

- MONA VALE BOLLARD CENTRAL -

**THE GENERAL MANAGER – MARK FERGUSON –
CONTINUES HIS “FINE TUNING”
OF THE MONA VALE POST OFFICE CAR PARK
(with no access to the Post Office)
WITH A CLEVER COST SHIFTING TO THE PUBLIC**



The General Manager’s “*Fine Tuning*” of the Mona Vale Post Office Car Park continues with a clever cost shifting for the removal of excessive bollards and is relying on the users of the car park, and their vehicles, to achieve this “*Fine Tuning*”.

The use of bollards in this car park is excessive, 13 can be seen in just the one photo above.

Bollards are only necessary to address issues of poor design.

Only 4 Bollards were permitted to be installed as per approved plans and these related to the Disabled Parking Spots. The remaining 62 Bollards that have been installed are therefore in breach of Consent Conditions.

This car park has been built with 90 degree parking and minimum circulating aisle width, causing problems when vehicles are reversed from their parking spaces.

This car park on completion had a total of 66 *bollards*, making this “*Bollard Central*” for Mona Vale.

To date 4 bollards have been “*Finely Tuned*”, with their removal.

THE BALLAD OF THE BOLLARDS

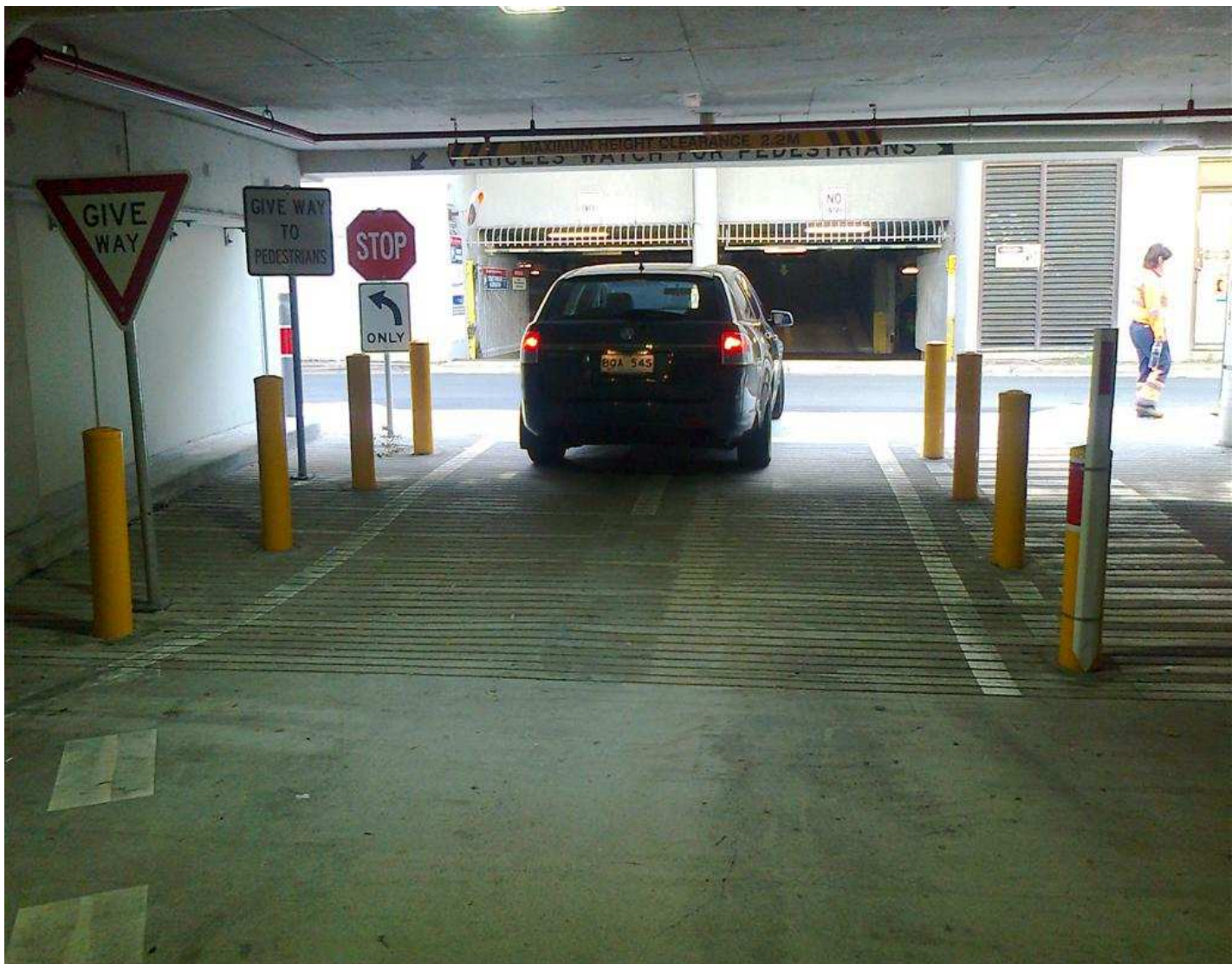
*Bollards, Bollards Everywhere,
So Many It Can't Be True,
At First There Were 66, Now Minus 4,
Equals 62.*

