

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 4 MARCH 2025

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



Campbell Pfeiffer
Director Transport and Assets

Voting Members

Chair –Northern Beaches Council - Councillor	Mr Nicholas Beaugeard
Member for Pittwater Ms J Scruby MP Representative	Mr Matt Haran
Member for Davidson Mr M Cross MP Representative	Mr Michael Lane
Member for Manly Mr J Griffin MP Representative	Ms Adele Heasman
Member for Wakehurst Mr M Regan MP Representative	Mr Paul Murphy
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 Dave Musgrove

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
Road Safety Officer	Ms Robynann Dixon
Road Safety Officer	Ms Pavica Kupcak
Strategic Transport Coordinator	Ms Anneli Clasié
Transport Project Officer	Mr Alex Yuen
Transport Project Officer	Ms Anna Moore
Manager - Rangers	Mr Roy Cottam
Coordinator - Rangers	Mr Michael Davey
Specialist Administration Officer	Ms Jordan Dussek

Visitor

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

to be held on Tuesday 4 March 2025

in the Flannel Flower Room, Civic Centre, Dee Why

Commencing at 10:00 AM

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NEXT MEETING Tuesday 1 April 2025

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

2.1 MINUTES OF THE NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE MEETING HELD ON 4 FEBRUARY 2025

RECOMMENDATION

That the minutes of the Northern Beaches Council Local Traffic Committee Meeting held on 4 February 2025, 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 MANLY ELECTORATE - CURL CURL WARD - BROOKVALE PERMIT
PLUG & PLAY - TRAFFIC MANAGEMENT PLAN 2025-2029**

GEOCODES:

-33.765331,151.2725831

REPORT

BACKGROUND

The Permit/Plug/Play Pilot Program is an \$8 million partnership grant initiative involving 16 pilot councils across NSW. The program aims to lower the cost and complexity of organizing street-based events and temporary road closures for event organizers, streamline council processes, and improve communication regarding temporary road closures and the events they facilitate. Additionally, it seeks to deliver greater cultural, economic, and social benefits through these street-based events. Northern Beaches Council was successful in receiving funding and is working with Transport for NSW to implement global traffic management plans (TMP) and supporting infrastructure in a number of precincts.

LOCATION

The TMP is centered around the Brookvale industrial area. The TMP layout will make use of approximately 200m of Orchard Road, from Mitchell Avenue to Charlton Lane, which will be closed for each event. This location will offer a spacious and secure area for large crowds to enjoy a range of street-based events.

ISSUES

A variety of events necessitate road closures. The global TMP will cater to these events, streamlining the process by eliminating the need to design a separate TMP for each individual event.

PROPOSAL

The global TMP will facilitate the closure of Orchard Road, from Mitchell Avenue to Charlton Lane, to accommodate events with up to 20,000 attendees between 11:30 am and 5:00 pm. During the event, 44 on-street parking spaces will be affected. However, there are approximately 5200 on- and off-street parking spaces within 1 km of the event site, and there are many walking, cycling and public transport options available for travel to Brookvale. The road closure will not impact public bus routes.

The current speed limit on most affected roads will be adequate for posting advance warning signs about the road closures and detour routes.

The suggested detour route is:

- Mitchell Road – Powells Road – Powells Lane (from the east)
- Charlton Lane – Sydenham Road – Mitchell Road and Orchard Road (from the west).

With the activation of this TMP, event organisers will no longer be required to create a specific plan for each event, helping to reduce administrative barriers for community-run events.

For more information, please refer to Attachment 1.

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 impact walking paths. It will improve pedestrian safety during events.

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- 44 parallel parking bays on Orchard Road
- 7-21, 9, 10-18, 11, 13, 15, 17, 19, 20, 21, 22, 23, 24, 25 Orchard Road car park entrances

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.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from Permit Plug and Play (NSW Government) funding.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the Global Traffic Management Plan for events on Orchard Road Brookvale, subject to approval of a Traffic Management Plan by TfNSW and obtaining a Road Occupancy License from TfNSW.
2. Implementation of the Global 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	Manager, Transport Network
TRIM file ref	2025/009812
Attachments	1 TMP Brookvale - Permit Plug & Play



NORTHERN BEACHES EVENTS

Traffic Management Plan for
Orchard Road Brookvale




10 FEBRUARY 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	Northern Beaches Events		
Project Number:	SCT_00653		
Client:	Northern Beaches Council	ABN:	57 284 295 198
Prepared by:	SCT Consulting PTY. LTD. (SCT Consulting)	ABN:	53 612 624 058

Information	Name	Position	Signature
Author:	Shawn Cen	Principal Consultant	
Reviewer:	Jonathan Busch	Associate Director	
Authoriser:	Jonathan Busch	Associate Director	

Version	Date	Details
1.0	10 December 2024	Draft report
2.0	10 February 2025	Final report



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1.0 General event information

1.1 Event summary

The event on Orchard Road is primarily markets, community-led entertainment and outdoor dining events or a mix of the above. Generally, the capacity is about 20,000 people per day.

1.2 Traffic impact summary

Events at the site involve full road closures to vehicles along Orchard Road (between Mitchell Avenue and Charlton Lane). This section of Orchard Road is a two way in its original status.

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.

1.3 Event details

Event date:	_____
Event times:	11.30am to 5.00pm daily
Event venue:	Orchard Road, Brookvale
Expected attendance:	Up to 20,000 people daily
Target market:	_____
Bump-in starts:	_____
Traffic closure start:	_____
Bump-out finishes:	_____
Traffic closure end:	_____

1.4 Event key contacts

Event organiser:	Northern Beaches Council
Event manager:	_____
Event manager phone:	_____
Expected manager email:	_____
Venue owner	Northern Beaches Council
Venue manager:	_____
Venue owner phone:	_____
Venue owner email:	_____
Police LAC:	_____

Police contact: _____
Police phone: _____
Police email: _____

TfNSW contact: _____
TfNSW phone: _____
TfNSW email: _____

Traffic control provider: _____
Traffic control contact: _____
Traffic control phone: _____
Traffic control email: _____

2.0 Location map

The event will be held on Orchard Road between Mitchell Road and Charlton Lane as shown in **Figure 2-1**.

Figure 2-1 Location map



Source: Nearmap, 2024

3.0 Event site plan

The following event site plan is provided in **Appendix A**. Refer to the event organiser in **Section 1.4** of this document for the latest site plan.

4.0 Workplace health & safety

4.1 Risk assessment plans

A risk assessment management approach is a fundamental part of the planning of 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.

The event organisers as the ground hirers will be the principal risk manager for the event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for the event and can be made available by contacting the event manager as listed in **Section 1.3** of this TMP.

4.2 Public liability insurance

Northern Beaches Council has Public Liability Insurance that covers all activities taking place as part of the events at this location.

Please refer to attached copy of this policy.

4.3 NSW Police force

The Northern Beaches Local Area Command (LAC) will be involved in the planning of all events to take place at this site, including aspects relating to use of the roadway and closure of selected roads. They will be formally notified at least two weeks prior to the event taking place.

4.4 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. This will also include direct notification to Northern Beaches Hospital.

4.5 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 festival's Emergency Management Plan.

4.6 Event risk assessment

The risk assessment is provided in **Table 4-1** overleaf.

Table 4-1 Risk assessment

Risk	Pre-mitigation			Mitigation	Post-mitigation		
	Probability	Severity	Rating		Probability	Severity	Rating
Event is too popular, resulting in pedestrian spilling onto Orchard Road, Mitchell Road, Charlton Lane and Pittwater Road and being hurt by moving vehicles	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> 1. Choose event type that does not have concentrated demands (e.g. market) 2. Traffic controller on Orchard Road, to direct patron to move on if Orchard Road is fully occupied. 	Unlikely	Minor	Low
Vehicles from Orchard Road collide with event patrons	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> 3. Hostile vehicle management barrier provided with suitable strength and weight to prevent crash provided on outside of pedestrian space 	Unlikely	Minor	Low
Patrons can't find a parking spot	Probable	Insignificant	Medium	<ol style="list-style-type: none"> 1. Prepare a parking map as part of event marketing material 2. Encourage the use of public transport and bicycle other than cars 	Possible	Insignificant	Low
Community objects to event due to congestion or parking loss	Possible	Insignificant	Low	Engage early with affected businesses	Unlikely	Insignificant	Low

5.0 Traffic & transport management

5.1 Objective

This Traffic Management Plan (TMP) provides the traffic management procedures to be implemented by the event organiser, event personnel (Marshals), and traffic controllers during the project. The traffic management required for this event will be implemented to provide a safe environment for all road users, event participants, organisers and the general public.

The objectives of the TMP are to:

- Provide for a safe environment for all road users, pedestrians and cyclists
- Provide protection to event participants, organisers and the general public from traffic hazards that may arise as a result of the event activity
- Minimise the disruption, congestion and delays to all road users
- To ensure network performance is maintained at an acceptable level throughout the duration of the event
- Ensure access to adjacent commercial and residential premises is maintained at all times.

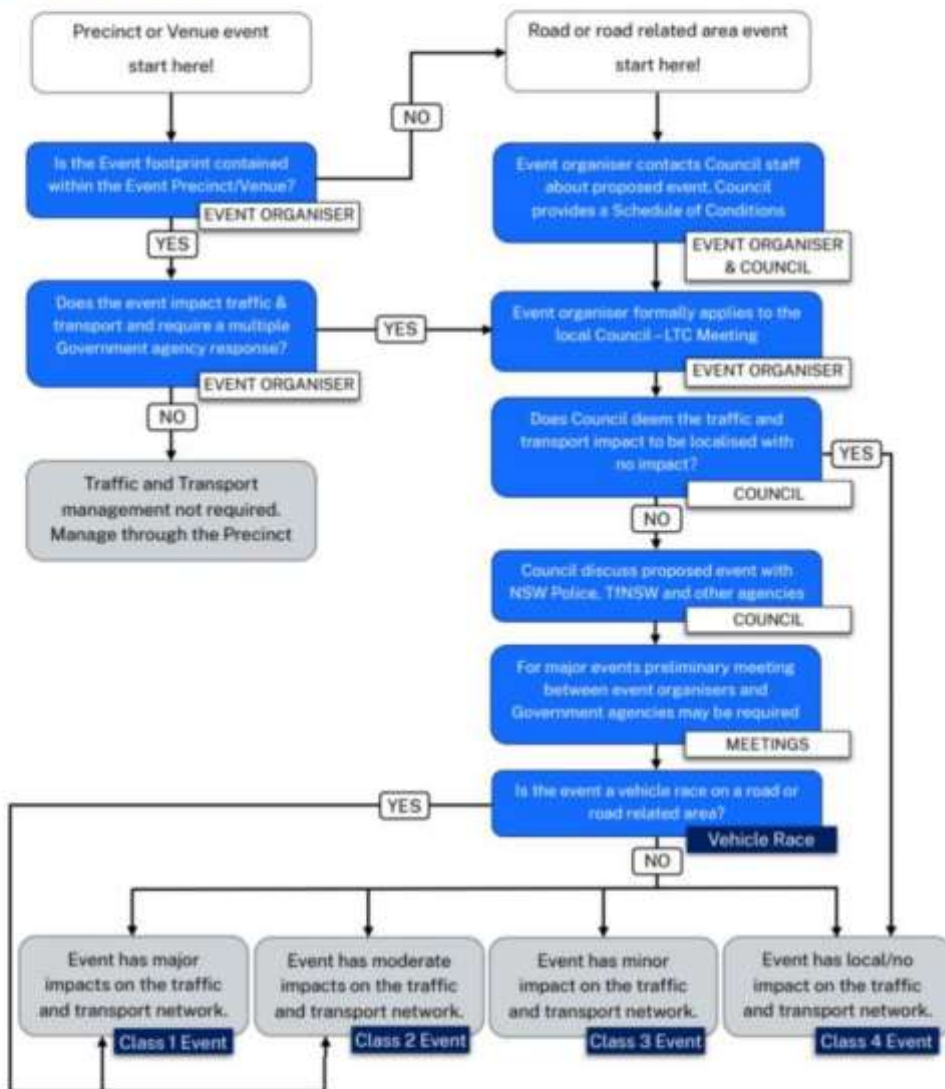
To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that there is sufficient traffic capacity to accommodate vehicle traffic volumes
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site
- Ensure that the roads are free of hazards and that all road users are adequately protected from obstructions resulting from the event
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site.

5.2 Event class

According to TINSW's *Guide to Traffic and Transport Management for Special Events*, the event class is determined as per the flow chart in **Figure 5-1**.

Figure 5-1 Event class



Source: Traffic and Transport Management for Special Events, 2024

The event involves a local street closure of Orchard Road, requiring a detour and parking restrictions implemented by the Council. This has a local impact on the non-event community given the road closure does not occur immediately next to a state road. Hence, **the event is classified as a Class 4 special event**.

5.3 Road closures

Road closures will be implemented on Orchard Road between Mitchell Road and Charlton Lane, which is about 200m long. Waterfilled-barriers are proposed in place at both ends of the closed road for traffic management.

The road closure also results in the disuse of parking facilities as below:

- 44 parallel parking bays on Orchard Road
- 7-21, 9, 10-18, 11, 13, 15, 17, 19, 20, 21, 22, 23, 24, 25 Orchard Road car park entrances

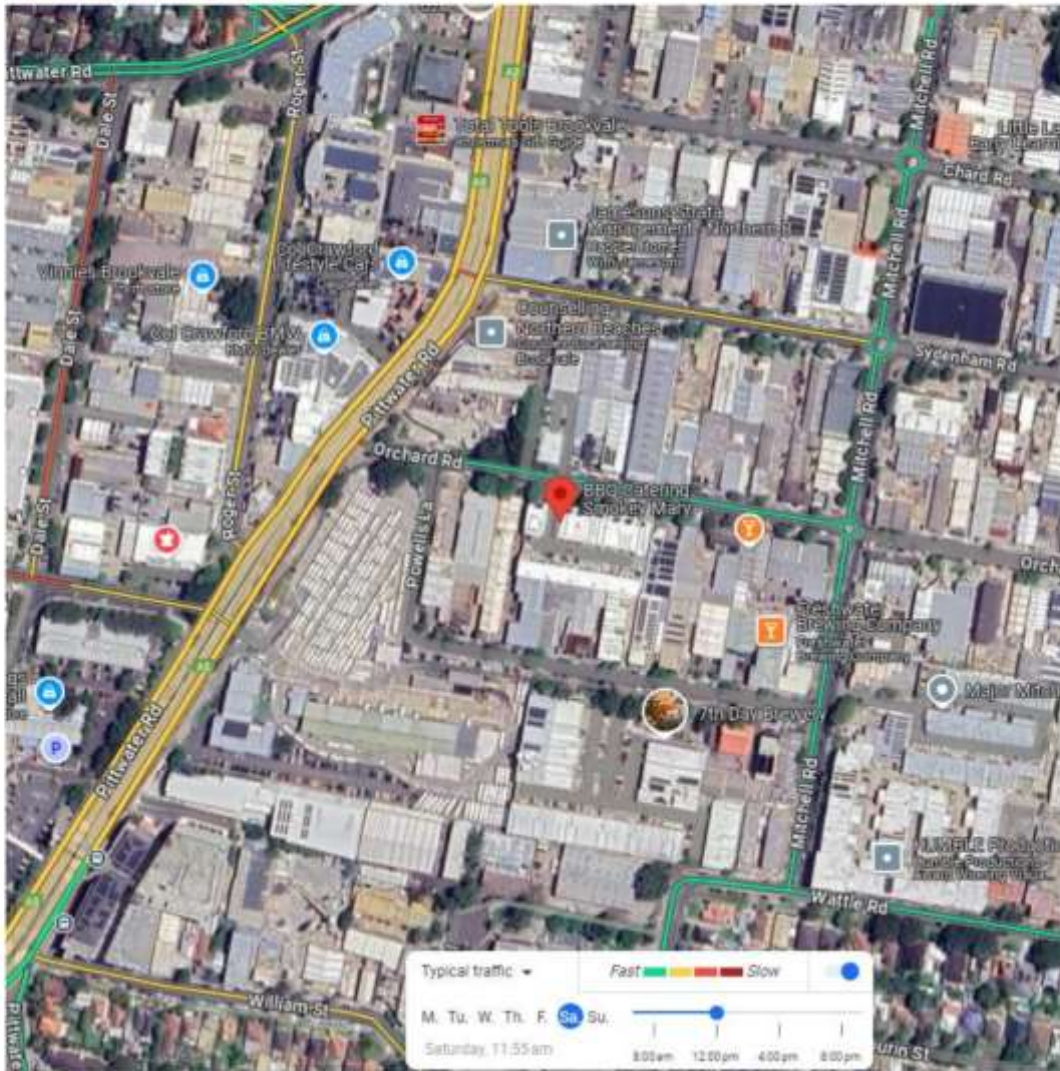
These owners need to be notified and consulted prior to each event. Ideally, the business owners do not require vehicle access during the event because the event uses the street network as the area of operation. Hence, engagement well before the event is critical to success and should occur approximately two months out.

5.4 Event impact on road network

A TGS noting 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.

As shown in **Figure 5-2**, It is observed that Pittwater Road (both north and southbound) Sydenham Road indicate slow speed during a typical Saturday noon time. The closure of Orchard Road would also create detoured traffic flow on the surrounding road network, which resulted in expected delays. As the visitation for the event increases, the congestion on the local roads could be worsened.

Figure 5-2 Typical traffic condition



Source: Google maps, 2024

5.5 Speed zone

The existing speed zone on all affected roads of 50 km/h will be sufficient for the posting of advance warning signs and the implementation of road closures. No temporary speed zones are required.

5.6 Detours

A map of the event location is shown in **Figure 5-3**, noting the road closures in place and the detour routes around the closure. The suggested detour route is:

- Mitchell Road – Powells Road – Powells Lane (from the east)
- Charlton Lane – Sydenham Road – Mitchell Road and Orchard Road (from the west).

Figure 5-3 Detour routes



Source: Nearmap with SCT Consulting annotation, 2024

5.7 Parking impact

Given the road closure and its attributed parking removal, the following locations are available for visitor parking during the events (Table 5-1 and Figure 5-4 overleaf).

Table 5-1 Parking availability around the event

No.	Location	Restrictions	Paid status	Indicative capacity	Distance
1	Orchard Road on-street parking	8P 8am – 6pm	Free	50 spaces	> 250m
2	Mitchell Road on-street parking	8P 8am – 6pm	Free	171 spaces	> 650m
3	Powells Road on-street parking	8P 8am – 6pm	Free	80 spaces	> 250m
4	Sydenham Road –on street parking	8P 8am – 6pm	Free	100 spaces	> 750m
5	Pittwater Road – on street parking	1P 10am – 6pm Monday - Friday, 8:30am – 12:30pm Saturday	Free	125 spaces	> 450m
6	Westfield Warringah Mall	Unrestricted	Free for 3h and parking rate applies if exceeding	4650 spaces	> 500m
Total				> 5,167 spaces	

Figure 5-4 Parking availability around the event



Source: Nearmap with SCT Consulting annotation, 2024

There is a total of approximately 5,200 on and off-street parking spaces within a 1km walk from the event site. The parking facilities identified are expected to be heavily used during the event period. The event should be well publicised so that typical users of parking in the area can make alternative arrangements if they require parking.

