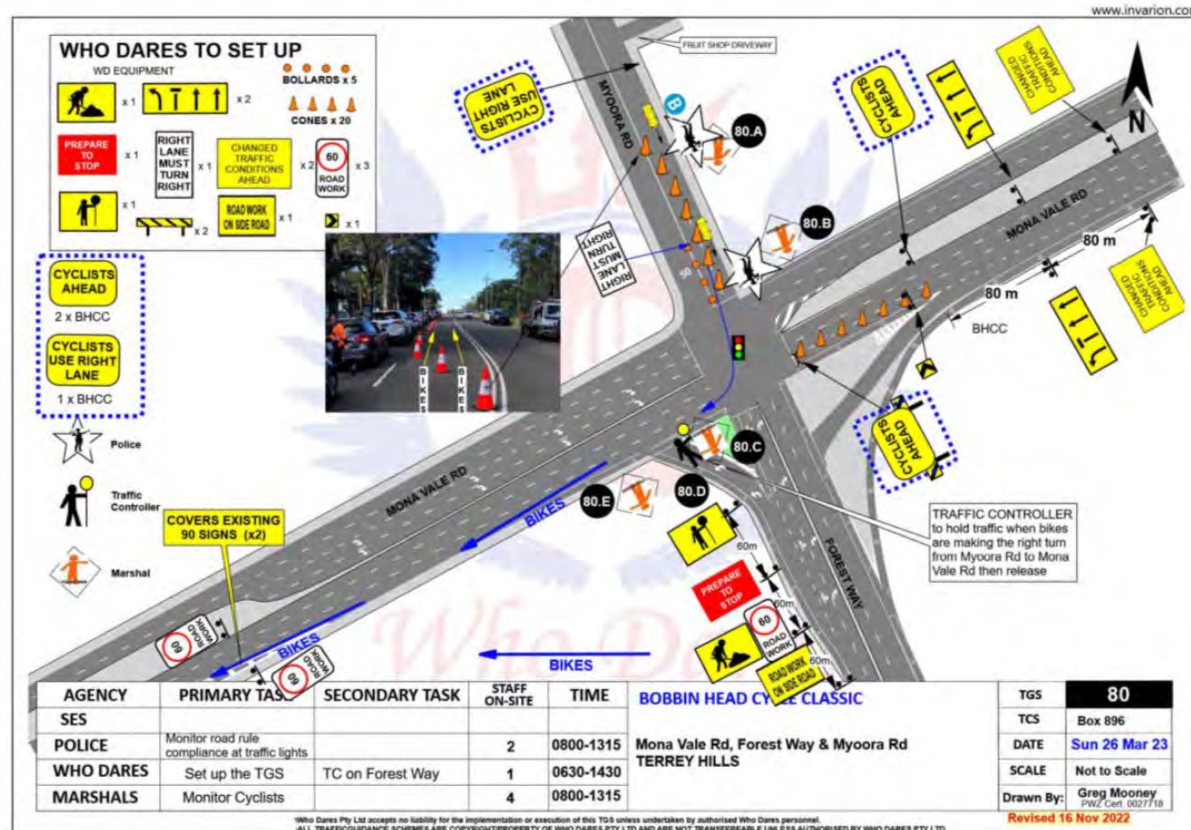












ITEM 4.8	PITTWATER WARD - BEAUTY DRIVE, WHALE BEACH - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/024170
ATTACHMENTS	1 Beauty Drive, Whale Beach - Plan 2 Beauty Drive, Whale Beach - Table of Consultation

GEOCODES: -33.615403, 151.331733

REPORT

BACKGROUND

Council has received concerns regarding obstructed access to and from Beauty Drive, Whale Beach due to ongoing illegal parking activity on the path/strip reducing the road width, impedes access to properties and impacts visibility of oncoming traffic. There are also impacts on traffic flow, Waste Services and emergency vehicle access.

LOCATION

- Beauty Drive is located between Whale Beach Road and the cul-de-sac located at the western end of the street. The existing road width caters for two-way traffic from Whale Beach Road to a cul-de-sac, with a posted speed limit of 50km/h.
- The road carriageway is narrow, approximately 4.0m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly.
- Adjacent land uses consist of low and medium density housing along the northern and southern side of Beauty Drive.
- There is no existing footpath on either side of Beauty Drive, kerb and gutter exists only on the northern side beginning from No's 20-22 Beauty Drive to the intersection of Whale Beach Road, Whale Beach.

ISSUES

- Due to the topography of the street, parked cars, reducing road width and causing visibility issues.
- Vehicles often need to drive into oncoming traffic to manoeuvre around the parked vehicles.
- Illegal parking across driveways and on nature strips.
- The waste operator has identified difficulty with access on collection days.

PROPOSAL

Council has undertaken a review of the location and proposes to install No Stopping unbroken yellow kerb line on the eastern side of Beauty Drive Whale Beach from the intersection to the northern side of the driveway of No.3 Beauty Drive.

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 15 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping unbroken yellow kerb line on the eastern side of Beauty Drive Whale Beach from the intersection to the northern side of the driveway of No.3 Beauty Drive.
-



Installation of No Stopping unbroken yellow kerb line along the eastern side of Beauty Drive WHALE BEACH from end of white barrier line to the northern side of the driveway of 3 Beauty Drive WHALE BEACH



	PROPOSAL				 northern beaches council
	Beauty Drive WHALE BEACH No Stopping				
	DRAWN	LC	APPROVED	JB	
	LAYOUT	1 OF 1	REVISION NO.	A	

Table of Consultation

Address	Beauty Drive, Whale Beach
Proposal	No Stopping

Properties Consulted	15
Responses Received	11
Support	5
Do Not Support	6

Issue	Resident Comment	Council Response
Temporary Issue	<p>The current situation can be attributed to the ongoing renovation on Whale Beach Road and involves parked Utilities in Beauty Drive.</p> <p>It is anticipated that within six months the renovation will be complete and these parked vehicles will be gone, restoring the street to its previous tranquil state.</p> <p>However, the proposal to introduce No Parking signs and a No Stopping Unbroken Yellow Kerb Line on the eastern side will be permanent and may only shift the issue up the road and there is no consideration for the safety of pedestrians.</p>	<p>The illegal parking does not appear to be of a temporary nature. Vehicles have been parking on the path/strip which is an offence under the NSW Road Rules.</p> <p>The illegal parking creates reduced road width of less than 3 metres which is also an offence under the NSW Road Rules.</p> <p>Council Rangers can investigate all illegal parking issues.</p>
Affects residents	<p>Your proposal to paint a No Stopping Unbroken Yellow Kerb line on the eastern side of the road (the side the tradies currently park on) would only move the problem to the western side of the road.</p> <p>This would make access to & from our driveways (on the western side of the street) even more restrictive as the tradies could legally park up hard against the edge of our driveways, which would be more restrictive.</p>	<p>It is the responsibility of the residents to park their vehicles on private property with any additional vehicles parked on-street. However, if the trafficable lane is less than 3 metres, all on-street vehicles are illegally parked.</p> <p>Council Rangers can investigate all illegal parking issues.</p>
Disruption of Nature Scenary	<p>Yellow marking and signage for a temporary issue will be a permanent blight on the natural beauty of our street scape. I strongly oppose this proposal.</p>	<p>The No Stopping Unbroken Yellow Kerb line is proposed to reinforce the existing NSW Road Rules and remove illegal parking, therefore protecting the natural environment.</p> <p>It also protects the eastern kerb from erosion due to loading from parked vehicles.</p>

