



Organic Food Markets, Pittwater RSL Sunday Market

Traffic Management Plan

P2048

Prepared for
Organic Food Markets

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1 Introduction

Greys Consulting has been engaged by Organic Food Markets to develop a Traffic Management Plan (TMP) for their weekly markets located at Pittwater RSL Club every Sunday. Greys Consulting has prepared the initial traffic and parking impact assessment at DA stage and has been commissioned by the client to prepare a Traffic Management Plan for the purpose of extending the DA period.

The subject site is shown in Figure 1.1.



Figure 1-1 Subject Site Area

Source: Google Maps

1.2 Scope of Work

The purpose of this TMP is to safely manage stall holders and patron arrivals and departures to/from the site on event days through the recommended implementation of specific traffic management strategies, signage as well as managing the internal flows of stall holders' vehicles during bump-in/bump-out periods. Specifically, this TMP recommends to:

- > Onsite hazard identification of the trafficable area during bump-in/bump-out periods through observation and consultation;
 - > safely manage the traffic entering Pittwater RSL Club site via Jubilee Avenue during the bump-in (event preparation);
 - > safely manage the traffic departing Pittwater RSL Club during the bump-out (event dismantling);
 - > minimise the risk of local traffic disturbance before and after events;
 - > safely manage pedestrian movements on-site (i.e. non-patron pedestrian movements during bump-in and pedestrian movements within the site during bump-out).
 - > Evaluation of the effectiveness of current traffic control measures;
 - > Assessment of the risks associated with identified traffic management hazards;
 - > Develop a Traffic Management Plan (marked on aerial photo) of any mitigation measures identified; and;
 - > Document the investigation, consultation, risk assessment and recommended mitigation measures.
-

1.3 EVENT DESCRIPTION

The main purpose of this event is the operation of a market area which includes a number of temporary food, fruit and vegetable stalls predominantly offering a range of street food, beverages, fresh meat, vegetable and fruit. Up to 100 stall holders may attend the market. The following are the event details of Pittwater RSL Sunday Organic Food Markets:

- > Markets (stalls) are expected to open every Sunday morning on permanent basis;
- > the typical operating hours and bump-in/bump-out times for the Saturday events include:
 - typical operating hours are between 8:30am – 1:30pm on Sundays; and
 - typical bump-in/bump-out hours are 7.30am-8.00am and 2:00pm-2.30pm accordingly on Sundays.
- > The vehicles accessing the site were predominantly observed to be vans, wagons and a few small trucks.

2 ACCESS LOCATION

2.1 Existing Site and Conditions

The existing Sunday Fresh Food Market Operates between 8:30am to 1:30pm and is located within Pittwater RSL club. Stall holders bump-in starts at 7:30 and predominantly all stall holders access the RSL Club via Jubilee Avenue entrance.

2.2 Access Locations and Routes

The entry/exit to Pittwater RSL Club is located off Jubilee Avenue which can be accessed via Mona Vale Road and Jubilee Avenue. Alternative entrances to/from the event have been identified in Figure 2-1 below showing the potential for spreading stall holders and public traffic and alleviating the pressure placed on Jubilee Avenue. Stall holders were observed to enter via Jubilee Avenue driveway.

