



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 2 JULY 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 'Campbell Pfeiffer'.

Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Jose Menano-Pires
Member for Pittwater Mr R Amon MP Representative	
& Member for Davidson Mr M Cross MP Representative	Mr Phil Corbett
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Ms Sally Carmody
Transport for NSW – Senior Network & Safety Officer	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	Mr Edward Forrester

Officers

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 Dolma Negi
Traffic Engineer	Ms Jackline Shahho
Traffic Officer	Mr Luke Nickson
Traffic Officer	Ms Gabriela Grano
Traffic Officer	Mr Linji Chen
Traffic Officer	Mr Nicholas Murace
Engineering Intern	Mr Malik Elatrach
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Felicity Shonk
Transport Project Officer	Ms Kajal Todd
Transport Project Officer	Mr Alex Yuen
Transport Project Officer	Mr Brad Leuila
Manager - Rangers	Mr Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Fiona Madden

Visitors

Ms Valerie Jensen, Warriewood resident	Re: Agenda Item 4.10
Mr Phil Walker, Warriewood resident	Re: Agenda Item 4.10

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

to be held on Tuesday 2 July 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 on 4 June 2024	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 - Taylor Street, North Curl Curl - No Parking & No Stopping.....	5
4.2	Frenchs Forest Ward - Glen Street, Belrose - No Parking.....	10
4.3	Frenchs Forest Ward - Prince Charles Road at Wentworth Place, Belrose - Extension of No Stopping Unbroken Yellow Kerb Line.....	13
4.4	Frenchs Forest Ward - Wyatt Avenue at Charleroi Road, Belrose - Extension of No Stopping Unbroken Yellow Kerb Line	17
4.5	Manly Ward - Central Avenue, Manly - Mail Zone relocation.....	20
4.6	Manly Ward - Manly Jazz - Traffic Managment Plan 2024-2028	24
4.7	Manly Ward - Manly Seniors Centre Carpark - Change to "4P Authorised Permit Holders Excepted Unless Signposted Otherwise".....	48
4.8	Manly Ward - Ocean Lane, Manly - No Parking	54
4.9	Narrabeen Ward - Belmore Lane, Cromer - No Parking & No Stopping	59
4.10	Pittwater Ward - Foley Street & Warriewood Road intersection, Mona Vale - Proposed Roundabout.....	63
5.0	MATTERS FOR NOTATION	92
5.1	REPORT - Ongoing Actions Update	92
5.2	REPORT - Requests for Works Zones.....	97

NEXT MEETING Tuesday 6 August 2024

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

2.1 MINUTES OF NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE HELD ON 4 JUNE 2024

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee held on 4 June 2024, copies of which were previously circulated to all members, be confirmed as a true and correct record of the proceedings of that meeting.

2.2 DECLARATION OF PECUNIARY AND CONFLICTS OF INTEREST

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

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

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

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

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

4.0 REPORTS FOR APPROVAL BY COUNCIL DELEGATION

ITEM 4.1 CURL CURL WARD - TAYLOR STREET, NORTH CURL CURL - NO PARKING & NO STOPPING

GEOCODES: -33.763982, 151.297704

REPORT

BACKGROUND

Council has received concerns from local residents regarding the long-term parking of boat & box trailers, ongoing illegal parking and minimal parking turnover in sections of Huston Parade, affecting visitor access to the beach and reserves and traffic flow on weekends in particular.

Due to the illegal parking in Taylor Street, the road width is reduced, affecting the ability for residents and visitors to attend residential properties, emergency vehicle and waste operator access.

LOCATION

- Taylor Street is a local road with a pavement width of approximately 6m between the kerb and road reserve.
- The section of Taylor Street under consideration is located between the intersection of Taylor Street and Huston Parade, North Curl Curl.
- Taylor Street comprises of low to medium density housing on the western side which includes No Parking Saturday, Sunday and Public Holiday restrictions on the northern side, however, the southern and the cul-de-sac has unrestricted parking.
- Taylor Street is located within walking distance of North Curl Curl and Curl Curl Beach, Surf Reserve, Flora and Ritchie Roberts Reserve and John Fisher Park. This location includes an off-leash dog area.
- There is an existing footpath located on the southern side of Huston Parade, North Curl Curl.

ISSUES

- Ongoing illegal parking within 10m of intersections, on the reserve and the nature strip on the southern side of Taylor Street, North Curl Curl.
- Long term parking of boat and box trailers adjacent to the reserve and on Taylor Street, North Curl Curl.

PROPOSAL

Council has undertaken a review of the location and proposes to replace the existing weekend No Parking restrictions with a full-time 'No Parking' restriction on the north side of Taylor Street. This will ensure adequate road width for traffic and maintain on-street parking for residents and visitors. By retaining parking on the south side, the number of on-street parking spaces is maximised while banning parking on the north side ensures good sight lines for vehicles exiting driveways.

In addition, Council has reduced and extended the existing No Stopping Unbroken Yellow Kerb Lines at the intersection of Taylor Street and Huston Parade to indicate where it is safe and legal to park.

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

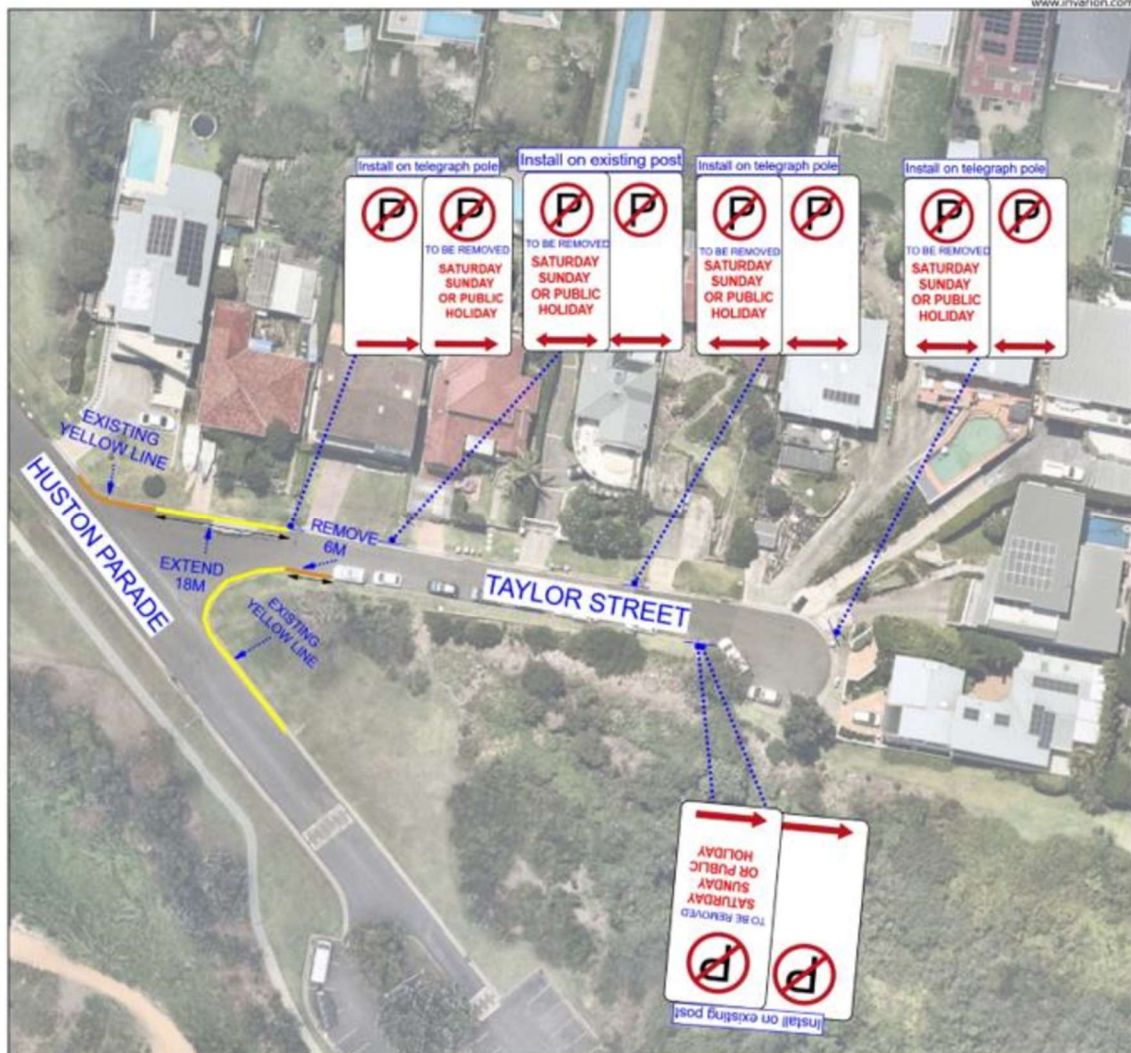
Consultation letters have been distributed to 16 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Replacement of the existing weekend No Parking restrictions with a full-time 'No Parking' restriction on the north side of Taylor Street.
2. Reduction and extension of the existing No Stopping Unbroken Yellow Kerb Lines at the intersection of Taylor Street and Huston Parade

Reporting officer	Traffic Officer
TRIM file ref	2024/355818
Attachments	1 Taylor Street, North Curl Curl - Plan 2 Taylor Street, North Curl Curl- Table Of Consultation





	PROPOSAL				 northern beaches council
	Taylor Street, North Curl Curl No Parking & No Stopping				
	DRAWN	GG	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	A	

Table of Consultation

Address	Taylor Street, North Curl Curl
Proposal	No Parking & No Stopping

Properties Consulted	16
Responses Received	8
Support	4
Do Not Support	4

Issue	Resident Comment	Council Response
Affects Residents & Visitors	<p>I do not support the proposal in its current form, on the basis that it will reduce already limited parking available on the street, and a change of this size is disproportionate to the issue at hand.</p> <p>In the years I have been living on this street, the proposed issue has occurred only a handful of times (and only in summer during hot days). As such, this response is not proportionate to the issue.</p> <p>I do agree that waste management services do need clear access through this street. Two alternatives that I would support is the installation of the No Parking signs on the left hand side of the street, for example, no changes to yellow lines and the turning bay at the top), or No Parking on Fridays to allow for truck access.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.</p>
Loss Of Parking	<p>No need for the existing line to be extended 18 metres, there is no issue for any vehicles and removes parking for two vehicles every day, which is greatly needed by the residents and elderly residents who live on the street.</p> <p>The street should be kept as it is but with No Parking installed on the north and at the top of the street the bottom should remain as it is.</p> <p>There is insufficient parking on the street for residents. It makes sense to introduce the restrictions at the entrance of Taylor St and also to parking on the north side of Taylor St. However, it would be prudent for parking to remain in the turning circle or at least allow overnight parking for example, no parking between 8 AM and 6 PM.</p>	<p>Taylor Street is a public road, located in a residential area 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>

ATTACHMENT 2 : TAYLOR STREET, NORTH CURL CURL- TABLE OF CONSULTATION - ITEM 4.1 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 2 JULY 2024

<p>Additional Comments</p>	<p>In general I support it. However, the current arrangement means losing a net of three potential reasonable parking spaces during the week, one added south, two lost north near road junction and two lost in cul de sac. There is a gain of one space during the weekend.</p> <p>My suggestion is to maintain the parking spaces south side of the cul de sac during the week and proceed with all the other changes.</p> <p>One of the existing traffic problems at Taylor Street at present is the lack of policing and enforcement of the existing regulations. Unless this attitude changes I fear that the proposed changes will only be of limited benefit.</p>	<p>The proposal will assist residents concerns in Taylor Street, therefore, improving traffic flow and visibility for residents, visitors, waste operators and emergency services.</p> <p>Council Rangers can investigate any illegal parking and enforce the existing NSW Road Rules.</p>
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ITEM 4.2 FRENCHS FOREST WARD - GLEN STREET, BELROSE - NO PARKING
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GEOCODES: -33.739237, 151.218479

REPORT

BACKGROUND

Council has received multiple concerns from Wakehurst Public School regarding ongoing illegal parking and limited enforcement, which is affecting parking turnover and pedestrian and road safety outside the subject location on Glen Street, Belrose.

LOCATION

- Glen Street is a local road, with a posted speed limit of 50km/h.
- The proposed section of the road is in a School Zone area with a posted speed limit of 40km/h.
- Road width is approximately 9.5m kerb to kerb, there is an existing raised Pedestrian Crossing and dividing lines separating two-way traffic.
- Glen Street is a connection from Forest Way (State Road) into Belrose and Davidson.
- Bus Services 141, 271, 274, 281, 282 and 283 and school services utilise Glen Street.
- Wakehurst Public School is located in the centre of this proposal and existing restrictions include No Parking 8:00AM-4:00PM School Days, statutory No Stopping and Bus Zone area.
- Frenchs Forest Showground, Lionel Watts Playing Fields, Glen Street Theatre, Glen Street Library and Glenrose Shopping Centre is located to the west of this location.

ISSUES

- Wakehurst Public School has reported limited parking enforcement during am and pm School Zone hours.
- The existing No Parking 8:00AM - 4:00PM School Days are not consistent with School Zone hours and limit on-street parking for residents, visitors and school staff during the day.
- Ongoing illegal parking creating unsafe conditions in the School Zone area.

PROPOSAL

Council has undertaken a review of the location and proposes an amendment of the existing No Parking 8:00AM - 4:00PM restrictions to be consistent with School Zone operation hours of 8:00am - 9:30AM & 2:30PM - 4:00PM School Days outside Wakehurst Public School on Glen Street, Belrose.

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 20 properties within the immediate vicinity of the location providing notification of the proposed changes. Three responses were received in support of the proposal.



RECOMMENDATION

That the Traffic Committee supports the:

1. Removal of the of the existing No Parking 8:00AM - 4:00PM restrictions outside Wakehurst Public School, on Glen Street, Belrose.
2. Installation of 8:00am - 9:30AM & 2:30PM - 4:00PM School Days outside Wakehurst Public School on Glen Street, Belrose.

Reporting officer	Traffic Officer
TRIM file ref	2024/399159
Attachments	1 Glen Street, Belrose - Plan



	PROPOSAL				
	Glen Street, Belrose No Parking Restriction				
	DRAWN	GG	APPROVED	PD	
	LAYOUT	1 OF 1	REVISION NO.	A	

<p>ITEM 4.3 FRENCHS FOREST WARD - PRINCE CHARLES ROAD AT WENTWORTH PLACE, BELROSE - EXTENSION OF NO STOPPING UNBROKEN YELLOW KERB LINE</p>
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GEOCODES: - 33.739843, 151.221156

REPORT

BACKGROUND

Council has received concerns from local residents regarding difficulties exiting Wentworth Place when vehicles park too close to the intersection. Residents advise that these vehicles impede visibility for traffic exiting Wentworth Place, creating unsafe conditions.

LOCATION

- Prince Charles Road is a local road with posted a 50km/h speed limit.
- Road width of Prince Charles Road is approximately 9.7m between kerbs.
- The proposed section of Prince Charles Road intersects Wentworth Place and The Esplanade; however, Prince Charles Road provides access to Wearden Road and Forest Way, Belrose.
- The intersection of Prince Charles Road and Wentworth Place is a standard T-intersection where the Roads Rules of 'No Stopping' within 10m of the intersection apply.
- Belrose Reserve, County Road Reserve and Wakehurst Public School are located within proximity of Prince Charles Road, Belrose.
- Adjacent land in Prince Charles Road and Wentworth Place consists of low to medium density housing.
- On-street parking is generally unrestricted on Prince Charles Road and Wentworth Place, Belrose.

ISSUES

- The intersection of Prince Charles Road and Wentworth Place is a standard T-intersection where the NSW Roads Rules of 'No Stopping' within 10m of the intersection apply, however, legally parked vehicles adjacent to the existing No Stopping Unbroken Yellow Kerb Line is reducing the sightline.

PROPOSAL

Council has undertaken a review of the location and proposes to extend existing statutory No Stopping Unbroken Yellow Kerb Lines on the south-eastern side of the intersection, approximately 6.6m in length, outside No.116 Prince Charles Road, Belrose, to improve visibility and improve road safety.

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 14 properties within the immediate vicinity of the location providing notification of the proposed changes.

RECOMMENDATION

That the Traffic Committee supports the:

1. Extension of the existing statutory No Stopping Unbroken Yellow Kerb Lines on the southeastern side of the intersection approximately 6.6m in length outside No.116 Prince Charles Road, Belrose.

Reporting officer	Traffic Officer
TRIM file ref	2024/391105
Attachments	1 Prince Charles Road at Wentworth Place, Belrose - Plan 2 Prince Charles Road at Wentworth Place, Belrose - Table Of Consultation

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PROPOSAL

116 Wentworth Place, Belrose
Extension of No Stopping Unbroken Yellow Kerb Line

DRAWN	GG	APPROVED	PD
LAYOUT	1 OF 1	REVISION NO.	A
		DATE	30/10/2023



Table of Consultation

Address	<u>Prince Charles Road at Wentworth Place, Belrose</u>
Proposal	<u>Extension of No Stopping Unbroken Yellow Kerb Line</u>

Properties Consulted	14
Responses Received	6
Support	6
Do Not Support	

Issue	Resident Comment	Council Response
Resident concerns	It's very dangerous to exit the street with no sight of the coming traffic when cars are parked in the area pointed in the map. We literally take our chances every time hoping no car's coming as it's not possible to see them. I struggle when cars are parked there to see on coming traffic while trying to turn out Wentworth Place.	The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.
Additional Comments	Please consider extending the No Stopping Unbroken Yellow Kerb Line around the corner and into Wentworth Place a similar length, as people park in Wentworth Place, close to the corner.	Council will monitor and consider the request, however, Council Rangers can investigate any illegal parking consistent with NSW Road Rules.

ITEM 4.4 FRENCHS FOREST WARD - WYATT AVENUE AT CHARLEROI ROAD, BELROSE - EXTENSION OF NO STOPPING UNBROKEN YELLOW KERB LINE

GEOCODES: -33.722783, 151.215704

REPORT

BACKGROUND

Council has received concerns from local residents regarding sightline obstructions due to parked vehicles at the intersection of Wyatt Avenue and Charleroi Road, Belrose. Residents advise that these vehicles impede visibility for traffic exiting Charleroi Road creating unsafe conditions.

LOCATION

- Wyatt Avenue is a local road with a 50km/h speed limit. A designated School Zone with a reduced 40km/h speed limit (8am-9.30am and 2.30pm-4pm School Days), commences at the western boundary of John Colet Primary School for a length of 200m.
- The road width of Wyatt Avenue varies from 10m between kerbs (west of Charleroi Road) to where there is existing kerb and gutter only on the southern side of the road. The western end of Wyatt Avenue is a No Through Road and provides access to 11 properties, including the Sydney East Sub-station.
- Charleroi Road is a local road with a 50km/h speed limit, and a road pavement width of 7.3m between kerbs. Charleroi Road intersects Wyatt Avenue as the stem of a 'T' intersection and is controlled by statutory No Stopping Unbroken Yellow Kerb Lines and School Zone warning signs and line marking.
- Wyatt Avenue Bike Park is located on the northern side of Wyatt Avenue, opposite the intersection of Charleroi Road and Wyatt Avenue, Belrose.
- John Colet School is located at No.6 Wyatt Avenue to the east of the Childcare Centre. Wyatt Reserve Playing Fields and Tennis Club is situated on the corner of Wyatt Avenue and Cotentin Road.
- A mid-block raised pedestrian crossing is located in Wyatt Avenue at the eastern end of the school, with 'NO PARKING 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions provided for the school drop-off and pick-up area 80m in length, on the western approach to the crossing.
- There is a 90° angle parking area (26 spaces) located on the southern side of Wyatt Avenue fronting the Reserve, with timed parking 'P5 MINUTE 8AM-9.30AM 2.30PM-4PM SCHOOL DAYS' restrictions applying to the six spaces closest to the raised pedestrian crossing dedicated for School drop-off and pick-up.
- The existing footpath is located only on one side of the road and runs west along the northern side of Wyatt Avenue.
- The 141, 271, 274, 282 and 283 bus route operates along Wyatt Avenue, Belrose.

ISSUES

- Vehicles, including boat trailers adjacent to the existing No Stopping Unbroken Yellow Kerb Line at the intersection of Wyatt Avenue and Charleroi Road impede visibility for traffic exiting Charleroi Road creating unsafe conditions.
- Visibility issues exist within a School Zone, Playing Field/Playground and Bike Park area which includes pedestrian and cycle use.
- Illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes to extend the existing 'No Stopping Unbroken Yellow Kerb Lines' on Wyatt Avenue by approximately 6m on each side of the intersection in front of No.7 Wyatt Avenue and No.1 Charleroi Road respectively.