*Bollards To The Left Of You,
And Bollards To The Right,
Bollards Right In Front Of You,
But Hidden From Your Sight.*

*Bollards In The Doorways,
And Bollards In The Stairs,
Bollards In The Roadways,
To Catch You Unawares.*

*Bollards Look Like Skittles,
Standing Straight And Tall,
Bollards Flattened By The Cars,
To The Cheering Of Us All.*

BOLLARDS TO THE LEFT OF YOU AND BOLLARDS TO THE RIGHT



BOLLARDS TO THE LEFT OF YOU AND BOLLARDS TO THE RIGHT



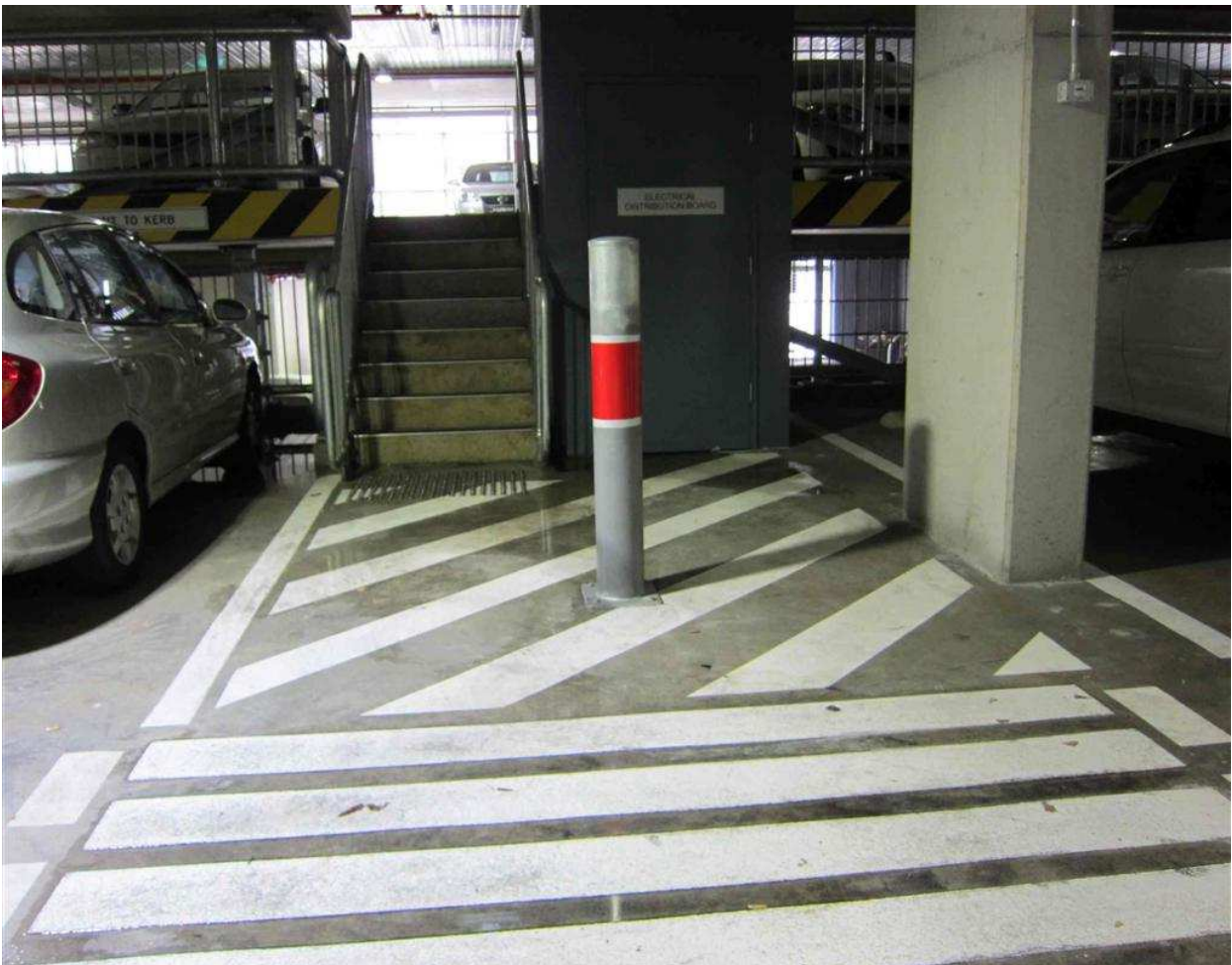
BOLLARDS TO THE LEFT OF YOU AND BOLLARDS TO THE RIGHT