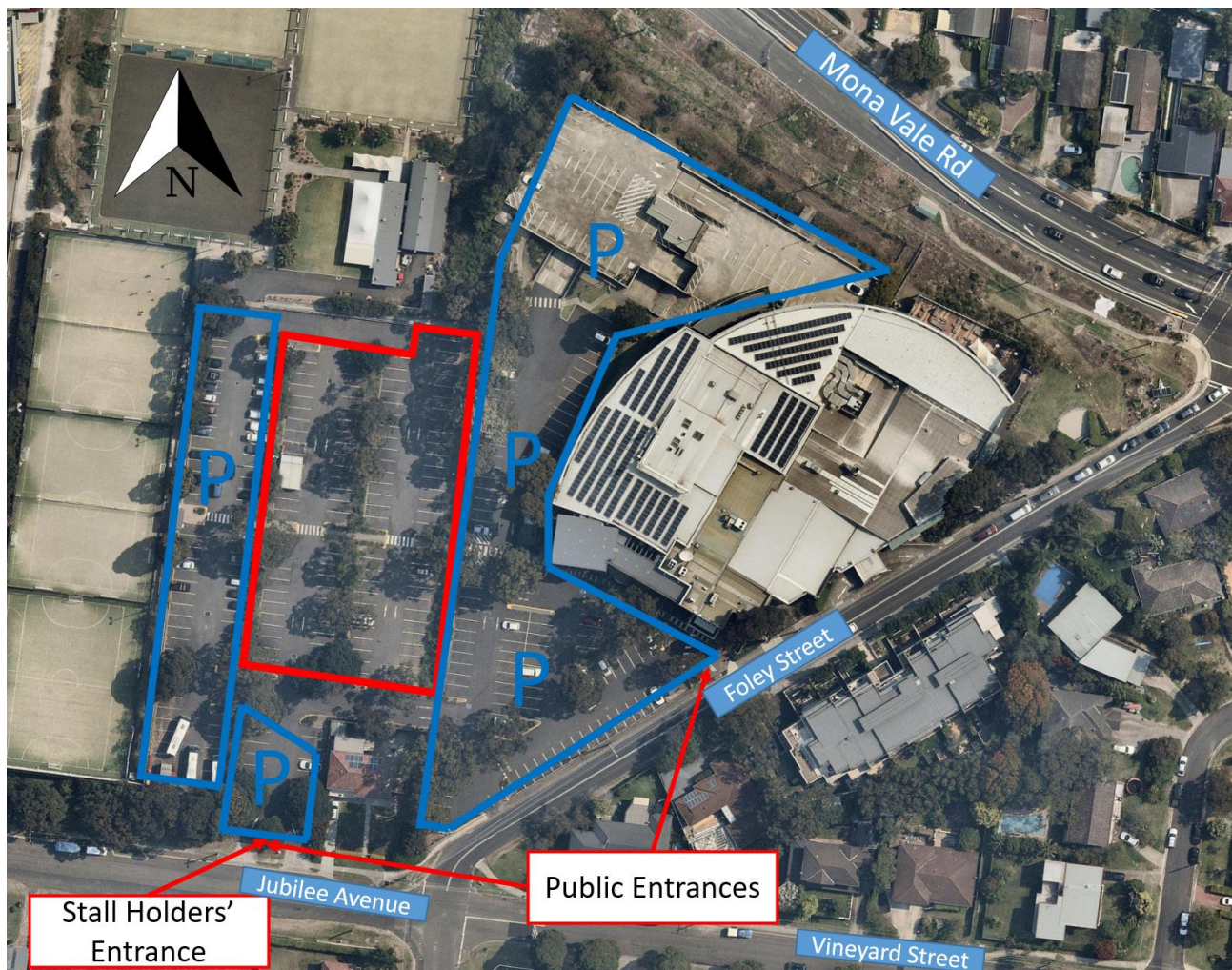


Figure 2-1 Sunday Market Access Driveways at Pittwater RSL Club

Source: Google Maps

It was observed that majority of the stall holders enter the site via Jubilee Avenue where ample queueing space is available to accommodate the stall holders' queue with no interruption to the surrounding road network traffic.

The bump-in traffic along Jubilee Avenue is depicted in Figure 2-2.



Figure 2-2 Stall Holders Entering The Market On Jubilee Avenue Eastbound

3 Parking Provisions

3.1 Patrons Car Park

Majority of patrons are local residents. Some of them walk to the market but most drive to the market from adjacent neighbourhoods. All on-street kerbside parking spots in the surrounding roads are either unrestricted or with 10 hour limits and are often occupied during market times. There are plenty of off-street parking spaces during market times within Pittwater RSL car park. Patrons who opt to park on-street have the option to park within the RSL club car park with no restrictions.

3.2 Stall Holders Entry/Exit

Only one entry via Jubilee Avenue is currently promoted and managed by the event organisers for stall holders' access during bump-in and bump-out periods. Stall holders, approach from west and enter the site via Jubilee Avenue driveway and stop their vehicles along the red area shown in Figure 2-2. Stall holders park their vehicles in the western car park after setting up their gazebos and unloading the gear and merchandise.