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 6 properties within the immediate vicinity of the location providing notification of the proposed changes. One response has been received in support of the proposal.

RECOMMENDATION

That the Traffic Committee supports the:

1. Extension of extend the existing 'No Stopping Unbroken Yellow Kerb Lines' on Wyatt Avenue by approximately 6m on each side of the intersection in front of No.7 Wyatt Avenue and No.1 Charleroi Road respectively.

Reporting officer	Traffic Officer
TRIM file ref	2024/389326
Attachments	1 Wyatt Avenue at Charleroi Road, Belrose - Plan



ITEM 4.5 **MANLY WARD - CENTRAL AVENUE, MANLY - MAIL ZONE RELOCATION.****REPORTING officer** Traffic Engineering Coordinator**TRIM FILE REF** **2024/022185****ATTACHMENTS** 1 Plan
2 Plan2**GEOCODES: -33.79581, 151.28673****REPORT****BACKGROUND**

Council has received a request from Australian Post for relocation of their Central Avenue Mail Zone to a new location nearer to the relocated Post Office on Raglan Street. The Post Office has shifted from premises on the ground floor of the Manly National Building at 22 Central Avenue, to new premises fronting Raglan Street at No.5A Raglan Street. Staff have met on site with Australia Post to review options.

LOCATION

Central Road is a local road in the heart of the Manly Town Centre, carrying moderate volumes of traffic. It is approximately 140m in length and runs north/south between Raglan Street at its northern end and the Sydney Road Plaza at its southern end. Both the Manly National and Pacific Waves parking stations are accessed off Central Avenue, it is also a well-used road for deliveries to premises fronting onto the Sydney Road Plaza. These factors mean that it carries higher volumes of traffic than would normally be anticipated in a short No Through Road. The road has a width of approximately 7.5m with a range of short-term parking and Loading Zone restrictions present on its eastern side. The western side of the street is managed mostly by a No Stopping restriction, however, a Mail Zone has been present on the former Post Office frontage to allow for servicing of the Post Boxes. Relocation of the Mail Zone to a new location near the relocated Post Office is required.

ISSUES

- The Post Boxes have been relocated to Raglan Street in front of the new Post Office. Australia Post requires full time access to a Mail Zone for postal workers to collect mail and other postal items.
- Raglan Street, although the most logical location for a Mail Zone, has a No Stopping restriction applying along the full length of its southern side, together with a marked bike lane. Siting of a Mail Zone on Raglan Street is considered unfeasible.
- There is a No Stopping Zone of approximately 13m in length on the west side of Central Avenue south of Raglan Street and another of approximately 22m in length on the eastern side of Raglan Street. These No Stopping zones are required to allow for passing of vehicles entering and exiting Central Avenue.
- There is a space of approximately 5.5m between the abovementioned No Stopping zone on the western side of Central Avenue and a driveway servicing No.5A Raglan Street that is currently subject to a No Parking restriction. This space is the most appropriate location within close proximity to the new Post Office within to site a Mail Zone.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to relocate the Mail Zone from its existing location midway along the western side of Central Avenue to a new location approximately 14m south of Raglan Street. A No Parking restriction will be introduced in the location where the Mail Zone was previously located.

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.

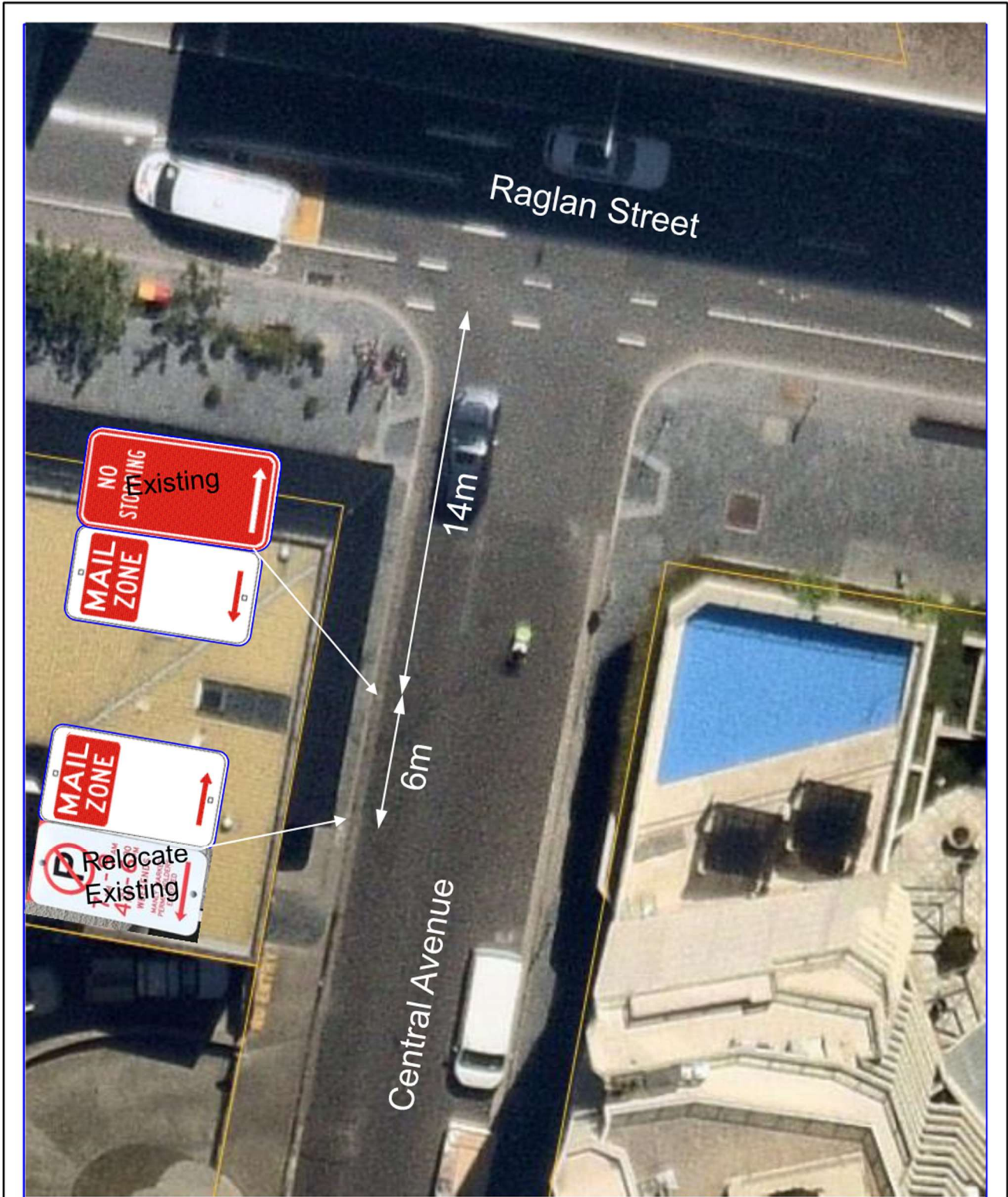
CONSULTATION

Staff from Council and Australia Post have met on site to discuss the proposed change and Australia Post is supportive of the proposal. Staff have also met with business premises at 5A Raglan Street to discuss the change with no concerns raised.




RECOMMENDATION TO TRAFFIC COMMITTEE

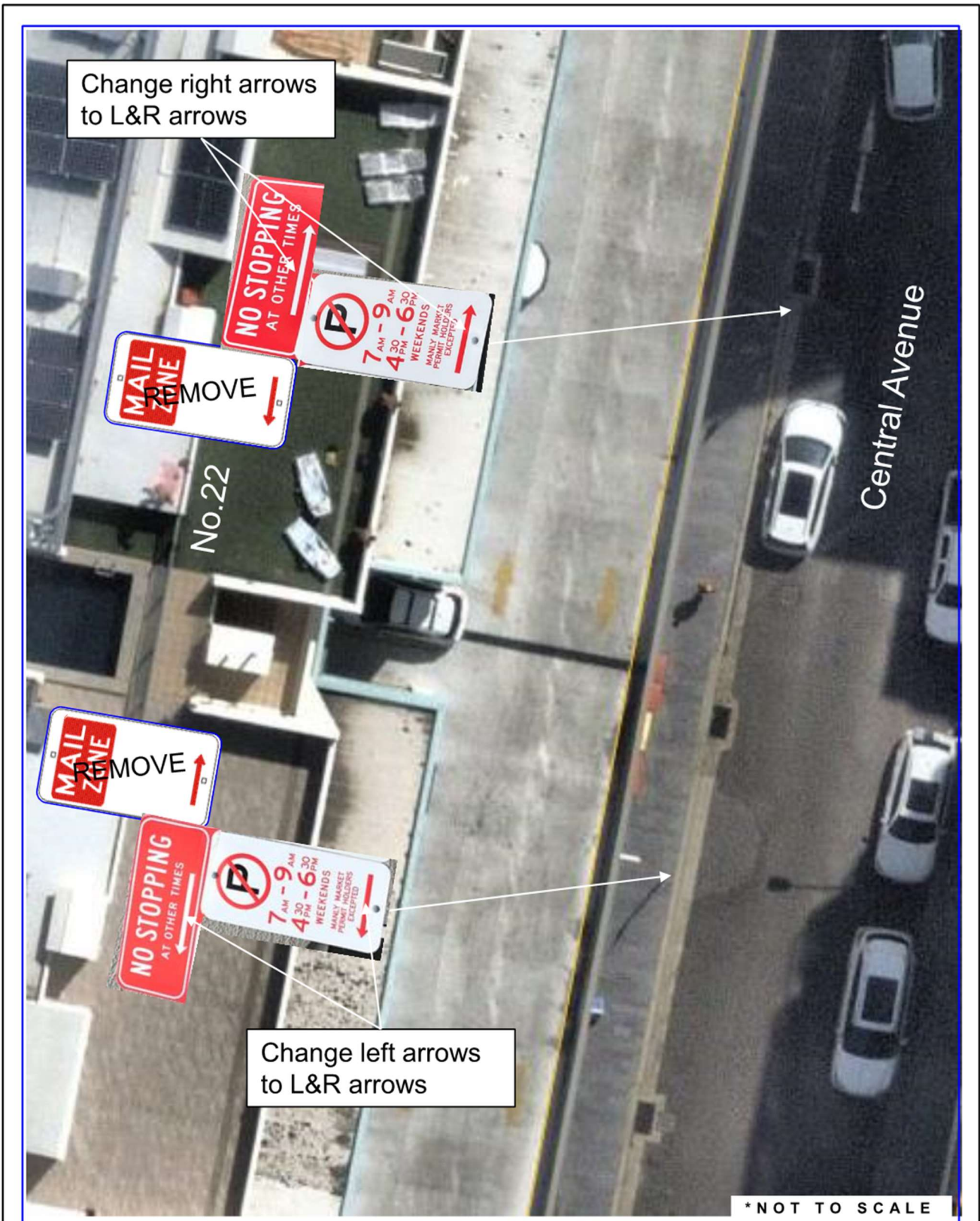
That the Traffic Committee supports the:

1. Relocation of the Mail Zone on the western side of Central Avenue from its current location midway along the street to a new location 14m south of Raglan Street
 2. Adjustment of the existing No Parking signposting on the west side of Central Ave to extend through the redundant Mail Zone area.
-






*NOT TO SCALE

	PROPOSAL					 northern beaches council
	Central Avenue, Manly Mail Zone					
	DRAWN	JB	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	



*NOT TO SCALE

	PROPOSAL					 northern beaches council
	Central Avenue, Manly Mail Zone removal					
	DRAWN	JB	APPROVED			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	

ITEM 4.6	MANLY WARD - MANLY JAZZ - TRAFFIC MANAGEMENT PLAN 2024-2028
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GEOCODES: various

REPORT

BACKGROUND

Manly Jazz is an annual event held at the end of September. It draws large crowds to the Manly Beachfront and Corso areas and is a significant event for the Northern Beaches community. A detailed Traffic Management Plan and associated Traffic Control Plans have been prepared for consideration and approval by TfNSW and the Traffic Committee.

LOCATION

The event is focused on the Manly Beachfront and Corso. The event site layout will be similar to that used in previous years with the road length of North/South Steyne, from Wentworth Street through to Raglan Street on the oceanfront, closed and used for staging and as a safe public walkway between event stages.

This site will provide an expansive and safe area for the predicted large crowds to enjoy both the scenic setting and live music performances.

Activities are to be presented within the road closure area from the corner of Wentworth Street/South Steyne to the corner of North Steyne/Raglan Street. Performances will also take place within The Corso pedestrian mall between the ocean beachfront to the point where The Corso meets Darley Road. There will be additional stages placed at the Town Hall forecourt (opposite Manly Wharf) and the Sydney Road pedestrian mall. Manly Jazz is an annual event which has been successfully held for over 40 years. It brings exposure to Manly as a destination, providing benefits to the community, local business and visitors.

ISSUES

Given the size of anticipated crowds and the scale of the event there is a need for a road closure and amended parking arrangements to cater for pedestrian safety and to facilitate event management.

PROPOSAL

Council has undertaken a review of the location and issues and proposes the following:

1. Road closure requirements:

The organisers of the event, Northern Beaches Council Events Team, request that a full road closure take place from the corner of South Steyne/Wentworth Street to the corner of North Steyne/Raglan Street from the hours of 4:00pm on the afternoon of Friday 20 September to midnight on Sunday 22 September 2024.

Please note: An Authorised Traffic Management Company will be employed to set up signage and manage the road closure during the day.

2. **Authorised Parking Only requirements:**

In addition, the following measures are proposed to allow for loading/unloading of staging materials and arrival/departure of performers across the event weekend:

- The Loading Zone signs outside 49 North Steyne (West side) will be changed to a No Stopping from 3.00pm on Friday 20 Sep through to midnight on Sun 22 Sep 2024
- The Loading Zone signs outside 1 Central Avenue (East side) near the intersection with Sydney Road will be changed to a No Stopping from 10.00am Saturday 21 Sep to 8.00pm Sun 22 Sep 2024
- The Bus Zone signs in the parking bay opposite Raglan Street on North Steyne (East side) will be changed to Authorised Parking Only/Taxi Zone 7pm – 7am from 3.00pm Friday 20 to midnight on Sun 22 Sep 2024
- The first three 30 min parking spots on the Corso (South side in front of Coles) to Authorised Parking Only from 8.00am to 8.00pm (with arrows) from 10.00am Saturday 21 Sep to 8.00pm Sun 22 Sep 2024
- The Loading Zone signs on Whistler Street (East side) outside Manly Congregational Church will be changed to Authorised Parking Only from 8.00am to 8.00pm (with arrows) from 10.00am Saturday 21 Sep through to Midnight Sun 22 Sep 2024
- The 2P Metered Parking signs for the first three perpendicular parking spaces on South Steyne near the intersection with Wentworth Street will be changed to Authorised Parking Only from 8.00am – 8.00pm (with arrows) from 3.00pm on Friday 20 Sep through to midnight on Sun 22 Sep 2024

Vendors and technical suppliers will be given specific set up and dismantle times to operate under throughout the three event days. This will limit congestion and spread the parking load.

Appropriate road signage complying with the requirements of AS 1742 will be displayed advising of the change in road traffic conditions and detouring traffic around the impacted area. An Authorised Traffic Management Company will be employed to set up signage and man the road closure during the day.

Signage advising of the upcoming traffic changes will be installed in advance of the event by Council. Changes to restrictions in parking at North and South Steyne will also be signposted. This signage will be installed by Council works staff.

Council will be promoting the event through media, on its website and social media accounts. Promotional materials will be encouraging visitors to use public transport, carpool or walk/cycle to the event.

Despite the above, traffic conditions around the Manly oceanfront and wharf area, and throughout the Manly CBD area and surrounds will be highly congested throughout the weekend. The effects will however be localised and are unlikely to impact the State Road Network outside the Manly CBD area.

Road barriers will be lit at night throughout the duration of the road closure.

A copy of the Traffic Management Plan which was employed successfully last year is attached to this report. Subject to feedback from the Traffic Committee this TMP will be submitted to TfNSW for approval and lodged with the TMC for a Road Occupancy License (ROL) for the occupation of North/South Steyne. The Transport Management Centre will be advised of the activation and reactivation of the road closure in line with any ROL conditions. The live traffic website will also be updated consistent with the above.

PEDESTRIAN AND CYCLING IMPACT STATEMENT

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

- The road closure is temporary and will not permit cyclist access along the route.
- The closure temporarily impacts one walking path and pedestrians will not be permitted along this route, however there will be alternate walking routes.

CONSULTATION

Notification will be undertaken to residents and/or businesses via a letterbox drop in the local area, through Council's website, a press release and social media post. The affected Bus Companies will be informed of the event so that bus services can operate around the road closure and its associated times.

Local Police and emergency services will be notified of the event and the temporary road closures.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the Traffic Management Plan for the Manly Jazz event, held in September, subject to approval of a Traffic Management Plan by TfNSW and obtaining a Road Occupancy License from TfNSW.
2. Implementation of the event Traffic Management Plan for the next 5 years and noting that the matter will not be resubmitted to the Traffic Committee during this period unless there are significant changes to the event Traffic Management Plan.

Reporting officer Team Leader, Events

TRIM file ref 2024/445807

Attachments 1 Event TMP



TRAFFIC MANAGEMENT PLAN

MANLY JAZZ



SATURDAY 23rd & SUNDAY 24th SEPTEMBER 2023

PREPARED FOR

NORTHERN BEACHES COUNCIL



TABLE OF CONTENTS

TABLE OF CONTENTS.....	2
STATEMENT OF CONFIDENTIALITY & NON-DISCLOSURE.....	4
DOCUMENT CONTROL	5
DEFINITIONS.....	5
REFERENCE DOCUMENTS	5
1. GENERAL EVENT INFORMATION.....	6
1.1 EVENT SUMMARY	6
1.2 TRAFFIC IMPACT SUMMARY	6
1.3 EVENT DETAILS.....	7
1.4 KEY EVENT CONTACTS.....	8
2. EVENT LOCATION	9
3. WORKPLACE HEALTH & SAFETY.....	10
3.1 RISK ASSESMENT PLANS.....	10
3.2 PUBLIC LIABILITY INSURANCE	12
3.3 NSW POLICE FORCE.....	12
3.5 EVENT DELAYS, POSTPONEMENT OR CANCELLATION	12
4. TRAFFIC AND TRANSPORT MANAGEMENT	13
4.1 EVENT IMPACT ON ROAD NETWORK.....	13
4.2 ROAD CLOSURES	13
4.3 DETOURS.....	13
4.4 NO PARKING ZONE.....	14
4.5 VEHICLE ACCESS TO THE EVENT SITE	15
4.6 IMPACTS TO PUBLIC TRANSPORT	15
4.6.2 TAXI AND RIDE-SHARE PROVIDERS	16
5. MINIMISING THE IMPACT ON THE NON-EVENT COMMUNITY.....	17
5.1 ACCESS FOR LOCAL RESIDENTS AND BUSINESSES	17
5.2 ACCESS FOR EMERGENCY VEHICLES	17
5.3 ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS	17
5.4 EVENT PROMOTION	17
5.6 VARIABLE MESSAGE BOARDS.....	17
6. PUBLIC LIABILITY INSURANCE	18
7. TRAFFIC GUIDANCE SCHEMES.....	19



8. EVENT ORGANISER APPROVAL21
8.1. AUTHORISATION TO REGULATE TRAFFIC.....21



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DOCUMENT CONTROL

This document is uncontrolled once printed – the final version with specifications and site diagrams will be locked for printing and restricted by password.

A copy of the final version will be supplied to the event organiser prior to the event.

Version	Prepared by	Date	Comments	Reviewed by
1.0	Katerina Stewart	4/5/2023	First draft	Kieran Cato

DEFINITIONS

Term	Definition
TMP	Transport Management Plan
TGS	Traffic Guidance Scheme
VMS	Variable Message Sign
HVM	Hostile Vehicle Mitigation
TMC	Transport Management Centre
SMP	Security Management Plan
TfNSW	Transport for NSW

REFERENCE DOCUMENTS

Title	Version
Guide to Traffic and Transport Management for Special Events	v3.5, July 2018
Traffic Control at Worksites Technical Manual	v6.1, February 2022
Workplace Health and Safety ACT NSW	2011
Workplace Health and Safety Regulation NSW	2017
Safe Work NSW website – www.safeworkaustralia.nsw.gov.au	Current website
Working near Sydney Light Rail – www.transdev.com.au/solutions/work-access-permits/	Current website.
Safe Work Code of Practice – First Aid in the workplace	July 2019
Safe Work Code of Practice – Hazardous Manual Tasks	October 2018
Safe Work Code of Practice – Managing the risks of plant in the workplace	October 2021
Safe Work Code of Practice – How to manage work health and safety risks	May 2018



1. GENERAL EVENT INFORMATION

1.1 EVENT SUMMARY

The Manly Jazz festival, which has been held since 1977, attracts thousands of fans from all over the country to witness live performances by renowned artists. The festival showcases a diverse range of jazz music genres, including jazz, funk, Latin, fusion, blues, gospel, swing, and roots. In addition to the main performances, visitors can also enjoy free events and explore the lively atmosphere of the Manly Corso and surrounding areas, where local bars and restaurants offer in-venue entertainment alongside delicious food and drinks.