ATTACHMENT 2 : BEAUTY DRIVE, WHALE BEACH - TABLE OF CONSULTATION - ITEM 4.8 - NORTHERN BEACHES COUNCIL MEETING - 6 FEBRUARY 2024

Additional Comments	<p>Will this proposal prevent people parking on the northern side of Beauty Drive?</p> <p>The garbage collections have been interrupted the last three weeks due to access issues. I am concerned if an emergency arises access will be limited and we must fix the problem in the short term.</p>	<p>The proposal does not affect existing unrestricted parking on the northern (western) side of Beauty Drive.</p> <p>The proposal intends to improve waste operation and emergency service access.</p>
---------------------	--	--

ITEM 4.9	PITTWATER WARD - DELECTA AVENUE, CLAREVILLE - NO STOPPING
REPORTING OFFICER	TRAFFIC OFFICER
TRIM FILE REF	2024/024807
ATTACHMENTS	1 Delecta Avenue, Clareville - Plan (amended) 2 Delecta Avenue, Clareville - Table of Consultation

GEOCODES: -33.635795, 151.310826

REPORT

BACKGROUND

Council has received concerns regarding obstructed access on Delecta Avenue, Clareville to and from Hudson Parade on the western end, due to the narrow road width and sharp bend. The existing parking condition impacts visibility of oncoming traffic. There are also impacts on traffic flow, Waste Services and emergency vehicle access.

LOCATION

- Delecta Avenue is located to the north of Hudson Parade, Clareville and turns into Hudson Parade with a road section of approximately 70m at the southwestern end and a section of approximately 50m at the northeastern end.
- The existing road width of Delecta Avenue caters for two-way traffic from Hudson Parade between the two ends, with a speed limit of 50km/h.
- The road carriageway on the southwestern end is narrow, approximately 5.3m near Hudson Parade and narrows down to 4.5m with a curvilinear and undulating alignment. Horizontal and vertical alignment changes rapidly.
- There is no existing footpath on either side of Delecta Avenue at the southwestern end. Mountable kerb and gutter exist only on the northern side beginning from No.4 and extends past the bend to No.16 Delecta Avenue.
- At the other (northeastern) end, a footpath exists on the eastern side of Delecta Avenue joining the footpath on Hudson Parade. Kerb and gutter exist on both sides along this section of Delecta Avenue.
- Adjacent land uses consist of low and medium density housing along both sides of Delecta Avenue between the two ends.

ISSUES

It was found that vehicles parking along both sides of the road at the southwestern end of Delecta Avenue are restricting access for large vehicles and are creating an unsafe road environment for all road users including property owners, particularly in the event of an emergency.

PROPOSAL

Council has undertaken a review of the above location and proposes to replace existing No Stopping signs with an unbroken yellow No Stopping line from No.10 to the northern side of the driveway of No.2 Delecta Avenue, Clareville. Note that the plan leaves one parking space on the southern side of driveway of No.2 Delecta Avenue.

With feedback from the community, Council has amended the plan to retain existing No Stopping signs to reinforce the proposed unbroken yellow kerb line, which might be obstructed by vegetations and soils. The No Stopping signs at the intersection with Hudson Parade will be complemented with an unbroken yellow kerb line, without modifying existing restrictions.

The amended plan also extends the No Stopping area on the southern side of Delecta Avenue that ends at the western side of driveway of No.122 Hudson Parade further into the east until the bend to prevent dangerous parking at the bend.

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 11 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee supports the:

- A. Installation of No Stopping unbroken yellow kerb line on both sides of Delecta Avenue at the southwestern end. The line starts from the driveway of No.2 until the driveway of No.10 Delecta Avenue on the western side.
 - B. Extension of the existing No Stopping restriction on the eastern side to the east until the bend between No.120 and No.122 Hudson Parade, Clareville.
-