The temporary arrangement during the market setup is depicted in Figure 3-1.



Figure 3-1 Stall Holders Temporary Parking in The Morning for the Market Setup

4 Pittwater RSL Food Market Traffic Management Plan

4.1 Statement of Commitment

The operators of the Pittwater RSL Food Market are committed to providing a Traffic Management Plan (TMP) that is effective and review periodically to ensure it is appropriate and is being implemented effectively. The operators will continue to consult with Council and other government agencies at regular intervals and as necessary to ensure the following tasks will be followed:

- > ensure that each event is properly planned, organised, directed and controlled;
- > ensure that each event is resourced with people, equipment and facilities;
- > TMP is achieving its objectives;
- > TMP is periodically reviewed to ensure the continuing suitability and effectiveness of the TMP;
- > ensure that the requirements of the TMP are properly implemented;
- > maintaining positive community relations including assisting Northern Beaches Council with addressing complaints; and
- > ensuring that processes and systems needed for an event are established, implemented and maintained.

4.2 TRAFFIC MANAGEMENT

The event has been observed to increase right turn and left traffic movements in and out of Pittwater RSL Club at the kerb crossing points specified in Figure 4-1.

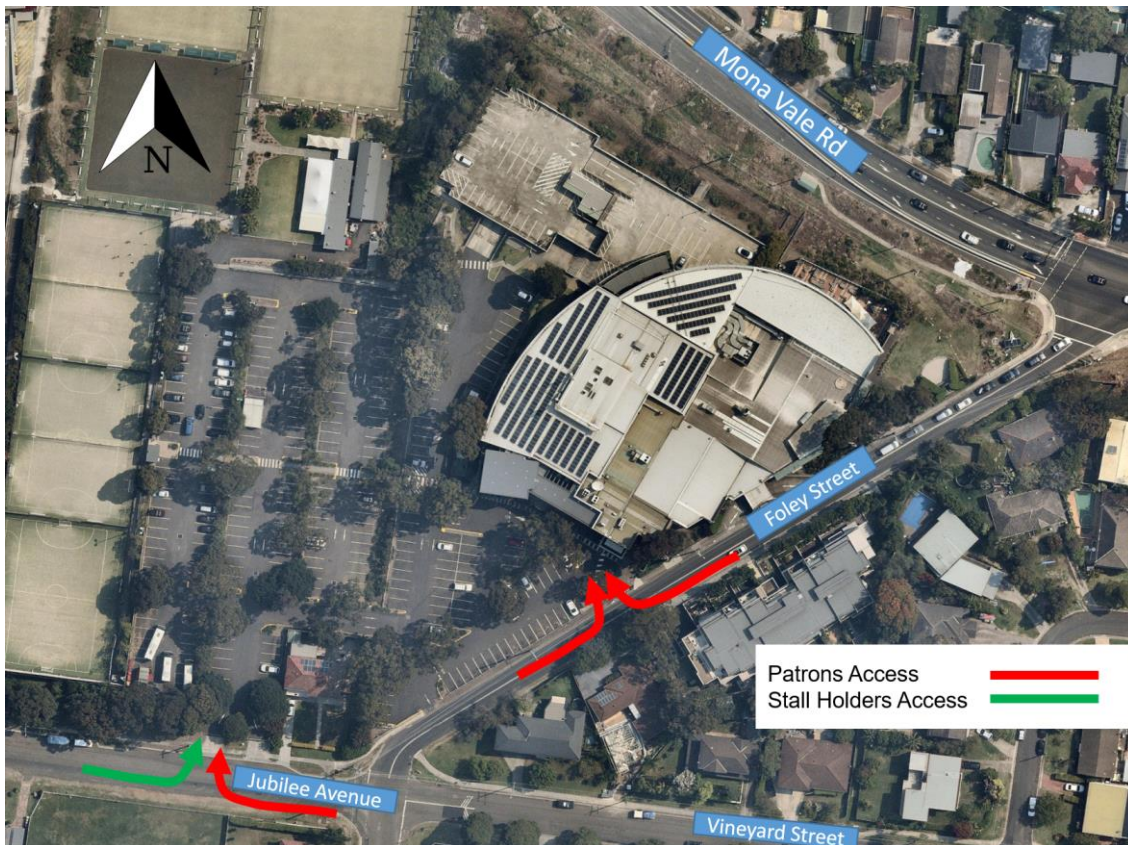


Figure 4-1 Pittwater RSL Sunday Market Access Points

Source: Nearmap

Queueing along Jubilee Avenue during bump- periods doesn't impact the operational capacity of the Jubilee Avenue and the adjacent signalised intersection of Foley Street/Mona Vale Road. No queueing on public roads occurs during bump out.

Site observations indicated that left turn movements to access Pittwater RSL Club during the AM bump-in, temporarily block eastbound through traffic. This issue occurs around 7:30 am when Jubilee Avenue has no background traffic which could be affected by this blockage. The phenomenon occurs for under 5 minutes with normal traffic flows at all other times.

Traffic movements, queues and issues should be monitored by the event organisers during each event and where appropriate, including any remedial action for reference and future TMP revisions. Providing stall holders with sufficient information on alternative routes and staggered loading/unloading scheme (as identified within this TMP) should be maintained to alleviate any potential congestion throughout the bump-in and bump-out periods.

4.1 Bump-In Traffic Observations