1.2 TRAFFIC IMPACT SUMMARY

Manly Jazz involves a full road closure to vehicles along Nth Steyne & Sth Steyne between Raglan St and Wentworth St from 4pm Friday 22nd of September to midnight Sunday 24th of September 2023.

To support the event area the following locations are also to be closed as per the times and closure type listed below.

A soft closure will be implemented for the bump in & out of the event as well as the restocking of vendors during non-event hours and a hard closure will be implemented during event hours. The soft and hard closure times may be altered by the event manager if deemed safe to do so.

STREET	DATE / TIME	CLOSURE TYPE
- North Steyne (Between Raglan St and Sth Steyne) - South Steyne (Between North Steyne and Wentworth St)	4pm Friday 22 nd - 10am Saturday 23 rd September 2023	SOFT
- North Steyne (Between Raglan St and Sth Steyne) - South Steyne (Between North Steyne and Wentworth St)	10am Saturday 23 rd - 7pm Saturday 23 rd September 2023	HARD
- North Steyne (Between Raglan St and Sth Steyne) - South Steyne (Between North Steyne and Wentworth St)	7pm Saturday 23 rd - 10am Sunday 24 th September 2023	SOFT
- North Steyne (Between Raglan St and Sth Steyne) - South Steyne (Between North Steyne and Wentworth St)	10am Sunday 24 th - 7pm Sunday 24 th September 2023	HARD
- North Steyne (Between Raglan St and Sth Steyne) - South Steyne (Between North Steyne and Wentworth St)	7pm Sunday 24 th – Midnight Sunday 24 th September 2023	SOFT



1.3 EVENT DETAILS

Event Date:	Saturday 23 rd & Sunday 24 th of September
Event Times:	10:00am to 6:00pm Daily
Event Venue:	North & South Steyne, Manly
Expected Attendance:	TBC
Target Audience:	18+
Traffic Closure Start:	Friday 22 nd of May 1600
Bump-In Start:	Friday 22 nd of May 1600
Bump-Out Finishes:	Sunday 24 th of May 0000
Traffic Closure End:	Sunday 24 th of May 0000



1.4 KEY EVENT CONTACTS

Event Organiser: Northern beaches Council
Event Manager: Rachel Weatherley
Event Manager Phone: 02 8495 5448
Event Manager Email: Rachel.Weatherley@northernbeaches.nsw.gov.au

Venue Owner: Northern Beaches Council
Venue Manager: Northern Beaches Council
Venue Owner Phone: 1300 434 434
Venue Owner Email: council@northernbeaches.nsw.gov.au

Police Area Command: Northern beaches PAC
Police Contact: TBC
Police Phone: 02 9971 3399
Police Email: events@northernbeaches.nsw.gov.au

TfNSW Contact: Daniel Stankovic
TfNSW Phone: 0408 454 893
TfNSW Email: Daniel.Stankovic@transport.nsw.gov.au

Traffic Control Provider: Cato Location Services
Traffic Control Contact: Katerina Stewart
Traffic Control Phone: 0435 987 641
Traffic Control Email: Kat@catolocationsservices.com.au



2. EVENT LOCATION

Manly Jazz will be held on North Steyne & south Steyne between Raglan St & Wentworth St.



Manly Jazz Event Area (Listed in Yellow)



3. WORKPLACE HEALTH & SAFETY

3.1 RISK ASSESMENT PLANS

A Risk Management approach is a fundamental part of the planning for any event. The safety risk identification, assessment and control processes are legal obligations (as per the WHS Act and Regulation 2011) and should be aligned with AS/NZS ISO 31000 Risk Management – Principles and Guidelines. Broader event risk management is best practice and a fundamental part of due diligence.

Northern Beaches Council has compiled Risk Assessments and site-specific safety plans for the events that are not included in this Transport Management Plan.

This section of the Transport Management Plan describes the possible issues/risks that may interfere with the event and the action to be taken to minimise the disturbance of the event.

interfere with the event and the action to be taken to minimise the disturbance of the event.

Issues / Risks	Applicable	Action Taken
All one-way streets are as described	YES	Road closures, barricade and signage installed. Point duty by authorised Traffic Controllers.
Block access to local businesses	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block Police vehicle access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block Ambulance access	YES	Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block fire station access	N/A	Normal access to fire station facilities are maintained. Confirm access and consultation of routes to and within areas affected by closures with Emergency Services.
Block heavy vehicle access	YES	All heavy vehicles are diverted before the closure.
Restricted movements banned turns, heavy/high vehicles	YES	All vehicles are diverted before the closure.
Block Public facility (football oval, car park etc.)	YES	Confirm list of letters to residents, businesses, and car parks. Advertisement of event to general public.
Block public transport access	YES	Buses diverted around closure.
Can route use alternatives such as bicycle tracks, paths, parks, bush tracks etc.?	N/A	None required
Construction – existing, proposed that may conflict	NO	None required



Numbers of lanes and their width are as described	YES	None required
Road signage existing/temporary	YES	Temporary signage Installed and removed by CATO. "No parking" signage will be installed by the Council.
Route impeded by traffic calming devices?	N/A	None required
Signalised intersections (flashing yellow? Point duty?)	N/A	None required
Tidal flows	N/A	None required
Traffic generators shopping centres, schools, churches, industrial area, hospitals	YES	Advertisement of event to general public.
Traffic movement contrary to any Notice	YES	Under the direction of Police or traffic controllers
Traffic signals are as described	YES	Controlled by TMC
Turning lanes are as described	YES	None required
Letter Drop Zone Maps to indicate precincts mailed	YES	Notification to be arranged by Northern beaches Council.
Heavy Weather	YES	Heavy weather may cause crowds to depart early or organiser consider delaying/cancelling the event
Flood hazard in event area	YES	Event organiser, TMC/TfNSW and Police provide diversions around flooded area.
Flood hazard at the parking area	N/A	None required
Parking during Wet weather	YES	Local Car parks only.
Bush fire hazard	NO	For major local/regional bushfire hazard affecting general public health or transport to greater Sydney, take direction from NSW Police
Accident on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Breakdown on surrounding roads	YES	If CCTV, monitored by TMC. Facilitate emergency response to area.
Absence of marshals and volunteers	YES	Re-deploy existing staff as required.
Block public transport access	YES	Divert general public to next available transport, considering safety and circumstances. Relevant transport agency to employ appropriate steps to accommodate.
Delayed Event	YES	At the discretion of the event organiser
Cancellation of Event	YES	Cancellation of any aspect of the event will be communicated by the event organiser.
Security of participants/general public	YES	Provided by event organiser.



Security of very important persons (VIP's)	YES	Provided by event organiser.
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3.2 PUBLIC LIABILITY INSURANCE

Northern Beaches Council has Public Liability Insurance to the value of \$20,000,000. This policy covers all activities taking place as part of the Manly Jazz event. A copy of the current policy is contained in this document.

3.3 NSW POLICE FORCE

The Northern beaches Area Command (PAC) will be involved in the planning of Manly Jazz via Council's Traffic Committee including aspects relating to use of the roadway, closure of selected roads and hostile vehicle mitigation. They will be formally notified at least two weeks prior to the event taking place. User Pays Police may be engaged by the event organisers based on guidance from PAC.

3.4 NSW FIRE & RESCUE AND NSW AMBULANCE

NSW Fire & Rescue and NSW Ambulance will be notified at least two weeks prior to the event taking place.

3.5 EVENT DELAYS, POSTPONEMENT OR CANCELLATION

Any decision to delay, postpone or cancel the event due to weather impacts or any other reason will be made by the Event Organiser and follow their protocols for emergency management. Once any decision is made in this regard it will be communicated to all relevant stakeholders as per the event's Emergency Cancellation Plan.



4. TRAFFIC AND TRANSPORT MANAGEMENT

4.1 EVENT IMPACT ON ROAD NETWORK

A TGS noting the detour directions around the closures is contained later in this TMP. Every effort has been made to minimise the disruption to road users, residents and businesses by implementing local access closure points and detour routes. Access is maintained outside of the event area throughout the event for through traffic which can be accommodated using the proposed detour routes.

4.2 ROAD CLOSURES

Road closures will be implemented between Friday 22nd of September 1600 – 0000 Sunday 24th of September as follows

- North Steyne & South Steyne (Between Raglan St & Wentworth St)

4.3 DETOURS

A map of the event location is shown below, noting the road closures in place and the detour routes around the closure. North/South Steyne will be closed between Raglan Street and Wentworth St with a subsequent detour via Raglan, Belgrave, East Esplanade and Wentworth St.



Manly Jazz event location (in yellow) noting the detour (in blue) around the site. Limited vehicle access will also be available (shown in yellow) for event stallholders and other suppliers to the event

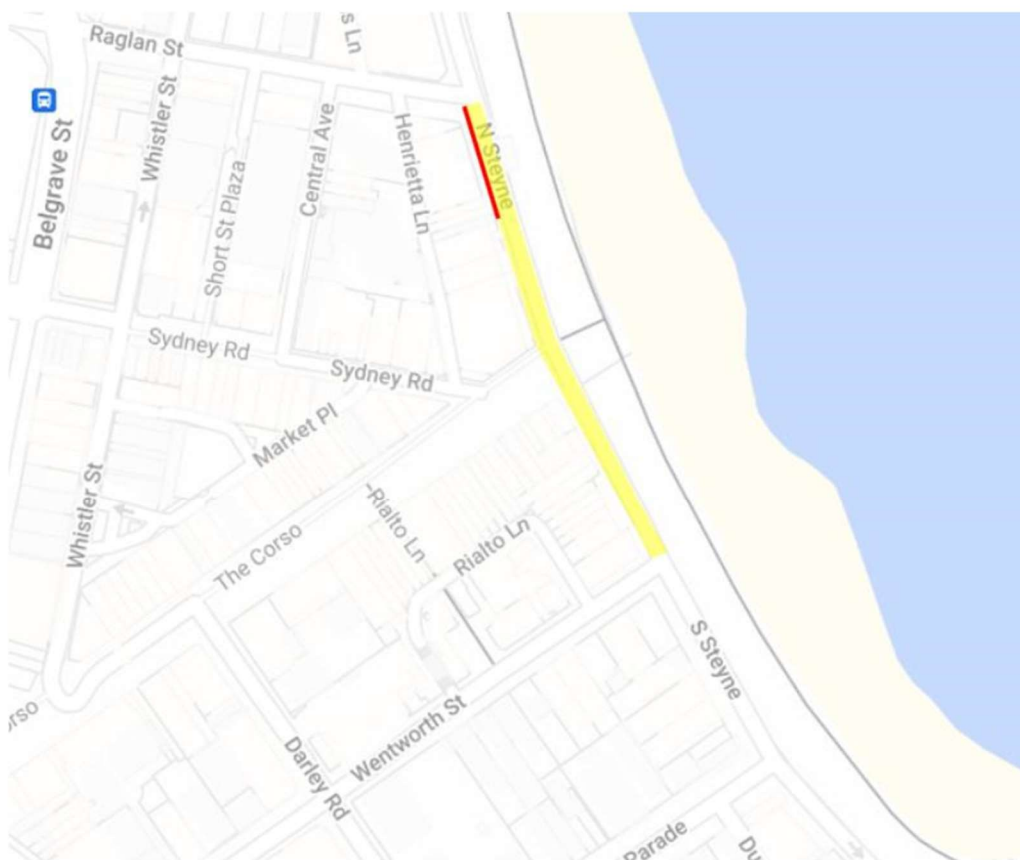


4.4 NO PARKING ZONE

The following No Parking Zones will be implemented for the event:

Name	Cross Streets	Side
S Steyne	Wentworth St & Victoria Pde	Both Sides
Wentworth St	Rialto Ln & S Steyne	Both Sides

The No Parking Zones will be in operation starting on the 22nd of September 1600 – 0000 24th September. Prior to the event, Council will post the “No parking” signage to alert drivers of any changes in parking regulations.



The event organiser will encourage using public transportation as the preferred means of transportation because there is a limited amount of parking accessible for attendees.



4.5 VEHICLE ACCESS TO THE EVENT SITE

To ensure public safety, all vehicle access will be at the discretion of the Event Manager and will be strictly limited to walking pace only.

4.6 IMPACTS TO PUBLIC TRANSPORT

Local buses will operate on a weekend timetable and will therefore be reduced on the event day in comparison to a weekday. The impact on public transport will be as follows:

4.6.1 BUSES

Impacted Bus Services:

Routes Affected	Inbound Diversion – Toward Manly	Outbound Diversion
142	Route not affected	From Victoria Pde, Right S Steyne, right Ashburner St, right Darley Rd, left Wentworth then as normal.
144	Route not affected	From Victoria Pde, Right S Steyne, right Ashburner St, right Darley Rd, left Wentworth then as normal.
166	From Victoria Pde, Right S Steyne, right Ashburner St, left Darley Rd, then as normal.	From Victoria Pde, Right S Steyne, right Ashburner St, right Darley Rd, left Wentworth then as normal.
167	Route not affected	From Victoria Pde, Right S Steyne, right Ashburner St, right Darley Rd, left Wentworth then as normal.
199	From Victoria Pde, Right S Steyne, right Ashburner St, left Darley Rd, then as normal.	From Victoria Pde, Right S Steyne, right Ashburner St, right Darley Rd, left Wentworth then as normal.

Installation of notification signage on the bus stop to be discussed with Kelois Downer/TfNSW.



4.6.2 TAXI AND RIDE-SHARE PROVIDERS

Taxi and Ride-Share providers will need to utilise permitted stopping areas on the surrounding roads of this event.

4.7 PEDESTRIAN MANAGEMENT AND HOSTILE VEHICLE MITIGATION

The closure of North and South Steyne is intended to create a pedestrian-friendly environment in which the event can take place and people can participate. During the afternoon, North and South Steyne are considered high traffic areas.

Please refer to the council's HVM plan.

4.8 RE-OPENING ROAD AFTER THE EVENT

The road closure on North & South Steyne is planned to re-open at 0000 on Sunday night however this may occur earlier if the road is clear and it is safe to do so.

4.9 TRAFFIC CONTROL

The implementation of the traffic guidance schemes, including road closures, will be supervised by an accredited traffic manager.

Temporary traffic control equipment, barricades, and signage must be placed in accordance with the Traffic Guidance Schemes by qualified traffic controllers who possess a TfNSW execute traffic guidance schemes certification.



5. MINIMISING THE IMPACT ON THE NON-EVENT COMMUNITY

5.1 ACCESS FOR LOCAL RESIDENTS AND BUSINESSES

Whilst there are no residents along North & South Steyne, however there are driveways along Wentworth St, access will be granted for all local residents/businesses between Rialto Ln and Darley Rd.

5.2 ACCESS FOR EMERGENCY VEHICLES

Please refer to Councils Emergency Access Plan.

5.3 ADVERTISING TRAFFIC MANAGEMENT ARRANGEMENTS

The Event Organiser will advertise the road closures via social media and on Council's website. A letterbox drop will be conducted to all resident and businesses in the immediately vicinity of the event sites and road closures as well as the surrounding streets in Manly.

5.4 EVENT PROMOTION

The Event Organiser will promote Manly Jazz and the road closures taking place using a variety of methods in the weeks preceding the event including:

- + Council and event organisers social media platforms
- + Council and event organisers website
- + Local signage where available

5.6 VARIABLE MESSAGE BOARDS

Please refer to the Council's Portable VMS Plan.

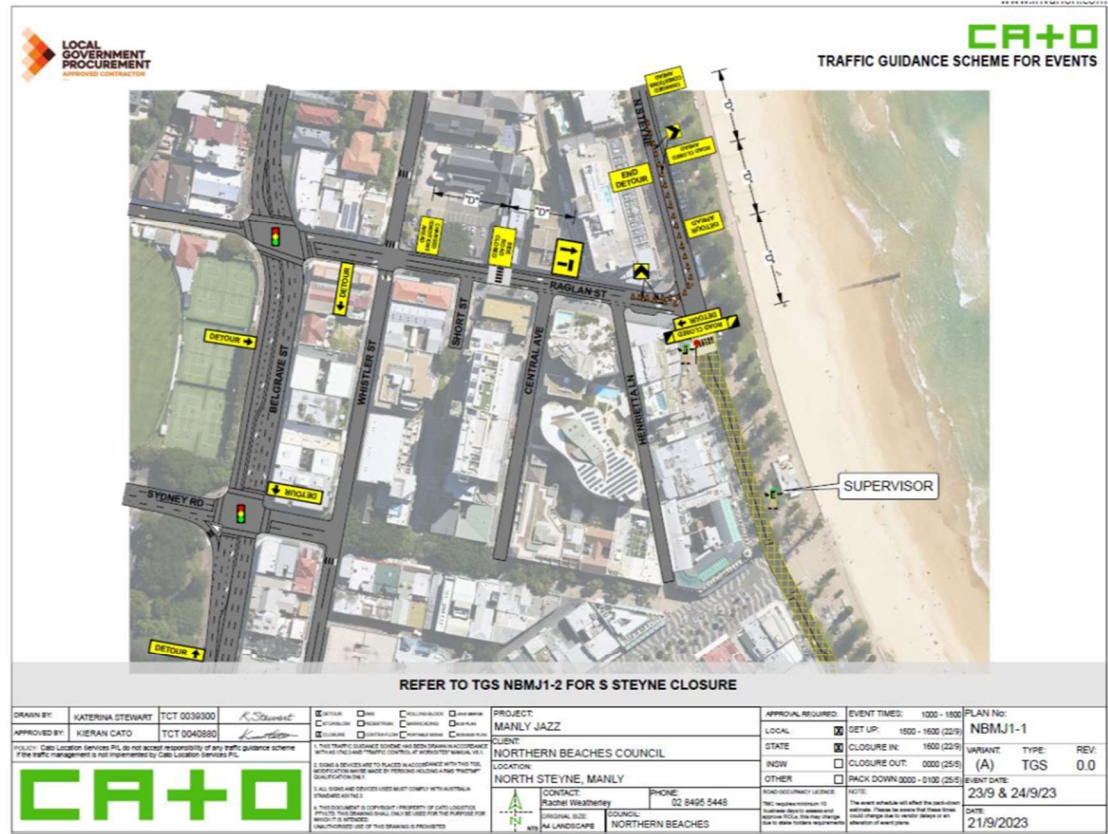


6. PUBLIC LIABILITY INSURANCE

UPDATED COPY REQUIRED



7. TRAFFIC GUIDANCE SCHEMES



MANLY JAZZ – MANLY 2023 – TRANSPORT MANAGEMENT PLAN
V.1 – 21st July 2023 – Katerina Stewart – License No. TCT0039300

8. EVENT ORGANISER APPROVAL

TMP Approved by:
(Name)
.....
(Signature) (Date)

8.1. AUTHORISATION TO REGULATE TRAFFIC

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

.....
(Council)
.....
(Name)
.....
(Signature) (Date)

The RMS traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans and this TMP.
Regulation of Traffic Authorised by:

.....
(RMS)
.....
(Name)
.....
(Signature) (Date)



<p>ITEM 4.7 MANLY WARD - MANLY SENIORS CENTRE CARPARK - CHANGE TO "4P AUTHORISED PERMIT HOLDERS EXCEPTED UNLESS SIGNPOSTED OTHERWISE"</p>

GEOCODES: -33.786821, 151.280602

REPORT

BACKGROUND

Council has received concerns regarding a lack of availability of parking in the Manly Seniors Centre Carpark. The current 8P Parking restriction has resulted in an increase in longer-term parking activity, less parking turnover and a consequent shortage of parking spaces for users of the senior citizens centre and adjacent facilities.

LOCATION

Manly Seniors Centre Carpark is located at 275 Pittwater Rd, Manly. The carpark provides a limited number of publicly available parking bays, including two accessible carpark spaces. There are a number of spaces in the carpark that have signs that reserve their use for Meals on Wheels volunteers.