The event's peak could overlap with the high visitation of surrounding retail, services and activities. The event organiser will encourage using public transportation as the preferred means of transportation due to the limited amount of parking available for attendees considering the cumulative demand.

5.8 Vehicle access to the event site

To ensure public safety, all vehicles that drive within the site will be at the discretion of the event manager and will be strictly limited to walking pace only.

5.9 Impacts to public transport

5.9.1 Buses

Local buses will operate on a weekend timetable and will therefore be reduced in comparison to a weekday. Currently, Route 167, 176X, 177, 177X, 178, 179, 180, 193 and 199 stops on Pittwater Road about 250m north of Orchard Road (southbound) and 300m south of Orchard Road.

5.9.2 Taxis and ride-share providers

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

5.10 Pedestrian management

A signalised pedestrian crossing is available at intersection of Pittwater Road and Sydenham Road and Pittwater Road and Cross Street in the vicinity of the event, which provides safe pedestrian crossing opportunities. Pedestrian crossing and refuges are also available at the roundabouts of Mitchell Road / Orchard Road, which facilitates visitors from the east of the event. Footpaths are available on all roads surrounding the event, providing good connections to the event area.

5.11 Emergency arrangements

Emergency vehicles requiring to enter and/or travel through the event will be given priority right of way. Emergency services shall be notified via the Notification of Event form of the proposed event nature, location, date and times as well as contact details for the event organiser.

5.12 Servicing

Most of the servicing will take place during bump-in and bump-out periods.

Should servicing be required during the event, it is recommended to dedicate an area for loading zone in Orchard Parade east of the event site, which provides convenient goods delivery or waste collection etc.

5.13 Re-opening roads after the event

The road closure is planned to re-open at _____. However, if in the opinion of the event organiser, the closure is no longer required for event bump-out purposes, the road may be opened earlier to traffic movements.

6.0 Minimising impact on the non-event community

6.1 Access for local residents and businesses

The road closure does not impact pedestrian access and the driveways along Orchard Road. Regardless, the occupants in those premises need to be informed in advance such that they can arrange their parking and servicing during the event.

6.2 Access for emergency vehicles

Please refer to Council's Emergency access plan if available.

6.3 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 residents and businesses in the immediate vicinity and road closures of the event sites as well as the surrounding streets to the event site.

6.4 Event promotion

The event organiser will promote the event and the road closures using a variety of methods in the weeks preceding the event including:

- Council and event organiser's social media platforms
- Council and event organiser's website
- Local signage where available.

The promotion can be implemented following the below timeframe:

- Two months out – consult with businesses where parking closures required
- One month out – provide local signage for event
- Two weeks out – provide letterbox drops to businesses and residents in affected areas.

6.5 Variable Message Signs (VMS)

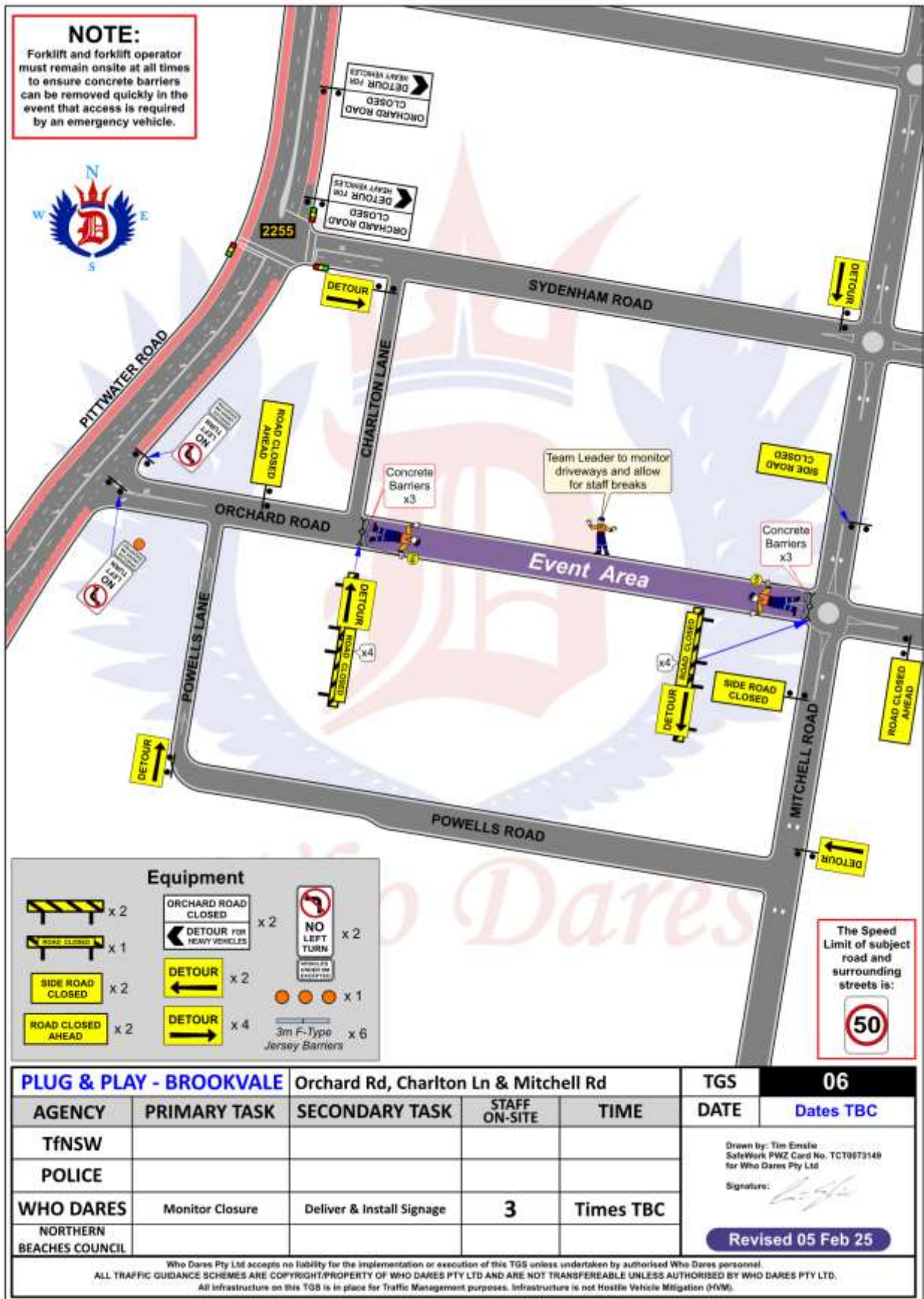
Please refer to the Council's Portable VMS Plan if available.

APPENDIX A

EVENT SITE PLAN

APPENDIX B

TRAFFIC GUIDANCE SCHEME



APPENDIX C

**PUBLIC LIABILITY
INSURANCE
CERTIFICATE**



Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au

ITEM 4.2 MANLY ELECTORATE - MANLY WARD - FAIRLIGHT PERMIT PLUG AND PLAY - TRAFFIC MANAGEMENT PLAN 2025 - 2029

GEOCODES:

-33.7962139,151.2768156

REPORT**BACKGROUND**

The Permit/Plug/Play Pilot Program is an \$8 million partnership grant initiative involving 16 pilot councils across NSW. The program aims to lower the cost and complexity of organizing street-based events and temporary road closures for event organizers, streamline council processes, and improve communication regarding temporary road closures and the events they facilitate. Additionally, it seeks to deliver greater cultural, economic, and social benefits through these street-based events. Northern Beaches Council was successful in receiving funding and is working with Transport for NSW to implement global traffic management plans (TMP) and supporting infrastructure in a number of precincts.

LOCATION

The TMP is centered around the Hilltop Crescent shopfronts. The TMP layout will make use of Hilltop Crescent, from Sydney Road to Woods Parade, which will be closed for each event. This location will offer a spacious and secure area for large crowds to enjoy both the beautiful surroundings and a range of street-based events.

ISSUES

A variety of events necessitate road closures. The global TMP will cater to these events, streamlining the process by eliminating the need to design a separate TMP for each individual event.

PROPOSAL

The global TMP will facilitate the closure of Hilltop Crescent, from Sydney Road to Woods Parade, to accommodate events with up to 500 attendees between 11:30 am and 5:00 pm. During the event, 12 short-term on-street parking spaces will be affected, which will be closed for the duration of the event. However, there are 282 on-street and off-street parking spaces around the event site, and there is many walking, cycling and public transport options available for travel to Fairlight. The road closure will not impact any public bus routes.

The current speed limit of 60 km/h on most affected roads will be adequate for posting advance warning signs about the road closures and detour routes. The suggested detour route is:
 – Turn left at Woods Parade (southbound)

With the activation of this TMP, event organisers will no longer be required to create a specific plan for each event, helping to reduce administrative barriers for community-run events.

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 impact on walking paths.

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- 12 parallel parking spaces on both sides of Hilltop Crescent

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.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from Permit Plug and Play (NSW Government) funding.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the Global Traffic Management Plan for events on Hilltop Crescent Fairlight.
2. Implementation of the Global 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	Manager, Transport Network
TRIM file ref	2025/017368
Attachments	1 Fairlight TMP



NORTHERN BEACHES EVENTS

Traffic Management Plan for Hilltop
Crescent Fairlight




10 FEBRUARY 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	Northern Beaches Events		
Project Number:	SCT_00653		
Client:	Northern Beaches Council	ABN:	57 284 295 198
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1.0 General event information

1.1 Event summary

The event on Hilltop Crescent is primarily markets, community-led entertainment and outdoor dining events or a mix of the above. Generally, the capacity is about 500 people per day.

1.2 Traffic impact summary

Events at the site involve full road closures to vehicles along Hilltop Crescent (between Sydney Road and Woods Parade). This section of Hilltop Crescent is one way westbound in its original status.

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.

1.3 Event details

Event date:	_____
Event times:	11.30am to 5.00pm daily
Event venue:	Hilltop Crescent, Fairlight
Expected attendance:	Up to 500 people daily
Target market:	_____
Bump-in starts:	_____
Traffic closure start:	_____
Bump-out finishes:	_____
Traffic closure end:	_____

1.4 Event key contacts

Event organiser:	Northern Beaches Council
Event manager:	_____
Event manager phone:	_____
Expected manager email:	_____
Venue owner	Northern Beaches Council
Venue manager:	_____
Venue owner phone:	_____
Venue owner email:	_____
Police LAC:	_____

Police contact: _____
Police phone: _____
Police email: _____

TfNSW contact: _____
TfNSW phone: _____
TfNSW email: _____

Traffic control provider: _____
Traffic control contact: _____
Traffic control phone: _____
Traffic control email: _____

2.0 Location map

The event will be held on Hilltop Crescent between Sydney Road and Woods Parade as shown in **Figure 2-1**.

Figure 2-1 Location map



Source: Google Maps, 2024

3.0 Event site plan

The following event site plan is provided in **Appendix A**. Refer to the event organiser in **Section 1.4** of this document for the latest site plan.

4.0 Workplace health & safety

4.1 Risk assessment plans

A risk assessment management approach is a fundamental part of the planning of 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.

The event organisers as the ground hirers will be the principal risk manager for the event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for the event and can be made available by contacting the event manager as listed in **Section 1.3** of this TMP.

4.2 Public liability insurance

Northern Beaches Council has Public Liability Insurance that covers all activities taking place as part of the events at this location.

Please refer to attached copy of this policy.

4.3 NSW Police force

The Northern Beaches Local Area Command (LAC) will be involved in the planning of all events to take place at this site, including aspects relating to use of the roadway and closure of selected roads. They will be formally notified at least two weeks prior to the event taking place.

4.4 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. This will also include direct notification to Northern Beaches Hospital.

4.5 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 festival's Emergency Management Plan.

4.6 Event risk assessment

The risk assessment is indicated in **Table 4-1**.

Table 4-1 Risk assessment

Risk	Pre-mitigation			Mitigation	Post-mitigation		
	Probability	Severity	Rating		Probability	Severity	Rating
Event is too popular, resulting in pedestrian spilling onto Sydney Road and being hurt by moving vehicles	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> Choose event type that does not have concentrated demands (e.g. market) Traffic controller on Sydney Road to direct patron to move on if Hilltop Crescent is fully occupied. 	Unlikely	Minor	Low
Vehicles from Sydney Road collide with event patrons	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> Hostile vehicle management barrier provided with suitable strength and weight to prevent crash provided on outside of pedestrian space 	Unlikely	Minor	Low
Patrons can't find a parking spot	Probable	Insignificant	Medium	Prepare a parking map as part of event marketing material	Possible	Insignificant	Low
Community objects to the event due to congestion or parking loss	Possible	Insignificant	Low	Engage early with affected residents and businesses	Unlikely	Insignificant	Low

5.0 Traffic & transport management

5.1 Objective

This Traffic Management Plan (TMP) provides the traffic management procedures to be implemented by the event organiser, event personnel (Marshals), and traffic controllers during the project. The traffic management required for this event will be implemented to provide a safe environment for all road users, event participants, organisers and the general public.

The objectives of the TMP are to:

- Provide for a safe environment for all road users, pedestrians and cyclists
- Provide protection to event participants, organisers and the general public from traffic hazards that may arise as a result of the event activity
- Minimise the disruption, congestion and delays to all road users
- To ensure network performance is maintained at an acceptable level throughout the duration of the event
- Ensure access to adjacent commercial and residential premises is maintained at all times.

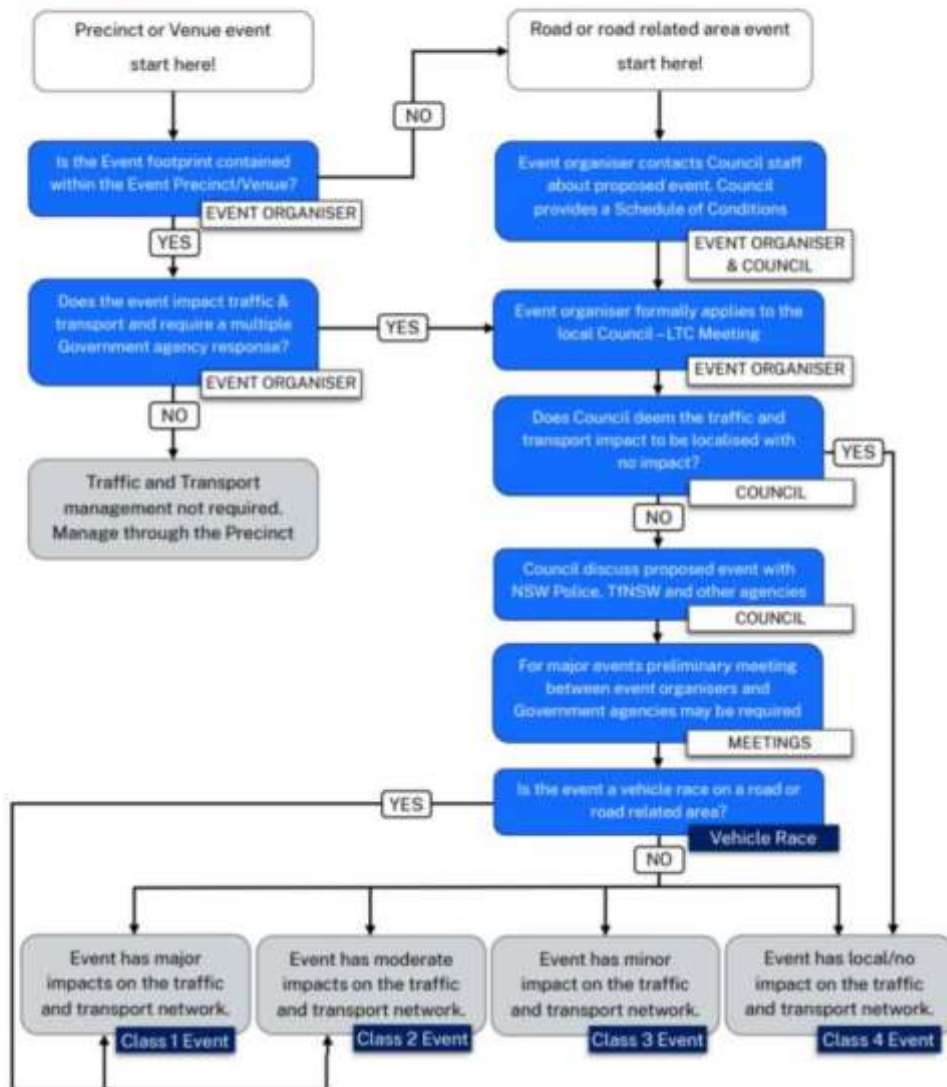
To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that there is sufficient traffic capacity to accommodate vehicle traffic volumes
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site
- Ensure that the roads are free of hazards and that all road users are adequately protected from obstructions resulting from the event
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site.

5.2 Event class

According to TfNSW's *Guide to Traffic and Transport Management for Special Events*, the event class is determined as per the flow chart in **Figure 5-1**.

Figure 5-1 Event class



Source: Traffic and Transport Management for Special Events, 2024

The event involves a local street closure accessed from a State road (Sydney Road), requiring a detour and parking restrictions implemented by the Council, in consultation with TfNSW. This has a minor impact on the traffic and transport network. Hence, **the event is classified as a Class 3 special event.**

5.3 Road closures

Road closures will be implemented on Hilltop Crescent between Sydney Road and Woods Parade, which is about 65m long. Waterfilled-barriers are proposed in place at both ends of the closed road for traffic management.

The road closure also results in the disuse of parking facilities as below:

- 12 parallel parking spaces on both sides of Hilltop Crescent

Given Council's on-street parking, the road closure has limited impact on the business owners in the vicinity of the event. There are only pedestrian accesses to the residences of 153 Sydney Rd, resulting limited impact. Regardless,

the owners need to be notified and consulted prior to each event. Ideally, the business owners do not require vehicle access during the event because the event uses the street network as the area of operation. Hence, engagement well before the event is critical to success and should occur approximately two months out.