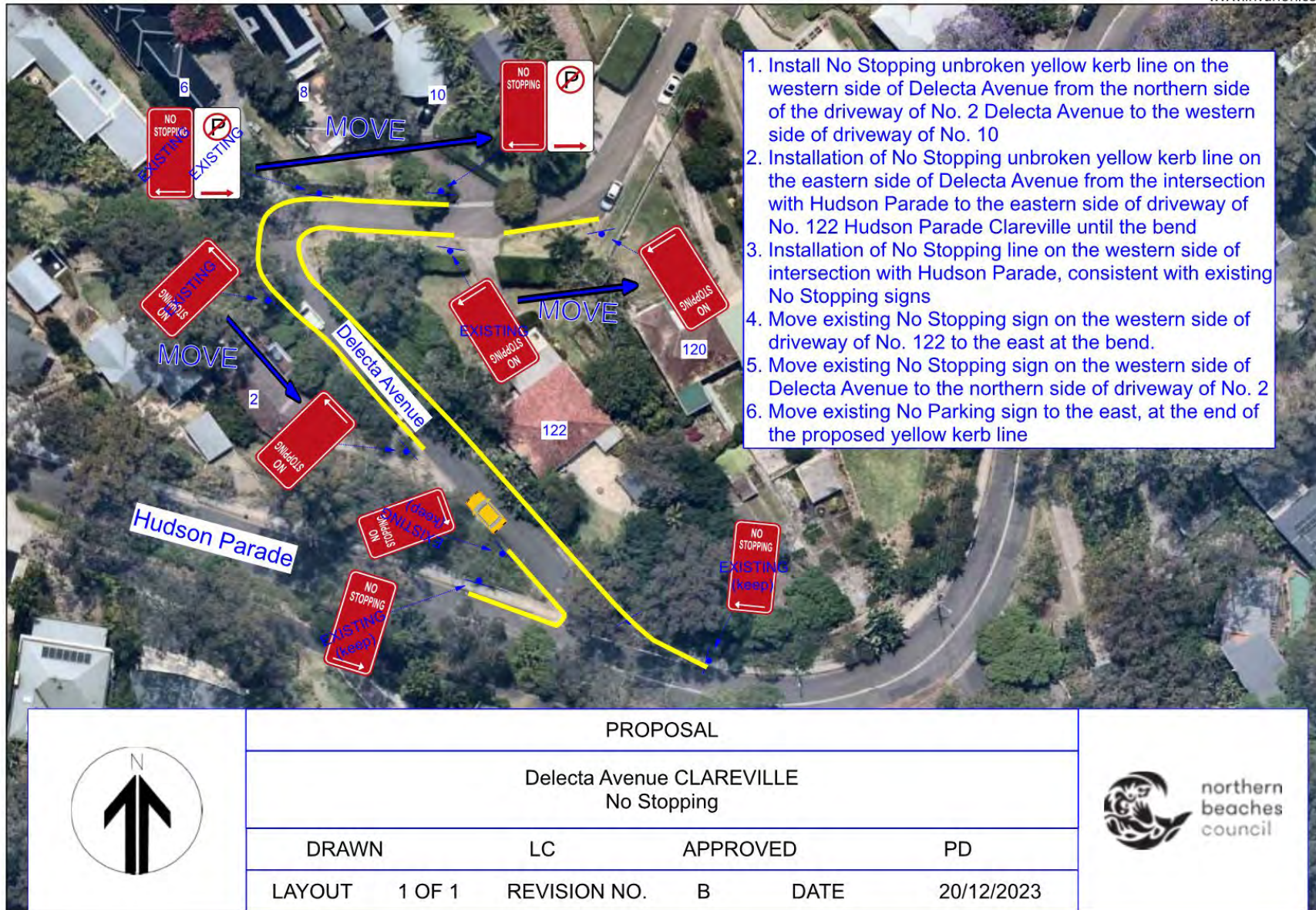


Table of Consultation

Address	Delecta Avenue, Clareville
Proposal	No Stopping

Properties Consulted	11
Responses Received	4
Support	3
Do Not Support	1

Issue	Resident Comment	Council Response
Illegal Parking	Fully support and request an extension of the yellow line to the boundary of 120 & 122 Hudson Parade. Delecta Ave is only 4 metres wide at this point and passing close to the bend, particularly with large cars or trailers can be dangerous. Often cars park illegally in front of 122 Hudson using up further road space	Comments have been noted. The plan is amended to extend the No Stopping unbroken yellow kerb line to the bend to prevent dangerous parking.
Large Vehicle Access	Well done on this proposal. It is a long overdue initiative to ease traffic congestion, prevent accidents and delays to emergency vehicles accessing the street and beach. It won't mitigate against large vehicles getting stuck on the hairpin bend at the southern end (a truck was stranded here for several hours!). This problem might need weight limits on trucks entering the street from both ends.	The proposed No Stopping aims to improve access by clearing the road section near the bend and securing sufficient road width for vehicle movements. A weight limit will be considered if access issue is reported again after the proposed measure is implemented.
Erosion and Flooding	Consider ways to save the unpaved sections running on the eastern side of Delecta parallel to the reserve. Small dams exist that are usually full of water courtesy of DIY drainage to the road from a few residents. Tradies' utes compress the soil and result in stagnant water.	The proposed plan is not targeted to resolve the problem of sediment control or erosion at the location. This issue is to be discussed with Council's Construction and Maintenance team.

ITEM 4.10	ELECTRIC VEHICLE STREET SIDE CHARGING - ARENA FUNDED - INTELLIHUB
REPORTING OFFICER	TRANSPORT PROJECT OFFICER
TRIM FILE REF	2023/821925
ATTACHMENTS	1 Intellihub - Electric Vehicle Charging - Plan 2 Community Engagement Report - Intellihub Electric Vehicle Streetside Charging Project

GEOCODES: -33.682349, 151.228311 Yulong Avenue, Terrey Hills
-33.765514, 151.251247 Allambie Road, Allambie Heights

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 power poles which will supply electricity to the EV charging stations.

Both Coronation Street, Mona Vale and Governor Phillip Park, Palm Beach were approved through Local Traffic Committee in November 2023, but unfortunately due to unforeseen circumstances, on Ausgrid's final pre-installation inspection load issues were identified at both locations (preliminary approval from Ausgrid was obtained) and now these locations will not proceed.

LOCATION

- Yulong Avenue, Terrey Hills is a local road situated between Booralie Road and McCarrs Creek Road. The proposed EV charging bay is located within an unrestricted on-street parallel parking area, located opposite Frank Beckman Reserve and adjacent to the Terrey Hills commercial centre.
- Allambie Road, Allambie Heights is a regional road, with the proposed bay located between Grigor Place and Inglebar Avenue. The proposed EV charging bay is located within an unrestricted on-street parallel parking area, within close proximity to Allambie Heights commercial centre, Allambie Heights Public School and Allambie Heights Oval.

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 (with 5 sites already installed and operational in December 2023, which were approved at the November 2023 Local Traffic Committee Meeting).

Once all seven sites are 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 early 2025.

Both Coronation Street, Mona Vale and Governor Phillip Park, Palm Beach were approved at the Local Traffic Committee in November 2023, but unfortunately due to unforeseen circumstances, on Ausgrid's final pre-installation inspection, load issues were identified at both locations (preliminary Ausgrid approval was obtained) and now these locations will not proceed. We are now seeking approval for the 12 month trial EV charger installation at No.19 Yulong Avenue, Terrey Hills and No.118 Allambie Road, Allambie Heights.

PROPOSAL

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

- '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at 19 Yulong Avenue, Terrey Hills.
- '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at 118 Allambie Road, Allambie Heights

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.

Breakdown of specific comments received for Allambie Road, Allambie Heights during consultation:

Finding	Comments
Object	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 Allambie Road and you have proposed a location directly in front of my house and my neighbour's house at Allambie Road who is a widowed retiree, our family home is located on the roundabout (corner Grigor Place) 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 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.
Object	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 .
Object	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,
Object	<p>Charging stations should not impinge upon residential parking in busy streets. That is why places like Governer Phillip park are ideal.</p> <p>We have Aquatic Drive, Glenrose shops, Curl Curl adjacent to the netball courts, Forestway shops, which could be better sites.</p> <p>There are 2 at Belrose Super Centre which interfere with no one.</p> <p>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.</p> <p>Manly waterfront would be ideal. So many parking spaces where one or two would make little difference.</p> <p>Please take into account the negative impact some of these sites would have on residents. Semi industrial sites and shopping centres make more sense.</p>
Support	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.
Object	There should be one in Allambie Heights But that is a dangerous location. Around the corner in Grigor place much safer.
Support	<p>Thanks for asking for opinions!</p> <p>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).</p>
Support	Allambie Heights was not considered with the Jolt proposal. Need some charging stations "inland" from the beach locations where all stations have been proposed.
Object	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.
Object	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 suitable positions in Allambie Heights, such as:

	<p>1) along Allambie Road north of the shops where there is no competing residential parking;</p> <p>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;</p> <p>3) at Allambie Heights Oval, Allambie Heights entrance, eg the only parking bay left of oval access.</p> <p>4) Behind the oval beside the Tennis Centre and near Scout Hall.</p> <p>5) At an entrance to Manly Dam Reserve so recreation and charging can occur concurrently.</p> <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>
Object	<p>1. To whom it may concern,</p> <p>2. It is my understanding the council is proposing a charging station on Allambie road near the roundabout & diagonally opposite Allambie Hgts shops and someone's home.</p> <p>3. How inappropriate this plan is for the following reasons:</p> <p>4.</p> <p>5. -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>6.</p> <p>7. -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>8.</p> <p>9. 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>
Support	<p>10. Hello</p> <p>11. This is a fantastic initiative.</p> <p>12. 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>13. 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>14. Many thanks</p>
Object	<p>15. To whom it may concern</p> <p>16. 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>

	17.
--	-----

Breakdown of specific comments received for Yulong Avenue, Terrey Hills during consultation:

Finding	Comments
Object	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.
Object	<p>I do NOT think Yulong Ave in Terrey Hills is a suitable location already too much traffic in that area.</p> <p>I would like to nominate either the carpark outside the Terrey Hills Fire Station (NOT outside the Playground).</p> <p>OR the Old Mona Vale Road alongside the Berkelo Cafe opposite the end of Yulong Avenue.</p>
Support	<ul style="list-style-type: none"> - 19 Yulong Avenue, Terrey Hills - Blackbutts Road (opposite Malbara Crescent), Frenchs Forest <p>To be prioritized please.</p> <p>Thank you</p> <p>Kind regards</p>
Support	<p>My wife and I strongly support the proposal to establish an electric vehicle charging bay and a restricted parking space near our home at Terrey Hills.</p> <p>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 stations 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.</p> <p>Congratulations Council!</p>
Object	<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> <ol style="list-style-type: none"> 1. There are often several Public Transport buses parked along Yulong Avenue and also private school coaches taking up quite a lot of room. 2. When there are important sporting fixtures on the adjacent oval, parking is at a premium. 3. Cyclists come and park in this street every day particularly at the weekend and when there is a cycling event. <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>