ISSUES

- lack of availability of parking in the Manly Seniors Centre Carpark
- longer term parking activity with the current 8P Parking Restrictions
- less parking turnover and a consequent shortage of parking spaces for users of the Senior Citizens Centre and adjacent facilities
- parking within the carpark, which is a public carpark, cannot be restricted only to users of the Senior Citizens Centre or to users of adjacent facilities such as the croquet greens. Such users may however, need to park more than the 4P restriction and Council is seeking to facilitate this.

PROPOSAL

Council has undertaken a review of the location and issues and proposes to change the existing 8P timed parking to a 4P timed parking to which Authorised Permit Holders will be excepted. As there are disabled parking spaces and dedicated Meals on Wheels volunteer spaces it will also be necessary to erect an "Unless Signposted Otherwise" restriction. The restrictions will apply between 8am and 8pm Every Day. The above will be signposted prominently at the entry point to the carpark. The 4P time restriction would apply to all vehicles parking in the carpark, except for authorised permit holders, users of spaces signposted for Meals on Wheels volunteers, or disabled parking spaces (by those displaying a valid Mobility Parking Permit).

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 1,878 properties within the immediate vicinity of the location providing notification of the proposed changes. The proposal was also available on Council's website 'Your Say' for comment. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports:

1. Changing the existing 8P timed parking to "4P timed parking Authorised Permit Holders Excepted Unless Signposted Otherwise". The restrictions to apply between 8am and 8pm Every Day.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/442449
Attachments	1 Plan 2 Table of Consultation



change the existing 8P timed parking to a "4P Authorised Permit Holders Excepted Unless Signposted Otherwise" restriction



Pittwater Rd

* NOT TO SCALE




	PROPOSAL						 northern beaches council
	Pittwater Road, Manly "4P Authorised Permit Holders Excepted Unless Signposted Otherwise"						
	DRAWN	LK			APPROVED		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	19/06/2024	

Table of Consultation

Address	Manly Seniors Centre Carpark
Proposal	4P Authorised Permit Holders Excepted Unless Signposted Otherwise

Properties Consulted	1878
Responses Received	170
Support	140
Do Not Support	25
Partial Support	0
Blank	5

Issue	Resident Comment	Council Response
Consideration of Senior Center authorised permit holders	The parking needs to be for those who are attending activities at The Seniors Center, Meaning for Seniors Parking only.	The plan was adjusted to create a revised "4P Authorised Permit Holders Excepted Unless Signposted Otherwise" restriction.
	It is a Seniors activity centre and parking should not be available for general public. We were offered stickers for Seniors.	
	Changing the parking from restricted club parking to public parking reduced the amount of parking available next to the clubs premises for club members and for some their ability to attend. The clubs are run by volunteers who sometimes, with meetings and activities, spend longer than 4hrs at the club. To allow club members in need of parking in order to attend club activities would it be possible to amend "The 4P time restriction to include parking spots for the Clubs to include Manly Seniors, Croquet Club and Computer Club?	
	While the 4 hour parking limit is much better than the 8 hour parking it does not address a fundamental problem. This parking area serves the Senior Citizens Club and the Croquet Club. These clubs have a combined membership of approximately 300 people some of whom are elderly and find it difficult to walk from other car parks. It would seem preferable to have the parking limited for club members or even to have a significant proportion of spaces reserved for club members.	
	Most of the cars parked in the Manly seniors Centre are Harris Farm employees who are not from Manly. Also since it changed to 8 hours people park there and catch the bus to work as its free all day 8 hour parking. The seniors regularly struggle to find a carpark.	

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.7 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 2 JULY 2024

Issue	Resident Comment	Council Response
<p>Consideration of Senior Center authorised permit holders</p>	<p>It should be restricted to people attending the centre as many are aged and if haven't got disability sticker then find it too hard to enjoy senior facilities.</p>	<p>The plan was adjusted to create a revised "4P Authorised Permit Holders Excepted Unless Signposted Otherwise" restriction.</p>
	<p>Due to the proximity to the nearby school and shops, there has been a significant increase in the number of non seniors parking all day.</p>	
	<p>At present seniors coming to activities are unable to park as spots taken by commuters or local workers. Seniors need convenient parking often due to failing mobility.</p>	
	<p>Why can't signs be created stating Private Parking for Seniors and Croquet Use Only (as most croquet players are seniors) 7.00am to 7.00pm?</p>	
	<p>The parking was always intended for seniors and their events. By making it available to the general public the seniors can't get a spot. Stella Maris students and teachers and Harris Farm staff are taking all the spots before the seniors arrive. Revert to what it was and have for Senior Centre users only.</p>	
	<p>It would seem preferable to have the parking limited for club members or even to have a significant proportion of spaces reserved for club members.</p>	
	<p>This is contrary to the agreement to change the signage to Authorised User Parking Only, that was given to the Manly Seniors on 28th September 2023. This was confirmed on 27th November, and we were informed the signage would be changed the week of 4th December 2023 and parking permits were issued to us. We were then informed on 11th December that the installation of signage was delayed whilst council arranged a broader consultation/notification process so that "the community are fully aware of changes proposed at this location". This letter you have circulated to the community does not reflect the proposed changes!</p>	
<p>Affect residents</p>	<p>The senior citizen parking lot is one of our only means for parking longer than the 2 hours without getting fines. We pay exhorbitant prices to purchase a property in Manly plus rates but I cannot park outside my house without risking a fine. Considering the Stella Maris school has now taken up so much of the parking space due to the relatively new parking restrictions, a fairer system for residents should be looked at. If you made it possible for people like me to park outside their property then maybe the Senior Citizens car park would not be so busy. Find a fairer system.</p>	<p>The proposal still allows for overnight parking for residents, however, parking for private vehicles remains the responsibility of the property owners. The long term parking of vehicles should be on the private property with additional vehicles sharing the available onstreet parking.</p>

ATTACHMENT 2 : TABLE OF CONSULTATION - ITEM 4.7 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 2 JULY 2024

Issue	Resident Comment	Council Response
Affect workers/employees	<p>There are already so few parking spaces available in Manly that allow people to park there longer than 4 hours (without paying for parking). Unless provision is made at other locations in that same area, this will negatively affect the people that work in that area and have limited alternatives.</p>	<p>Workers 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 or public carpark. The introduction of a 4P Authorised Permit Holders 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>The Manly area has a lack of 8hour parking at the moment. This is currently the only 8 hour parking facility in the area and changing this would take away parking options for those working in the local area.</p>	
Land and Environment Court	<p>This is outrageous and will destroy the Manly Croquet Club. We were not consulted and the Land and Environment Court will not put up with this. That should follow unless this plan is withdrawn immediately.</p>	<p>Consultation letters have been sent to 1878 properties in the immediate vicinity of the location. The proposal was also available on the Council's website "Your Say" page for comments. The car park is owned and operated by the Northern Beaches Council, and the Land and Environment Court is not involved in this matter.</p>
Adequacy of enforcement	<p>Please consider reducing to 4 hours which is still pretty generous considering. At least it would stop commuters parking there all day, taking up valuable spaces needed for the SENIOR CITIZENS! By the way, is the parking time limit policed or checked at all? And I presume the 4P limit would apply to all vehicles regardless of Northern Beaches stickers?</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 '4P Authorised Permit Holders Excepted Unless Signposted Otherwise' would place extra demands on enforcement resources. Carpark users 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>

ITEM 4.8 MANLY WARD - OCEAN LANE, MANLY - NO PARKING
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GEOCODES: -33.7942291,151.2808082

REPORT

BACKGROUND

Council has received concerns from local residents regarding the on-street parking of vehicles in Ocean Lane, Manly. Council investigated the concerns and found the existing road width to measure 4.8m, therefore, not allowing the three metres required for a trafficable lane, which creates unsafe conditions for vehicle access to and from Ocean Lane due to the reduced road width of the road.

LOCATION

- Ocean Lane is a local road with a pavement width of approximately 4.8m between the kerb and road reserve.
- The section of Ocean Lane under consideration is located between the intersection of Augusta Road and Raglan Street, Manly.
- Ocean Lane comprises of low to medium density housing on the western side, which includes existing No Parking and on the eastern side of the road, low to medium density housing, and is included in the 2P 8 AM – 6 PM Ivanhoe Area Parking Scheme.
- Ocean Lane is located within walking distance of Ivanhoe Park, Manly Oval, Manly CBD Area and Manly Beach.

ISSUES

- Road safety concerns due to the existing road width (4.8m) of Ocean Lane, Manly, and vehicles parking on the eastern side of the road affecting traffic sight distances entering and exiting the street.
- Parking on the eastern side prevents access, particularly by larger vehicles such as emergency services vehicles, delivery trucks and waste collection vehicles.
- Existing parking on Ocean Lane is illegal, consistent with NSW Road Rules due to the road width.

PROPOSAL

Council has undertaken a review of the location and proposes to install 'No Parking Signs' on both sides of Ocean Lane, Manly, to remove illegally parked vehicles and pedestrian and road safety concerns.

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

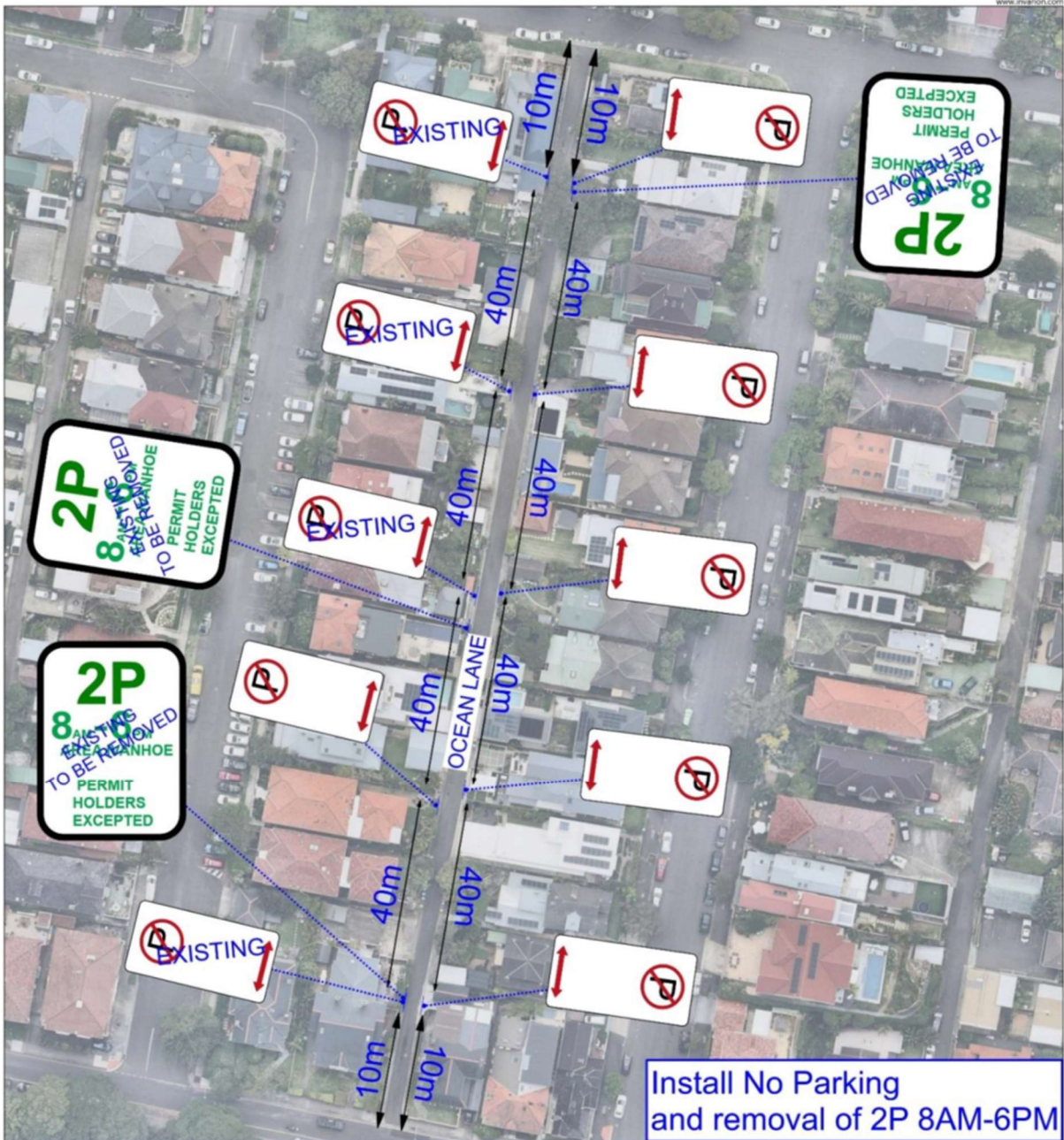
Consultation letters have been distributed to 62 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

RECOMMENDATION

That the Traffic Committee supports the:

1. Introduction of No Parking restrictions on the eastern side of Ocean Lane from the intersection of Raglan Street to the intersection of Augusta Road, Manly.

Reporting officer	Traffic Officer
TRIM file ref	2024/357008
Attachments	1 Ocean Lane, Manly - Plan 2 Ocean Lane, Manly- Table Of Consultation





	PROPOSAL						
	Ocean Lane, Manly No Parking Signs Installation						
	DRAWN	GG	APPROVED	JB			
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	12/02/2024	

Table of Consultation

Address	Ocean Lane, Manly
Proposal	No Parking

Properties Consulted	62
Responses Received	21
Support	9
Do Not Support	12

Issue	Resident Comment	Council Response
Affects residents	<p>I think this heavily discriminates against property owners who bought the property many years ago with parking in the laneway. It seems to heavily favour many of the recent large renovations.</p> <p>If there were one meter clearance restrictions at the Augusta Road end we could see to safely turn into Augusta Road rather than guess that there were no cars coming. Only the car at No.29 Ocean Road is a problem sometimes but I think our signs are enough at the moment apart from the top end as mentioned</p> <p>Our grandchildren regularly visit and are delivered and picked up via Ocean Lane and thus require a parking area.</p>	<p>The proposal aims to improve road safety concerns which include reduced road width and poor visibility, therefore, enhancing sightlines and improving emergency vehicle and waste operator access.</p>
Loss of parking	<p>My elderly parents live in No.15 Ocean Road Manly and I, as their daughter, frequently visit their house to provide care and support. I often urgently need to stop past their house on short notice and it's often very difficult to park outside their house.</p> <p>I rely on being able to park outside their house on Ocean Lane due to the limited parking in the area to provide emergency care. The impact of this change would severely limit my ability to provide urgent support and care.</p> <p>Ocean Lane is a friendly back lane used only by residents. Parking in the lane way is rare, with neighbours being very considerate to only use for brief periods such as moving furniture or when they have difficulties parking on the main streets due to events in Manly.</p> <p>The lane simply does not need this over regulation and I believe it will spoil the usefulness of the laneway for us all. Please don't spoil what is working well already.</p>	<p>Council completed this proposal to improve pedestrian and road safety due to the existing road width inability to provide legal parking for residents and visitors, with an understanding of the importance of ensuring emergency vehicle access is maintained at all times.</p> <p>The No Parking restriction provides residents and visitors to pickup and drop off in accordance with NSW Road Rules.</p>

**ATTACHMENT 2 : OCEAN LANE, MANLY- TABLE OF CONSULTATION - ITEM 4.8 - NORTHERN BEACHES
COUNCIL LOCAL TRAFFIC COMMITTEE - 2 JULY 2024**

<p>Additional Comments</p>	<p>We do not support this proposal for two reasons, the laneway is rarely used for parking with only one car parked there regularly. If this car made an effort to park more on their driveway so that the car was less intrusive, I cannot see any access issues.</p> <p>When there is an event on at manly oval or a big rugby game or cricket match this does give residents an "overflow" option which is generally utilised for only a short period of time. Without this option even more cars will need to be parked on Quinton and Ocean Roads.</p> <p>I have elderly relatives and the lane is a crucial point to park temporarily for visit drop offs and pick up. Plus when with young children and unloading groceries. No Parking outlaws these essential activities for residents.</p> <p>No Parking signs ruin the utility of a rear lane accessed property. I would guess that this complaint arises from a small minority of incompetent drivers who claim the street is too narrow to pass a parked car. There is more than enough space.</p>	<p>Ocean Lane is a public road, located in a residential area 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> <p>The No Parking restriction provides residents and visitors to pickup and drop off in accordance with NSW Road Rules.</p> <p>Council Rangers can investigate any illegal parking consistent with NSW Road Rules.</p>
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ITEM 4.9	NARRABEEN WARD - BELMORE LANE, CROMER - NO PARKING & NO STOPPING
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GEOCODES: -33.734567, 151.264174

REPORT

BACKGROUND

Council has received concerns from local residents regarding the existing road width (approximately 4m) of Belmore Lane and vehicles parking on the eastern and western side of the road affecting traffic flow and sight distances entering and exiting the street, in particular, emergency vehicles, delivery trucks and waste operations.

LOCATION

- Belmore Lane is local road that caters for two-way traffic, with a speed limit of 50km/h.
- Belmore Lane is located at the rear of Cromer Heights Shopping Precinct and is accessible via Maybrook Avenue and Truman Avenue, Cromer.
- On-street parking is generally unrestricted on Belmore Lane, however, existing NSW Road Rules of No Parallel Parking with 3 metres clear road alongside (no dividing line/strip) and Stop within 10 metres of an intersection (no traffic lights) are enforceable.
- Adjacent land use consists of low to medium density housing along the western side, Cromer Heights shopping precinct on the eastern side and Belmore Reserve is located at the north end of Belmore Place.

ISSUES

- Local residents have raised concerns regarding the road safety with vehicles parking on both sides of Belmore Lane with the existing road width (approx.4m) affecting traffic flow and sight distances entering and exiting the street.
- Emergency Vehicle and Waste Operator access is restricted by illegally parked vehicles.
- Ongoing illegal parking.

PROPOSAL

Council has undertaken a review of the location and proposes a No Parking restriction on the eastern side of Belmore Lane, to enable delivery to the rear of the shops. On the western side of Belmore Lane, Council proposes a No Stopping Unbroken Yellow Kerb Line to remove illegal parking and provide the required 3m road width and improve road safety and traffic flow.

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 29 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

That the Traffic Committee supports the:

1. Installation of No Parking restrictions on the eastern side of Belmore Lane from the statutory No Stopping restrictions at the intersection of Maybrook and Truman Avenue and Belmore Lane, Cromer.
2. Installation of a No Stopping Unbroken Yellow Kerb Line western side of Belmore Lane from the statutory No Stopping restrictions at the intersection of Maybrook and Truman Avenue and Belmore Lane, Cromer.

Reporting officer	Traffic Officer
TRIM file ref	2024/402142
Attachments	1 Belmore Lane, Cromer - Plan 2 Belmore Lane, Cromer - Table Of Consultation

PROPOSED WORK

- i. Installation of No Parking restrictions on the eastern side of Belmore Lane from the statutory No Stopping restrictions at the intersection of Maybrook and Truman Avenue and Belmore Place, Cromer.
- ii. Installation of a No Stopping Unbroken Yellow Kerb Line western side of Belmore Lane from the statutory No Stopping restrictions at the intersection of Maybrook and Truman Avenue and Belmore Place, Cromer.




	PROPOSAL		
	Belmore Lane, Cromer No Parking & No Stopping		
	Drawn 	Approve 	

Table of Consultation

Address	Belmore Lane, Cromer
Proposal	No Parking & No Stopping

Properties Consulted	29
Responses Received	10
Support	8
Do Not Support	2

Issue	Resident Comment	Council Response
Affects residents	There is never cars on both sides of the lane. Cars only park on the side that backs on to the houses and is not an issue.	Council completed an investigation which indicated parking does occur on both sides of Belmore Lane reducing the road width, affecting access and illegal parking.
Loss of parking	It is totally unnecessary to have No Parking and No Stopping on both sides of the street. There is already a lot of congestion on surrounding streets due to the apartment block on Maybrook and Truman Avenue. This is going to cause even further congestion.	Belmore Lane is a public road, located in a residential area 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. Due to the existing road width it is illegal to park in Belmore Lane which impacts pedestrian and road safety.
Additional Comments	I support this proposal, but are also supportive of a compromise being no parking or stopping Monday-Saturday 5am - 5pm as I don't think deliveries or waste management trucks visit outside of these hours. It's more of a problem for trucks during the day, not so much the evening. The lane is constantly blocked with parked cars prohibiting access to the rubbish removal truck. It's been a long time coming. This will assist the waste operator coming through without fail, as I have noticed if the drivers see cars parked they skip the bin collection as they are unable to pass through the street. This will assist a lot!	The proposal aims to improve pedestrian and road safety due to the existing road width inability to provide legal parking for residents and visitors, with an understanding of the importance of ensuring emergency vehicle access is maintained at all times. The No Parking restriction provides business, residents and visitors to pickup and drop off in accordance with NSW Road Rules. Council Rangers can investigate any illegal parking consistent with NSW Road Rules.