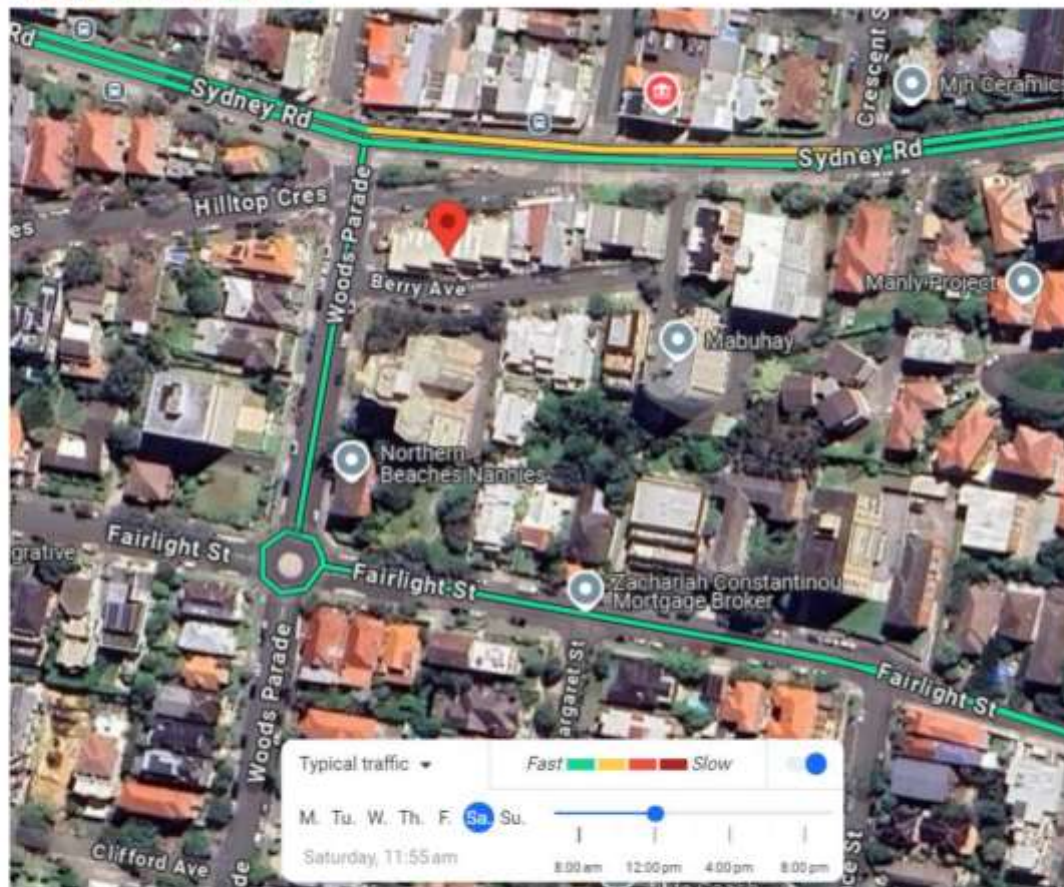
5.4 Event impact on road network

A TGS noting 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.

As shown in it is observed that Sydney Road (eastbound) indicates slower speed during a typical Saturday noon time. The closure of the Hilltop Crescent will create detoured traffic flow on the westbound lanes on Sydney Road, which will result in expected delays. As the visitation for the event increases, the congestion on the state road could be worsened and further impact the sides roads.

Figure 5-2, it is observed that Sydney Road (eastbound) indicates slower speed during a typical Saturday noon time. The closure of the Hilltop Crescent will create detoured traffic flow on the westbound lanes on Sydney Road, which will result in expected delays. As the visitation for the event increases, the congestion on the state road could be worsened and further impact the sides roads.

Figure 5-2 Typical traffic condition



Source: Google maps, 2024

5.5 Speed zone

The existing speed zone on all affected roads of 60 km/h will be sufficient for the posting of advance warning signs and the implementation of road closures. No temporary speed zones are required.

5.6 Detours

A map of the event location is shown in **Figure 5-3**, noting the road closures in place and the detour routes around the closure. The suggested detour route is:

- Turn left at Woods Parade (southbound)

Figure 5-3 Detour routes



Source: Nearmap with SCT Consulting annotation, 2024

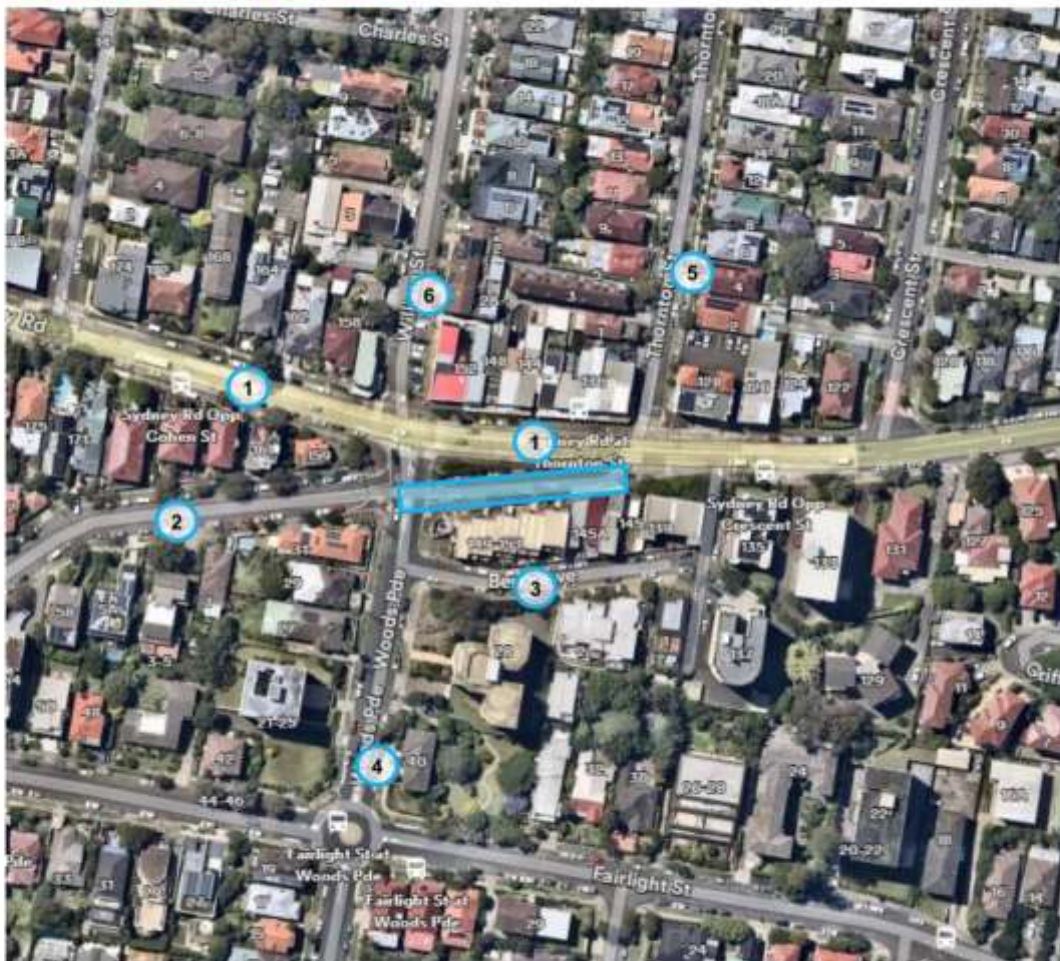
5.7 Parking impact

Given the road closure and its attributed parking removal, the following locations are available for visitor parking during the events (**Table 5-1** and **Figure 5-4** overleaf).

Table 5-1 Parking availability around the event

No.	Location	Restrictions	Paid status	Indicative capacity	Distance
1	Sydney Road on-street parking	Unrestricted, 1/2P 8am-6pm, 6am-9:30pm everyday	Free	80 spaces	> 350m
2	Hilltop Crescent on-street parking	Unrestricted	Free	55 spaces	> 250m
3	Berry Ave on-street parking	2P 8am – 10pm	Free	24 spaces	> 100m
4	Woods Parade on-street parking	2P 8am – 10pm	Free	38 spaces	> 200m
5	Thornton Street on-street parking	2P 8am – 10pm	Free	40 spaces	> 200m
6	William Street on-street parking	1P 9am – 5pm, 2P 8am – 10pm	Free	45 spaces	> 200m
Total				282 spaces	

Figure 5-4 Parking availability around the event



Source: Nearmap with SCT Consulting annotation, 2024

There is a total of approximately 282 on and off-street parking spaces within the vicinity of the event site. Based on an event size of 500, this is sufficient as not all the population would be present at the same time.

The parking facilities identified are expected to be heavily used during the event period. The event should be well publicised so that typical users of parking in the area can make alternative arrangements if they require parking.

The event's peak could overlap with the high visitation of surrounding retail and services. The event organiser will encourage using public transportation as the preferred means of transportation due to the limited amount of parking available for attendees considering the cumulative demand.

5.8 Vehicle access to the event site

To ensure public safety, all vehicles that drive within the site will be at the discretion of the event manager and will be strictly limited to walking pace only.

5.9 Impacts to public transport

5.9.1 Buses

Local buses will operate on a weekend timetable and will therefore be reduced in comparison to a weekday. Currently, bus route 144 stops on Sydney Roads adjacent to the event site and on Hilltop Crescent. Given that the 144 bus uses Sydney Road, the closure of this side of the road will not impact public transport operations.

5.9.2 Taxis and ride-share providers

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

5.10 Pedestrian management

A signalised intersection is also available on Sydney Road / Thornton Street in the vicinity of Hilltop Crescent, which provides safety pedestrian crossing opportunities especially for people who park on north of the site. Footpaths are available on all roads surrounding the event, providing good connections to the event area.

5.11 Emergency arrangements

Emergency vehicles requiring to enter and/or travel through the event will be given priority right of way. Emergency services shall be notified via the Notification of Event form of the proposed event nature, location, date and times as well as contact details for the event organiser.

5.12 Servicing

Most of the servicing will take place during bump-in and bump-out periods.

Should servicing be required during the event, it is recommended to dedicate an area for loading zone in Woods Parade off-street parking, which provides convenient goods delivery or waste collection etc.

5.13 Re-opening roads after the event

The road closure is planned to re-open at _____. However, if in the opinion of the event organiser, the closure is no longer required for event bump-out purposes, the road may be opened earlier to traffic movements.

6.0 Minimising impact on the non-event community

6.1 Access for local residents and businesses

The road closure does not impact pedestrian access, there are no driveways along Hilltop Crescent.

6.2 Access for emergency vehicles

Please refer to Council's Emergency access plan if available.

6.3 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 residents and businesses in the immediate vicinity and road closures of the event sites as well as the surrounding streets to the event site.

6.4 Event promotion

The event organiser will promote the event and the road closures using a variety of methods in the weeks preceding the event including:

- Council and event organiser's social media platforms
- Council and event organiser's website
- Local signage where available.

The promotion can be implemented following the below timeframe:

- Two months out – consult with businesses where parking closures required
- One month out – provide local signage for event
- Two weeks out – provide letterbox drops to businesses and residents in affected areas.

6.5 Variable Message Signs (VMS)

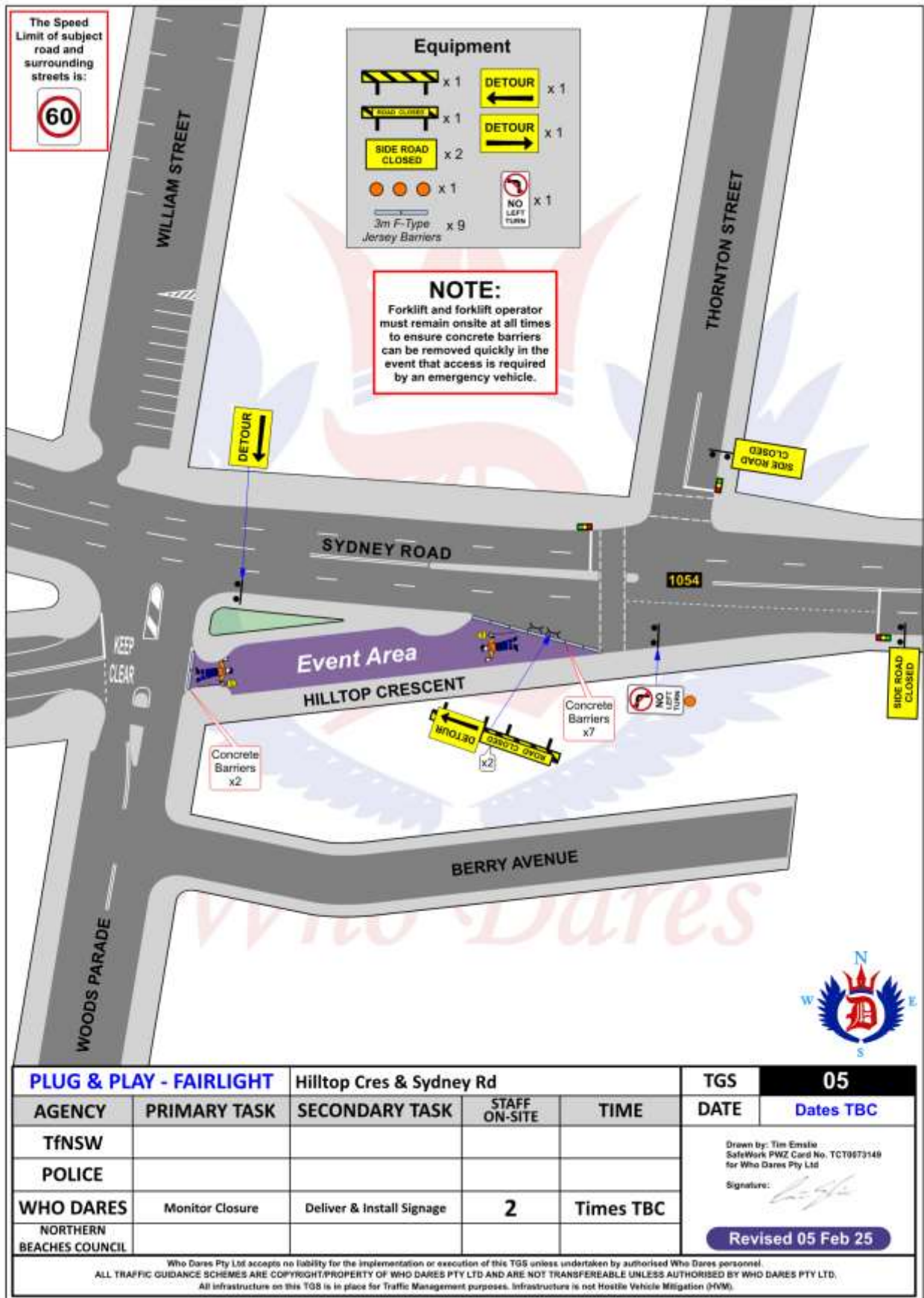
Please refer to the Council's Portable VMS Plan if available.

APPENDIX A

EVENT SITE PLAN

APPENDIX B

TRAFFIC GUIDANCE SCHEME



APPENDIX C

**PUBLIC LIABILITY
INSURANCE
CERTIFICATE**



Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au

ITEM 4.3 PITTWATER ELECTORATE - PITTWATER WARD - HILLCREST AVENUE, MONA VALE - AMENDMENTS TO PARKING RESTRICTIONS

GEOCODES: -33.671864, 151.317298

REPORT

BACKGROUND

Council has reviewed the parking restrictions in Hillcrest Avenue Mona Vale after a petition from residents was received raising concerns about limited parking capacity on Hillcrest Avenue, Mona Vale and in particular the contribution made to this issue by long-term parking of boats and trailers. These problems are leading to safety issues due to restricted sight lines and illegal parking activities.

The issue of parking on Hillcrest Avenue was previously discussed at the Local Traffic Committee meeting on 7 March 2023. The meeting acknowledged the challenges associated with limited parking capacities. Provision of additional parking spaces was proposed but expected to be costly due to constraints of the road geometry and the need for retaining structures. It was determined to be a low priority on the Future Works Schedule which already includes numerous Road Safety projects.

LOCATION

- Hillcrest Avenue is a No Through Road with a 50km/h speed limit. The road predominantly carries local traffic but also provides access to the North Mona Vale Headland Reserve.
- The road width near the western end is approximately 7.3m with the footpath, kerb and gutter on the northeastern side of the road. It narrows to less than 7.0m east of the bend at No. 19 until the additional parking lane past the bend at No. 53.
- Two-way Barrier Lines run along the centre of the road from the intersection of Barrenjoey Road to the driveway of No.11 Hillcrest Avenue. The line was extended by roughly 50m in 2019 as part of the Coastal Walk project.

ISSUES

Due to the road curvature, limited road width, and safety requirements for pedestrian facilities that connect to the North Mona Vale Headland Reserve, there are several sections of Hillcrest Avenue that are unsafe for vehicle parking. However, due to high parking demand in this area, there have been frequent illegal parking activities, leading to traffic hazards. Major road modification is considered a low priority as the road is mainly a residential street and each property has at least two off-street parking spaces available for long-term parking.

PROPOSAL

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

- Replacement of the 50m Two-way Barrier Line extension between the driveways between No. 7 and 11 with No Stopping Yellow Kerb Lines. This would allow 2 additional safe parking spaces between No. 7 and 9 Hillcrest Avenue.
- Installation of 4-hour (4P) Timed Parking 7am – 7pm on Weekends near the cul-de-sac that leads to North Mona Vale Headland Reserve. It affects roughly 16 spaces and aims to provide more short-term parking options to visitors on weekends while retaining the overnight residential parking capacity.

- Installation of No Parking Motor Vehicles Excepted restrictions on Hillcrest Avenue, except areas where other No Stopping or Parking restriction apply. This restriction should limit the number of non-local boats and trailers. It also encourages residents to use their off-street parking facilities for long-term boat and trailer parking to improve road safety conditions.

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 impact on walking paths

CONSULTATION

Consultation letters have been distributed to 65 properties on Hillcrest Avenue, Mona Vale providing notification of the proposed changes. The responses are noted in Attachment 4 – Table of Consultation.