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 No.19 Yulong Avenue, Terrey Hills.
 - B. Installation of '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' at No.118 Allambie Road, Allambie Heights.
-



Install '3P 8AM – 8PM EVERYDAY EV ONLY WHILE CHARGING' near powerpole TH05396



Size of signage is for illustrative purposes only

	PROPOSAL		 northern beaches council
	Yulong Avenue, Terrey Hills Timed Parking Electric Vehicles		
	Drawn	KT	





Community and Stakeholder Engagement Report
Intellihub Electric Vehicle Streetside Charging Project
Consultation period: 5 September to 4 October 2023

Contents

1.	Summary	2
1.1.	Key outcomes	2
1.2.	How we engaged	3
1.3.	Who responded.....	4
2.	Background	5
3.	Engagement objectives.....	5
4.	Engagement approach.....	6
5.	Findings	6
	Appendix 1 Verbatim community and stakeholder responses	15

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	<h1 style="margin: 0;">429*</h1>	
 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

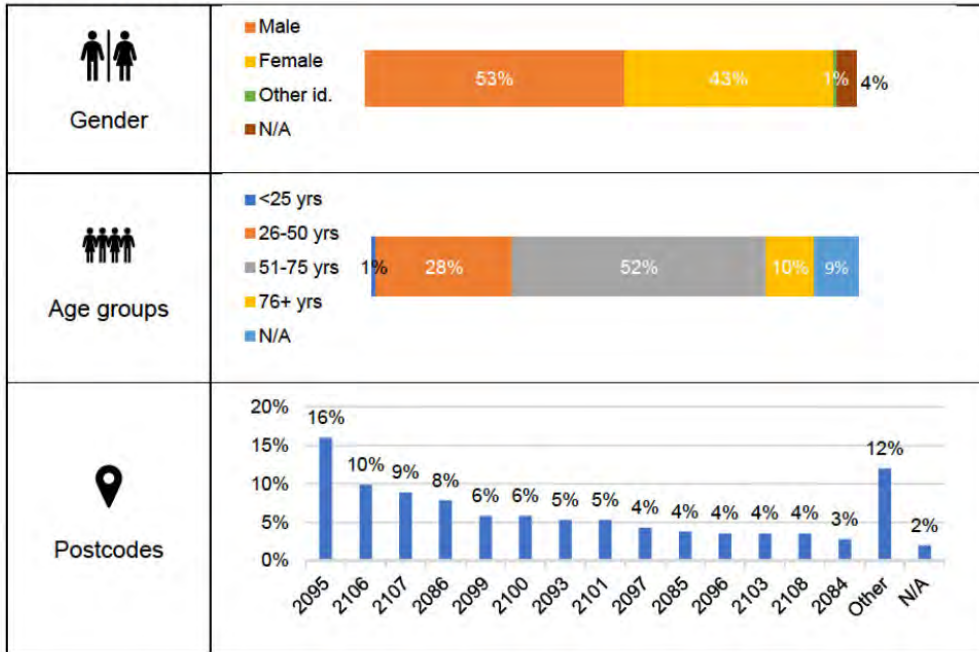


1.2. How we engaged

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

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

1.3. Who responded¹



¹ 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"> • The electrical power is drawn down from the power pole as opposed to from the ground. • The site has been lifted off the ground by 490mm (cannot be higher due to Ausgrid restrictions) • 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. <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"> • 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. • The EV charger is housed in steel mechanical protection to ensure the EV charger is safe from possible impact and vandalism. We have

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"> • Robust vinyl wrapping designed for UV and harsh environmental conditions has been applied for asset longevity and protection against vandalism.
	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"> • Exploren mobile app: the mobile EV charger charging app required to use the chargers • Navigation platforms: Google Maps, Apple Maps, TomTom etc • EV Charging Station Map: Plugshare.

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 – https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations .</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?</p> <p>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.
<p>Who are the other seven participating Councils in this Project funded by ARENA?</p> <p>How much of these allocated funds have been expended to date by Northern Beaches Council?</p>	<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>
<p>What were the reasons for selecting '12 possible sites'?</p> <p>Were more or fewer sites considered?</p>	<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>https://yoursay.northernbeaches.nsw.gov.au/charge-ahead-electric-vehicle-charging-locations</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, https://www.greenpower.gov.au/</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.</p> <p>Electricity in Australia comes primarily (some 70%) from coal-based energy.</p> <p>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.</p> <p>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.</p> <p>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 no 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). (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.	Dear Council, 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

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>Terraffic Pty Ltd Traffic and Parking Consultants <small>ABN 83 078 415 871</small></p> </div> <p>29th 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;">DA2021/1841 – 7 & 8 CORONATION STREET, MONA VALE PEDESTRIAN CROSSING TREATMENT</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"> • A pedestrian refuge island outside No10 Coronation St that retains vehicular access to this dwelling • 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 • Rotating the 90 degree parking between Gate 3 and the refuge island to 60 degrees • Relocation of the bus stop on the southern side of Coronation Street to be located immediately east of the driveway serving No9 Coronation Street • A proposed NO STOPPING restriction from the new bus stop to the common boundary of 11 and 12 Coronation Street <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;"><small>PO Box 563 Sylvania Southgate NSW 2224 Mobile 0411 129 346 Web www.tertraffic.com.au Email logan@tertraffic.com.au</small></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><small>Michael Logan MTriff (Monash University) Director Terraffic Pty Ltd</small></p>

Number	Comment
	<p>Path prepared using Autodesk Vehicle Tracking</p> <p>Manoeuvring Path of Australian Standard AS2890.2:2018 12.5m Heavy Rigid Vehicle (HRV)</p> <p>Terraffic Pty Ltd TRAFFIC & PARKING CONSULTANTS</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 there are a few EV's parking there 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"> • 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. • 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. • The privacy and enjoyment of my front garden would also change, with cars & people moving frequently in and out of the vehicle charging station. • 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. • There is already limited off street parking for visitors to homes due to hospital staff needing to find an all day park . <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 Barrrenjoey 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 Barrrenjoey 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 Barrrenjoey 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"> 1) along Allambie Road north of the shops where there is no competing residential parking; 2) closer to the community centre either last parking bay at the shops (near post box and phone box) or in front of the community centre before bus stop and traffic lights; 3) at Allambie Heights Oval, Allambie Heights entrance, eg the only parking bay left of oval access. 4) Behind the oval beside the Tennis Centre and near Scout Hall. 5) At an entrance to Manly Dam Reserve so recreation and charging can occur concurrently. <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. 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.	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.
389.	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.
390.	Sites with massive parking shortages for the amount of residents should definitely not be an option.

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 [REDACTED] 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. 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: 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: 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 Coronation Street, Mona Vale (ref 2023/550811).</p> <p>I object to the EVCB to be on Coronation Street as:</p> <ul style="list-style-type: none"> - 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. - 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. - 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.
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 & 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 & 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 culdescac. 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 & 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 I'm 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. Kind regards</p>
421.	<p><u>THIS IS NOT A SUBMISSION, it is a request for background information.</u></p> <p>20th September 2023</p> <p>Dear Sir,</p> <p><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade, Manly</u></p> <p>I refer to your letter, dated 5th September 2023, which I only received on the 15th September 2023.</p> <p>I intend to make a Submission on this matter and note that the closing date is 4th 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"> 1. Has the Northern Beaches Council ('NBC') a public declared policy towards Climate Change and Renewable Energy? <ol style="list-style-type: none"> (a) If yes, what is that policy? (b) Please provide minutes of all proceedings where this policy was determined. (c) If no, why not and why has NBC agreed to participate in this trial? 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'? 3. What is the total dollar amount that has been allocated to NBC? 4. How much of these allocated funds have been expended to date by NBC? 5. Who are the other seven participating Councils? 6. Have all eight participating Councils been allocated the same dollar amount of funding? 7. What were the reasons for selecting '12 possible sites'? <ol style="list-style-type: none"> (a) Were more or less considered? (b) Where precisely are the other sites in the NBC area?