ITEM 4.10 PITTWATER WARD - FOLEY STREET & WARRIEWOOD ROAD INTERSECTION, MONA VALE - PROPOSED ROUNDABOUT

GEOCODES: -33.678953, 151.292279

REPORT

BACKGROUND

Council is proposing to construct a Roundabout with a Pedestrian Refuge on the western leg at the intersection of Foley Street/ Warriewood Road/ Vineyard Street/ Jubilee Avenue, as identified in the Warriewood Valley Roads Masterplan 2018. The proposal will improve efficiency of the intersection for all transport modes.

LOCATION

- Foley Street, Jubilee Avenue, Vineyard Street and Warriewood Road are two-way Local Council Roads with a speed limit of 50km/hr.
- Warriewood Road and Foley Street are Bus Routes for Bus 185.
- Jubilee Avenue and Vineyard Street are route for School Buses (742n and 635n).
- Foley Street has a carriageway width of approximately 6.7m.
- No kerbside parking is allowed in either side of Foley Street.
- Vineyard Street, Jubilee Avenue and Warriewood Road have a carriageway width of approximately 9m and consists of kerbside parking on both sides of the road.
- Footpath is provided on minimum of one side on all the roads.
- Vineyard Street has a cycle pavement marking without any dedicated lane for cycles, so the road is shared with cyclists.

ISSUES

- The intersection of Foley Street, Vineyard Street, Jubilee Avenue and Warriewood Road is controlled by STOP signs with dividing lines on Vineyard Street and Jubilee Avenue.
- This intersection is taken as a dangerous intersection and needs an upgrade.
- A Roundabout at this intersection was identified in Warriewood Valley Roads Masterplan 2018.

PROPOSAL

Council is proposing a Roundabout at the intersection of Foley Street, Vineyard Street as identified in the Warriewood Valley Roads Masterplan.

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 123 properties within the immediate vicinity of the location providing notification of the proposed changes. Also, the proposal was made live on Council's *Have Your Say* page for a month to capture feedback from all other road users, who use the road, however, who reside outside the consulted area. The responses are noted in Attachment 2 – Table of Consultation.


RECOMMENDATION

That the Traffic Committee supports the:

1. Installation of a Roundabout at the Foley Street/Vineyard Street/Jubilee Avenue and Warriewood Road intersection.
2. Cut back in the Crown Land in the curve around Warriewood Road and Jubilee Avenue and curve around Foley Street and Vineyard Street.
3. Installation of a Refuge Island on Jubilee Avenue.
4. Relocation of pram ramp on the eastern side of Foley Street and construction of a new connecting Pram Ramp on the western side of Foley Street.

Reporting officer	Engineer - Traffic
TRIM file ref	2024/387922
Attachments	1 Concept Plan 2 Community Engagement Report 3 Swept path analysis for bus



LEVEL DATUM: AHD		PLOT DATE: 15/05/2024		FOLDER: v:\TRANSPORT NETWORK\Nicholas Murace\Warrie Wood - Jubilee Avenue - RAB\3D - FOLEY ST @ WARRIEWOOD RD, MONA VALE - RAB.dwg		APPROVED FOR CONSTRUCTION		0 0.10 0.20 0.30 0.40 METRES 1:20 @ A3			ROUNDABOUT MONA VALE PLAN OF CIVIL WORKS SHEET 1 DRAWING NO. TC1 - FOLEY ST @ WARRIEWOOD RD, MONA VALE - RAB REVISION: 1
CO-ORD SYSTEM: MGA		PRELIMINARY		DESIGN APPROVED		PROJ. MGR: N.A.		0 0.2 0.4 0.6 0.8 1 METRES 1:40 @ A3			
SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE		DATE: (**/**/****)		0 METRES 1:100 @ A3			
WORK-AS-EXECUTED		DATED: 24/01/24		APPROVED BY: PHIL DEVON		(MANAGER TRANSPORT)					
BY: N.A.		INITIATED BY: PHIL DEVON		(MANAGER TRANSPORT)							
NM DATE: **/**/****		INITIALS:									
1 24/07/24		DETAILED DESIGNS									
No		DATE		AMENDMENTS							



Community Engagement Summary Report

Project name	Improving Road Safety - Proposed Roundabout - Foley Street and Warriewood Road intersection Mona Vale
Consultation period	1 February – 26 March 2024
Background	<p>This is a Council road safety improvement project.</p> <p>Council is proposing to construct a roundabout at the Foley Street / Warriewood Road / Vineyard Street / Jubilee Avenue intersection, as identified in the Warriewood Valley Roads Masterplan.</p> <p>In conjunction with the work, a Pedestrian Refuge is proposed on western leg of the roundabout on Jubilee Avenue. This proposal will improve safety for all road users and pedestrians and will improve traffic flow through this intersection.</p>
Total number of submissions	<p>222</p> <p>218 via Blink form 4 emails</p>
Project support	<p style="text-align: center;">Level of support</p> <p style="text-align: center;">Total responses = 222</p>
Summary of findings	<p>90% of respondents were in favour of the proposed roundabout stating that it was much needed to improve motorist and pedestrian safety. Most respondents cited how dangerous the intersection was, with some stating they avoided the intersection altogether. Other issues raised include low visibility, high speed of motorists and lack of footpath connections.</p> <p>10% of respondents did not support the proposal stating it would not improve the safety of the intersection. Some respondents said that traffic lights or a stop sign were a better alternative.</p>
Engagement approach	<p>The engagement was planned, implemented and reported in accordance with Council's Community Engagement Strategy (2022).</p> <p>A Your Say project page was established with information provided in an accessible and easy to read format.</p>





	<p>Local residents and business owners received notification letters requesting feedback on the proposed changes.</p> <p>The project was primarily promoted through our regular email newsletter (EDM), media channels and signage in the affected location to reach those travelling frequently through the area.</p> <p>Feedback was captured through the Blink Form embedded onto the have Your Say project page. The form included a question that directly asked respondents for their level of support on the proposed changes. We also invited comment through email and in writing.</p>
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How we notified	
Properties notified by letter	123 letters
Visitors to Your Say page	1,964 visits

Findings		
Theme	What we heard	Council response
Pedestrian safety	Pedestrian footpaths needed along Foley Street, Jubilee Avenue and Warriewood Road to provide safer walking connections in the area.	Council will note this request for footpath connections and consider this when prioritising our future footpath program.
Concerns of visibility on the corner of Vineyard and Foley Streets	White fence on the corner house reduces visibility of oncoming traffic.	<p>This fence was investigated by the Council's Building Compliance Team. Outcome of the investigation found that the fence was constructed in compliance with Subdivision 17 of the State Environmental Planning Policy.</p> <p>Council believes that the proposed roundabout will increase visibility as the roundabout will act as a traffic calming device. With lower speed, vehicles will have more time to detect the oncoming traffic.</p>





Dangerous intersection	Most respondents noted how dangerous this intersection is for both traffic and pedestrians.	The main objective of the proposed roundabout is to improve safety for all road users including pedestrians. Council will look at providing pram ramps, connecting footpaths, and improving pedestrian facilities.
Traffic movements along Foley Street	Suggestions of one way or stop sign alternatives on Foley Street.	Foley Street cannot be made one-way as it is a key strategic route for all vehicles including buses. Moreover, if Foley Street is made one-way, the traffic will be increased on the surrounding road network, causing more congestion and potential accidents.
Bus turning paths	Concerns were raised about buses navigating the roundabout and tight bends.	We have conducted a swept path analysis for routes used by the 185 bus route both north and southbound and all school bus routes (635n & 742n) using that intersection. Kerb alignments have been adjusted slightly to cater for bus turning paths when navigating the roundabout. The proposed roundabout has been designed to be mountable for buses and other heavy vehicles.

During the consultation period, Council received questions either through direct contact or online.

Question raised in feedback	Council's answer
How many fatalities or serious injuries were recorded in the last 10 years at this round about?	Reported crash data at the intersection for the period between 2010 and June 2023 (more recent crash data is not yet available to Council) includes 4 crashes that were tow away or resulted in injury. No fatalities have been occurred at the intersection.





Can a cost-benefit analysis CBA been provided with a th3 cost-benefit ratio of th3 project (CBR) in accordance with CBA guidelines followed by Transport for NSW and NSW Treasury?	As the project is not funded by TfNSW Council is not required to adhere to CBA analysis guidelines followed by TfNSW. The basis for completing this work is that it is listed as a project required to be completed and funded under the Warriewood Valley Section 94 Contributions Plan. The Traffic and Transport improvements listed in the contributions plan work as a whole to assist with accessibility and circulation of traffic and the efficient functioning of the road network supporting the Warriewood Valley.
Could we please have pedestrian footpaths the entire way along Foley Street, Jubilee Ave and the other side of Warriewood Road?	Council will note the request for a footpath and consider this when prioritising our future footpath program.
The footpath outside Pittwater RSL can be widened and concreted creating a safer walkway for pedestrians who currently use the carpark.	Widening the footpath is not feasible because Council cannot narrow the road and the existing footpath is already extended to the property boundary.
Has KDNB been contacted?	KDNB have been sent a copy of the bus swept path plots overlaid on the design and requested to provide any feedback.

Verbatim Responses received via Online Blink Survey form

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

No.	Comment / Submission
1	How many fatalities or serious injuries were recorded in the last 10 years at this round about? Can a cost-benefit analysis CBA been provided with a th3 cost-benefit ratio of th3 project (CBR) in accordance with CBA guidelines followed bt Transport for NSW and NSW Treasury?
2	There are a number of roundabouts in this area and people drive through them without stopping or giving way as they should. This current intersection works well, it is the current building works that is contributing to many of the traffic problems. I believe that without slowing the speed limit, the introduction of a roundabout here will result in cars speeding through the roundabout. A dangerous situation for pedestrians including many children walking to school around this area in the morning. There are at least three bus stops quite close to the area and the suggested layout will cause problems with holding up traffic.
3	Safety of pedestrians & cyclists at this intersection is paramount. We are in constant danger at this intersection.





No.	Comment / Submission
	Plus the speed at which vehicles approach this intersection from all 4 entry points is a disaster waiting to happen.
4	The white fence of the house on Foley Street and Vineyard Street does not give a clear enough line of sight for cars entering from Vineyard Street. The exit from the RSL Club on Foley Street will be unduly affected by continuous traffic on the roundabout. There is not really enough space for a roundabout which will create problems. I think the current system of Stop signs on Vineyard Street and Jubilee Street works well.
5	This intersection functions fine, I travel through this intersection regularly. There are already too many obstacles placed on the road network throughout Warriewood Valley.
6	Foley St should be made one way towards Mona Vale. The issue at this intersection seems to be the lack of vision to see vehicles travelling down Foley St onto Warriewood Rd from Vineyard St. Putting in a roundabout will not fix this lack of vision from Vineyard St to Foley St. Making Foley St will also have a number of positive flow on effects for the immediate area. Warriewood Rd which is now being used as a shortcut southbound will stop returning it to a local road which it is. The footpath outside Pittwater RSL can be widened and concreted creating a safer walkway for pedestrians who currently use the carpark.
7	I have had many near misses coming from vineyard street with people coming from Foley street. The house on the Corning and its new fence make it almost impossible to see clearly, making it more like running the gauntlet than crossing a cross street. The main issue with the intersection is that traffic coming down foley street cannot be seen and if they are not forced to stop before continuing the issue will continue. A round about will slow some traffic coming from Foley but as most people believe (incorrectly)the round about rules to be give way to your right, if there is no one on jubilee they will continue through the round about possibly at speed causing a potential collision with traffic coming from Vineyard street. I believe the only fix for the situation is to stop the traffic coming down Foley with a stop sign.
8	This proposal does not change the dangerous nature of this intersection. Driving from Vineyard St, to the right at the intersection is a blind corner. This will not change with a roundabout. The vision was made significantly worse when the corner house constructed their fence. Cars travel quickly down Foley St and many drivers mistakenly believe they only need to give way to their right when approaching a roundabout, so if they see no cars on Jubilee, they are likely to go straight through the roundabout. This means the intersection remains dangerous for those entering from Vineyard Street
9	The traffic lights are clearer to people to stop and wait, I have encountered numerous near misses and people refusing to stop when I have been on the old roundabout. I have felt a lot safer since the traffic lights were installed
10	Please, please please do not inflict yet another roundabout on Warriewood Road users. This will not improve the efficiency of the intersection, it will only slow traffic even further particularly the predominant traffic flow along Warriewood Road. This intersection only backs up in peak morning and afternoon hours and could be resolved simply by imposing a 'no right hand turn' rule from Foley St into Jubilee Ave. This is continually used as a cut through and is the primary cause of traffic backing up in Jubilee Ave waiting to turn right onto Warriewood Rd. These vehicles could easily use Mona Vale road and Ponderosa Parade instead.





No.	Comment / Submission
	Also really not sure a new refuge Island in Jubilee Avenue will improve pedestrian safety when there is no pavement on corner of Jubilee or Warriewood Road for pedestrians to step from/onto.
11	this does not fix the issue. The issue is that you cannot see past the fence when you approach the intersection from vineyard street. implementing a round about does not make it easier to see the cars approaching from foley street. I am unsure why the fence on the corner of foley and vineyard street was approved because it is unsafe and a roundabout will not fix this issue.
12	This is a busy intersection and would be better served by traffic lights. A roundabout does not help the pedestrians cross the roads
13	<p>I do not support the current proposal at this stage, as it does not have any qualified information. It is simply a satellite photo with a overlaid drawing showing no detail in the South Western section. Is there going to be curb and guttering? Or is it going to be more of the same old unimproved dirt nature strip.</p> <p>Council promised the local community and neighbourhood that Jubilee would be closed to prevent industrial and additional traffic into the residential areas. Council has never honored any of the commitments or promises made for this area. The noise and traffic studies done to get approval of the industrial area have been outrageously exceeded and all of the justifications and assurances given to obtain the approval of the industrial area turned out to be a bad joke. No wonder its turned into a safety issue.</p> <p>We still have handicap people in mobility buggy's and mothers pushing prams in front of buses on Warriewood Road, and council says they are proposing this round about for SAFETY! What a joke. We installed curb and guttering as well as a sidewalk on the Western half of Jubilee in 2000 as part of our subdivision. Council delayed our subdivision for years trying to force us to buy Jubilee road so they could close it as per the planning commitments. At the same time council was trying to force us to pipe and cover the western creek boundary which we took the matter to the Land & Environment court. The court found in our favour and as part of the settlement with council, they committed to doing the Eastern half of Jubilee and Warriewood road if they didn't close the road. Now 23 years later council has approved a development that does nothing with the western open creek that they drove us to court about. All properties upstream and downstream have piped and covered for stormwater drain. Council has also never finishing the curb and guttering and sidewalks at this intersection</p> <p>Unless council can make good on the promises made 23 years ago regarding finishing the curb and guttering and sidewalks at this intersection it's all more of the same old bad joke they call planning. It's not about SAFETY!</p> <p>Please see attached letter to council from me back in 2021</p>
14	Change the stop signs
15	<p>The design is very in considerate to active transport.</p> <p>Huge potential to install a raised crossing on one or two of the arms. Why not utilise the design styles in the cycleway design toolbox</p>
16	I would imagine this will still cause issues. People coming out of vineyard at cannot see cars coming down foley street. Why not lights instead?
17	No further comment provided





No.	Comment / Submission
18	Before putting in further roundabouts there needs to be further consideration for some traffic management. My suggestion is to stop Putting in the concrete triangles and let drivers be able to drive On a straight road.
19	This idea of a roundabout on this site won't work and will cause accidents with the possibility of a car or worse a bus ending up into a house and possibly killing somebody as there is already stop signs on this site which at least slows people down when they cross the street where as a roundabout would end in disaster as people would speed up to get on the roundabout first and secondly the space that's there at the moment you can only just get 2 buses through side by side and if you add a roundabout in to the mix the bus would be mounting it causing untold noise and the possibility of wrecking a bus which could be costly
20	It is a dangerous intersection due to poor vision as you drive from Vineyard street in a westerly direction. To the right of the intersection with Foley Street the white fence on the corner house partially blocks the drivers' view. Cars often speed from the left side while you're facing right. Not only a larger roundabout with two lanes but perhaps also a mirror on a corner pole would help if not a set of traffic lights.
21	This intersection seems so dangerous in its current state. When travelling along Warriewood road during peak times it seems no one knows whi has right of way, and visibility along Foley St towards mona vale is difficult because cars come so quickly past the RSL. I think a round about would greatly assist traffic flow
22	The fence on the corner of Vineyard St & Foley St (80 Vineyard St) restricts the vision of vehicles coming along Foley St towards the intersection for vehicles in Vineyard St. I have been living here since 1995 (previously on that corner in [REDACTED] Warriewood Rd, and since 2019 at the above address) and have used this intersection constantly. Prior to the building of the fence vision was below par but through the scrubs cars could be seen. Since the fence has been built I feel that this intersection is unsafe. The cutback of Foley St means cars (especially shorter ones) can't be seen over the fence. Once you make a decision to go you have to go! If you then see a car in Foley St there is no use braking to stop because you'll be in their path, you just push harder on the accelerator. Also, because more time has to be taken to check left, in front, right, then left again, then right again some people exiting Jubilee Ave right into Warriewood Rd think you are waiting for them and go. On more than one occasion I have nearly had accidents with cars in this way. The people exiting Jubilee Ave don't realise the vision issues of people exiting Vineyard St and take the extra timing ensuring it's safe as time for them to go. The roundabout will be an enormous safety upgrade to this intersection, but without the fence moved back or removed it won't be as safe as it could be. I am more than happy to discuss this further and have an onsite discussion if required. Regards
23	I go to the RSL Club and use this intersection, the proposal would improve the safety of motorists.
24	The roundabout is needed. The existing situation is dangerous.
25	Would like to see additional provision for pedestrians. Pedestrian refuges and crossing points on each arm would be better.
26	Great idea





No.	Comment / Submission
27	I think this will make driving in all directions at this intersection so much safer as well as assisting pedestrians to have a safe access point to cross the road.
28	This will improve the traffic flow at this intersection.
29	No further comment provided
30	Currently it is a very hard to turn left or right from Jubilee and Vineyard streets. Council should also seriously look at putting in a roudabout at the intersection at Heather St and Parkes Rd Collaroy Plateau. Currently it is difficult to turn right from Heather St into Heather St. (Who named these roads?)
31	Definitely needs to happen very dangerous , I have a factory in jubilee ave and it's quiet scary evertime your at that intersection coming from either way
32	Good for pedestrians This concept should be also constructed at the roundabout at Pittwater rd and Bunyan street Mona vale as it hard to cross the road there
33	Much needed and will provide a safer journey for all
34	This is a very tight turn for the 185 buses. The roundabouts on this route already present some challenges. Please be mindful that the buses will likely have to drive over the top of the roundabout so don't make it too high. I drive this route as an employee of KDNB Mona Vale.
35	Badly needed as traffic has got heavier
36	modify the foley street proposed painted hatching should be changed to a concrete median or some other measure to ensure vehicles entering into intersection from foley street/vineyard are slowed or stopped as the sight lines for vehicles esp from vineyard crossing to jubilee is very poor as obstructed by an existing white fence and level changes.
37	This has long been a very dangerous intersection for many years and a round about should make it safer for traffic travelling in all directions. However unless some extra land is acquired for the construction of the roundabout, it will be very difficult for the buses to manoeuvre around the tight bends. Have the bus company been consulted??
38	i use it all the time. change needed
39	sooner the better
40	I drive this intersection most days it needs a roundabout.
41	This is the worst intersection on warriewood road, and for some reason the last to have a roundabout. Please build it ASAP.
42	I strongly support this proposal. I also think consideration needs to be given to safe crossing zones (ie. pedestrian refuges/crossings) to Warriewood Road and Foley Street in this location.
43	There must be new proper footpaths around the newly proposed roundabout, along Warriewood Road to support it. Presently, there is no footpath, so the proposed extra continuous traffic ultimately could increase pedestrian injury and death. The found about is at the partial crest of a hill, offering no pedestrian safety at present.
44	Better than the current chaos
45	The current stop signs favour some traffic flows whereas a roundabout is more equitable
46	In addition could we please have pedestrian footpaths the entire way along Foley street, Jubilee Ave and the other side of warriewood road. I have 2 kids and pedestrian safety is dreadful in this area!!! Not to mention trying to use a pram...impossible!