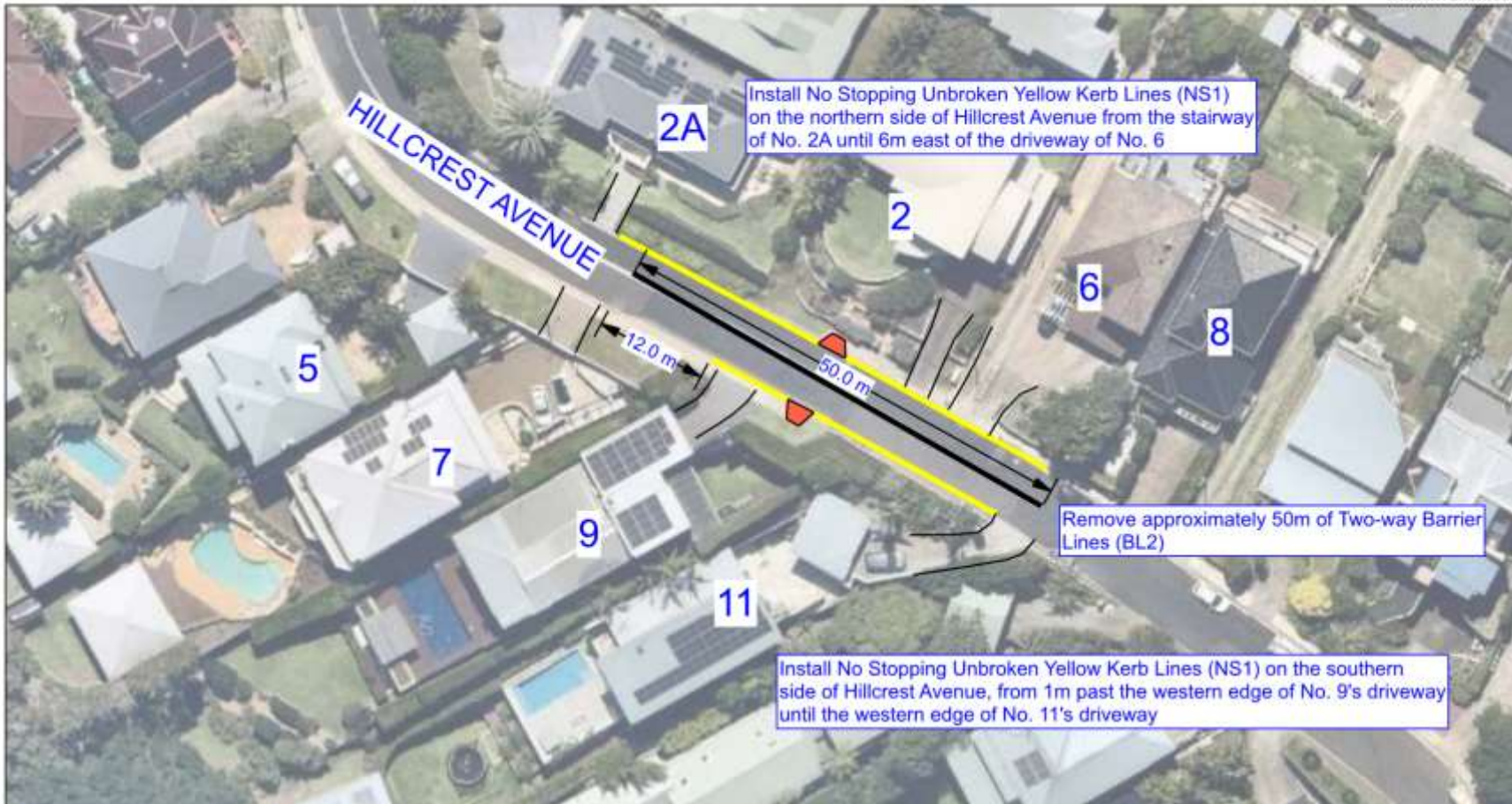
RECOMMENDATION



That the Traffic Committee supports the:

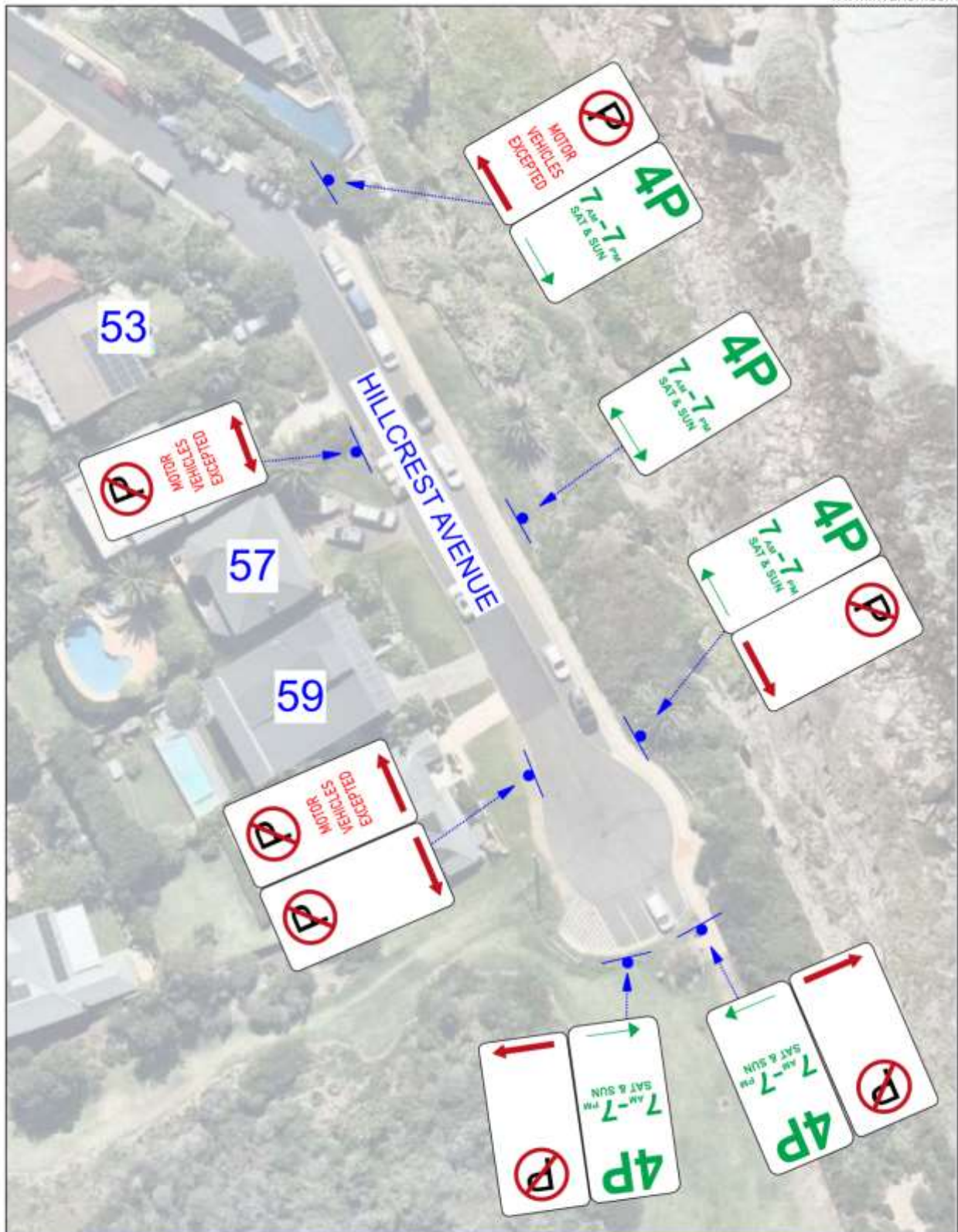
1. Replacement of the 50m Two-way Barrier Line extension between the driveways between No. 7 and 11 with No Stopping Yellow Kerb Lines. This would allow 2 additional safe parking spaces between No. 7 and 9 Hillcrest Avenue.
2. Installation of 4-hour (4P) Timed Parking 7am – 7pm on Weekends near the cul-de-sac that leads to North Mona Vale Headland Reserve affecting roughly 16 spaces.
3. Installation of No Parking Motor Vehicles Excepted restrictions on Hillcrest Avenue, except areas where other No Stopping or Parking restrictions apply.



Reporting officer	Traffic Engineering Coordinator
TRIM file ref	2024/577366
Attachments	1 Plan (No Stopping) 2 Plan (4P Timed Parking) 3 Plan (No Parking Motor Vehicles Excepted) 4 Table of Consultation

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	PROPOSAL					
	Hillcrest Avenue, Mona Vale Amendments to Parking Restrictions					
	DRAWN	LC	APPROVED	JB		
	LAYOUT	1 OF 3	REVISION NO.	A	DATE 20/05/2024	



	PROPOSAL					
	Hillcrest Avenue, Mona Vale Amendments to Parking Restrictions					
	DRAWN	LC	APPROVED	JB		
	LAYOUT	2 OF 3	REVISION NO.	A	DATE	



Install No Parking Motor Vehicles Excepted on both sides of Hillcrest Avenue from No. 6 to No. 46 on the northern side, and from No. 13 to No. 61 on the southern side.

The existing No Stopping Yellow Kerb Line between No. 17 and No. 23 is to be retained.

Use existing power poles on the southern side when applicable.



	PROPOSAL					
	Hillcrest Avenue, Mona Vale Amendments to Parking Restrictions					
	DRAWN	LC	APPROVED	JB		
	LAYOUT	3 OF 3	REVISION NO.	B	DATE	

Table of Consultation

Address	Hillcrest Avenue, Mona Vale
Proposal	Amendments to Parking Restrictions

Properties Consulted	65
Responses Received	36
Support	25
Do Not Support	11

Issue	Resident Comment	Council Response
Request to Permit Parking On Nature Strip	<p>Please do not make the parking problem any worse. Simple solution: let people park on verge on southern side of the road as you have made road too narrow after installing footpath, which no one uses anyway as they all walk in the road as they always have done. Costs you nothing. The last thing we want is a plethora of signs everywhere.</p> <p>I believe the issues have increased due to vehicles on the lower side of Hillcrest Avenue having been instructed to park on the road as they were fined for being partially on grass verges. Vehicles have since been moved onto the road causing the road to be narrow and difficult to navigate especially for the poor garbage collection trucks. There is consistently home renovations occurring along the street and tradies vehicles do not help the situation but this is progress. Both of the above have caused the frustrations for residents. I don't think timed parking or motor vehicle only parking is the solution. Allow residents to park partially in grass verges to alleviate the problem. I'd appreciate the matter be considered further.</p>	<p>Council cannot recommend parking on nature strip against Australian Rules clause 197. Due to the winding geometry of Hillcrest Avenue, the nature strip should be kept clear for sufficient sightlines into both directions for safe vehicle movements, especially when exiting driveways.</p> <p>The construction of the new footpath has not reduced the road width and actually formalised the kerbside parking spaces near the cul-de-sac that was historically nature strip used for parallel parking.</p>

<p>Request to Permit Parking On Nature Strip (cont.)</p>	<p>This is mainly concerning the southern side of Hillcrest Avenue and has worked for decades. A recent issuing of mainly random parking fines has everyone parking on the road now, narrowing the usable street to less than 1 1/2 lanes. If this can be addressed allowing visitors and residents alike to park utilising the council strip. I believe the problem will resolve itself.</p> <p>As a resident of this street since 2008 I have had my box trailer parked on the grass verge without ever having a problem. I have been fined several times now and apparently must have it parked out on the street which presents a narrower passage for cars and trucks. Why should I not be able to park my trailer on the grass verge when there is a footpath across the road? There are however some rental residents of the street who own several vehicles, trailers and boats who park them all over the street taking up other residents car spaces in front of their respective properties. As a owner/occupier we surely must get priority over a renter.</p>	
<p>Unsafe Nighttime Condition</p>	<p>I'm completely supportive of this proposal. The amount of trailers has increased in the street and at night can be difficult to see. With the amount of building happening in the street there are always trucks, utes and delivery vehicles, so having these restrictions I believe helps the safety of the street.</p>	<p>Although there are existing streetlights at each bend on Hillcrest Avenue, it is roughly 140m between the ones outside No. 19 and 37, and roughly 130m from No. 37 to No. 51. These are longer than typical streetlight spacing, so that Council can consider new streetlights in this part. However, due to the road level difference and width, there could be significant glare problems from the new lights. Further investigation and consultation may be required before making any request.</p>

<p>New Hazards by Removal of Two-way Barrier Lines</p>	<p>When reversing out of the driveway and a vehicle is parked up to the driveway, it's not possible to see cars approaching from the cul-de-sac end of Hillcrest Avenue due to the descent angle. We request that the No Stopping line continues for a short length past No 6, approximately 2 metres, or appropriate distance, for safety reasons. It is dangerous to reverse out of the driveway when vans and business vehicles are parked right up to the driveway, as they block all sight towards the cul-de-sac.</p> <p>Another resident also expressed concerns for driveway access to and from No. 11 when vehicles park on the opposite side next to No. 6's driveway.</p> <p>I do not support adding 3 car spaces in front of 6 and 7. I feel adding obstruction to the pedestrian cross over area for 3 car spaces is not smart especially when vehicles come around that blind corner at speed and the last thing before a crossing area is more distraction with all vehicles needing to be travelling down the middle of the road for the rest of the street.</p>	<p>Due to the driveway levels of nearby properties and inadequate turning angle for No. 11, there might be additional driveway access difficulties. Council has amended the plan to extend the proposed No Stopping line to the end of the current two-way barrier line to retain the existing parking restriction.</p> <p>This means only 2 new parking spaces between No. 7 and No. 9 are created on the southern side of the road, which still leave sufficient sightline distance to the pedestrian crossing ramps.</p>
<p>Objection to 4P Timed Parking Restriction</p>	<p>I support the proposal, but not the 4P parking. Due to the extensive residential works in the street, a big issue is the many tradesmen taking up spaces between 7am - 4pm. This means that residents often have to park in the cul de sac and adjoining proposed 4P section of the street during the day. This would make parking extremely limiting if 4P parking was introduced in this area, as tradesmen would take up more all day parking spaces leaving residents with no option but to park in 4P parking and vice versa.</p>	<p>The proposed 4P restrictions only apply on weekends to provide more parking turnover for visitors to the reserve and short-term gatherings. It should have minimal impacts on construction works which mostly occur during the standard hours on weekdays.</p> <p>Council may consider reducing the number of affected spaces if the actual weekend demand is lower than currently expected.</p>

ATTACHMENT 4 : TABLE OF CONSULTATION - ITEM 4.3 - NORTHERN BEACHES COUNCIL LOCAL TRAFFIC COMMITTEE - 4 MARCH 2025

<p>Parking Rights for Boats and Trailers</p>	<p>I own a small box trailer (which I use all the time) and I park it right next to my driveway. Before I parked it there, vehicles would often park there, the front of the vehicles partially and sometimes completely blocking my driveway, again due to the angle of the driveway. Council should have records of this as the ranger attended many times. We have a double carport where I park my boat, my motorbike and one car. Our other car parks tandem in front of the other in our driveway which is not ideal, but I do it so we don't park on the street. I FIRMLY BELIEVE THAT IF I OWN A REGISTERED TRAILER (WHICH I USE ALL THE TIME) AND PARK IT AS CLOSE AS I CAN TO THE FRONT OF MY HOUSE, I HAVE EVERY RIGHT TO DO SO. I FEEL VERY STRONGLY ABOUT THIS.</p>	<p>Long-term boat and trailer parking has been raised as a main concern for exacerbating the current shortage of parking spaces and contributing to safety hazards. Council would encourage residents to use their off-street facilities for long-term parking while sharing the public space with other road users for any additional parking demand.</p> <p>An alternative option is to implement 8-hour Timed Parking restrictions during daytime to limit long-term parking. Further consultation may be required before proceeding with the proposal.</p>
<p>Request for Vegetation Maintenance</p>	<p>Please also check sight lines due to vegetation on east end end of Hillcrest.</p> <p>Please also review sight lines blocked by foliage on the east end of the street. Thank you!</p>	<p>A separate request has been raised to trim roadside vegetation between No. 51 to No. 55 which is on the inner side of a bend and has the most severe sightline impact.</p>

<p>Supportive Comments</p>	<p>Please deliver Parking Rules brochure to each resident. Illegal parking is blatantly ignored on this street.</p> <p>The boat at 28 Hillcrest takes up 2 parks and has not moved in a year. The trailers take up space and block views. 4 hour parking at the cul-de-sac will mean our visitors will have somewhere to park.</p> <p>Whilst we appreciate that trailers and boats are frustrating in terms of taking up space, it is the ongoing illegal parking practices which are a far bigger issue for many in the street. So if Council is unable to provide adequate infrastructure with kerb and guttering (which we note was done in nearby Phillip street) the inclusion on the proposed "No Parking Motor Vehicles Excepted" signs to be installed in front of 23 - 33 Hillcrest - of an additional sentence that states "any parking on nature strip is illegal and will be prosecuted" will go a long way to reducing stress for affected residents and reduce calls for rangers. We therefore only support the Amendments if it included this.</p>	
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ITEM 4.4 PITTWATER ELECTORATE - NARRABEEN WARD - ELANORA ROAD / LUMEAH AVENUE ROUNDABOUT - NO STOPPING YELLOW LINES

GEOCODES: -33.700764, 151.279150

REPORT

BACKGROUND

Council has reviewed safety and visibility issues at the intersection of Elanora Road and Lumeah Avenue. The concerns relate to vehicles parked too close to the roundabout and within 3m of double dividing lines.

LOCATION

- This section of Elanora Road is a collector road, with carriageway width ranging from 9 metres to 9.6 metres and kerbside parking allowed generally on both sides of the road.
- This section of Lumeah Avenue and Kalang Road are local roads with carriageway width of approximately 9.5 metres and kerbside parking allowed generally on both sides of the road.
- In the location of concern, footpath is available on both sides of Elanora Road (southern leg), only one side on Elanora Road (northern leg), only one side on Kalang Road (eastern leg) and no footpath is provided on Lumeah Avenue (western leg).
- The speed limit of both Elanora Road and Lumeah Avenue is 50km/hr.
- Bus route 182 uses Elanora Road and turns right into Kalang Road.

ISSUES

- Due to vehicles parked too close to the roundabout, it is unsafe and difficult for other motorists to manoeuvre in the roundabout.
- Vehicles parked within the double dividing lines do not leave a minimum of 3 metres traffic lane, causing other motorists, especially buses, to be forced to drive over the double dividing lines, which is not safe.
- Vehicles parked close to the intersection and within the double dividing lines also obstruct visibility to the residents while exiting their driveway.

PROPOSAL

Council has undertaken a review of the location and proposes to install no stopping yellow lines in all four legs of this roundabout. This will both reinforce road rules relating to parking within 3 m of the double dividing line and will also make it safer for vehicles, particularly buses and other larger vehicles using the intersection.

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 impact on walking paths

PARKING IMPACT STATEMENT

This proposal will not result in further loss of parking because anyone parked within the double dividing lines was illegally parked, as the road width is not wide enough to leave a minimum of 3 metres for a traffic lane.

CONSULTATION

Consultation letters have been distributed to 28 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS (select options below)

- 1. If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING (select options below)

- 1. The proposal will be installed within 3 months of approval.