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>
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.
9.	Will all the Charging Sites be open to the general public or will they be restricted to the residents of NBC area?
10.	I note that 'Origin Energy will supply 100% Greenpower for the project,' <p>(a) Is Origin Energy ('OE') providing the motorist with free electric energy? (b) If not, who is paying for the supplied energy at each charging site? (c) Is NBC contemplating contributing wholly or partially in the cost of energy supplied by OE? (d) Will AREA contribute any amount, payable to OE, for the electric supply to the motorist? If so, how much?</p>
11.	<p>(a) What guarantees have either/both AREA or NBC obtained from OE that 100% Renewable Energy will only be supplied to the motorist? (b) How will this be verified? (c) Will there be any penalties against OE if non Greenpower is supplied?</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.
13.	<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? (b) If not, will NBC be liable for any dollar amount? If so, how much? (c) In preparing this proposal, how much in actual dollars has NBC expended to date by Councillors and all other personnel associated with NBC? (d) If there is any amount in © will this be reimbursed by AREA? If yes, when?</p>

Number	Comment
	<p>14. All up, including everything, how much have NBC Rate Payers paid to date and how much more is budgeted for?</p> <p>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 28th 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>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>Yours Faithfully,</p>


Number	Comment
	<p style="text-align: center;"><u>SUBMISSION</u></p> <p><u>Re: Intellihub Street Side Electric Vehicle Charging – West Promenade & Gilbert Street, Manly</u></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 not been settled.</p> <p>Of course, renewable energy may be as important in the 21st century as steam power was in the 19th 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 20th September 2023 I submitted to Northern Beaches Council ('NBC') an email requesting answers to a series of questions. On the 6th October 2023 I received a reply via email. These two documents are attached as "Appendix A" and "Appendix B".</p> <p>Generally,</p> <p>The following statement is on page 10, 'MOVE Transport Strategy' produced and distributed by NBC.</p> <p>"Electric vehicles will dominate the roads in 2038 and charging of these vehicles will mostly occur at home but charging facilities will also be needed for those living in apartment buildings which do not have access to charging facilities." <i>Highlighting added.</i></p>


Number	Comment
	-2-
	<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"> - The UK has recently extended Net Zero dates by 5 years. It being unable to meet renewable energy target dates. - The same applies in Europe and other countries. - Tesla has a glut of un-sold EVs on their dealer floors. - China also has excessive unsold EVs in general stock. - Australia is also finding difficulty in meeting contracted commitments in wind, solar and hydro. <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
	-3-
	<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>Specifically,</p> <p>Proposed location in <u>West Promenade, Manly.</u></p> <ul style="list-style-type: none"> - West Prom is a one-way street running from north to south. - Each end (North, Sydney Road and South, Gilbert Street) are T-Junctions. - * The street is narrow in width. - Street parking is available on the Western side. - * Vehicles are unable to pass if a vehicle in front is stationary. - 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. - * 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. - * It is an access street for the loading dock of the Manly Civic Club in Gilbert Street. - * 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. - The length of the street is some 200 meters, very short. - 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. - * 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.


Number	Comment
	<p style="text-align: center;">-4-</p> <ul style="list-style-type: none"> - 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. - * The proposed EV bay will only increase traffic looking for the EV charging station. This street now has a heavy traffic throughput. <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"> - The points marked with an * above also apply to this proposed site. - The west end of Gilbert Street is a cul-de-sac. - From the corner of Eustace Street & Gilbert Street to the cul-de-sac is some 50 meters in length. - There is no turning circle in the cul-de-sac, only a dead end. - To turn 180 degrees, to exit the street, vehicles must enter a private driveway and then reverse into another private driveway before travelling forwards. - Parking is permitted on both sides of the street. - Because of the narrowness of the street and parking on both sides this only allows one car to travel in either direction. - 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. - Egress would be very bad. The only way to exit the EV charging bay is to travel west for 50 meters, as described above. <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"> - 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. - Since writing the above, an article by Chris Mitchell appeared in today's (9th October 2023) Australian Newspaper. It deals with fires in EVs, and a copy is attached as "Appendix C". - 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. - 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,

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"> - 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. <p>Thank you for considering this submission.</p>

Number	Comment
	<p data-bbox="395 414 518 430">8:44 am Mon 9 Oct</p> <p data-bbox="702 425 805 448">"APPENDIX C"</p> <p data-bbox="598 452 901 481">The Australian Newspaper - 9th October 2023</p> <p data-bbox="654 488 766 510">"Chris Mitchell"</p> <h3 data-bbox="470 560 965 638">We're yet to hear full story on EV battery issues</h3>  <p data-bbox="478 1131 1069 1191">Lithium-ion batteries in electric vehicles are both their biggest plus and most dangerous threat – to owners and the environment.</p> <p data-bbox="478 1220 1093 1348">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="478 1377 1109 1478">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="478 1505 1093 1534">A few weeks earlier, on <u>September 12</u>, five cars were destroyed at Sydney's</p>

Number	Comment
	<p data-bbox="406 414 534 430">8:44 am Mon 9 Oct</p> <p data-bbox="486 432 1061 461">Mascot Airport after a battery detached from a luxury EV ignited.</p> <p data-bbox="486 495 1125 633">This column discussed media reporting of EVs on February 6 and on November 15, 2021 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="486 667 1157 947">But they are an issue. The specialist US motoring website Hagerty.com 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="496 1462 1157 1601">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="395 414 518 436">8:44 am Mon 9 Oct</p> <p data-bbox="470 425 1109 560">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 (SA2290) to £5000 in one year.</p> <p data-bbox="470 593 1133 660">The Guardian mentioned the increased cost of repairing EVs but did not get to the heart of the issue.</p> <p data-bbox="470 694 1109 828">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="470 862 1109 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="430 1310 1189 1366">03:57 FOX 5 Demand for charging stations rises across DMV as more EVs hit the road</p> <p data-bbox="470 1400 1141 1579">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="400 421 523 439">8:44 am Mon 9 Oct</p> <p data-bbox="477 427 1126 533">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="477 562 1142 667">Thatcham Research, the UK car insurance industry's central safety research group, said EVs were 25.5 per cent more expensive to repair than normal cars and repairs took 14 per cent longer.</p> <p data-bbox="477 696 1142 875">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="477 904 954 936">Why do motoring journalists not mention any of this?</p> <p data-bbox="477 965 1134 1032">Surely buyers need to know if their new car insurance premiums are about to soar.</p> <p data-bbox="477 1061 1134 1128">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="477 1158 1134 1225">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
	<div style="border: 1px solid black; padding: 5px;"> <p style="font-size: small; margin: 0;">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 wising 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 style="font-size: x-small; margin-top: 10px;">Just don't do anything to damage your health.</p> </div>
422.	<p>TO WHOM IT MAY CONCERN</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><u>Re: Electric Vehicle Charging Bay - Gilbert St. Manly</u></p> <p><u>Your Ref: 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 & needing to stop & there are pedestrians crossing the road. Also bike & scooter riders use the street to access the beach. To create another reason to enter the street & to stop in it, would be to increase the already present safety & 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 members 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 mine 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>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</p> <p>Move – Northern Beaches Transport Strategy 2038</p> <p>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</p> <p>Climate Change Action Plan</p> <p>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/20erccl1837climatechangeactionplanv9web1.pdf</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.