No.	Comment / Submission
	Please also reduce the speed limit to 40km/hr, particularly along warriewood road. I would also like to see a pedestrian crossing on the western leg of the roundabout (Jubilee Ave) instead of a pedestrian refuge. Thank you!
47	<p>This roundabout is imperative for both pedestrian and motor vehicle passengers safety. I visit my daughter in Vineyard Street regularly. Heading West on Vineyard Street and then trying to turn right onto Foley Street is extremely dangerous. The house on the right hand corner has erected a fence which completely blocks your view. The fence should never have been approved.</p> <p>A roundabout in this location will improve this situation as it should slow traffic coming down Foley Street and traffic coming out of Vineyard Street will veer to the left in order to turn right heading West out of Vineyard Street. This is a must!</p>
48	We live at [REDACTED], 2 houses from this intersection. This intersection has always been a worry but even more so since the white fence has been installed on the corner house (cannot believe this was approved!). Heading West, I use this intersection every day but will never turn right towards Pittwater RSL as cars fly down Foley heading South and it's a blind corner. I've witnessed several near misses. It's VERY dangerous.
49	Dangerous intersection! Always stressful driving the kids to school. Also. There are no pedestrian crossings for the children who don't qualify for the school bus and are forced to walk from Warriewood to Mona Vale Public School and Pittwater High. Very dangerous and kids often darting across the road!
50	Too many accidents at this intersection. Now that the construction is nearly complete down the road, there will be even more traffic!
51	This is a dangerous intersection and a roundabout would help greatly. It's often confusing who has right of way and this would solve those issues. I'd also like to add the pedestrian walkways around that area and the whole of warriewood road need to be put in place. The RSL attracts many young families as the elderly who need safe walkways
52	Necessary to reduce accidents and time spent at the intersection.
53	No further comment provided
54	Great idea, that intersection is dangerous. It's a blind corner coming down a hill meaning people trying to cross or turn from Vineyard are rolling the dice on whether someone is about to come around that corner (down Foley) at pace. A roundabout will make it much safer for everyone.
55	No further comment provided
56	When travelling east along Vineyard, the blind spot looking right at this intersection is potentially dangerous. Slowing the entry to this intersection would improve safety for sure.
57	A roundabout is the logical solution to the chaos that exists now
58	Pls get it done
59	There is urgent action needed and so I support a roundabout that will slow traffic enough to ensure that it is safe to use. Currently there is such little visibility to foley st. when approaching the intersection from vineyard st that this is an accident waiting to happen and one that will cause personal injury. The roundabout requires that traffic approaching from Mona vale road will be required to slow right down and ensure they give way to those already on the roundabout. If this cannot be achieved then I would suggest traffic lights. No action is not an option.
60	No further comment provided
61	I take this road everyday both using a car and cargo bike. It is one of the most dangerous intersections at the moment and frankly the proposal is well overdue.





No.	Comment / Submission
62	No further comment provided
63	We definitely need to slow traffic down on Foley Street. If any of the committee members have visited the site they will note a very narrow street, no room for kerbside parking, barely room for footpaths. Since the new turning lane has gone in from Mona Vale Road into Foley the traffic flies down the street. We have way too much traffic on the street now and trucks need to be policed and directed to the major intersection at Ponderosa. There needs to be another pedestrian island on Warriewood Rd as the bus stop is heavily used by people working in the nearby small industrial area. There is no way to cross this street safely. I support this proposal with some adjustments being given to traffic speed and pedestrian safety.
64	No further comment provided
65	No further comment provided
66	I have avoided this intersection as a driver and a pedestrian as much as possible for well over a decade as it is difficult to see, everyone hesitates about the road rules, and since construction of a fence it is even more difficult. A roundabout makes sense for improving safety.
67	This needs to be built ASAP before a serious accident occurs. It would have to be the worst intersection on the northern beaches. A safe accompanying footpath should also be constructed.
68	I think it's a great idea, but suggest a speed hump or other traffic calming on the Foley St approach to the roundabout so vehicles from that way are reduced in speed.
69	No further comment provided
70	I avoid this intersection on my way home as it is so confusing no one knows how to navigate it and it is dangerous as a result !
71	Much needed and long overdue. Current visibility restricted & intersection is dangerous due to new fence at corner residence. Traffic banks up at peak times. Roundabout would greatly improve safety & traffic flow. I no longer drive west up Vineyard St to go straight ahead at this intersection due to poor visibility. Ever since fence installed on north east corner.
72	This inspection would benefit from a roundabout
73	Excellent idea.
74	No further comment provided
75	I support the roundabout proposal provided it is maintained better than the speed reduction mechanism just 150mtrs away on vineyard st that narrows the road but is missing centre obstacles to force a slow down ... this just makes the road narrower and more dangerous
76	No further comment provided
77	No further comment provided
78	No further comment provided
79	Given the completion of the Mona Vale Road East works to Foley St it makes sense to upgrade this intersection, considering both the safety of motorists and pedestrians. We suggest that Council also considers the traffic movement from Mona Vale Rd south along Foley St onto Jubilee Avenue into central Warriewood Valley. Motorist accessing Macpherson St should be encouraged to exit Mona Vale Rd via the Ponderosa Parade traffic lights (not Foley St/Jubilee Av). Local traffic from Vinyard and connecting residential streets are impacted by motorist taking this perceived shortcut (in reality access from Mona Vale Rd/Ponderosa lights is just as quick and now safer). Please allow for safe pedestrian crossing at the new intersection. Perhaps the road





No.	Comment / Submission
	and kerb condition along Jubilee Av/Warriewood Rd can also be improved at the same time.
80	No further comment provided
81	This intersection is extremely dangerous and difficult to navigate. I use this intersection multiple times a day. Vision is limited and there is much confusion with the road rules. With the addition of the Jubilee Avenue Industrial units opening up soon, there will be even more traffic congestion. It would have to be one of the most difficult intersections to teach a Learner Driver which I am currently doing. It would be really great to see a roundabout here as soon as possible.
82	It is a very dangerous intersection - being in a car equally to being a pedestrian. Coming down from foley street onto Warriewood (going below speed limit as always cautious at this intersection) there have been many near accident situations with drivers cutting corners turning from vineyard onto foley street. It is very hard to view traffic coming from foley street. A speed bump on foley street before the intersection would certainly also prevent various accidents.
83	I certainly support this proposal as a resident of Warriewood Road this intersection causes so much gridlock with traffic and many people get confused about simple road rules. It is also extremely unsafe for pedestrians to be able to cross Jubilee Avenue. Understand that a Pedestrian Refuge is being proposed as well, it would be great to see if this good includes a pedestrian crossing as a lot of people cross here, especially children and we need to make it safer. It might need to be put a bit further down the refuge island away from Warriewood Road to avoid cars turning and the crossing being right there
84	Also, Different intersection but near by, and probably more important - suggest looking at adding a left only lane from Jubilee Ave into Ponderossa Ave - heading east wold help alleviate the 25+ min delays around peak hour getting out of the Arcadia Hospital area.
85	About a decade ago someone painted a roundabout illegally at this junction and it worked beautifully! We have been meaning to write to the council ever since to recommend one be constructed properly.
86	While I support the proposed Roundabout on the intersection of Warriewood Road and Vineyard Street etc. The Plan does not appear to include the extension of the Warriewood Road Pedestrian Footpath outside the House on 185 Warriewood Road the intersection with Jubilee Avenue nor does it provide for a full Footpath along Foley Street past the RSL.
87	I do support it BUT it needs each road to have speed hump or designed in such a way that the entry to the roundabout slows the traffic down. There are many accidents that do occur here because the majority of people do not stop at the stop signs, plus there is poor vision exiting Vineyard Street. Please consider this.
88	This proposal also needs to address that at this intersection there are no footpaths on any of the corners and on two of the corners no curb or gutters. I also choose to cross , for safety, where the proposed pedestrian refuge is to be installed. Be aware that placing it too far west restricts the view of traffic coming down Foley street to the intersection. Incidentally there is no constructed footpath from the entrance to the RSL carpark down to this intersection.
89	I frequently use this intersection driving to my daughter's house in Brinawa Street and Pittwater RSL Club. We have often remarked that there should be a roundabout as it's extremely busy at times and when travelling West the fence on the northern corner impedes the view of oncoming traffic.
90	A little worried because it is at the top of a hill, traffic lights would be better. But this is becoming a busy intersection, and a roundabout should make it safer.





No.	Comment / Submission
91	I live in this area and this intersection is quite dangerous. Whenever there are two cars wanting to turn right eg from Foley/Jubilee Street it is unclear who goes first as there is not enough room to both just turn keeping a lane. The cars coming off Mona Vale Road are often difficult to see due to the bend in the road. A round -a-bout would make navigating this corner much safer for all as cars would have to slow down and the order for flow of traffic through there would be clearer.
92	I appreciate having my chance to support the NBC suggestion. I frequently cross this intersection, for one reason or another. It has been an awkward intersection for many many years, with always more than normal care is needed. I believe, if a roundabout is installed, it'll make the intersection a little safer. Regards [REDACTED] Frenchs Forest
93	Great idea - always a difficult intersection
94	A roundabout will make getting through this intersection much safer. Currently, accessing Foley Street or Jubilee Avenue from Vineyard Street is incredibly dangerous due to the huge blind spot created by the fence on the corner of Vineyard and Foley Streets. Also, it seems many drivers struggle to ascertain where to position themselves to turn right into Vineyard from Warriewood Road. Thanks
95	Yes please, should have been done long ago.
96	Yes! Anything to make that traffic slow down in Mona Vale is essential. It is currently extremely dangerous.
97	Busy intersection wit lots of traffic especially after completion of Mona Vale Rd upgrade
98	Excellent initiative. For the significant flow of traffic from MV Rd, down Foley, turning right into Jubilee, this has always been a potentially dangerous right turn. As long as the roundabout causes sufficient deviation* to effectively slow through-traffic from Warriewood Rd, this should both enhance safety and smooth traffic flow. Pedestrian refuge looks well-placed to serve the optimum number of users. [*ie, NOT like Seaview/Foamcrest intersection in Newport, where roundabout is at a crest for all 3 entry points and Seaview southbound traffic just speeds through the roundabout.]
99	Regular user of this intersection. Driving out of Vineyard Street is dangerous due to the white fence that was erected on the Foley Street corner. A roundabout would make vehicles more visible exiting Foley Street. Our son and family reside in Vineyard Street.
100	Looks like a good idea to slow the traffic here and stop people cutting the corner when travelling down hill from Foley Street into Jubilee Ave.
101	Excellent idea. This intersection is extremely dangerous
102	Thank you -- this has been a long time coming. I turn down this road frequently and I swear my car is going to flip over trying to make that sharp turn off from Foley St. to Jubilee Ave. What is the reason for not making a 4th Concrete Median on Foley St? If the concern is over the large trucks needing to come in and out, they should make painted medians on the three sides of Warriewood Rd, Vineyard St. and Foley St., since there are no plans to allow for pedestrians to cross. To save costs, the only concrete medians that should be built is on Jubilee Ave. and they could add a metal railing to it for added safety.
103	This is a long time coming, roundabout should of been constructed years ago. Proposal looks great.
104	This is an excellent idea. Well overdue. Traffic approaching from Foley st are not visible to anyone on Vineyard street so this will be a good safety improvement.
105	Yes, absolutely in favour of this proposal.





No.	Comment / Submission
106	Yes. It's needed. It's difficult to see traffic approaching from the right.
107	I feel that a mirror would work very well for those coming down "Jubilee Sr" trying to cross Filey St. due to a new fence having been installed the cross road is an accident waiting to happen. If council could instal a roundabout as well as a mirror it would make the crossing a lot safer.
108	It is about time. I reported my concerns to the council twice, once in 2012 and again in 2012. For years this roundabout was considered by the council but no action took place. Vehicles coming down the hill in Foley Street towards Vineyard Street drive at high speed and because of the very limited view, it makes it very dangerous to cross the intersection or turn right to Folley Street. I am amazed that there has not been a serious road accident so far.
109	Please make certain the concrete medians and roundabout centre are bus friendly. That is, a standard bus can negotiate them in all directions without having to mount kerbs. Although Jubilee Ave and Foley St are weight limited, there are bus routes (eg: 185) which traverse that intersection, and charter jobs which need to drop at Pittwater RSL in Foley St. Thanks
110	This must happen. Crossing this intersection from Vineyard to Jubilee Ave is often a suicidal mission. The line sight from the right is totally blinded. Get this in before a fatality occurs. le: Driver's sideside impact ...all over.
111	This proposal addresses the safety concerns that I have with the lack of sightline when in the car & trying to drive from Vineyard Street into Jubilee Avenue. It is difficult to assess with clarity if cars are driving down Foley Street & also to know how quickly or slowly they are moving. There has been stress associated with negotiating this dilemma. Crossing this area as a pedestrian/pedestrian with a dog is also problematical because of increased traffic at certain times of the day & having to pay attention to traffic coming from more than two directions. This has not only been stressful, but at times, life threatening. THANK-YOU for this proposal which would firstly improve safety for all road users & the efficiency of the intersection for all transport modes.
112	No further comment provided
113	A roundabout hear would make this intersection MUCH safer.
114	I really think the white fence on this core et is an issue for visibility and safety. It's really so so dangerous
115	No further comment provided
116	We live in Vineyard St and this intersection is particularly dangerous for both vehicles and pedestrians, especially since the house on the north east corner erected a fence. Visibility is poor coming out of Vineyard St.
117	This blind spot is so dangerous entering from Vineyard St onto the intersection.
118	Since the fence was built on the N.E. corner of this intersection it has become extremely dangerous for traffic coming from the east down Vineyard Street. A lot of vehicles approaching this intersection from Foley Street do so at a more than safe speed and it is very difficult to see them coming because of the fence. I believe a roundabout would be a good solution.
119	This would be a good solution, however considering needs to be given to the ability to check traffic coming from Foley street when a car is leaving vineyard street. The traffic will (should) slow for the roundabout but the current fence makes it hard to see traffic approaching.





No.	Comment / Submission
120	There should be a pedestrian crossing as this is a high pedestrian area with a lot of school children
121	This is a very dangerous intersection, especially at school pick-up times and in the early morning and late afternoon.
122	No further comment provided
123	The sightlines to Foley Street from Vineyard Street, when driving westward, are poor. This proposal does not improve them though it is an improvement to the present dangerous situation.
124	<p>Thank you for assessing the merits of installing a roundabout at the dangerous intersection of Vineyard Street, Foley Street, Warriewood Road and Jubilee Avenue.</p> <p>As per our earlier emailed pleadings to Council for more than a year and subsequent discussion with Mr. Michael Gencher, we wish to advise the following.</p> <p>Firstly, Mr. Gencher verbally confirmed that even he finds this intersection "TERRIFYING". We all do.</p> <p>Additionally, improvements to the suggested roundabout could be; by all 4 entries/exits and the actual roundabout being "only slightly or non-mountable" (as similarly installed in Parkes Road, Collaroy Plateau) and certainly NOT TO HAVE ONLY a "painted hatching" leading from/to Foley Street, as this is the most dangerous area of this intersection.</p> <p>Very importantly, we also recommend that several "road humps" should be installed to "slow" vehicles heading south along Foley Street; like those in Macpherson Street, Warriewood, (between Boondah and Warriewood Roads). The addition of "road humps" would limit those driving "at speed" and potentially also provide a safer crossing for pedestrians (especially children, the elderly and/or disabled) crossing Foley Street. The "road humps" in Macpherson Street DO slow the speed of vehicles and do not appear to cause any difficulties for larger vehicles or buses.</p> <p>The proposed roundabout would also improve the current problem of impatient drivers turning right into Warriewood Road from Jubilee Avenue at this often busy intersection. Often, when exiting Vineyard Street to drive straight ahead into Jubilee Avenue, whilst checking there are no vehicles approaching from the left (from Warriewood Road) and/or from the "blind" right (from Foley Street), impatient drivers attempt to turn across the path/in front of cars driving west from Vineyard Street into Jubilee Avenue. This problem can only become worse following occupancy of the commercial property currently being constructed in Jubilee Avenue.</p> <p>Since moving to Mona Vale in 2022, we have witnessed 3 accidents and numerous cars driving very quickly south/down Foley Street, towards the "blind" intersection with Vineyard Street (on the left).</p> <p>Although a 50 kmph speed sign was recently erected in Foley Street, it is partially obscured behind a tree branch. Additionally, there is still NO warning to drivers heading south "down" Foley Street, to indicate AT ALL, that there is a street to the left (i.e. Vineyard Street).</p> <p>Even the newly installed 50 kmph speed sign does not ensure that all drivers would responsibly adhere to the 50 kmph speed limit.</p> <p>When exiting Vineyard Street, it is extremely difficult to see vehicles quickly</p>





No.	Comment / Submission
	<p>approaching from the right (from Foley Street); which is predominantly due to the fencing surrounding the sharp corner frontage of 80A Vineyard Street. We are not criticising the fencing height of 80A Vineyard Street, which we presume is “permissible”. However, due to the sharp “blind” corner surrounding the two-street corner frontage of this property, the white vertical “slat-style” fencing, appears to combine to make a “(high) solid fence”.</p> <p>To make exiting from Vineyard Street even more dangerous, is that further along from the “blind” corner of Vineyard Street and Foley Street, and shortly after the white front fencing of 80A Vineyard Street, there then adjoins a solid paling fence fronting Foley Street, which compounds the lack of sight difficulties at this intersection.</p> <p>We do thank Council and Councillor, Mr. Michael Gencher, for seriously assessing the “terrifying nature” of this intersection, as the last thing any of us would want is to be involved in an accident at this location.</p> <p>Thank you so much for your consideration in reading our submission and we hope it somehow assists in a safer outcome, as opposed to how this intersection operates at present.</p>
125	I think it's a great idea, always has been a little 'dicky' getting around there.
126	It will really improve the traffic flow of a very busy intersection.
127	<p>I drive through here 1-2 times a day 5 days a week.</p> <p>In addition to the proposed roundabout, which I believe will much improve safety, I do have concerns the traffic heading down foley street towards warriewood road wouldn't slow down enough to allow an adequate gap for traffic heading west from vineyard st. As the fast traffic would be on their right they'd still have right of way and there is a visibility issue due to the angle of the corner. To improve safety further Foley Street needs a lower enforced speed limit, ideally with a speed camera for that direction of traffic. Given it's location with the RSL club and pedestrians I think that is very much needed to address safety of drivers and pedestrians. A 40km limit would be great, but I wouldn't object to 30km either if that's deemed most suited to that road. The traffic unfortunately picks up speed as it heads downhill so while a roundabout will certainly help some, it doesn't improve safety for drivers approaching that roundabout from Vineyard street. A speed camera to catch traffic heading downhill on Foley street towards the proposed roundabout would ensure drivers adhere to a safer speed. When they don't, it's revenue raising and it speaks volumes that anyone in the community would REQUEST a speed camera. This is a win-win all around.</p>
128	No further comment provided
129	Something needs to be done about the new white picket fence on the property to your right as you drive down Vinyard St. It makes it impossible to see cars coming around the corner on the right. See all the comments in the Facebook post in relation to this upgrade.
130	<p>You also need to address why drivers are using Warriewood rd as a short cut instead of using Pittwater rd/Mona Vale rd.</p> <p>You also need to fix the new traffic lights at the Junction at Mona Vale rd/ Ponderosa parade/Samuel :</p> <p>A put back the roundabout, with traffic lights for busy periods if necessary,</p> <p>B reassess the lanes and put better signage so that drivers have the chance to get in the correct lane earlier. When approaching this Junction from Ponderosa parade the signage is inadequate. Also why are there 2 lanes for turning right, but turning left</p>





No.	Comment / Submission
	and straight on share a lane? I can't imagine there's so much traffic turning right onto Mona Vale Rd that 2 lanes are needed. Most local traffic uses either Jubilee ave/Foley St or Jubilee ave/Vineyard st, which is part of the issue with the Jubilee ave/Vineyard St Junction.
131	No further comment provided
132	Visibility from Vineyard up Foley is tricky and people head down Foley st at speed. This roundabout is definitely needed to keep traffic flowing safely
133	My husband and I have said for years this needs to be a roundabout. We have both witnessed several near misses at that intersection Also a better pedestrian safety option.
134	It is a very unsafe intersection. I think the roundabout should go in as soon as possible. There a lot of uneven road surfaces there which make it dangerous as well
135	I am fully supportive of this proposal. Currently, travelling west down Vineyard at the intersection of Foley is extremely unsafe. There is limited visibility of cars coming down Foley, in part due to the fence that has been constructed.
136	This would be a great improvement to this very dangerous and increasingly busy junction.
137	This is an awkward intersection - I use it frequently. The development currently being built in Jubilee Avenue just downhill from the intersection will undoubtedly increase traffic. The Pittwater RSL entry and exit points in both Jubilee Avenue and especially in Foley Street close to the intersection may need extra attention and management. A roundabout would facilitate the flow of traffic but my concern is whether there is enough room to build one large enough to be effective. If it is too small it won't help
138	You also need to - add a pedestrian island on Warriewood rd too as its not safe to cross and a lot of people cross on Sundays to access the markets at the RSL. - do something to improve the visibility between Foley St and vineyard St. - add more traffic calming measures along Warriewood rd, between Vineyard St and Alameda way and between Brands Lane and Bubalo St as far too many cars exceed the speed limit on Warriewood rd.
139	A very dangerous intersection with cars that fly down the hill and around the corner.
140	The roundabout is the safest tool for the community, because it's easier for drivers to navigate by giving way to others.
141	Long time waiting. Very blind corner.
142	Quite a dangerous intersection. A roundabout & a pedestrian crossing would allow great benefits towards the safety & well being for all concerned.
143	great idea, this intersection is dangerous and busy as is and many people don't understand the road rules enough to use this safely
144	Looks like the footpath will FINALLY be extended down Foley Street thankyou.
145	I think this is a fantastic idea as the junction is a nightmare and very dangerous.
146	Definitely needed here for safety as vision is obscured.
147	But, I would like to see that the cars coming down Foley street from the main road have a stop sign or red light system where they cannot shoot thru the round about without stopping. I have lived in the area for nearly 30 years and this intersection definitely needs help.
148	This intersection is currently dangerous. Please install this roundabout before there is a serious accident.
149	I use this intersection daily and find it dangerous due to lack of vision of traffic on Foley Street when crossing from Vineyard Street. It's an accident waiting to happen. Plus there's always cars backed up on Vineyard and Jubilee. A roundabout is a perfect solution.