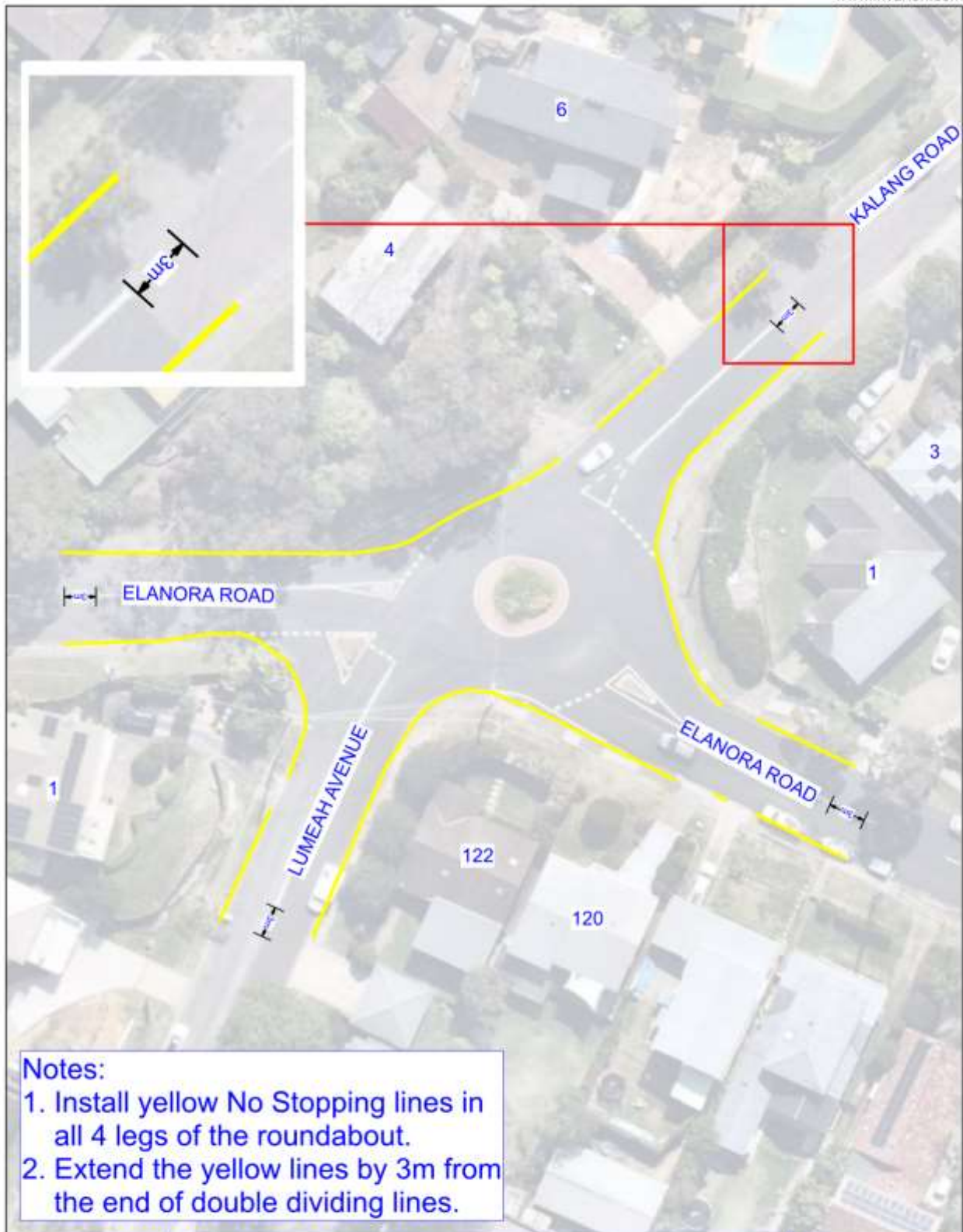
RECOMMENDATION

That the Traffic Committee supports the:

- 1. Installation of No Stopping yellow lines in all four legs of the roundabout.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/031016
Attachments	1 Plan 2 Table of Consultation

www.invarion.com



- Notes:**
1. Install yellow No Stopping lines in all 4 legs of the roundabout.
 2. Extend the yellow lines by 3m from the end of double dividing lines.



	PROPOSAL						 northern beaches council
	ELANORA RD LUMEAH AVE ROUNDABOUT, ELANORA HEIGHTS NO STOPPING YELLOW LINES						
	DRAWN	DN	APPROVED				
	LAYOUT	1 OF 1	REVISION NO.	A	DATE	10/10/2023	

Table of Consultation

Address	Elanora Road/ Lumeah Avenue intersection
Proposal	No Stopping yellow lines

Properties Consulted	28
Responses Received	8
Support	6 (including 2 conditional support)
Do Not Support	2

Issues	Resident Comments	Council Response
loss of parking	<p>Some residents were concerned that there would be a loss of parking. Parking in this area is in high demand due to the ongoing development of granny flats as well as boats and trailers parked on the road.</p> <p>One resident supported the overall proposal but requested that we reduce the length of the Yellow No stopping kerb line to reduce the parking loss.</p>	<p>There will be no loss of parking due to the installation of yellow no stopping kerb lines as road rules state "You must not park within 3m of any double dividing lines". The No stopping lines only reinforce the existing road rules of parking within the double dividing lines.</p> <p>If we were to reduce the Yellow no stopping kerb line, vehicles would still be prohibited from parking at that location as road rules state that "You must not park within 3m of any double dividing lines".</p>

Other Supports/ Conditional Supports

Themes	Resident Comments	Council Response
Support for the proposal	<p>The majority of respondents fully supported the proposal as they believe that the changes are important for the safety of children, drivers and all pedestrians using the roundabout.</p> <p>Another respondent supported the overall proposal as it enhances visibility for residents trying to exit their driveway.</p>	<p>Council agrees that safety at this intersection will be improved by installing no stopping yellow lines as it will prevent people from parking within the already existing double dividing lines in all the legs of roundabout.</p>
pedestrian safety	<p>Whilst the respondent supports the proposal, he/she believes that a pedestrian crossing would be beneficial to improve pedestrian safety while crossing the road at the bus stops.</p>	<p>Council understands the request for pedestrian crossing is on Kalang Road. However, Council cannot consider this request at the moment mainly due to the lack of footpath on the northwest side of Kalang Road. However, Council will record this request and investigate further during Safer Neighbourhoods program planned for the area.</p>

ITEM 4.5	PITTWATER ELECTORATE - PITTWATER WARD - ELANORA PERMIT PLUG & PLAY - TRAFFIC MANAGEMENT PLAN 2025 - 2029
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GEOCODES:

-33.6960397,151.2795655

REPORT**BACKGROUND**

The Permit/Plug/Play Pilot Program is an \$8 million partnership grant initiative involving 16 pilot councils across NSW. The program aims to lower the cost and complexity of organizing street-based events and temporary road closures for event organisers, streamline council processes, and improve communication regarding temporary road closures and the events they facilitate. Additionally, it seeks to deliver greater cultural, economic, and social benefits through these street-based events. Northern Beaches Council was successful in receiving funding and is working with Transport for NSW to implement global traffic management plans (TMP) and supporting infrastructure in a number of precincts.

LOCATION

The TMP is centered around the Elanora Heights shopfronts. The TMP layout will make use of Kalang Road, from Powderworks Road to St Andrews Gate, which will be closed for each event. This location will offer a spacious and secure area for large crowds to enjoy both the local stores and a range of street-based events.

ISSUES

A variety of events necessitate road closures. The global TMP will cater to these events, streamlining the process by eliminating the need to design a separate TMP for each individual event.

PROPOSAL

The global TMP will facilitate the closure of Kalang Road, from Powderworks Road to St Andrews Gate, to accommodate events with up to 3,000 attendees between 11:30 am and 5:00 pm. During the event, 46 short-term on-street parking spaces will be affected, as well as the Dan Murphy's carpark, which will be closed for the duration of the event. However, there are 379 on- and off-street parking spaces within 350m of the event site, and there are many walking, cycling and public transport options available for travel to Elanora. The road closure will impact the 182 public bus which stops on Powderworks Road, adjacent to the event site and on Kalang Road, with a suitable detour route outlined in the section 5.9.1 of attachment 1.

The current speed limit of 50 km/h on most affected roads will be adequate for posting advance warning signs about the road closures and detour routes. The suggested detour route is:

– Powderworks Road - Elanora Road - St Andrews Gate and vice versa.

With the activation of this TMP, event organisers will no longer be required to create a specific plan for each event, helping to reduce administrative barriers for community-run events.

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 impact on walking paths. It will improve pedestrian safety during events.

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- 46 90-degree angled parking spaces (inclusive of two disabled parking spaces) and two motorcycle parking spaces on both sides of Kalang Road
- Dan Murphy's car park to the north-west of Kalang Road.

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.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from Permit Plug and Play (NSW Government) funding.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the Global Traffic Management Plan for events on Kalang Road Elanora Heights.
2. Implementation of the Global 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	Manager, Transport Network
TRIM file ref	2025/017351
Attachments	1 Elanora TMP

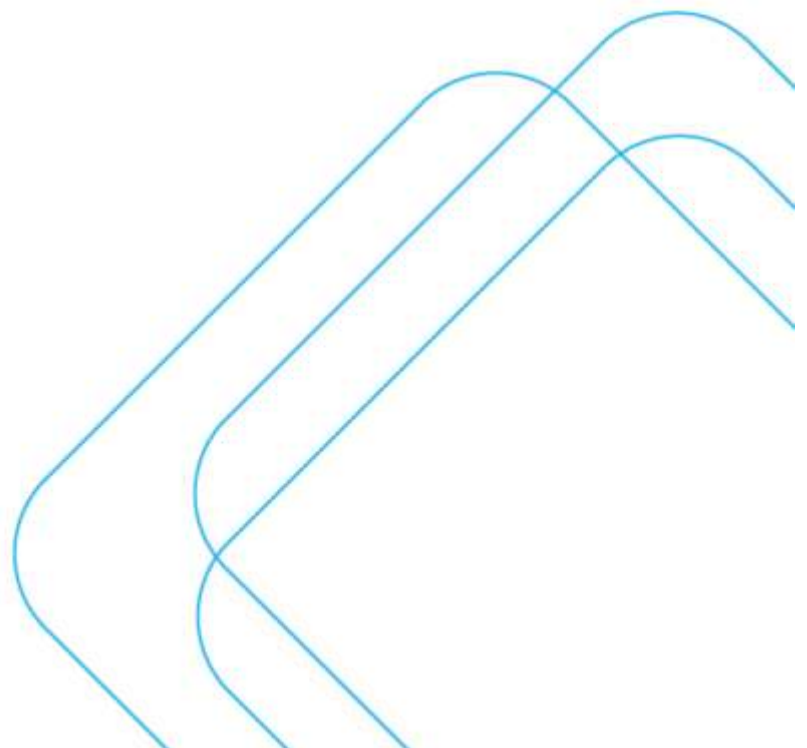


NORTHERN BEACHES EVENTS

Traffic Management Plan for Kalang
Road Elanora Heights



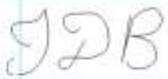
10 February 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	Northern Beaches Events		
Project Number:	SCT_00653		
Client:	Northern Beaches Council	ABN:	57 284 295 198
Prepared by:	SCT Consulting PTY. LTD. (SCT Consulting)	ABN:	53 612 624 058

Information	Name	Position	Signature
Author:	Shawn Cen	Principal Consultant	
Reviewer:	Jonathan Busch	Associate Director	
Authoriser:	Jonathan Busch	Associate Director	

Version	Date	Details
1.0	27 November 2024	Draft report
2.0	10 February 2025	Final report



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1.0 General event information

1.1 Event summary

The event on Kalang Road is primarily markets, community-led entertainment and outdoor dining events or a mix of the above. Generally, the capacity is about 3,000 people per day.

1.2 Traffic impact summary

Events at the site involve full road closures to vehicles along Kalang Road (between Powderworks Road and St Andrews Gate). This section of Kalang Road is two-way in its original status.

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.

1.3 Event details

Event date:	_____
Event times:	11.30am to 5.00pm daily
Event venue:	Kalang Road, Elanora Heights
Expected attendance:	Up to 3,000 people daily
Target market:	_____
Bump-in starts:	_____
Traffic closure start:	_____
Bump-out finishes:	_____
Traffic closure end:	_____

1.4 Event key contacts

Event organiser:	Northern Beaches Council
Event manager:	_____
Event manager phone:	_____
Expected manager email:	_____
Venue owner	Northern Beaches Council
Venue manager:	_____
Venue owner phone:	_____
Venue owner email:	_____
Police LAC:	_____

Police contact: _____
Police phone: _____
Police email: _____

TfNSW contact: _____
TfNSW phone: _____
TfNSW email: _____

Traffic control provider: _____
Traffic control contact: _____
Traffic control phone: _____
Traffic control email: _____

2.0 Location map

The event will be held on Kalang Road between Powderworks Road and St Andrews Gate as shown in **Figure 2-1**.

Figure 2-1 Location map



Source: Google Maps, 2024

3.0 Event site plan

The following event site plan is provided in **Appendix A**. Refer to the event organiser in **Section 1.4** of this document for the latest site plan.

4.0 Workplace health & safety

4.1 Risk assessment plans

A risk assessment management approach is a fundamental part of the planning of 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.

The event organisers as the ground hirers will be the principal risk manager for the event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for the event and can be made available by contacting the event manager as listed in **Section 1.3** of this TMP.

4.2 Public liability insurance

Northern Beaches Council has Public Liability Insurance that covers all activities taking place as part of the events at this location.

Please refer to attached copy of this policy.

4.3 NSW Police force

The Northern Beaches Local Area Command (LAC) will be involved in the planning of all events to take place at this site, including aspects relating to use of the roadway and closure of selected roads. They will be formally notified at least two weeks prior to the event taking place.

4.4 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. This will also include direct notification to Northern Beaches Hospital.

4.5 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 festival's Emergency Management Plan.

4.6 Event risk assessment

The risk assessment is provided in **Table 4-1** overleaf.

Table 4-1 Risk assessment

Risk	Pre-mitigation			Mitigation	Post-mitigation		
	Probability	Severity	Rating		Probability	Severity	Rating
Event is too popular, resulting in pedestrian spilling onto Powderworks Road and St Andrews Gate being hurt by moving vehicles	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> Choose event type that does not have concentrated demands (e.g. market) Traffic controller on Powderworks Road and St Andrews Gate to direct patron to move on if Kalang Road is fully occupied. 	Unlikely	Minor	Low
Car parks on Kalang Road can't be closed, so a vehicle needs to move through the event area, preventing use of site for market stalls / fixed infrastructure	Possible	Moderate	Medium	<ol style="list-style-type: none"> Consult early with landowners and identify a date/time when car parks are not in use 	Rare	Minor	Low
Patrons can't find a parking spot	Probable	Insignificant	Medium	Prepare a parking map as part of event marketing material	Possible	Insignificant	Low
Community objects to event due to congestion or parking loss	Possible	Insignificant	Low	Engage early with affected residents and businesses	Unlikely	Insignificant	Low

5.0 Traffic & transport management

5.1 Objective

This Traffic Management Plan (TMP) provides the traffic management procedures to be implemented by the event organiser, event personnel (Marshals), and traffic controllers during the project. The traffic management required for this event will be implemented to provide a safe environment for all road users, event participants, organisers and the general public.

The objectives of the TMP are to:

- Provide for a safe environment for all road users, pedestrians and cyclists
- Provide protection to event participants, organisers and the general public from traffic hazards that may arise as a result of the event activity
- Minimise the disruption, congestion and delays to all road users
- To ensure network performance is maintained at an acceptable level throughout the duration of the event
- Ensure access to adjacent commercial and residential premises is maintained at all times.

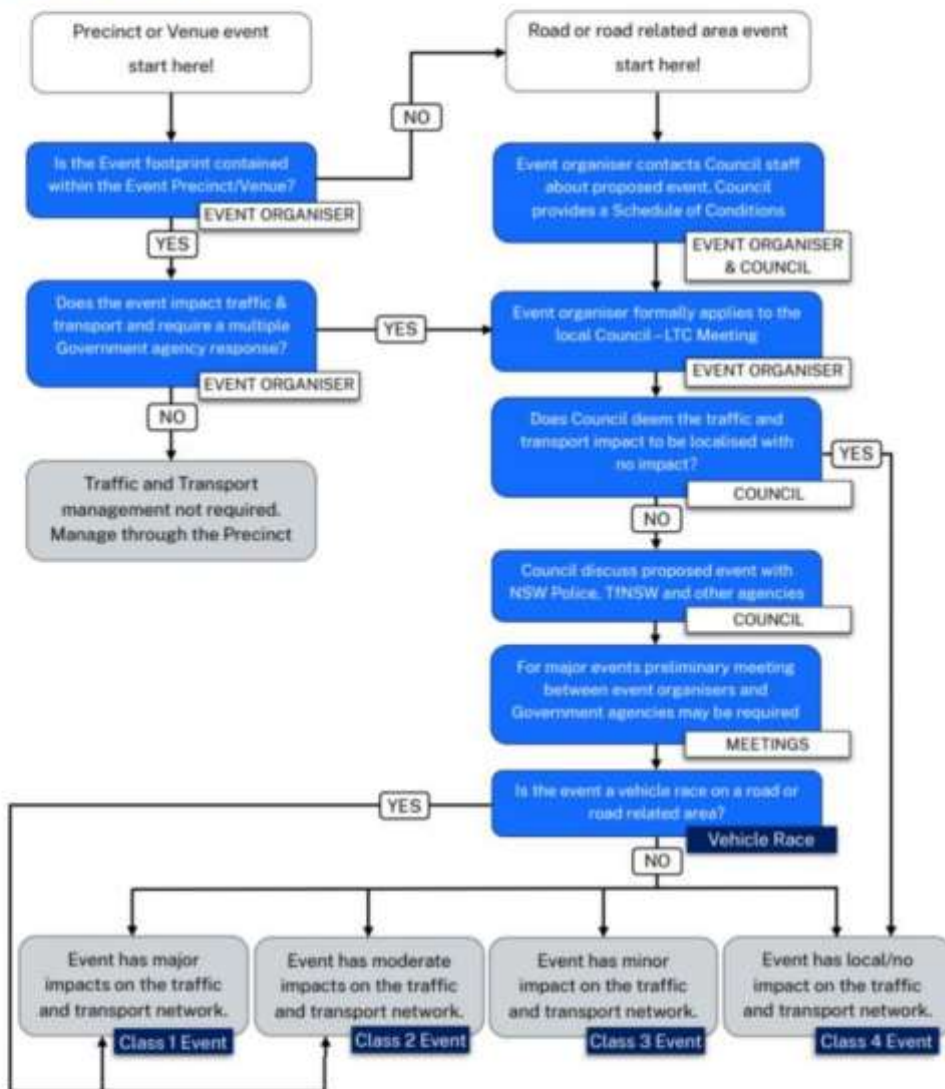
To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that there is sufficient traffic capacity to accommodate vehicle traffic volumes
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site
- Ensure that the roads are free of hazards and that all road users are adequately protected from obstructions resulting from the event
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site.

5.2 Event class

According to TINSW's *Guide to Traffic and Transport Management for Special Events*, the event class is determined as per the flow chart in **Figure 5-1**.

Figure 5-1 Event class



Source: Traffic and Transport Management for Special Events, 2024

The event involves a local street closure accessed from a local road (Powderworks Road), requiring a detour and parking restrictions implemented by the Council. This has a local impact on the non-event community. Hence, **the event is classified as a Class 4 special event.**

5.3 Road closures

Road closures will be implemented on Kalang Road between Powderworks Road and St Andrews Gate, which is about 95m long. Waterfilled-barriers are proposed in place at both ends of the closed road for traffic management.

The road closure also results in the disuse of parking facilities as below:

- 46 90-degree angled parking spaces (inclusive of two disabled parking spaces) and two motorcycle parking spaces on both sides of Kalang Road.
- Dan Murphy's car park to the north-west of Kalang Road.