One (1) traffic controller supervise the entrance process which lasts under 5 minutes with queues extending part of the way back to the intersection of Ponderosa Avenue and Jubilee Avenue (Approximately 100m) for a very short period of time. Stall holders normally leave the Site by 2:30pm.

The stall holders on the western aisle keep their vehicles parked nose to the kerb at all times which contributes to parking supply significantly. The western aisle stall holders either parallel park behind their stall or move their vehicles to the parking area after setting up their gazebos and gears.

The bump-in traffic queueing and arrangements are depicted in Figure 4-3.



Figure 4-2 Bump-in Queue along Jubilee Avenue



Figure 4-3 Bump-in Queue along Jubilee Avenue

4.2 Traffic and Parking Observations During Operation Hour

Parking behaviour of market patrons were observed in 30-minute intervals during the site visit on Sunday 16 August 2020 during market operation hours.

Some patrons opt to legally park on the verge after 9.00am while plenty of parking spaces are available within the RSL Club off-street parking. As patrons have become more familiar with the venue the utilisation of RSL off-street parking has increased. There are 10 hour parking signs parking across the road from Pittwater RSL Club entrance at Jubilee Avenue.

Given the fact that on0street parking is legal with no disruption to surrounding road network performance, no further action would appear appropriate . On-street parking condition on Jubilee Avenue near the market entrance are depicted in Figure 4-4 and Figure 4-5.



Figure 4-4 On-street parking conditions on Jubilee Avenue Looking West



Figure 4-5 On-street parking conditions on Jubilee Avenue Looking East

4.3 Bump-out Traffic Observations

The bump-out coincides with Sunday peak of the road network. Some queueing was observed on Foley Street near the traffic lights at Mona Vale Road. The queue extended back towards Jubilee Avenue with approximately five minute delay to cross Mona Vale Road intersection. Most of this traffic is not market traffic and the traffic flow has been subject to change due to roadworks to Mona Vale Road over the last few years.

The alternative access to Mona Vale Road via Jubilee Avenue and then Ponderosa Parade northbound is a fast track access to Mona Vale Road eastbound and westbound with almost no delay.

Greys Consulting recommend, traffic controllers encourage patrons and stall holders to turn left at exit points and access Mona Vale Road via Ponderosa Parade to avoid extra traffic congestion at Foley Street signals. Delay at Foley Street signals is deemed quite normal given single lane approach at a signalised intersection which is not considered as standard by TfNSW anymore. Access to Mona Vale Road via Foley Street and Ponderosa Parade are depicted in Figure 4-6 and Figure 4-7.