No.	Comment / Submission
150	<p>This intersection is very dangerous, very happy it's going to be looked at, round a bout would be perfect.</p> <p>There are a lot of pedestrians around here esp with thr markets. Is it possible to create a bay on each road for people to be able to stop and cross halfway?</p> <p>Also can any roads be widened to allow for left or right only lanes, specifically on vineyard at, this would greatly reduce congestion</p>
151	A pedestrian refuge on Warriewood Road on the southern side of the roundabout for the safety of people from Business Parks in Jubilee Ave and surrounding streets crossing Warriewood Road to catch buses in the afternoon should be considered.
152	No further comment provided
153	Great idea and very much needed for safety.
154	No further comment provided
155	It's about time this was done. Prone to accidents and poor traffic management.
156	Please also consider including a pedestrian crossing close by on Warriewood road. There is a lot of foot traffic from factory workers who cross the road to use the bus service.
157	We are waiting on a reply to our request that the 50 speed in Park St from Dygal Lane to Pittwater Road be reduced preferably to 30kph
158	This is long overdue. Please include pedestrian crossings not just a pedestrian refuge. Visibility turning out of Foley Street needs to be restored (the new fence blocks vision) as it is very unsafe. I no longer go that way as it is too dangerous.
159	There needs some sort of pedestrian crossing- can someone please try and cross the road, lots of kids can not cross this road
160	No further comment provided
161	That intersection is dangerous so any improvements will be ideal. Considering another 180 dwellings are going up on the other side of jubilee St something is needed. Hopefully a round about helps. Not sure how that help pedestrians though.
162	Excellent proposal, ever since the house in the corner put the fence up visibility had been dangerously poor. Especially with so many elderly residents on Vineyard st and surrounds.
163	Yes, supported and well overdue. It's a circus on most afternoons.
164	There is still a risk posed when exiting Vineyard st as you cannot see oncoming traffic from the right in Foley st due to the fence surrounding the property on the corner if Vineyard / Foley st
165	It is dangerous coming out of Vineyard Street as you can't see traffic coming from Foley Street, a roundabout would slow the Foley Street traffic down, making it easier to see them and easier to exit Vineyard Street.
166	Emailed the council 3 years ago asking for a roundabout here. Response back was that they had plans but were waiting on funding from a developer. Super excited to see it happening. Will definitely help with traffic flow, and reduce confusion at this intersection. Will also be great if footpath on Warriewood rd western side is built all the way to the intersection.
167	This is long overdue; I've avoided this intersection as much as possible due to the poor sight lines, speed of motorists and awkward orientation of junction. I would like to see speed humps approaching from all sides, especially the downhill section on Foley street.
168	Much needed.
169	I will be so relieved if this proposal goes ahead. This is such a dangerous intersection as the visibility when crossing from Vineyard St was very difficult but now is almost





No.	Comment / Submission
	non-existent now that a fence has been constructed on the corner of Foley and Vineyard St. In busy periods I drive down to Pittwater Rd then up Mona Vale Rd to avoid this intersection which is ridiculous as entering Pittwater Rd from Vineyard St can be tricky too
170	This has been needed for years - it will improve safety at this busy intersection.
171	Just get it done
172	Yes please asap
173	Much needed for safety and flow of traffic.
174	I support this proposal however have concerns over the visibility on Folley Street and Vineyard Street, with many drivers queuing up and not having full visibility. There is also a lack of pedestrian safety in this area, with inconsistent footpaths available, particularly as you approach the RSL from Warriewood Road.
175	Would be a great safety improvement to a busy intersection that has some limitations to driver vision due to the acute intersection angle of Foley St to Vineyard St.
176	I had emailed previously about the need for a round-a-bout at this intersection due to increased traffic, limited viewing to the right when entering from Vineyard St and confusion about right of way. Looking forward to seeing it completed given the number of near misses I've witnessed! Thank you!
177	It is dangerous and difficult intersection which would definitely benefit from a round about
178	This is a dangerous intersection on a busy road with limited visibility due to the fence at the house on the corner. I have seen numerous accidents. I drive this regularly as I live off Vineyard St and, in my opinion, it's the most dangerous intersection in Mona Vale.
179	This intersection is always difficult to safely cross from stop signs because of poor visibility to Foley St, both for cars and pedestrians so a roundabout will make it safer for everyone
180	No further comment provided
181	Definitely needed. Hard to see approaching vehicles coming down Foley when you're travelling on Vineyard. Suggest a mirror be added to proposed plan
182	Yes please put a roundabout here it's such a great idea!!!
183	No further comment provided
184	This is long overdue and I hope the roundabout goes in soon.
185	At present, driving across the Foley St intersection is a huge risk to life for drivers driving west along Vineyard St as there is absolutely no visibility. A roundabout is an excellent idea!
186	Addressing the issues at this intersection is well overdue. My father was cleaned up in a car accident at this intersection, where the driver failed to Stop at Vineyard Street. Many people use this intersection as a thorough fare and do not follow the road rules. A foot pathway is essential and a reflective mirror to overcome the blindspot cause by the house on the corner of Folley and Vineyard Street.
187	Highly recommend a roundabout in this proximity. I've grow up on this street and now reside in my family home. It is evident that the intersection is in need of some love as it has become highly dangerous for vehicles and pedestrians. Vehicles driving playing guess work of who goes first, drivers speeding though stops signs, the high level of traffic and the expanding development. A much needed upgrade.
188	About time. This project is well overdue. This is such a dangerous intersection. My husband and son were involved in a very bad accident here in 2016 when a car failed to stop coming through from Vineyard as they were travelling along Warriewood





No.	Comment / Submission
	Road. Also coming from Foley to Warriewood Road is hard to see because of the fence that was allowed on the corner property cutting visibility to both those exiting Foley and Vineyard streets. This project has our full support.
189	No further comment provided
190	No further comment provided
191	Yes, a roundabout please, as soon as possible. Before a terrible accident happens. It is scary to cross from Vineyard Street onto Jubilee Avenue, as you cannot see the traffic coming from Foley street.
192	Highly support this. The visibility from Vineyard Street direction is very poor and cars travel through the intersection quite fast which adds to the danger.
193	No further comment provided
194	No further comment provided
195	Excellent for safety reasons
196	This roundabout is absolutely vital and must go ahead. When turning right into Vineyard you cannot: 1) see cars coming down from Foley street until the last second and 2) turn safely because what normally happens is there a car who wishes to turn right from foley and the gap is squeezed by a car wanting to go straight (or left and has stopped at the stop sign) on vineyard street but is sitting toward the middle of vineyard st / is a truck.
197	I personally was involved in 2 accidents at this intersection. One by car which I caused. One by bicycle that was caused by another person driving a car. Traffic in Foley Street from Mona Vale Road to the intersection is the biggest hazard at this intersection for 3 reasons: 1) Foley Street comes downhill into the intersection and vehicles tend to be faster than the driver intends by the sheer fact that a car accelerates down hill 2) Foley Street the intersection in an angle < 90 ° compared to Vinyard Street and for traffic from coming Vinyard Street it is impossible to see approaching traffic in Foley Street due to the angle as well as the fence on the corner property. 3) currently Foley Street and Warriewood road have priority over traffic from Vinyard Street and Jubilee Avenue... Hence, especially the traffic coming down Foley Street is too fast. A round about would equalize the right of way for all 4 roads. Furthermore I suggest A) to install one speed hump on Foley Street say 10 m before the future roundabout to further force the traffic coming down hill to slow down. B) to reduce the speed limit for traffic in Foley Street to 30 km / hour.
198	Very small narrow area. Maybe speed hump in Foley St. To bring the speed down. Another problem is getting out of vineyard into pittwater Rd.
199	That would be the best solution for the area it is very long overdue. THANKYOU
200	Strongly in support. In addition the 40 km/h local traffic area signage on either end of Vineyard St should be upgraded to be more prominent, together with 40 km/h signs painted on the road itself. There is an increasing amount of traffic traversing Vineyard St especially since works had commenced on Mona Vale Rd. With many of the drivers speeding up and down the street, past the retirememt villages and day care centre, making in very dangerous to reverse out of driveways.
201	Great idea, long overdue. Will make the intersection much safer, thank you.





No.	Comment / Submission
202	Very much needed Thank you
203	Why dont you just close Foley St intersection with Mona Vale Road and force all traffic through new intersection of Mona Vale rd and Ponderosa. 80% of all traffic heading south on Foley St turn down Jubilee Ave
204	No further comment provided
205	I support the proposal however there absolutely must be a footpath put on the corner of 185 and down warriewood road to the bus stop. What is the point of a pedestrian refuge on Jubilee when once you cross there is no footpath on the southern side? There is a horribly unsafe worn out narrow dirt track which slants down at a dangerous angle and I've almost flipped my pram walking along here.
206	It would make it safe.
207	No further comment provided
208	I am currently extremely scared every morning going to work at this intersection. It is impossible to see what is coming down the hill and so very dangerous. A roundabout should solve this issue and make the road safer.
209	The council contributed to this problem by allowing a fence to be erected on the eastern corner of Foley and Vineyard Street. That block did not have a fence previously drivers had visibility of traffic coming down Foley Street. Very bad planning by Council
210	Although I Support the proposal. I would like to know how are you gonna stop cars racing down Foley Street and over the top of the roundabout? Also, why is there only one pedestrian island provided ? There has to be an absolute minimum of 3. You would not want pedestrians walking across the Foley Street side, as they would get cleaned up by the cars that come racing down the hill. (This issue was raised with the council at least two years ago by Me). Could you also provide details as to how the vision of cars heading west out of vineyard Street will be able to see those racing cars coming down the hill as I believe this is NOW the most dangerous intersection in the Pittwater area. Looking forward to hearing your feedback.
211	The entry into this intersection from Vineyard Street doesn't have good sight lines to traffic coming from the right on Foley Street, the roundabout construction should ensure that good sight lines are present, either by shifting the centre of the roundabout further into Jubilee Ave and perhaps a speed bump to slow traffic about to enter the roundabout from Foley Street
212	I think this is a great idea and long overdue. A roundabout at this location would be very beneficial. Thank you.
213	No further comment provided
214	This proposal requires construction of a footpath around Warriewood Road and Jubilee Avenue corner as currently disabled people and parents with prams need to walk in the middle of the road
215	I believe a pedestrian crossing is needed because the location of the pedestrian refuge is obscured by property fence when approaching from warriewood rd. Also footpaths need to be upgraded on warriewood rd ! Our disabled son has trouble with the slope and uneven surfaces we have commented about this issue in the past with no action or response from council
216	This is long overdue and fully support its construction ASAP. THANKING YOU.
217	No further comment provided
218	This intersection is soooooo dangerous. Coming off Vineyard St towards the RSL, you can not see a thing coming from the Pittwater Rd direction. Especially with the white picket fence blocking your view.





Verbatim Responses received via Email

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

No.	Submission
1	<p>* Vineyard Street from Pittwater Road is a 40kmh local traffic zone. * Drivers continually exceed that limit in our street. * It has been a rat run for many years by the large number of employees in the big companies in Vineyard Street and Jubilee Avenue. * Currently there is an industrial building being erected on the opposite side of the street to one of the Pittwater RSL driveways. * Council is proposing to construct a roundabout as per picture below and says it will improve safety for all road users and pedestrians. * Surely an alternative would be traffic lights. Reasons for suggesting this are: 1. Many road users do not follow the road rules regarding roundabouts. Instead of slowing down and giving way to traffic on the roundabout, they barrell through at speed. 2. It is difficult for pedestrians to cross at roundabouts as nobody in any direction gives them a chance. 3. Road users who don't understand roundabout rules, instead of slowing and giving way to traffic in it, stop and give way to their right which very nearly causes accidents. 4. The road users they are giving way to on their right take advantage of that and push their way through. If you happen to be on the roundabout when they want to come through, they blast their horns. Prime example is Rodborough Road at Frenchs Forest. The road users see the vehicles coming too fast on their right, get scared or apprehensive and stop for them and if you ever happen to arrive at that intersection as the employees in all the industrial companies are leaving in the afternoon to go home, well good luck. 5. Despite signs advising not to queue across the intersection (roundabout), they all do, in all directions. This is especially the case at Rodborough Road, Frenchs Forest as well as Waratah and Bungan Streets, Mona Vale. I am sure you know of many situations where this occurs.</p>
2	<p>I work and live in warriewood since 2008. I asked this roundabout idea many years ago (and more than once), I'm so glad that you finally listened to me! As I previously mentioned, warriewood is getting very busy. Plus there are many elderly people who go to the RSL club and at least 4 daycares/preschools locate within 2km from the round about. I see lots of drivers fast (and They won't slowdown) and it's very tricky to turn right from jubilee and vineyard. I really hope you get this round about happening soon.</p>
3	<p>I do not support the current proposal at this stage, as it does not have any qualified information. It is simply a satellite photo with a overlaid drawing showing no detail in the South Western section. Is there going to be curb and guttering? Or is it going to be more of the same old unimproved dirt nature strip.</p> <p>Council promised the local community and neighbourhood that Jubilee would be closed to prevent industrial and additional traffic into the residential areas. Council has never horned any of the commitments or promises made for this area. The noise and traffic studies done to get approval of the industrial area have been outrageously exceeded and all of the justifications and assurances given to obtain the approval of the industrial area turned out to be a bad joke. No wonder its turned into a safety</p>

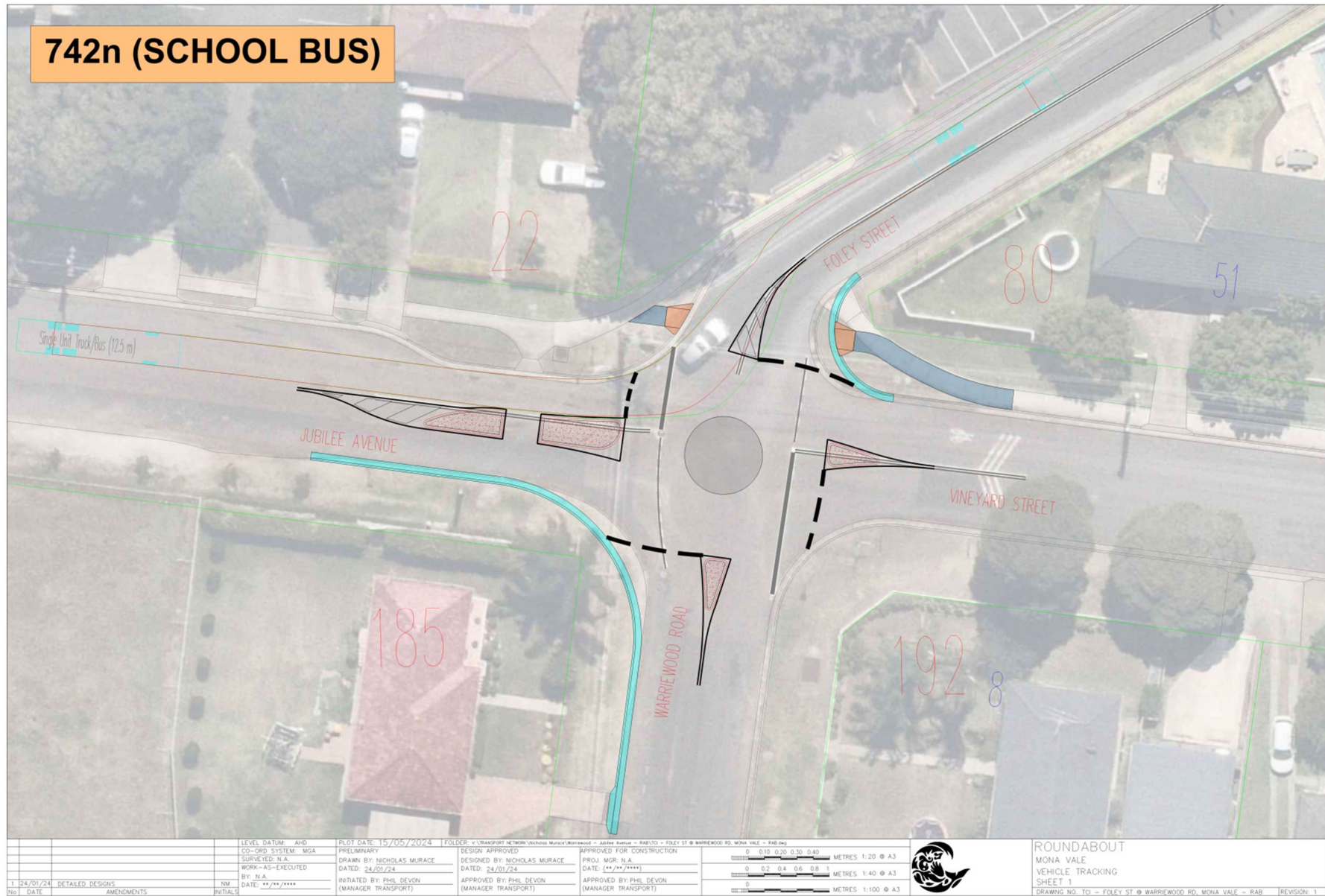




	<p>issue.</p> <p>We still have handicap people in mobility buggy's and mothers pushing prams in front of buses on Warriewood Road, and council says they are proposing this round about for SAFETY! What a joke. We installed curb and guttering as well as a sidewalk on the Western half of Jubilee in 2000 as part of our subdivision. Council delayed our subdivision for years trying to force us to buy Jubilee road so they could close it as per the planning commitments. At the same time council was trying to force us to pipe and cover the western creek boundary which we took the matter to the Land & Environment court. The court found in our favour and as part of the settlement with council, they committed to doing the Eastern half of Jubilee and Warriewood road if they didn't close the road. Now 23 years later council has approved a development that does nothing with the western open creek that they drove us to court about. All properties upstream and downstream have piped and covered for stormwater drain. Council has also never finishing the curb and guttering and sidewalks at this intersection</p> <p>Unless council can make good on the promises made 23 years ago regarding finishing the curb and guttering and sidewalks at this intersection it's all more of the same old bad joke they call planning. It's not about SAFETY!</p> <p>Please see attached letter to council from me back in 2021</p>
4	<p>As a cyclist, I find this intersection very dangerous when travelling up Jubilee Avenue and turning left into Foley Street.</p> <p>This is the easiest cyclist route to Mona Vale from Warriewood so changes need to be dealt with carefully.</p> <p>There should be a cycleway marked clearly along all these 4 streets, particularly Jubilee Avenue and Foley St</p> <p>All the roads should be made wide enough to provide marked cycleways. Marked cycleways can be seen in Ocean St Narrabeen</p> <p>This is why I object to the narrowing of Jubilee Avenue</p> <p>Many car drivers speed up Jubilee Avenue towards this intersection. By narrowing the road, the slower-moving cyclists impinge upon car drivers.</p> <p>This will cause unnecessary conflict.</p>

Document administration	
Version	1.0
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Approval	Content provided and approved by Transport Network Team
Status	Final
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.