5.0 MATTERS FOR NOTATION

ITEM 5.1	UPDATED TEMPORARY DELEGATION TO COUNCIL - TRANSPORT FOR NSW
REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2024/038237
ATTACHMENTS	1 Cover letter from Secretary 2 Instrument-of-delegation-and-authorisation-Temporary- Delegation-to-Councils

GEOCODES:

REPORT

BACKGROUND

In February 2023, Transport issued the Traffic Management and Pedestrian Works Temporary Delegation to Councils. This authorised councils to make low-risk improvements to their streets and neighbourhoods without referral to Local Traffic Committee. Northern Beaches Council declined to take up the new delegations offered by TfNSW.

In response to feedback provided by Council's Transport has revised and expanded the delegation to also cover cycling works and parking management, and to remove requirements for Road Safety Audits at pedestrian crossings to align with existing Local Traffic Committee process and support accelerated delivery of safe crossings. Councils may also now undertake compatible works on bus routes, and at a reduced distance from traffic signals, subject to conditions to ensure the safe and smooth functioning of our networks.

Use of the Temporary Delegation remains entirely optional for individual councils. Transport representatives will continue to attend Local Traffic Committees. We will provide expertise and skills development through forums such as the Active Transport Community of Practice, as well as design guidance including the Cycle Design Toolbox and the Design of Roads and Streets Manual. We also maintain a comprehensive suite of standards and supplements to Austroads.

The Temporary Delegation will be valid until 30 June 2026, unless withdrawn or extended. For clarity, the Temporary Delegation supersedes any Transport requirement for referral to Local Traffic Committee, or referral to members acting in their Traffic Committee role, for those works that fall within the scope and conditions of the Temporary Delegation.

During this time, Transport will carefully monitor use of the Temporary Delegation to ensure works are implemented in accordance with design standards and to address any road safety or operational risks. We will also evaluate the extent to which the Temporary Delegation has contributed to better outcomes on neighbourhood streets, and more responsive and agile local governance.

ISSUES

The main issues that were present with the previous Temporary delegation remain where it may be appropriate to manage the approval process for transparency through the existing processes of Traffic Committee.

Subject to the criteria and conditions set out in the Temporary Delegation instrument, councils would be able to design and implement the following (as specified in Schedule 1 of the instrument):

- works to regulate parking.
- pedestrian crossings
- pedestrian refuges
- conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings.
- footpaths and continuous footpaths
- temporary or permanent works to enable alfresco dining.
- temporary or permanent works to improve or expand footpaths or pedestrian space.
- kerb buildouts to reduce crossing distance or manage vehicle speed.
- kerb modifications or median islands for tree planting, landscaping or water sensitive urban design.
- treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points.
- works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths and contra flow access for bicycle riders.

PROPOSAL

Staff request an update from Transport for NSW on how these Temporary Delegations can be used to improve the workflow of projects through the approval process.

It would appear that the delegations provide limited benefit to the delivery timeframes and whilst it could be of benefit where an agile response to an issue is required the majority of the items would still likely follow the current process up to the traffic committee consideration/reporting step. This provides limited benefit to the team and risks how this process is seen by the broader community.

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Traffic Committee requests that Transport for NSW provide an update on the Temporary Delegations and how they can be used to a broader community benefit.

Transport for NSW



RE: Updated Temporary Delegation to Councils

To Whom it May Concern,

Transport for NSW (Transport) is committed to working with local government to improve the liveability, safety, and vibrancy of our neighbourhoods.

In February 2023, Transport issued the Traffic Management and Pedestrian Works Temporary Delegation to Councils. This authorised councils to make low-risk improvements to their streets and neighbourhoods without referral to Local Traffic Committee.

Transport appreciates the many councils who have provided feedback on the Temporary Delegation. In response, Transport has revised and expanded the delegation to also cover cycling works and parking management, and to remove requirements for Road Safety Audits at pedestrian crossings to align with existing Local Traffic Committee process and support accelerated delivery of safe crossings. Councils may also now undertake compatible works on bus routes, and at a reduced distance from traffic signals, subject to conditions to ensure the safe and smooth functioning of our networks.

Use of the Temporary Delegation remains entirely optional for individual councils. Transport representatives will continue to attend Local Traffic Committees. We will provide expertise and skills development through forums such as the Active Transport Community of Practice, as well as design guidance including the Cycle Design Toolbox and the Design of Roads and Streets Manual. We also maintain a comprehensive suite of standards and supplements to Austroads.

The Temporary Delegation will be valid until 30 June 2026, unless withdrawn or extended. For clarity, the Temporary Delegation supersedes any Transport requirement for referral to Local Traffic Committee, or referral to members acting in their Traffic Committee role, for those works that fall within the scope and conditions of the Temporary Delegation.

During this time, Transport will carefully monitor use of the Temporary Delegation to ensure works are implemented in accordance with design standards and to address any road safety or operational risks. We will also evaluate the extent to which the Temporary Delegation has contributed to better outcomes on neighbourhood streets, and more responsive and agile local governance.

For more information, please visit [Temporary delegation to councils for minor works | Transport for NSW](#). The webpage hosts links to the updated Temporary Delegation instrument, alongside a suite of FAQ and mapping to help councils understand bus routes and fleets. If you have any further questions, please contact delegated_works@transport.nsw.gov.au.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Murray".

Josh Murray
Secretary

231 Elizabeth Street, Sydney, NSW, 2000
PO Box K659, Haymarket, NSW, 1240

OFFICIAL

(02) 8202 2200
transport.nsw.gov.au



INSTRUMENT OF DELEGATION AND AUTHORISATION

TRAFFIC MANAGEMENT AND PEDESTRIAN WORKS TEMPORARY DELEGATION TO COUNCILS No.2

*Roads Act 1993
Road Transport Act 2013*

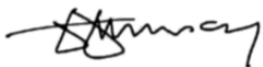
On behalf of Transport for NSW, I, Josh Murray, Secretary of the Department of Transport:

- a) **REVOKE** the instrument of 24 February 2023 titled "*Instrument of Delegation and Authorisation – Traffic Management and Pedestrian Works – Temporary Delegation to Councils*"; and
- b) **REVOKE**, in the "*Roads and Maritime Services - Delegation to Councils*" dated 31 October 2011 ("the 2011 Delegation"), clause 6 of that Instrument (which relates to the prohibition on a sub-delegate from carrying out a function under Division 2 of Part 8 of the *Roads Act 1993*), **SUBJECT TO** the condition in paragraph 11 of **Schedule 4** of this Instrument; and
- c) **DELEGATE** under section 31(1) of the *Transport Administration Act 1988* (the 'Act') and all other enabling powers, the functions set out in **Schedule 1** to the councils set out in **Schedule 2**, **SUBJECT TO** the conditions set out in **Schedule 4**; and
- d) **AUTHORISE** those delegates, under section 31(2) of the Act, to sub-delegate the functions set out in **Schedule 1** to the persons set out in **Schedule 3**,

A failure to comply with the conditions set out in **Schedule 4** renders the delegation inoperative with respect to the functions being carried out.