Figure 4-6 Queue at Access to Mona Vale Road via Foley Street during Bump-out



Figure 4-7 No Delay Access to Mona Vale Road via Ponderosa Avenue during Bump-out

4.4 Traffic Control

Market organisers have already implemented traffic control measures to manage stall holders' traffic arriving to and exiting the site including provision of direction to stall holders, patrons and pedestrians and constantly monitor hazardous movements to prevent incidents during bump-in and bump-out periods. Traffic controllers should continue to enforce the proposed left-in/left-out access arrangement. Stall holders trying to turn onto the site from Jubilee Avenue westbound should continue to be instructed to immediately continue eastbound and access via westbound by u-turning at Jubilee Avenue/ Ponderosa Parade.

The process of managing the traffic arriving to the site and exiting the site during the bump-in and bump-out will be implemented using a Traffic Control Plan (TCP). One (1) staff member is proposed to implement the measures outlined as follows:

- > Proposed signs for entry and exit will be positioned prior to kerb crossing entry points at Jubilee Avenue. The signs should be positioned in accordance with the TCP included in Appendix A;
- > One (1) licensed / qualified traffic controller should be positioned at Jubilee Avenue (adjacent to Pittwater RSL Club entrance) to assist with the safe flow of pedestrians and vehicles entering the market while the morning bump in occurs;
- > one or more internal attendants within the site should safely direct vehicles to ensure designated spaces for loading/unloading are safely utilized to their full potential and to ensure vehicles leave sufficient room for the movement of other vehicles within the site during bump-in/bump-out periods.

The traffic controllers / site attendants will remain internal to the site and to direct traffic to any spaces that become available internally during bump-in unloading and bump out loading.

No vehicles are allowed to reverse out of the site. There is no need to stop Jubilee Avenue traffic flow for vehicles exiting forward as these vehicles can enter Jubilee Avenue once they find an appropriate gap.

Jubilee Avenue has separate entry and exits minimizing any conflict between an incoming and an outgoing vehicle. Given the existing markets signs at the entry and the existing RSL delineation, it is recommended the a sign denoting the exit be placed next to the exit on the east side of the RSL driveway on the RSL land.

Traffic Control Plan and locations of the traffic controllers / attendants are shown in **Appendix A**.

No trader vehicles should be moved inside the market area during trading hours.

4.5 TMP SUCCESS AND LEARNING'S

Given the fact that the market has operated for a number of years and managed both traffic and parking it is likely that the proposed TMP will require only minor further enhancement following subsequent review.

The main intent of this TMP is to establish a process that will enable continual improvement to occur.

5 Site Investigation, Hazard Identification & Risk Assessment

A site investigation was undertaken on Saturday 16 August 2020 during AM bump-in and PM bump-out periods between the hours of 06:50 AM – 02:00 PM. The vehicles observed on site were:

- > Light trucks
- > Vans
- > Wagons

The issues identified during the site visit along with suggested mitigation methods are described in Table 5-5

This Risk Assessment adopts the framework as described in Austroads: Guide to Road Safety: Part 6: Road Safety Audit. A summary of the Austroads' Risk matrices is reproduced below.

Table 5-1 Frequency

Frequency	Description
Frequent	Once or more per week
Probable	Once or more per year
Occasional	Once every five to ten years
Improbable	Less than once every ten years

Table 5-2 Severity

Severity	Description	Examples
Catastrophic	Likely multiple deaths	High Speed, multi-vehicle crash on freeway Car runs into a crowded bus stop. Bus and petrol tanker collide. Collapse of a bridge or tunnel.
Serious	Likely death or serious injury	High or medium speed vehicle-vehicle collision. High or medium speed collision with fixed object. Pedestrian or cyclist struck by car.
Minor	Likely minor injury	Some low speed vehicle collisions. Cyclist falls from bicycle at low speed. Left turn rear end crash in slip lane.
Limited	Likely trivial injury or property damage	Some low speed vehicle collisions. Pedestrian walks into object (no head injury). Car reverses into post.

Table 5-3 Risk level matrix

	Frequent	Probable	Occasional	Improbable
Catastrophic	Intolerable	Intolerable	Intolerable	High
Serious	Intolerable	Intolerable	High	Medium
Minor	Intolerable	High	Medium	Low
Limited	High	Medium	Low	Low

Table 5-4 Suggested treatment approach

Risk	Suggested Action
Intolerable	Must be corrected
High	Should be corrected or the risk significantly reduced, even if the treatment cost is high.
Medium	Should be corrected or the risk significantly reduced, even if the treatment cost is moderate, but not high.
Low	Should be corrected or the risk reduced, if the treatment cost is low.