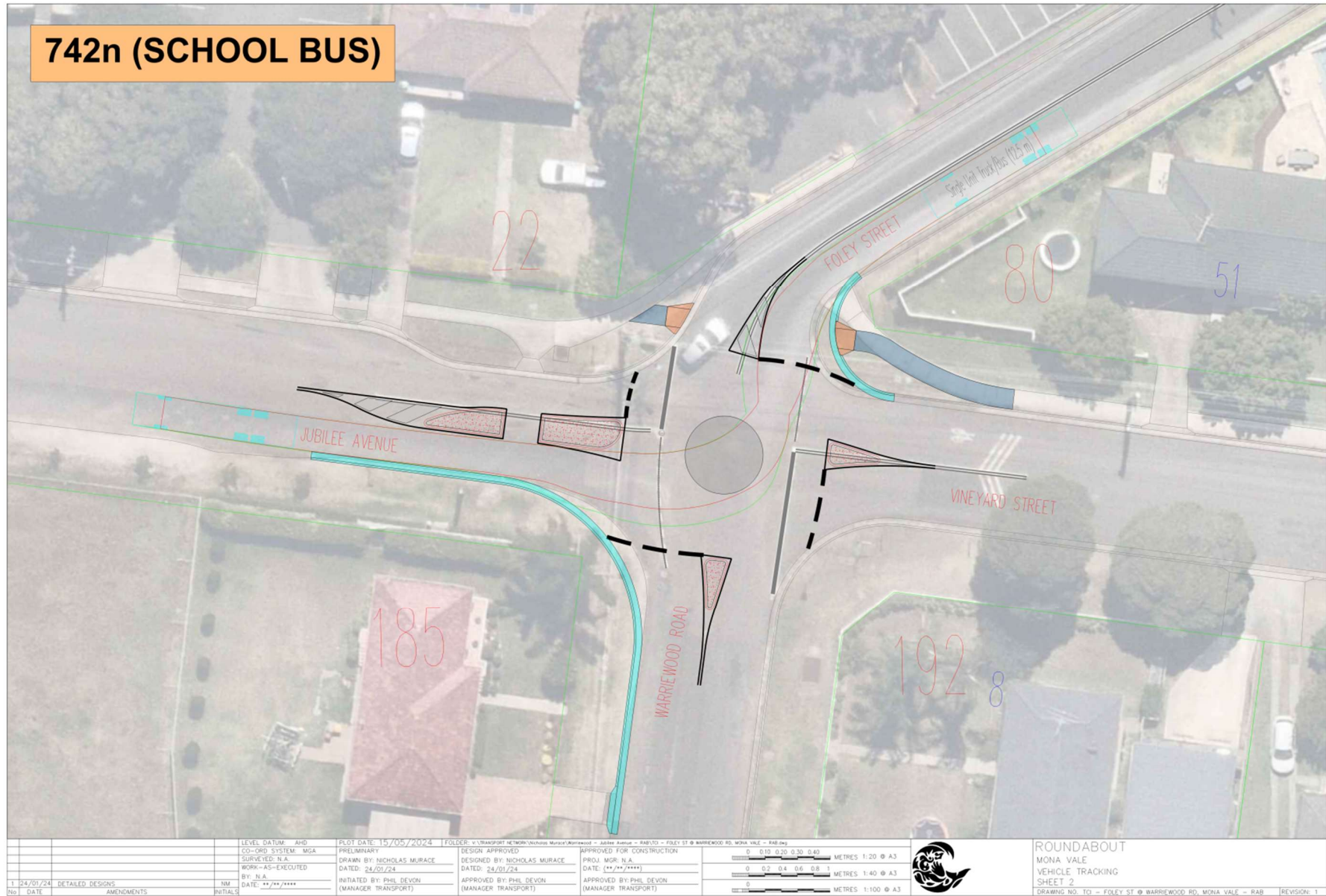


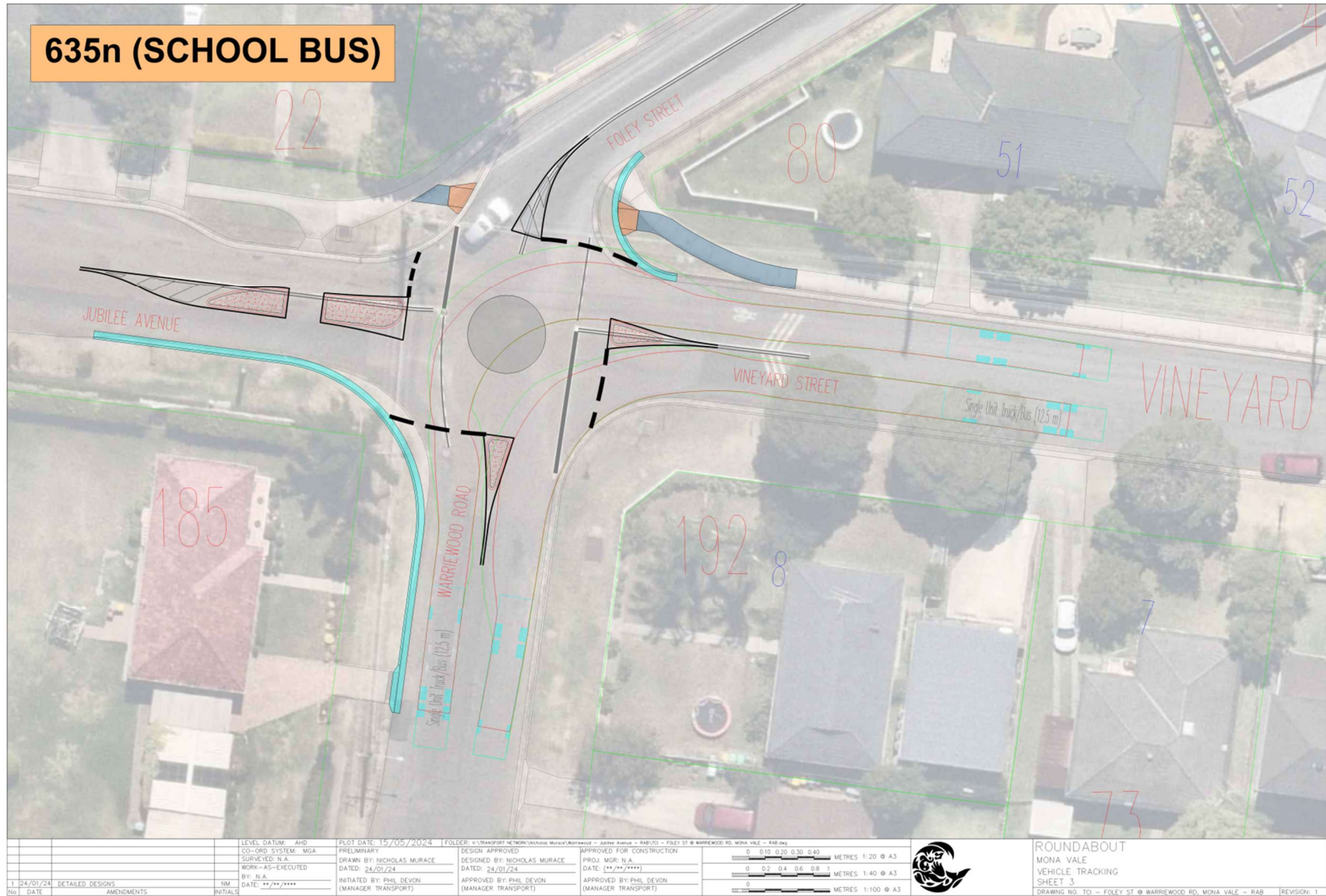


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SURVEYED: N.A.		DRAWN BY: NICHOLAS MURACE		DESIGNED BY: NICHOLAS MURACE	
WORK-AS-EXECUTED		DATED: 24/01/24		DATE: 24/01/24	
BY: N.A.		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
APPROVED FOR CONSTRUCTION		PROJ. NO: N.A.		DATE: (**/**/****)	
APPROVED BY: PHIL DEVON		APPROVED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
(MANAGER TRANSPORT)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	

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0 0.2 0.4 0.6 0.8 1		METRES 1:40 @ A3
0		METRES 1:100 @ A3

		ROUNDABOUT MONA VALE VEHICLE TRACKING SHEET 1 DRAWING NO. TQ - FOLEY ST @ WARRIEWOOD RD, MONA VALE - RAB REVISION: 1
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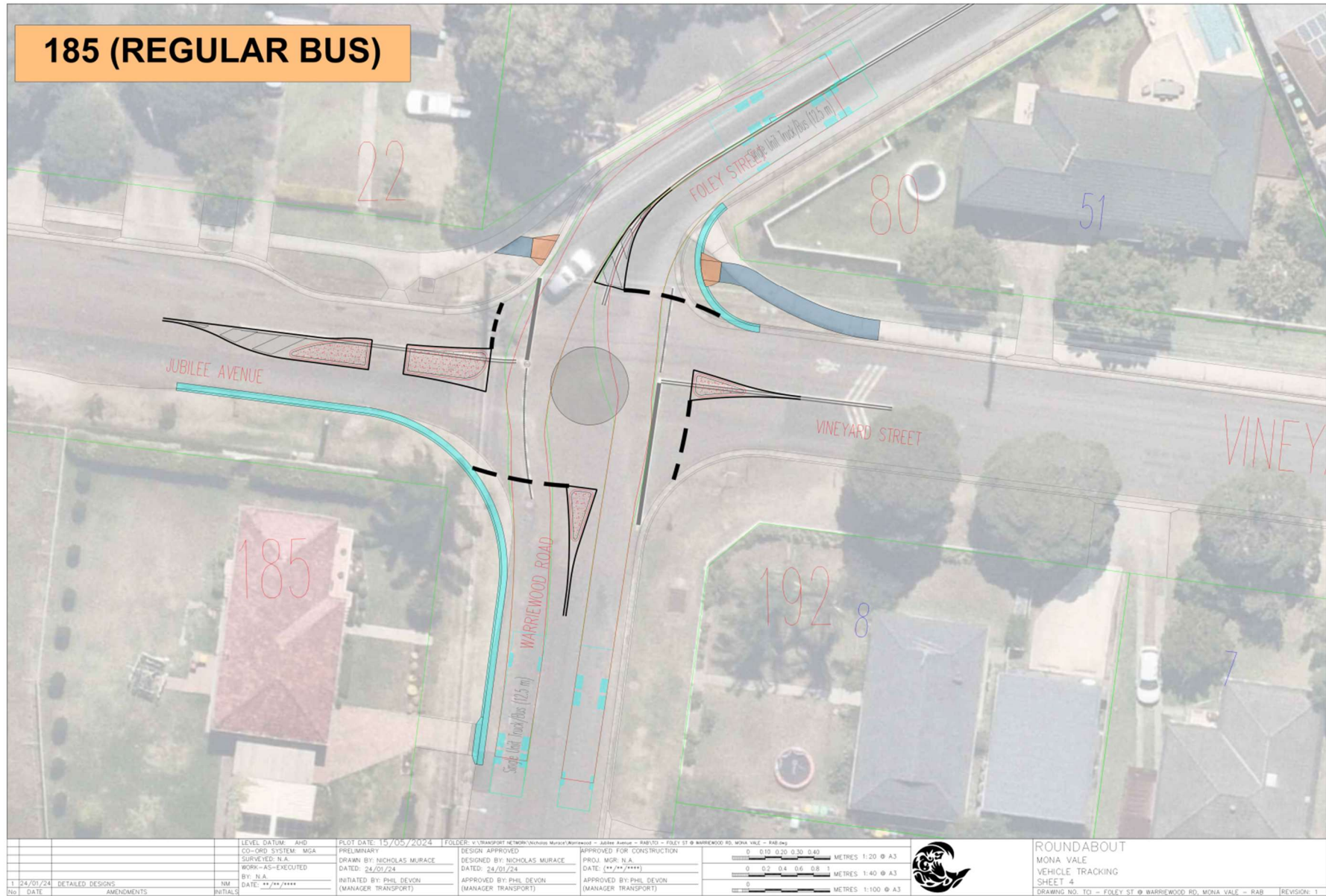


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SURVEYED: N.A.		DRAWN BY: NICHOLAS MURAGE		PROJ. MOR: N.A.	
WORK-AS-EKUCUTED		DESIGNED BY: NICHOLAS MURAGE		DATE: (**/**/****)	
BY: N.A.		DATED: 24/01/24		APPROVED BY: PHIL DEVON	
INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON		DATE: (**/**/****)	
DATE: (**/**/****)		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS:					

1	24/01/24	DETAILED DESIGN	
No.	DATE	AMENDMENTS	

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0					METRES 1:100 @ A3	

		ROUNDABOUT MONA VALE VEHICLE TRACKING SHEET 3 DRAWING NO. TQ - FOLEY ST @ WARRIEWOOD RD, MONA VALE - RAB REVISION: 1
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BY: N.A.		INITIATED BY: PHIL DEVON		APPROVED BY: PHIL DEVON	
DATE: **/**/****		(MANAGER TRANSPORT)		(MANAGER TRANSPORT)	
INITIALS:					
1 24/01/24 DETAILED DESIGNS					
AMENDMENTS					

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0 0.2 0.4 0.6 0.8 1 METRES 1:100 @ A3

ROUNDABOUT
MONA VALE
VEHICLE TRACKING
SHEET 4
DRAWING NO. TQ - FOLEY ST @ WARRIWOOD RD, MONA VALE - RAB REVISION: 1

5.0 MATTERS FOR NOTATION

ITEM 5.1 REPORT - ONGOING ACTIONS UPDATE

REPORT

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

<u>TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK</u>			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>February 2023</p> <p>Item 6.4</p>	<p>4 Delmar Parade, Dee Why – Development Application</p> <p>Samantha Morley is still waiting for Peter Carruthers' response re: the final decision regarding turning ban/median closure options.</p> <p>7/5/24: Samantha Morley advised there are no updates from TfNSW. Adele Heasman expressed concerns regarding potential loss of car parking spaces for volunteers on Tuesdays and Saturdays.</p> <p>Phill Devon advised that the contractors will not be using the carpark on Tuesdays and Saturdays so the volunteers will be able to park. There is signage for timed parking, and volunteers can park for longer provided they display their permits.</p> <p>He also noted that it is only the northern side of the car park that will be impacted.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Safety Team and she will follow this up with them before next month's LTC meeting.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>4/6/24</p> <p>Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>July 2023</p> <p>Item 6.3</p>	<p>Forest Way, Belrose – pedestrian safety</p> <p>On behalf of MP's Michael Regan's and Matt Cross' requests, Sally Carmody has asked TfNSW look into this matter urgently, due to pedestrian safety issues on Forest Way.</p> <p>An extension of the 40km/h School Zone is being considered for Wakehurst Public School, i.e.: lengthen it to extend to Forest Way and potentially onto Forest Way.</p> <p>Samantha Morley advised that a review of an extension of the 40km/h School Zone is being reviewed by TfNSW which will take some time to be assessed.</p> <p>7/5/24 – Samantha Morley confirmed that TfNSW are also looking at traffic signals, lighting and fencing at this location. Plan to have this resolved for the June LTC meeting.</p> <p>3. Phil Corbett noted that his request to have the Member for Davidson, Matt Cross copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted. He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team and she will follow this up with them before next month's LTC meeting and advised the road has been resurfaced recently around the traffic lights.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>4/6/24</p> <p>Pending</p>
<p>October 2023</p> <p>Item 6.3</p>	<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</p>		

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<p>9/4/24: Phil Devon advised that it's up to TfNSW to approve as it is the responsibility of TfNSW and Parks, however, he has visited the site and noted the work has been undertaken by parties unknown.</p> <p>Samantha Morley advised she will organise the TfNSW Asset Team to investigate this matter.</p> <p>7/5/24: Phil Corbett noted that his request to have the Member for Pittwater, Rory Amon copied into relative correspondence had been recorded, however, his request to also be copied in via his personal email had been omitted.</p> <p>He requested that this be added to the items listed under Matters for Notation - Ongoing Actions Update.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Road Safety Team and she will follow this up with them this Thursday and will update Phil Devon before next month's LTC meeting.</p> <p>Ongoing</p>	TfNSW	<p>4/6/24</p> <p>Pending</p>
<p>March 2024</p> <p>Item 6.2</p>	<p>Government Road and Warringah Road, Beacon Hill – Traffic signals safety improvements</p> <p>Staff have requested TfNSW review the rear-end crash history and design of signals at the corner of Government Road and Warringah Road intersection to determine whether any changes can be made to improve safety.</p> <p>4/6/24: Samantha Morley advised that this matter is still with the TfNSW Network Operations Team and she will follow this up with them before next month's LTC meeting.</p> <p>Ongoing</p>	TfNSW	<p>4/6/24</p> <p>Pending</p>
<p>June 2024</p> <p>Item 6.3</p>	<p>Condamine Street, Balgowlah – road resurfacing request</p> <p>Adele Heasman advised that there are 3 very large potholes in Condamine Street, in the middle northbound lane between Kenneth Road and King Street and requested for this section of Condamine Street be resurfaced.</p>		

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<p>Samantha Morley advised that she will speak to the TfNSW Maintenance Team to investigate these potholes and request they be made safe and repaired as soon as possible.</p> <p>Ongoing</p>	TfNSW	<p>2/7/24</p> <p>Pending</p>

NORTHERN BEACHES COUNCIL CONTROLLED ROAD NETWORK

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>November 2023</p> <p>Item 6.2</p>	<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 to the roundabout itself.</p> <p>9/4/24: Phil Devon will present the results of the Traffic Counts at the next LTC meeting.</p> <p>7/5/24: Phill Devon advised that he is still waiting on the contractor to provide the traffic counts. He will present the results at the June LTC meeting.</p> <p>4/6/24: Phil Devon advised that he has discussed the solution improving pedestrian safety at this roundabout intersection with his Traffic Team in regard to installing combined traffic lights and a pedestrian crossing, and he noted that funding may be available as it is located in a school zone.</p> <p>Adele Heasman requested this matter be escalated as the proposed traffic signals are the safest option for pedestrian safety and she advised that James Griffin MP will provide a letter of support to TfNSW, requesting their assistance to fund the installation of traffic lights.</p> <p>It was agreed that Phil Devon will write to TfNSW requesting funding for traffic lights and Adele Heasman will provide a letter of support to accompany his letter. Phil Devon will update the Traffic Committee at next month's LTC meeting.</p> <p>Ongoing</p>	<p>Council</p> <p>Adele Heasman/ Phil Devon</p>	<p>4/6/24</p> <p>Pending</p>

General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>June 2024 Item 6.2</p>	<p>Condamine Street, Balgowlah - bus safety issue</p> <p>James Makasiale of Keolis Downer requested more Ranger presence in Sydney Road, cnr Condamine Street, Balgowlah, as people are parking their cars at a No Standing zone outside a café and almost colliding with the buses as they pull out.</p> <p>James Makasiale also requested whether the Traffic staff could investigate the possibility of changing the No Parking zone to a “Clearway” zone to stop cars parking there at all.</p> <p>Ranger Coordinator noted the issue and will patrol when resources available.</p> <p>Ongoing</p>	<p>Council</p>	<p>2/7/24 Pending</p>

RECOMMENDATION

That the Local Traffic Committee supports the Updated Actions Table.

Reporting officer	Specialist Administration Officer - Business Support
TRIM file ref	2024/431331
Attachments	Nil

ITEM 5.2 REPORT - REQUESTS FOR WORKS ZONES
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GEOCODES: Various

REPORT

BACKGROUND

Council has approved the following Works Zones under delegated authority from the Northern Beaches Council Local Traffic Committee to the Traffic Engineer. The Works Zone signs are installed by Council and the applicant is to reapply to Council if the approved Works Zone period is inadequate for completion of their work.

Applicant	Location	Works Zone Length and Time	Requested Period
Nazero One Pty Ltd	19 Bungan Street, Mona Vale NSW 2103	Length: 25 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	2 May 2024 to 25 September 2024
Ali Abdulkwahar Aziz	98 Rickard Road, North Narrabeen NSW 2101	Length: 12 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	3 June 2024 to 2 September 2024
Hammond Building Pty Ltd	13 Ashburner Street, Manly NSW 2095	Length: 6 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	11 June 2024 to 24 December 2024
Mp Construct Pty Ltd	52-56 Darley Road, Manly NSW 2095	Length: 16 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	12 June 2024 to 27 November 2024
Champion Homes Sales Pty Ltd	2 Cormack Street, Balgowlah NSW 2093	Length: 8 metres Time: 7:00am-5:00pm Mon-Fri, 8:00am-1:00pm Saturday	17 June 2024 to 16 December 2024

RECOMMENDATION

That the Traffic Committee notes the delegated approval or Works Zones described above.

Reporting officer	Traffic Officer
TRIM file ref	2024/436350
Attachments	Nil