In addition, I **AUTHORISE** under section 122(b) of the *Road Transport Act 2013*, the councils set out in **Schedule 2**, to install or display (or interfere with, alter or remove) any prescribed traffic control device as set out in the TfNSW "*Traffic Signs Database*" and indicated as "*Delegated to Council for Authorisation – Yes*", as required to give effect to functions exercised under this delegation, including any portable traffic control lights, but NOT any internally illuminated traffic control device.

This Instrument commences on the date it is made, and paragraphs (c) and (d) above will continue in force until 30 June 2026 unless revoked earlier.



Josh Murray
Secretary
Department of Transport

Date: 12/12/2023

SCHEDULE 1 - FUNCTIONS

1. The functions and powers of Transport for NSW under section 115(2) of the *Roads Act 1993* to regulate traffic on a public road for purposes other than those set out in therein, being the following types of works:
 - (a) Works to regulate parking;
 - (b) Pedestrian crossings;
 - (c) Pedestrian refuges;
 - (d) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings;
 - (e) Footpaths and continuous footpaths;
 - (f) Temporary or permanent works to enable alfresco dining;
 - (g) Temporary or permanent works to improve or expand footpaths or pedestrian space;
 - (h) Kerb buildouts to reduce crossing distance or manage vehicle speed;
 - (i) Kerb modifications or median islands for tree planting, landscaping or water sensitive urban design;
 - (j) Treatments to manage vehicle speed including road humps, road cushions, raised intersections, chicanes and slow points;
 - (k) Works to create (but not remove) bicycle parking, bicycle lanes, bicycle paths, shared paths, separated footpaths and contra flow access for bicycle riders.

SCHEDULE 2 - DELEGATES

A council constituted under the *Local Government Act 1993*.

SCHEDULE 3 – SUB-DELEGATES

The general manager of a council, or an employee of the council.

SCHEDULE 4 - CONDITIONS

A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 of this Instrument:

1. On unclassified public roads for which the delegate is the roads authority, and within the delegate's local government area under the *Local Government Act 1993*;
2. On a road or part of a road with a speed limit of 50km/h or less, except in relation to
 - (a) Works to regulate parking; or
 - (b) Conversion of existing pedestrian ('zebra') crossings to raised pedestrian ('wombat') crossings; or
 - (c) Works relating to footpaths, shared paths or separated footpaths;
3. Where there is no change to the operation of any clearway, bus lane, bus only lane, bus layover or transit lane in the carrying out of the works;
4. Without altering the number of continuous travel lanes, including lanes that may operate only at peak times, except where carrying out works to manage vehicle speed by way of chicanes or slow points.

Traffic Signals

A delegate or its sub delegate may not exercise any function in Paragraph 1 of Schedule 1 under this Instrument :

5. Within 20m of a traffic signal, unless the works are within areas or lanes currently used or available at any time for parking; or
6. Within 60m of a traffic signal, where the works being carried out
 - (a) reduce in length or modify the operating hours of any existing auxiliary, through or merge lane (including kerbside approach lanes managed by No Stopping or No Parking controls), or
 - (b) install any new crossing on the road which the signal controls.

Bus Routes

7. A delegate or its sub-delegates may only exercise the functions in Paragraph 1 of Schedule 1 on a road that is a regular bus route (as prescribed and indicated on a map published on the TfNSW website for the purposes of this Instrument called "*Bus Route Map*") where :

- (a) The design vehicle is no smaller than the length of the buses indicated for the road on the Bus Route Map; and
- (b) There is no reduction in the extent or operating hours of a bus zone, and no reduction in existing space available for entry and exit of buses from the bus zone; and
- (c) Local bus operators have been consulted on the design of the works (other than works to regulate parking) and have been supplied with swept path drawings on request; and
- (d) Local bus operators have been notified in writing of impending works under this delegation (other than works to regulate parking) with a minimum of 14 days notice.

Standards

- 8. A delegate or its sub delegates must use any relevant Transport for NSW established standards, specifications and Technical Directions, and relevant Austroads guidelines and Australian Standards when designing and carrying out works under this Instrument
- 9. A delegate or its sub delegates may not use this Instrument to carry out any novel designs or works where there are no established standards, technical directions, or guidelines, and any such works must be referred to Local Traffic Committee through existing processes.

Notification of Local Traffic Committee

- 10. A delegate or its sub-delegate must table a "for information only" record of the works carried out under this Instrument, including any consultation with bus operators (where applicable) at the relevant Local Traffic Committee as soon as practicable after completion of the works. The record of the works must also be made public on the Council website.

Sub-delegates carrying out Regulation of Traffic functions under the 2011 Delegation

- 11. A sub delegate may only carry out a function under Division 2 of Part 8 of the *Roads Act 1993* using the 2011 Delegation if the proposed works to be carried out or functions to be exercised have been referred to Local Traffic Committee under that Delegation, and the proposal has received unanimous support from the members of the Local Traffic Committee.

ITEM 5.2	CONCEPT DESIGNS FOR DISCUSSION - MANLY 30KM/H GATEWAY TREATMENTS
-----------------	---

GEOCODES:**REPORT****BACKGROUND**

As part of the broader traffic calming program in the Manly CBD to support the 30km/h High Pedestrian Activity Area precinct 4 locations remained requiring a gateway treatment of some description.

Staff have developed high level concept plans to be discussed by the Committee Members prior to undertaking formal community consultation and detail design.

These concepts will be tabled at the meeting for discussion so the team can finalise the plans and undertake broad community consultation prior to reporting the devices back to the Committee for consideration.

LOCATION

The following locations are considered:

- Fairlight Street between James Street and West Esplanade
- Commonwealth Parade between West Esplanade and The Crescent
- Darley Street between Ashburner Street and Cliff Street
- Osborne Road between East Esplanade and Addison Road

RECOMMENDATION

That the Traffic Committee provides feedback on the draft concept designs.

REPORTING OFFICER	MANAGER, TRANSPORT NETWORK
TRIM FILE REF	2024/058311
ATTACHMENTS	NIL

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
4.7.23	6.3	<p>Forest Way, Belrose – pedestrian safety .</p> <p>Awaiting funding. Sally Claydon requested applying for Black Spot funding for Forest Way, leading to Glen Street.</p> <p>On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Claydon has asked TfNSW to look into this matter urgently, due to pedestrian safety issues on Forest Way.</p> <p>8/11/23 - Samantha Morley of TfNSW, advised the Ministerial response regarding this matter 'is progressing'.</p> <p>An extension of the 40km/h School Zone is being considered for Wakehurst Public School, ie: lengthen it to extend to Forest Way and potentially onto Forest Way (currently it commences 30-40m west of Forest Way).</p> <p>Ongoing</p>	TfNSW	6/2/24 Pending

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
10.10.23	6.2	<p>Relocation of Bus Stops along Narrabeen Park Parade, North Narrabeen</p> <p>James Makasiale provided an update on re-routing of buses that use Narrabeen Park Parade. Buses are having difficulty proceeding through the northern section of Narrabeen Park Parade and sometimes need to mount the footpath. Keolis Downer requires a different route for their service, due to safety concerns. A potential re-routing has been proposed by Keolis Downer via Melbourne Avenue and this has been discussed with TfNSW who are agreeable to the change.</p> <p>5/12/23 – Phil Devon advised that the consultation letter is being prepared for the zones.</p> <p>Ongoing</p>	<p>James Brocklebank/ James Makasiale</p> <p>Phil Devon</p>	6/2/24 Pending