Table 5-5 Risk Assessment

	Initial Risk				Residual Risk			
Item	Description	Likelihood	Severity	Risk	Mitigation	Likelihood	Severity	Risk
1	Speeding Stall holders may rush into the site at a travel speed higher than 5km/hr during bump-in period. They may collide with a pedestrian.	Occasional	Serious	High	Provide a copy of traffic management plan and remind the strict maximum speed limit at access and within the RSL Club to stall holders at all times.	Improbable	Serious	Medium
3	Reversing Vehicles reverse within the market without being instructed by traffic controllers/attendants.	Frequent	Serious	Intolerable	All stall holders should be instructed to leave the site in forward direction. Otherwise they must seek assistance from one of traffic controllers/attendants.	Occasional	Minor	Low
4	Traffic Controller/attendants stop Jubilee Avenue traffic during bump-in/bump-out with no protection equipment. They may get injured by passing vehicles particularly during wet weather conditions.	Occasional	Minor	Medium	All traffic controllers/attendants must wear reflective vests and carry a stop/slow bat with them while assisting reversing vehicles.	Improbable	Minor	Low

6 Summary and Conclusions

Greys was engaged by Organic Food Markets to provide Traffic Management Plan for the Sunday Organic Food Market at Pittwater RSL Club. The scope of the advice was to prepare a Traffic Management Plan and identify any traffic management hazards for the operation of the market particularly during bump-in and bump-out periods. A risk assessment was undertaken with mitigation measures recommended and resulting residual risks identified.

The residual risks must be understood and be assigned to the relevant person or persons to monitor and manage on an ongoing basis.

In addition to implementing the recommended Traffic Management Plan signage, delineation and traffic management devices (as illustrated in **Appendix A**), key risks and mitigation measures should be included in operational guidelines and communicated to all personnel and stall holders through work method statements, regular toolbox talks and included in any site rules or similar.

Appendix A – Proposed Traffic Management Arrangements and Mitigation Measures (TCP 77)

NOTES

GENERAL
THE TRAFFIC CONTROLLER NOT TO STEP ON TO THE ROAD AT ANYTIME

Bump-In
MORNING – CONTROLLER ON JUBILEE TO STAND POINT AT BUMP IN (CIRCA 7:30 AM)
SIZE B SIGNS TO BE USED

ALL LANES AND ROAD LAYOUTS MUST BE VERIFIED ON SITE BY TRAFFIC CONTROLLERS FOR SAFE CROSSING.

ALL VEHICLES MUST BE STOPPED ENTERING FOR A PEDESTRIAN CROSSING ON JUBILEE ENTRANCE AT BUMP IN

SIGNS TO BE POSITIONED WHERE THEY WILL NOT BE OBSCURED BY TREES, PARKED VEHICLES, OR OTHER OBSTRUCTIONS INCLUDING SIGNS

Bump-Out
AFTERNOON – CONTROLLERS TO PATROL TO 2:45 PM
SIZE B SIGNS TO BE USED

ALL LANES AND ROAD LAYOUTS MUST BE VERIFIED ON SITE BY TRAFFIC CONTROLLERS FOR SAFE CROSSING.

SIGNS TO BE POSITIONED WHERE THEY WILL NOT BE OBSCURED BY TREES, PARKED VEHICLES, OR OTHER OBSTRUCTIONS INCLUDING SIGNS

Both Peaks
THE TRAFFIC MANAGER SHOULD MAKE THE DECISION ON THE USE OF THIS TRAFFIC CONTROL PLAN DURING THE WORKS

INSTALL/REMOVE TRAFFIC CONTROL SIGNS AND DEVICES AS REQUIRED

PERIODICALLY REVIEW TRAFFIC CONDITIONS

ENSURE SIGNS ARE IN GOOD CONDITION

THE TRAFFIC CONTROLLERS MUST COORDINATE THEIR RADIO COMMUNICATION DEVICES



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