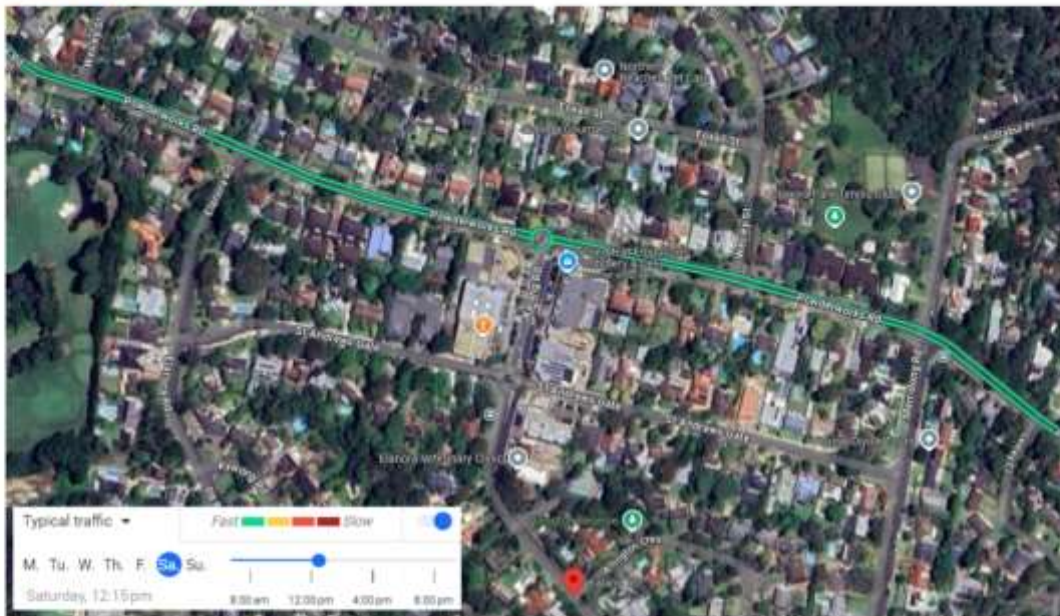
These owners need to be notified and consulted prior to each event. Ideally, the business owners do not require vehicle access during the event because the event uses the street network as the area of operation. Hence, engagement well before the event is critical to success and should occur approximately two months out.

5.4 Event impact on road network

A TGS noting 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.

As shown in **Figure 5-2**, it has been observed that there is no major congestion on Powderworks Road during a typical weekend peak hour. However, the closure of the Kalang Road will create detoured traffic flow on Powderworks Road in both directions, which resulted in expected delays. As the visitation for the event increases, the congestion on the local road could be worsened and further impact the local network.

Figure 5-2 Typical traffic condition



Source: Google maps, 2024.

5.5 Speed zone

The existing speed zone on all affected roads of 50 km/h will be sufficient for the posting of advance warning signs and the implementation of road closures. No temporary speed zones are required.

5.6 Detours

A map of the event location is shown in **Figure 5-3**, noting the road closures in place and the detour route around the closure. The suggested detour route is:

- Powderworks Road - Elanora Road - St Andrews Gate and vice versa.

Figure 5-3 Detour route



Source: Nearmap with SCT Consulting annotation, 2024

5.7 Parking impact

Given the road closure and its attributed parking removal, the following locations are available for visitor parking during the events (**Table 5-1** and **Figure 5-4** overleaf).

Table 5-1 Parking availability around the event

No.	Location	Restrictions	Paid status	Indicative capacity	Distance
1	Kalang Road (perpendicular parking south of St Andrews Gate)	2P 7am-5pm	Free	10 spaces	> 25m
2	St Andrews Gate parking (Southeast corner of the intersection of Kalang Road and St Andrews Gate)	Unknown	Free	11 spaces	> 25m
3	Kalang Road on-street parking (south of St Andrews Gate)	Unrestricted	Free	48 spaces	> 350m
4	St Andrews Gate on-street parking	Unrestricted	Free	92 spaces	> 200m
5	Elanora Road	Unrestricted	Free	40 spaces	> 350m
6	Merridong Road	Unrestricted	Free	34 spaces	> 350m
7	Powderworks Road	Unrestricted	Free	52 spaces	> 350m
Total				379 spaces	

Figure 5-4 Parking availability around the event



Source: Nearmap with SCT Consulting annotation, 2024

There is a total of approximately 379 on-street and off-street parking spaces within a 350m walk from the event site. Based on an event size of 3,000, this is sufficient as not all of the population would be present at the same time.

The parking facilities identified are expected to be heavily used during the event period. The event should be well publicised so that typical users of parking in the area can make alternative arrangements if they require parking.

The event's peak could overlap with the high visitation of surrounding retail and services. The event organiser will encourage using public transportation as the preferred means of transportation due to the limited amount of parking available for attendees considering the cumulative demand.

5.8 Vehicle access to the event site

To ensure public safety, all vehicles that drive within the site will be at the discretion of the event manager and will be strictly limited to walking pace only.

5.9 Impacts to public transport

5.9.1 Buses

Local buses will operate on a weekend timetable and will therefore be reduced in comparison to a weekday. Currently, Route 182 stops on Powderworks Roads adjacent to the event site and on Kalang Road.

Given that Route 182 uses Kalang Road, the closure of this side of the road will impact public transport operations. It is suggested that Route 182 follow the detour assuming no change will occur for bus stop locations (Figure 5-5). Additionally, several school bus routes serve St Andrews Gate, accessed via both Elanora Road and Merridong during weekdays. The turning circle for these detour roads is assumed to be feasible.

Figure 5-5 Bus detour arrangement



Source: Nearmap with SCT Consulting annotation, 2024

Vehicles using the detour route via Elanora Road are expected to be minimal, which will not result in extensive traffic increase and associated delays on the respective roads.

5.9.2 Taxis and ride-share providers

Taxi and ride-share providers will need to utilise permitted stopping areas on the surrounding roads of this event. A "No Parking zone" is available at 22 St Andrews Gate to Kalang Road, where drop off/pick up can take place for (Figure 5-6).

Figure 5-6 No parking zone



Source: Google street view, 2024

5.10 Pedestrian management

A midblock wombat crossing is available on Powderworks Road to the west Kalang Road, which provides safety pedestrian crossing opportunities especially for people who park on Powderworks Road (north side).

Pedestrian refuges are also available at the roundabout of Kalang Road / Powderworks Road and Kalang Road / St Andrews Gate, which facilitates visitors from the north and south side. Footpaths are available on all roads surrounding the event, providing good connections to the event area.

5.11 Emergency arrangements

Emergency vehicles requiring to enter and/or travel through the event will be given priority right of way. Emergency services shall be notified via the Notification of Event form of the proposed event nature, location, date and times as well as contact details for the event organiser.

5.12 Servicing

Most of the servicing will take place during bump-in and bump-out periods.

Should servicing be required during the event, it is recommended to dedicate an area for loading zone in St Andrews Gate off-street parking, which provides convenient goods delivery or waste collection etc.

5.13 Re-opening roads after the event

The road closure is planned to re-open at _____. However, if in the opinion of the event organiser, the closure is no longer required for event bump-out purposes, the road may be opened earlier to traffic movements.

6.0 Minimising impact on the non-event community

6.1 Access for local residents and businesses

The road closure does not impact pedestrian access. There is a driveway to Dan Murphy's car park on Kalang Road. The occupant in this premise needs to be informed in advance such that they can arrange their parking and servicing during the event.

6.2 Access for emergency vehicles

Please refer to Council's Emergency access plan if available.

6.3 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 residents and businesses in the immediate vicinity and road closures of the event sites as well as the surrounding streets to the event site.

6.4 Event promotion

The event organiser will promote the event and the road closures using a variety of methods in the weeks preceding the event including:

- Council and event organiser's social media platforms
- Council and event organiser's website
- Local signage where available.

The promotion can be implemented following the below timeframe:

- Two months out – consult with businesses where parking closures required
- One month out – provide local signage for event
- Two weeks out – provide letterbox drops to businesses and residents in affected areas.

6.5 Variable Message Signs (VMS)

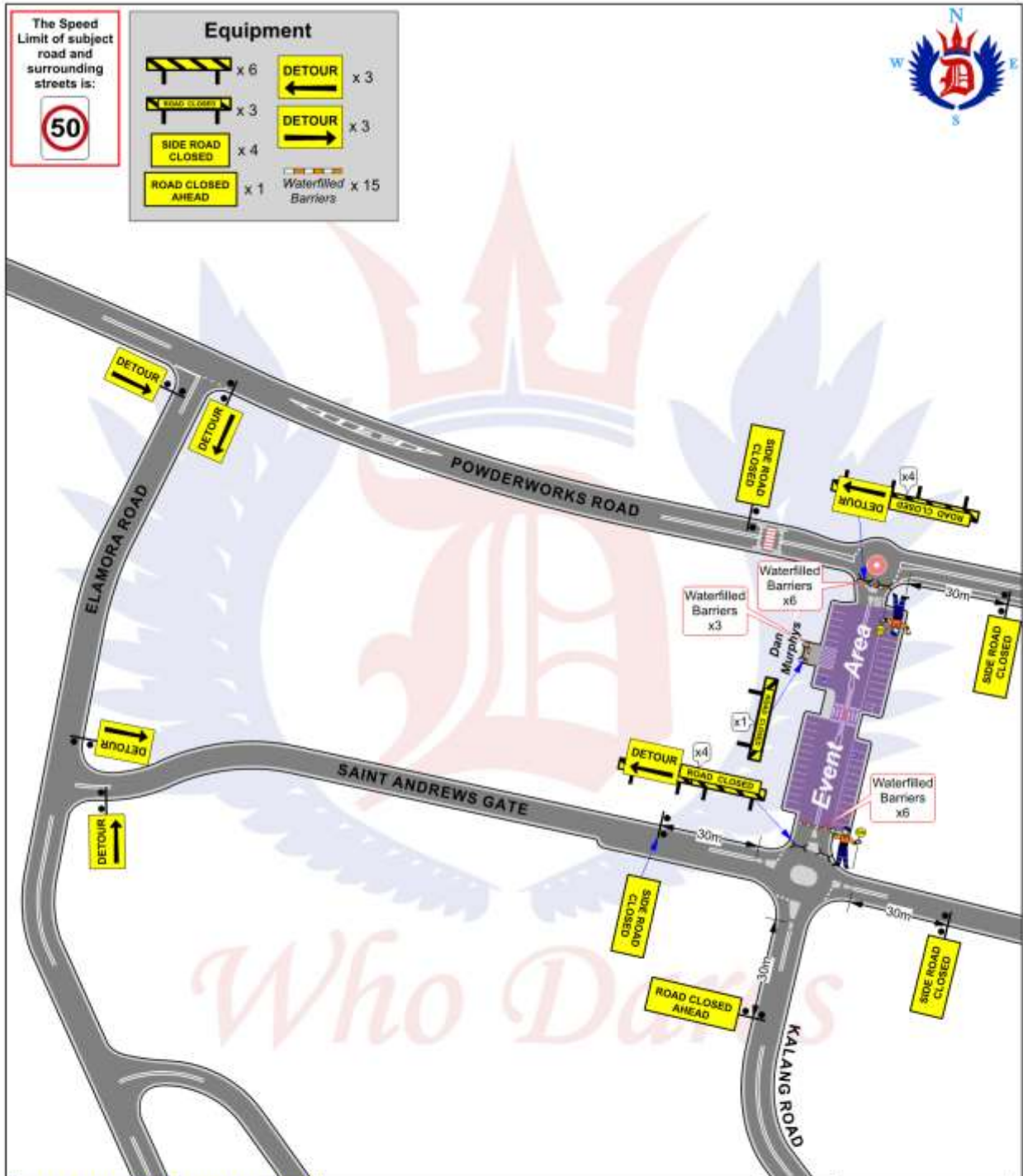
Please refer to the Council's Portable VMS Plan if available.

APPENDIX A

EVENT SITE PLAN

APPENDIX B

TRAFFIC GUIDANCE SCHEME



PLUG & PLAY - ELANORA HEIGHTS		Kalang Rd, Powderworks Rd & St Andrews Gate			TGS	02
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Dates TBC
TfNSW					Drawn by: Tim Emslie SafeWork PWZ Card No. TC79873149 for Who Dares Pty Ltd Signature:	
POLICE						
WHO DARES	Monitor Closure	Deliver & Install Signage	2	Times TBC	Revised 05 Feb 25	
NORTHERN BEACHES COUNCIL						

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 All infrastructure on this TGS is in place for Traffic Management purposes. Infrastructure is not Hostile Vehicle Mitigation (HVM).

APPENDIX C

**PUBLIC LIABILITY
INSURANCE
CERTIFICATE**



Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au

ITEM 4.6	PITTWATER ELECTORATE - PITTWATER WARD - NEWPORT PERMIT PLUG AND PLAY - TRAFFIC MANAGEMENT PLAN 2025 - 2029
-----------------	---

GEOCODES:

-33.6547682,151.3195739

REPORT**BACKGROUND**

The Permit/Plug/Play Pilot Program is an \$8 million partnership grant initiative involving 16 pilot councils across NSW. The program aims to lower the cost and complexity of organizing street-based events and temporary road closures for event organizers, streamline council processes, and improve communication regarding temporary road closures and the events they facilitate. Additionally, it seeks to deliver greater cultural, economic, and social benefits through these street-based events. Northern Beaches Council was successful in receiving funding and is working with Transport for NSW to implement global traffic management plans (TMP) and supporting infrastructure in a number of precincts.

LOCATION

The TMP is centered around Robertson Road shopfronts. The TMP layout will make use of Robertson Road, from Barrenjoey Road to Foamcrest Avenue, which will be closed for each event. This location will offer a spacious and secure area for large crowds to enjoy the beautiful surroundings, cafes and a range of street-based events.

ISSUES

A variety of events necessitate road closures. The global TMP will cater to these events, streamlining the process by eliminating the need to design a separate TMP for each individual event.

PROPOSAL

The global traffic management plan will facilitate the closure of Robertson Road, from Barrenjoey Road to Foamcrest Avenue, to accommodate events with up to 1,000 attendees between 11:30 am and 5:00 pm. During the event, 11 short-term on-street parking spaces will be affected, as well properties 351, 353, 357 and the Australia Post carpark, which will be closed for the duration of the event. However, there are 517 on- and off-street parking spaces within 350m of the event site, and there is many walking, cycling and public transport options available for travel to Newport. The road closure will not impact any public bus routes.

The current speed limit of 50 km/h on most affected roads will be adequate for posting advance warning signs about the road closures and detour routes. The suggested detour route is:

- Barrenjoey Road (eastbound)
- Turn left at Coles Parade (northbound)
- Turn left at Foamcrest Avenue (westbound) till the roundabout at Robertson Road.

With the activation of this TMP, event organisers will no longer be required to create a specific plan for each event, helping to reduce administrative barriers for community-run events.

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 impact on walking paths. It will improve pedestrian safety during events

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s) and /or benefits to the provision of parking availability:

- Eleven 45-degree angled parking spaces (inclusive of one disabled parking space) and one loading bay on the west side of Robertson Road
- Australia Post - Newport Beach Post Shop car park to the east of Robertson Road
- 351 Barrenjoey Road – et cetera, The Chelsea Tractor Scotch Eggs and British Street Food, Knap Store and residential properties
- 353 Barrenjoey Road – Bakers Delight, Dependable Butchery, and residential properties
- 357 Barrenjoey Road – Lavery Pathology, Beaches Lash, Newport Wansabai Thai Massage, TiViLi Beauty Spa, Perfect Fit-Fitness Studio and L'eto Bridal shop

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.

FINANCIAL CONSIDERATIONS

If approved, this proposal will be funded from Permit Plug and Play (NSW Government) funding.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

The proposal will be installed within 12 months of approval.

RECOMMENDATION

That the Traffic Committee supports the:

1. Approval of the Global Traffic Management Plan for events on Robertson Road Newport.
2. Implementation of the Global 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	Manager, Transport Network
TRIM file ref	2025/017365
Attachments	1 Newport TMP

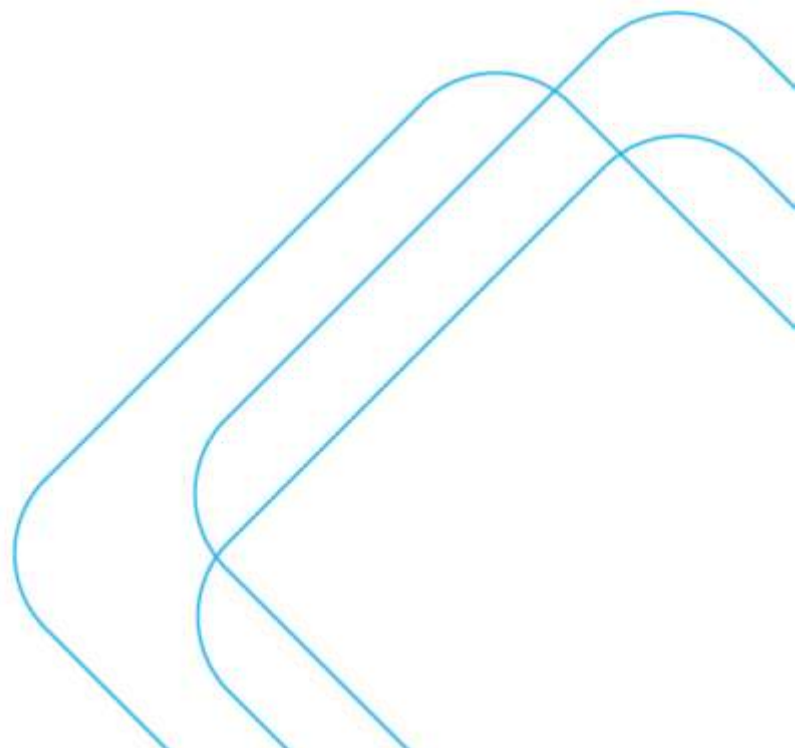


NORTHERN BEACHES EVENTS

Traffic Management Plan for
Robertson Road Newport




10 February 2025

SCT Consulting acknowledges
the traditional owners of the lands
on which we work.
We pay our respects to Elders
past, present and emerging.



Quality Assurance

Project:	Northern Beaches Events		
Project Number:	SCT_00653		
Client:	Northern Beaches Council	ABN:	57 284 295 198
Prepared by:	SCT Consulting PTY. LTD. (SCT Consulting)	ABN:	53 612 624 058

Information	Name	Position	Signature
Author:	Shawn Cen	Principal Consultant	
Reviewer:	Jonathan Busch	Associate Director	
Authoriser:	Jonathan Busch	Associate Director	

Version	Date	Details
1.0	7 November 2024	Draft report
2.0	10 February 2025	Final report



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1.0 General event information

1.1 Event summary

The event on Robertson Road is primarily markets, community-led entertainment and outdoor dining events or a mix of the above. Generally, the capacity is about 1,000 people per day.

1.2 Traffic impact summary

Events at the site involve full road closures to vehicles along Robertson Road (between Barrenjoey Road and Foamcrest Avenue). This section of Robertson Road is one way northbound in its original status.

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.