10.10.23	6.3	<p>Wakehurst Parkway, Deep Creek, North Narrabeen – Safe Road Crossing:</p> <p>There is no 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. Both options are dangerous and a better solution needs to be found</p> <p>It was noted that a makeshift path had been constructed by cyclists under the bridge.</p>		
----------	-----	---	--	--

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
		<p>Sam Morley advised that this matter is currently sitting with management in TfNSW. An update to Michael Regan's office will be given shortly.</p> <p>Ongoing</p>	<p>Craig Sawyer/ Phil Devon TfNSW</p>	<p>6/2/24 Pending</p>
8.11.23	6.2	<p>Ponsonby Road, Seaforth - Roundabout</p> <p>Adele Heasman advised that this matter has been ongoing and related to a request for measures to improve pedestrian safety on Ponsonby Road immediately west of the roundabout and did relate to the roundabout itself.</p> <p>James Brocklebank advised that this would be investigated and a verbal update will be provided at the next LTC meeting. Ongoing</p>	<p>James Brocklebank</p>	<p>6/2/24 Pending</p>
8.11.23	6.3	<p>Lawrence Street, Freshwater - Right Turn Ban:</p> <p>Craig Sawyer advised he has been requested to meet with Mr Taylor, resident of Lawrence Street, who has been in contact with Council regarding a recent accident that occurred on Rowe Street near Lawrence Street. Mr Taylor requested that additional measures be</p>		

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
		<p>implemented as he feels the existing “AM Peak No Right Turn Mondays to Fridays” restriction at Harbord Rd and Lawrence Street is ineffective.</p> <p>He requests additional measures for safety reasons and to reduce traffic volumes in Lawrence Street and Rowe Street.</p> <p>Craig Sawyer has advised Adele Heasman regarding Mr Taylor’s concerns after he has met with Mr Taylor and the Police on site to discuss this matter.</p> <p>5/12/23 – Craig Sawyer has met with Mr Taylor.</p> <p>Craig Sawyer requested the Police to continue monitoring compliance with the AM peak right turn ban at Lawrence Street/ Harbord Road.</p> <p>It was also advised that we are looking at extending the hours of the No Right Hand Turn at Lawrence Street from Mondays to Fridays to 7 days, however, that community consultation would be required prior to progressing any actions.</p> <p>Further investigation is underway on additional traffic calming, signage and enhanced linemarking.</p> <p>Ongoing</p>	<p>Police</p> <p>Police</p> <p>Craig Sawyer Phil Devon</p>	<p>6/2/24 Pending</p>
8.11.23	6.4	<p>Harbord Road/ Headland Road, Freshwater – Recent Crash:</p> <p>Adele Heasman advised that James Griffin’s office had received correspondence regarding a crash involving a cyclist being struck by a car on Headland Road at its intersection with Harbord Road.</p> <p>James Brocklebank advised that Council had received correspondence from Mr James Griffin’s office on this matter and that consideration will be given to what changes might be feasible to improve safety for pedestrians and cyclists crossing at this location.</p> <p>The Transport Network team have submitted a funding application for this location under the Get Active NSW program to provide a safe pedestrian crossing at this location in the draft 2024/25 program.</p>	<p>James Brocklebank</p>	<p>6/2/24 Pending</p>

		Ongoing		
Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
8.11.23	6.5	<p>Oliver Street, Freshwater - Cycleway:</p> <p>Adele Heasman advised that the concrete blocks left in Oliver Street is a safety concern and asked whether signage on these blocks was proposed.</p>		
		<p>Craig Sawyer advised that Council will ensure measures are introduced, so the blocks are visible and to guide traffic past/ around the blocks, to ensure the blocks don't get hit.</p> <p>5/12/23 – Adele Heasman requested this matter be left on the report until February 2024, to give the Traffic Team enough time to update the Traffic Committee.</p> <p>Craig Sawyer advised he will update the Local Traffic Committee.</p> <p>Ongoing</p>	<p>Phil Devon</p> <p>Craig Sawyer</p>	<p>6/2/24</p> <p>Pending</p>
5.12.23	6.3	<p>Condamine Street, Balgowlah – shared access – driveway/footpath/ pedestrian access</p> <p>Sam Morley, TfNSW, requested Council to consider introducing a 10km/h Shared Traffic Zone on this shared access running along the east side of Condamine Street between Clarence Street and Lower Beach Street.</p> <p>Adele Heasman also requested Council install signage here to create safer access for pedestrians.</p> <p>Ongoing</p>	<p>Phil Devon/</p>	<p>6/2/24</p> <p>Pending</p>

Initial Meeting Date	General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
5.12.23	6.5	<p>Oxford Falls Road/ Dreadnought Road, Oxford Falls – pedestrian safety improvements.</p> <p>Sally Claydon requested that this matter remain on the monthly “Ongoing Actions Update” list until the Wakehurst Parkway upgrade has been completed and requested the Traffic Committee keep her informed with monthly updates.</p> <p>Ongoing</p>	Phil Devon	<p>6/2/24</p> <p>Pending</p>
5.12.23	6.8	<p>Pittwater Road, North Manly – pedestrian refuge.</p> <p>Adele Heasman requested an update on the pedestrian refuge at this location.</p> <p>Samantha Morley, TfNSW is waiting for the updated design and will advise Adele Heasman of any outcomes.</p> <p>Ongoing</p>	TfNSW	<p>6/2/24</p> <p>Pending</p>

RECOMMENDATION TO TRAFFIC COMMITTEE

That the Local Traffic Committee notes the Updated Actions Table.

Nuebelle Pty Ltd	35 Lauderdale Avenue, Fairlight NSW 2094	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	13 November 2023 to 15 December 2024
Grindley Interiors Pty Ltd	Manly Village Public School Darley Road Manly, NSW 2095	Length: 27 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	15 January 2024 to 15 April 2024
Milos Crnokrak	121 Crown Road, Queenscliff NSW 2096	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	23 November 2023 to 14 February 2024
Intrec Management Pty Ltd	Stella Maris College 52 Eurobin Avenue, Manly NSW 2095	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	27 December 2023 to 29 January 2024
Joshua Bakhos	6 Gladys Avenue, Frenchs Forest NSW 2086	Length: 14.5 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	8 January 2024 to 1 April 2024
Beebo Constructions	32 Bower Street Manly NSW 2095	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	12 February 2024 to 23 December 2024
Hi-Pac Constructions Pty Ltd	75 Foamcrest Avenue, Newport NSW 2106	Length: 7 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	15 January 2024 to 31 March 2024
Jv Projects Group	11 Ocean Avenue, Newport NSW 2106	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	17 January 2024 to 5 May 2024
Castle 2 Pty Ltd	90 Queenscliff Road, Queenscliff NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	22 January 2024 to 22 July 2024
James Conrad Martin	94 Fisher Road, Dee Why NSW 2099	Length: 5 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	18 January 2024 to 21 October 2024
Pacific Plus Constructions Pty Ltd	15 Greycliffe Street, Queenscliff NSW 2096	Length: 10 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	22 January 2024 to 26 June 2024

Urban Core Australia Pty Ltd	96-97 North Steyne, Manly NSW 2095	Length: 22 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	5 February 2024 to 13 May 2024
Lovett Custom Homes	191 Whale Beach Road, Whale Beach NSW 2107	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri 8:00am-1:00pm Saturday	19 January 2024 to 17 January 2025

RECOMMENDATION TO TRAFFIC COMMITTEE

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