1.3 Event details

Event date:	_____
Event times:	11.30am to 5.00pm daily
Event venue:	Robertson Road, Newport
Expected attendance:	Up to 1,000 people daily
Target market:	_____
Bump-in starts:	_____
Traffic closure start:	_____
Bump-out finishes:	_____
Traffic closure end:	_____

1.4 Event key contacts

Event organiser:	Northern Beaches Council
Event manager:	_____
Event manager phone:	_____
Expected manager email:	_____
Venue owner	Northern Beaches Council
Venue manager:	_____
Venue owner phone:	_____
Venue owner email:	_____
Police LAC:	_____

Police contact: _____
Police phone: _____
Police email: _____

TfNSW contact: _____
TfNSW phone: _____
TfNSW email: _____

Traffic control provider: _____
Traffic control contact: _____
Traffic control phone: _____
Traffic control email: _____

2.0 Location map

The event will be held on Robertson Road between Barrenjoey Road and Foamcrest Avenue as shown in **Figure 2-1**.

Figure 2-1 Location map



Source: Google Maps, 2024

3.0 Event site plan

The following event site plan is provided in **Appendix A**. Refer to the event organiser in **Section 1.4** of this document for the latest site plan.

4.0 Workplace health & safety

4.1 Risk assessment plans

A risk assessment management approach is a fundamental part of the planning of 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.

The event organisers as the ground hirers will be the principal risk manager for the event and shall ensure that the risk management methodologies are applied throughout all stages and aspects of the event activities.

A comprehensive Risk Assessment will be conducted for the event and can be made available by contacting the event manager as listed in **Section 1.3** of this TMP.

4.2 Public liability insurance

Northern Beaches Council has Public Liability Insurance that covers all activities taking place as part of the events at this location.

Please refer to attached copy of this policy.

4.3 NSW Police force

The Northern Beaches Local Area Command (LAC) will be involved in the planning of all events to take place at this site, including aspects relating to use of the roadway and closure of selected roads. They will be formally notified at least two weeks prior to the event taking place.

4.4 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. This will also include direct notification to Northern Beaches Hospital.

4.5 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 festival's Emergency Management Plan.

4.6 Event risk assessment

The risk assessment is indicated in **Table 4-1**.

Table 4-1 Risk assessment

Risk	Pre-mitigation			Mitigation	Post-mitigation		
	Probability	Severity	Rating		Probability	Severity	Rating
Event is too popular, resulting in pedestrian spilling onto Barrenjoey Road and being hurt by moving vehicles	Possible	Major/Catastrophic	High	<ol style="list-style-type: none"> Choose event type that does not have concentrated demands (e.g. market) Traffic controller on Barrenjoey Road to direct patron to move on if Robertson Road is fully occupied. 	Unlikely	Minor	Low
Car parks on Robertson Road can't be closed, so a vehicle needs to move through the event area, preventing use of site for market stalls / fixed infrastructure	Possible	Moderate	Medium	<ol style="list-style-type: none"> Consult early with landowners and identify a date/time when car parks are not in use 	Rare	Minor	Low
Patrons can't find a parking spot	Probable	Insignificant	Medium	Prepare a parking map as part of event marketing material	Possible	Insignificant	Low
Community objects to event due to congestion or parking loss	Possible	Insignificant	Low	Engage early with affected residents and businesses	Unlikely	Insignificant	Low

5.0 Traffic & transport management

5.1 Objective

This Traffic Management Plan (TMP) provides the traffic management procedures to be implemented by the event organiser, event personnel (Marshals), and traffic controllers during the project. The traffic management required for this event will be implemented to provide a safe environment for all road users, event participants, organisers and the general public.

The objectives of the TMP are to:

- Provide for a safe environment for all road users, pedestrians and cyclists
- Provide protection to event participants, organisers and the general public from traffic hazards that may arise as a result of the event activity
- Minimise the disruption, congestion and delays to all road users
- To ensure network performance is maintained at an acceptable level throughout the duration of the event
- Ensure access to adjacent commercial and residential premises is maintained at all times.

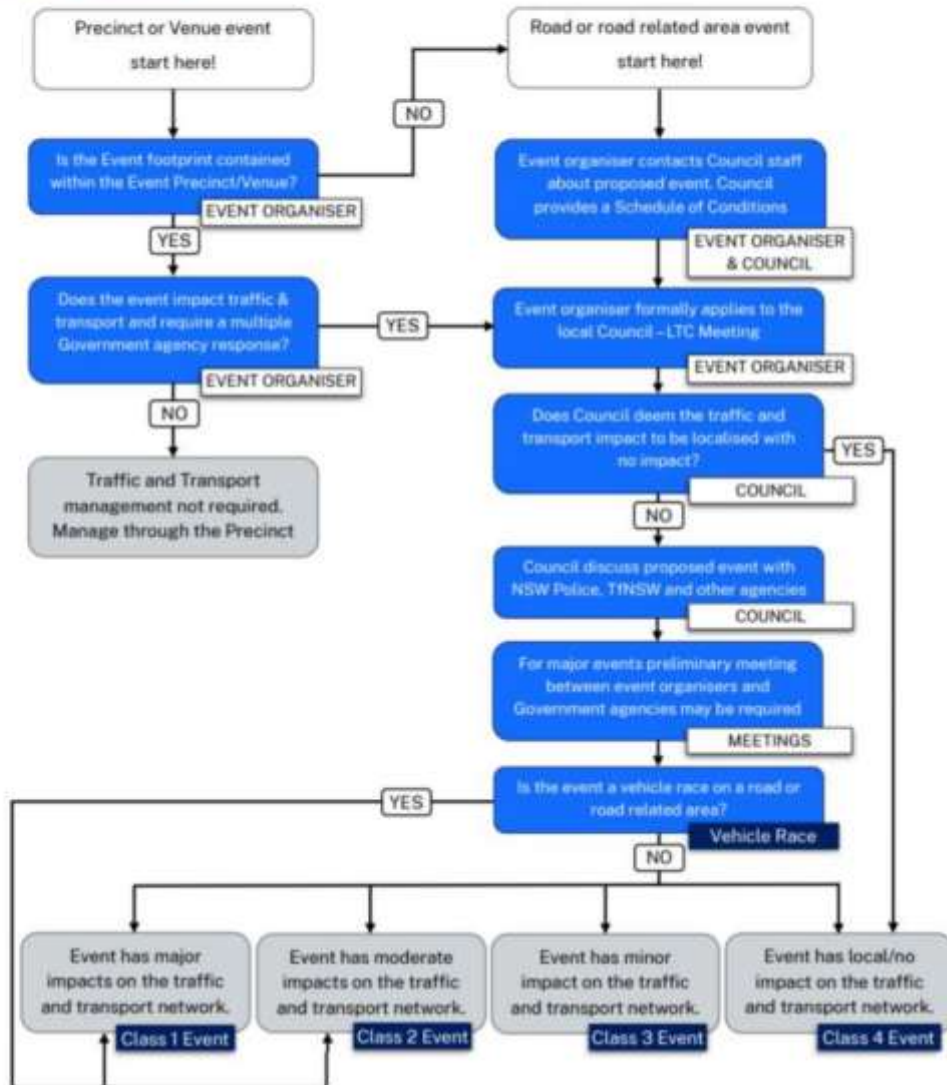
To achieve the above objectives, the Traffic Management Plan will:

- Ensure whenever possible, that there is sufficient traffic capacity to accommodate vehicle traffic volumes
- Ensure that delays and traffic congestion are kept to a minimum and within acceptable levels
- Ensure that appropriate/sufficient warning and information signs are installed and that adequate guidance is provided to delineate the travel paths through the event site
- Ensure that the roads are free of hazards and that all road users are adequately protected from obstructions resulting from the event
- Ensure that all needs of road users, motorists, pedestrians, cyclists, public transport passengers and people with disabilities are accommodated at and through the event site.

5.2 Event class

According to TfNSW's *Guide to Traffic and Transport Management for Special Events*, the event class is determined as per the flow chart in **Figure 5-1**.

Figure 5-1 Event class



Source: Traffic and Transport Management for Special Events, 2024

The event involves a local street closure accessed from a state road (Barrenjoey Road), requiring a detour and parking restrictions implemented by the Council, in consultation with TfNSW. This has a small impact on the non-event community. Hence, **the event is classified as a Class 3 special event.**

5.3 Road closures

Road closures will be implemented on Robertson Road between Barrenjoey Road and Foamcrest Avenue, which is about 96m long. Waterfilled-barriers are proposed in place at both ends of the closed road for traffic management.

The road closure also results in the disuse of parking facilities as below:

- Eleven 45-degree angled parking spaces (inclusive of one disabled parking space) and one loading bay on the west side of Robertson Road
- Australia Post - Newport Beach Post Shop car park to the east of Robertson Road

- 351 Barrenjoey Road – et cetera, The Chelsea Tractor Scotch Eggs and British Street Food, Knap Store and residential properties¹.
- 353 Barrenjoey Road – Bakers Delight, Dependable Butchery, and residential properties².
- 357 Barrenjoey Road – Laverty Pathology, Beaches Lash, Newport Wansabai Thai Massage, TIViLi Beaty Spa, Perfect Fit-Fitness Studio and L'eto Bridal shop³.

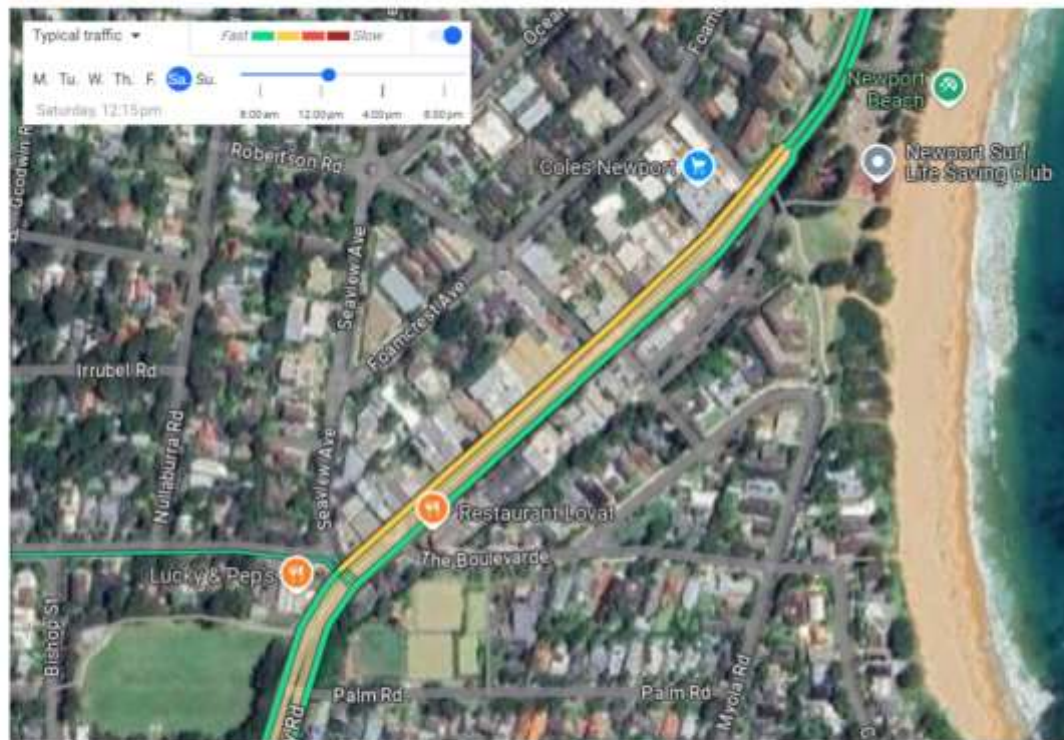
These owners need to be notified and consulted prior to each event. Ideally, the business owners do not require vehicle access during the event because the event uses the street network as the area of operation. Hence, engagement well before the event is critical to success and should occur approximately two months out.

5.4 Event impact on road network

A TGS noting 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.

As shown in **Figure 5-2**, it is observed that Barrenjoey Road (northbound) indicates slower speed during a typical Saturday noon time. The closure of the Robertson Road would also create detoured traffic flow on the northbound lanes on Barrenjoey Road, which resulted in expected delays. As the visitation for the event increases, the congestion on the state road could be worsened and further impact the sides roads.

Figure 5-2 Typical traffic condition



Source: Google maps, 2024

¹ These owners/tenants were determined based on a desktop analysis. Council should ensure that all affected owners are confirmed.
² These owners/tenants were determined based on a desktop analysis. Council should ensure that all affected owners are confirmed.
³ These owners/tenants were determined based on a desktop analysis. Council should ensure that all affected owners are confirmed.

5.5 Speed zone

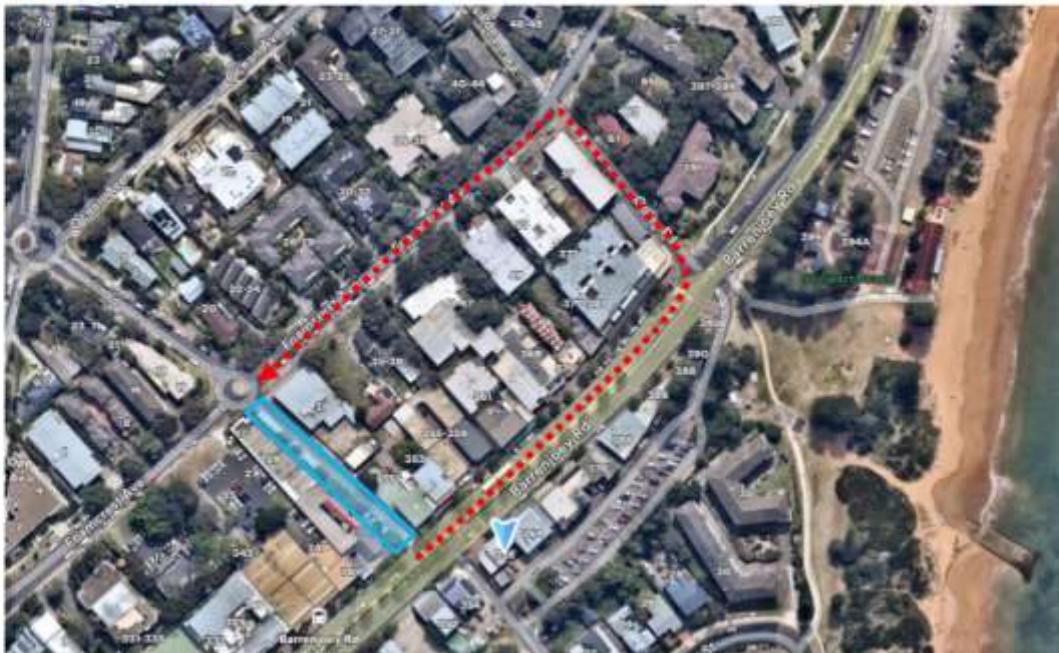
The existing speed zone on all affected roads of 50 km/h will be sufficient for the posting of advance warning signs and the implementation of road closures. No temporary speed zones are required.

5.6 Detours

A map of the event location is shown in **Figure 5-3**, noting the road closures in place and the detour routes around the closure. The suggested detour route is:

- Barrenjoey Road (eastbound)
- Turn left at Coles Parade (northbound)
- Turn left at Foamcrest Avenue (westbound) till the roundabout at Robertson Road.

Figure 5-3 Detour routes



Source: Nearmaps with SCT annotation, 2024

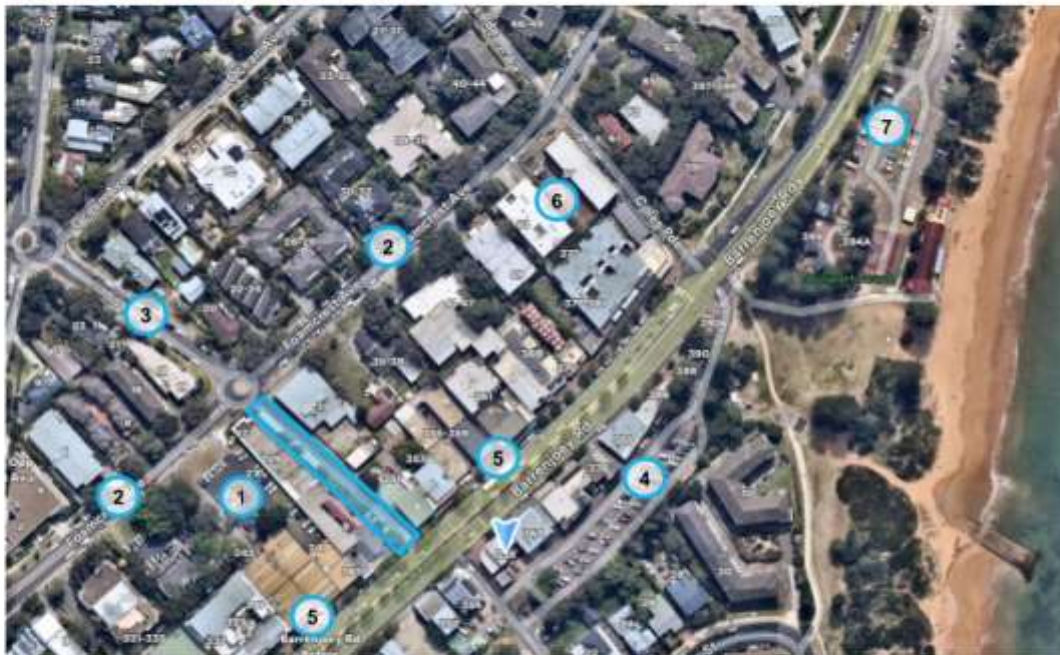
5.7 Parking impact

Given the road closure and its attributed parking removal, the following locations are available for visitor parking during the events (**Table 5-1** and **Figure 5-4**).

Table 5-1 Parking availability around the event

No.	Location	Restrictions	Paid status	Indicative capacity	Distance
1	Foamcrest Avenue off-street parking	3P Monday-Friday, 2P Saturday, Sunday and Public holidays	Free	80 spaces	> 25m
2	Foamcrest Avenue on-street parking	Unrestricted except for 1/4P parking spaces close to the post office and Aust Post parking space 6.00-8.00pm daily	Free	60 spaces	> 25m
3	Robertson Road on-street parking	Unrestricted	Free	20 spaces	> 25m
4	Coles Parade	3P Monday-Friday, 2P Saturday, Sunday and Public holidays	Free	67 spaces	> 100m
5	Barrenjoey Road	1/4P 7-9.30am, 1P 9.30am-6pm	Free	30 spaces	> 25m
6	Coles Newport	Unrestricted	Free	-	> 150m
7	Newport Beach	12P ticket between 7.00am-7.00pm	Parking rate applies	260 spaces	> 350m
Total				517 spaces	

Figure 5-4 Parking availability around the event



Source: Nearnmaps with SCT annotation, 2024

There is a total of approximately 517 on and off-street parking spaces within a 350m walk from the event site. Based on an event size of 1,000, this is sufficient as not all of the population would be present at the same time.

The parking facilities identified are expected to be heavily used during the event period. The event should be well publicised so that typical users of parking in the area can make alternative arrangements if they require parking.

The event's peak could overlap with the high visitation of surrounding retail, services and beach activities. The event organiser will encourage using public transportation as the preferred means of transportation due to the limited amount of parking available for attendees considering the cumulative demand.

5.8 Vehicle access to the event site

To ensure public safety, all vehicles that drive within the site will be at the discretion of the event manager and will be strictly limited to walking pace only.

5.9 Impacts to public transport

5.9.1 Buses

Local buses will operate on a weekend timetable and will therefore be reduced in comparison to a weekday. Currently, bus routes 190X and 199 stop on Barrenjoey Road about 50m south of Robertson Road (northbound) and about 380m north of Robertson Road (southbound).

Given there are no buses using Robertson Road, the closure of this side road will not impact the public transport operation. Vehicles using the detour route via Barrenjoey Road are expected to be minimal, which will not result in extensive traffic increase and associated delays on Barrenjoey Road.

5.9.2 Taxis and ride-share providers

Taxi and ride-share providers will need to utilise permitted stopping areas on the surrounding roads of this event. A "No Parking" zone is available in front of 359 Barrenjoey Road, where drop off/pick up can take place (Figure 5-4).

Figure 5-5 No parking zone



Sources: Google street view, 2024

5.10 Pedestrian management

A mid-block signalised pedestrian crossing is available on Barrenjoey Road in the vicinity of Robertson Road, which provides safety pedestrian crossing opportunities especially for people who park in Coles Parade parking lot. Pedestrian refuges are also available at the roundabout of Robertson Road / Foamcrest Avenue, which facilitates visitors from the north side of Foamcrest Avenue and Robertson Road. Footpaths are available on all roads surrounding the event, providing good connections to the event area.

5.11 Emergency arrangements

Emergency vehicles requiring to enter and/or travel through the event will be given priority right of way. Emergency services shall be notified via the Notification of Event form of the proposed event nature, location, date and times as well as contact details for the event organiser.

5.12 Servicing

Most of the servicing will take place during bump-in and bump-out periods.

Should servicing be required during the event, it is recommended to dedicate an area for loading zone in Foamcrest Avenue off-street parking, which provides convenient goods delivery or waste collection etc.

5.13 Re-opening roads after the event

The road closure is planned to re-open at _____. However, if in the opinion of the event organiser, the closure is no longer required for event bump-out purposes, the road may be opened earlier to traffic movements.

6.0 Minimising impact on the non-event community

6.1 Access for local residents and businesses

Whilst the road closure does not impact pedestrian access, there are driveways along Robertson Road for the post office and the occupants for 351, 353 and 355 Barrenjoey Road. The occupants in those premises need to be informed in advance such that they can arrange their parking and servicing during the event.

6.2 Access for emergency vehicles

Please refer to Council's Emergency access plan if available.

6.3 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 residents and businesses in the immediate vicinity and road closures of the event sites as well as the surrounding streets to the event site.

6.4 Event promotion

The event organiser will promote the event and the road closures using a variety of methods in the weeks preceding the event including:

- Council and event organiser's social media platforms
- Council and event organiser's website
- Local signage where available.

The promotion can be implemented following the below timeframe:

- Two months out – consult with businesses where parking closures required
- One month out – provide local signage for event
- Two weeks out – provide letterbox drops to businesses and residents in affected areas.

6.5 Variable Message Signs (VMS)

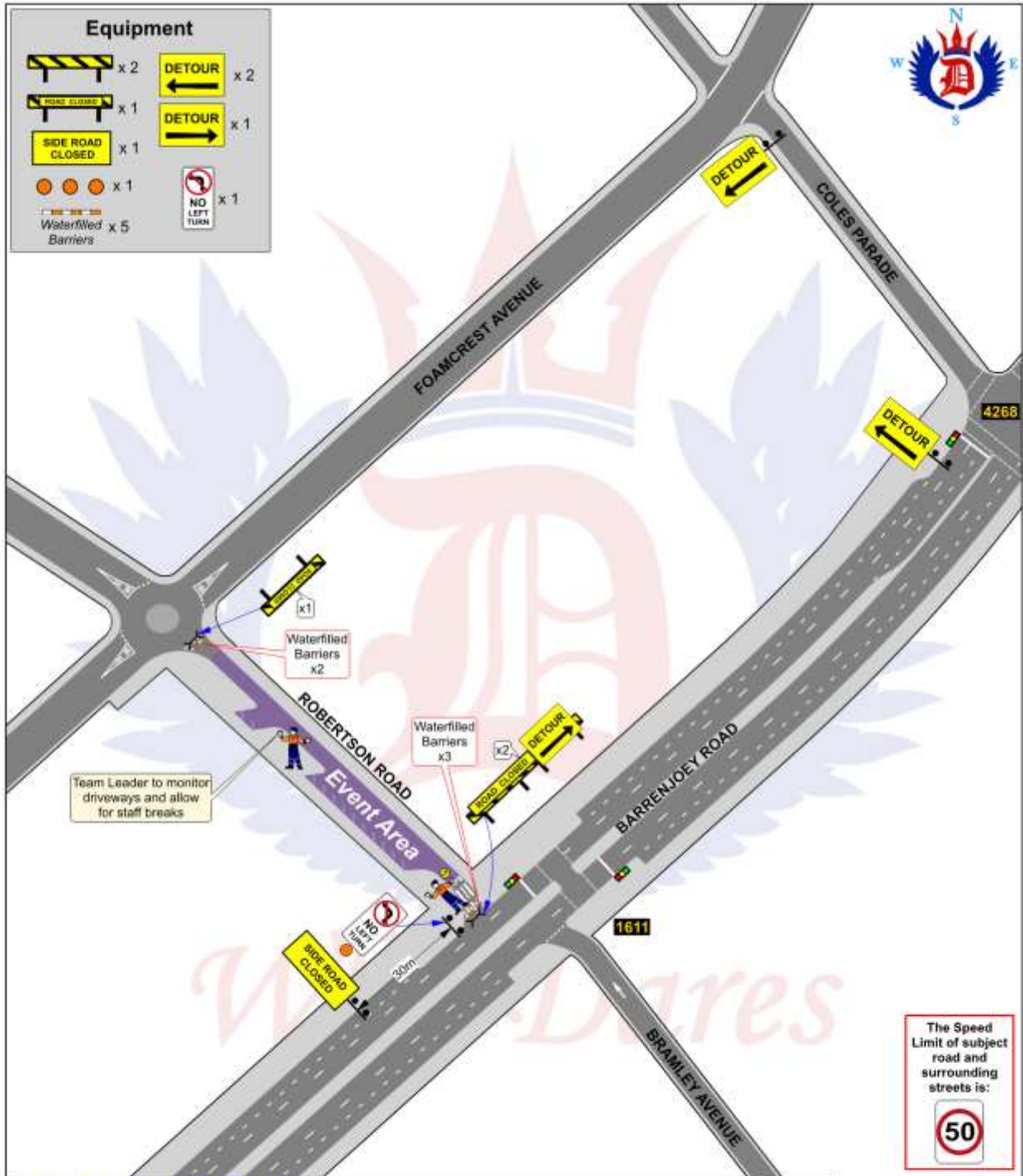
Please refer to the Council's Portable VMS Plan if available.

APPENDIX A

EVENT SITE PLAN

APPENDIX B

TRAFFIC GUIDANCE SCHEME



PLUG & PLAY - NEWPORT		Robertson Rd, Barrenjoey Rd & Foamcrest Ave			TGS	01
AGENCY	PRIMARY TASK	SECONDARY TASK	STAFF ON-SITE	TIME	DATE	Dates TBC
TfNSW						
POLICE						
WHO DARES	Monitor Closure	Deliver & Install Signage	2	Times TBC		
NORTHERN BEACHES COUNCIL						

Drawn by: Tim Emslie
SafeWork PWZ Card No. TC79873148
for Who Dares Pty Ltd
Signature: *[Signature]*

Revised 05 Feb 25

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All infrastructure on this TGS is in place for Traffic Management purposes. Infrastructure is not Hostile Vehicle Mitigation (HVM).

APPENDIX C

**PUBLIC LIABILITY
INSURANCE
CERTIFICATE**



Thoughtful Transport Solutions

Suite 4.03, Level 4, 157 Walker Street, North Sydney NSW 2060
sctconsulting.com.au

ITEM 4.7 WAKEHURST ELECTORATE - NARRABEEN WARD - 91 FULLER STREET, COLLAROY PLATEAU - STOP INTERSECTION CONTROL AND TWO-WAY BARRIER LINES

GEOCODES: -33.725847, 151.288101

REPORT

BACKGROUND

Council has investigated safety concerns relating to restricted sightlines at the intersection of Fuller Street and Acacia Street due to parked vehicles within close proximity to the intersection. On some occasions vehicles are also failing to observe the signposted Give Way restrictions. Crashes have occurred at the intersection.

LOCATION

- Both Acacia Street and Fuller Street are two-lane two-way streets carrying low traffic volumes in a residential area. They intersect each other at a cross intersection.
- Both streets are classified as local roads with 50km/h speed limits.
- The Road width of Acacia Street is roughly 7.5m, and Fuller Street is roughly 7.3m wide.
- There are no bus services on Acacia Street or Fuller Street. There are also no footpaths along these two roads.

ISSUES

There are road safety concerns at the cross intersection due to sightline obstructions by trees and closely parked vehicles neat the intersection. The limited visibility does not provide adequate time for drivers to give way at the intersection and could lead to increased collision risks.

PROPOSAL

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

1. Replace the existing Give Way intersection control with STOP control on Fuller Street.
2. Install Two-way Barrier Lines (double dividing lines) on all approaches of the intersection.

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 impact on walking paths

PARKING IMPACT STATEMENT

This proposal will result in the following impact(s)and /or benefits to the provision of parking availability:

- A total loss of 4 parking spaces on Acacia Street, as a result of the two-way barrier lines near the intersection.

CONSULTATION

Consultation letters have been distributed to 96 properties within the immediate vicinity of the location providing notification of the proposed changes. The responses are noted in Attachment 2 – Table of Consultation.

FINANCIAL CONSIDERATIONS

1. If approved, this proposal will be funded from the new signs and lines budget.

ENVIRONMENTAL CONSIDERATIONS

No adverse environmental impacts are expected from approval of this proposal.

TIMING

1. The proposal will be installed within 3 months of approval.

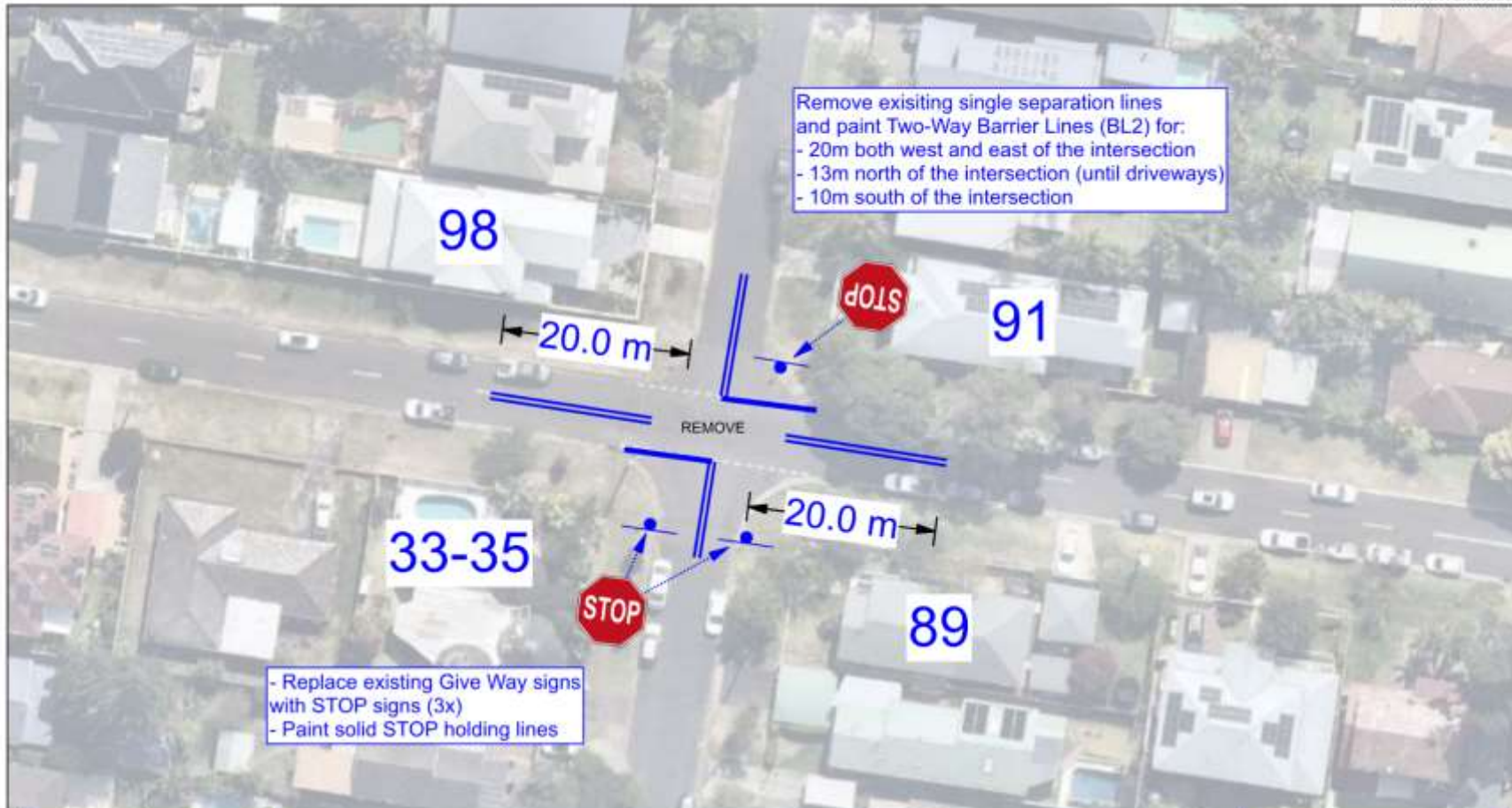
RECOMMENDATION

That the Traffic Committee supports the:

1. Replace the existing Give Way intersection control with STOP control on Fuller Street.
2. Install Two-way Barrier Lines (double dividing lines) on all approaches of the intersection.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/105152
Attachments	1 Plan 2 Table of Consultation

www.invarion.com





	PROPOSAL					 northern beaches council
	Fuller Street and Acacia Street, Collaroy Plateau STOP and Two-way Barrier Lines					
	DRAWN	LC	APPROVED	PD		
	LAYOUT	1 OF 1	REVISION NO.	B	DATE	

Table of Consultation

Address	91 Fuller Street, Collaroy Plateau
Proposal	STOP Intersection Control and Two-way Barrier Lines

Properties Consulted	96
Responses Received	18
Support	16
Do Not Support	2 (1 against STOP control and 1 against barrier lines)

Issue	Resident Comment	Council Response
On-street Parking Availabilities	Unfortunately, installation of two-way barrier lines is going to move vehicles currently parked along Acacia Street (where it is proposed to place the double dividing lines) round into Fuller Street with an already-at-capacity parked street. Not to mention the cars which currently park in Fuller St where it will be off limits for them to park with double lines. Claudare St is also difficult for parking when Fuller Street parking is full.	The proposed treatments aim to improve intersection sightline condition and traffic safety. The long-term parking of vehicles should be the responsibility of the property owner on private properties with any additional vehicles sharing the available on-street parking.
Request for No Stopping Kerb Lines	This change is essential. Please also add yellow marks on the the road to indicate no parking on corners.	The proposed two-way barrier lines would prohibit parking within 3m from them. Any parking compliance issues should be reported to Rangers for investigation.
Request for tree removal	The street trees are planted too close to the curb on the northeast corner and given their size it is difficult to see cars travelling west on Acacia St. This should have happened long ago and get rid of the oleander tree as well.	The proposed intersection treatment should improve the visibility condition. Council is not considering any tree removal at this stage, and it is generally not a desirable outcome.
Request for footpath	The lack of a east to west footpath on Acacia St also forces people to walk on the road which also extremely dangerous. It would be nice to see a east west footpath which would be consistent with other east to west running roads on the Plateau. There also needs to be a pedestrian crossing along Acacia Street.	A footpath request can be considered separately as future works under Council's footpath programs.

5.0 MATTERS FOR NOTATION

ITEM 5.1 ONGOING ACTIONS UPDATE

GEOCODES:

REPORT

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

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>July 2023 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>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>		

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
	<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>2/7/24: Samantha Morley advised this matter is still being investigated. She also noted that further line marking work was still to occur at the Glen Street intersection following recent re-sealing work.</p> <p>It was further advised that should MP representatives have further enquiries on this and other State Road matters, they should contact TfNSW directly through the usual MP channels of communication.</p> <p>6/8/24: Samantha Morley advised this matter is still being investigated.</p> <p>3/2/25: Samantha Morley advised there are no updates for this item.</p> <p>Ongoing</p>	TfNSW	3/2/25 Pending

TRANSPORT FOR NEW SOUTH WALES CONTROLLED ROAD NETWORK			
General Business Agenda Item	Brief Description of Action	Responsible Officer/ Authority	Latest Update
<p>March 2024 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>6/8/24: Samantha Morley advised that the design is in the workflow.</p> <p>3/9/24: Samantha Morley advised she has received correspondence and that she has requested this be sent to the correct Department.</p> <p>6/11/24 upgrades are being performed and the review has been completed, and pending a work start date</p> <p>3/2/25: Samantha Morley advised no updates for this item</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>3/2/25 Pending</p>
<p>June 2024 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> <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>6/8/24: Samantha Morley advised that this is still with Connect Sydney for maintenance.</p> <p>3/2/25 – Samantha Morley advised that she will follow up with Connect Sydney as the resurfacing still has not been done.</p> <p>Ongoing</p>	<p>TfNSW</p>	<p>3/2/25 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>Roundabout Sydney Road/Frenchs Forest Road</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 write to TfNSW requesting funding for traffic lights and Adele Heasman will provide the letter of support to accompany his letter. Phil Devon will update the Traffic Committee at next month's LTC meeting.</p> <p>2/7/24: – Phil Devon advised he has spoken with TfNSW who are reviewing the traffic modelling.</p> <p>6/8/24: Phill Devon advised that there is no update from TfNSW regarding Roundabout signals.</p> <p>3/12/24 Funding has been accepted for the 25/26 period</p> <p>3/2/25: Phil Devon advised that the roundabout is to remain until funding becomes available for TfNSW to undertake upgrade works</p> <p>Ongoing</p>	<p>Council</p> <p>Adele Heasman/ Phil Devon</p>	<p>3/2/25</p> <p>Pending</p>

RECOMMENDATION

That the Local Traffic Committee supports the Updated Actions Table.

Reporting officer	Manager, Transport Network
TRIM file ref	2025/118114
Attachments	Nil