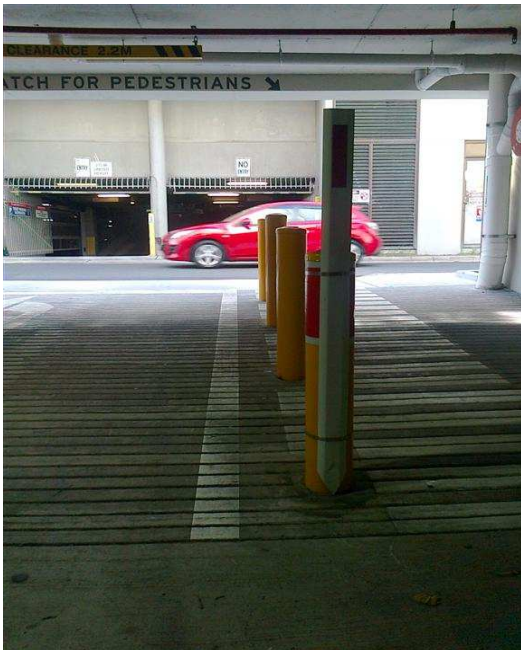
BOLLARDS RIGHT IN FRONT OF YOU



BOLLARDS RIGHT IN FRONT OF YOU



BOLLARDS RIGHT IN FRONT OF YOU BUT HIDDEN FROM YOUR SIGHT



This is the General Manager's *"Finely Tuned"* featured Bollard *"Number One"*. Drivers climbing the ascending exit ramp cannot not see these 900mm low height bollards at the exit until it is too late. Many near misses have been observed. Is this one of The Mayor's *"Quick Fixes"*, a plastic road marker with reflector was strapped to Bollard *"Number One"*. Given this *"Quick Fix"* was done late 2014 and has now been in place now for 5 months, is this Pittwater Council's *"Bandaid Solution"*, or is this the *"Final Solution"* ?

BOLLARDS IN THE DOORWAYS
(and IN THE CORNERS and HIDING UNDER RAMPS)



BOLLARDS AT THE CORNERS



BOLLARDS AT THE STAIRS



BOLLARDS IN THE FOOTPATHS

It is not only motorists that collide with bollards but also pedestrians. Four Bollards installed to the public footpath in Bungan Lane, which severely restricts the width at these points and pedestrians can now easily collide with the bollards in the street as well as in the car park.



This is the northern most bollard, and just look where Pittwater Council have installed it. Smack Bang right in the middle of the footpath resulting in a total impediment and danger for pedestrians.

The next Bollard is located at the northern Fire Stairs exit. Unclear as to why it was installed like this protruding into the walkway zone and not further back towards the building so that danger to pedestrians colliding with it would have been reduced. Note the missing mounting bolts.



BOLLARDS IN THE FOOTPATHS

The third Bollard is located at the southern Fire Stairs exit.

Again this bollard encroaches into the pedestrian path of travel presenting as a danger to all going past.



This is the fourth and southern most bollard located at the exit from the car park, it too is an obstruction and danger to pedestrians.

BOLLARDS IN THE FOOTPATHS

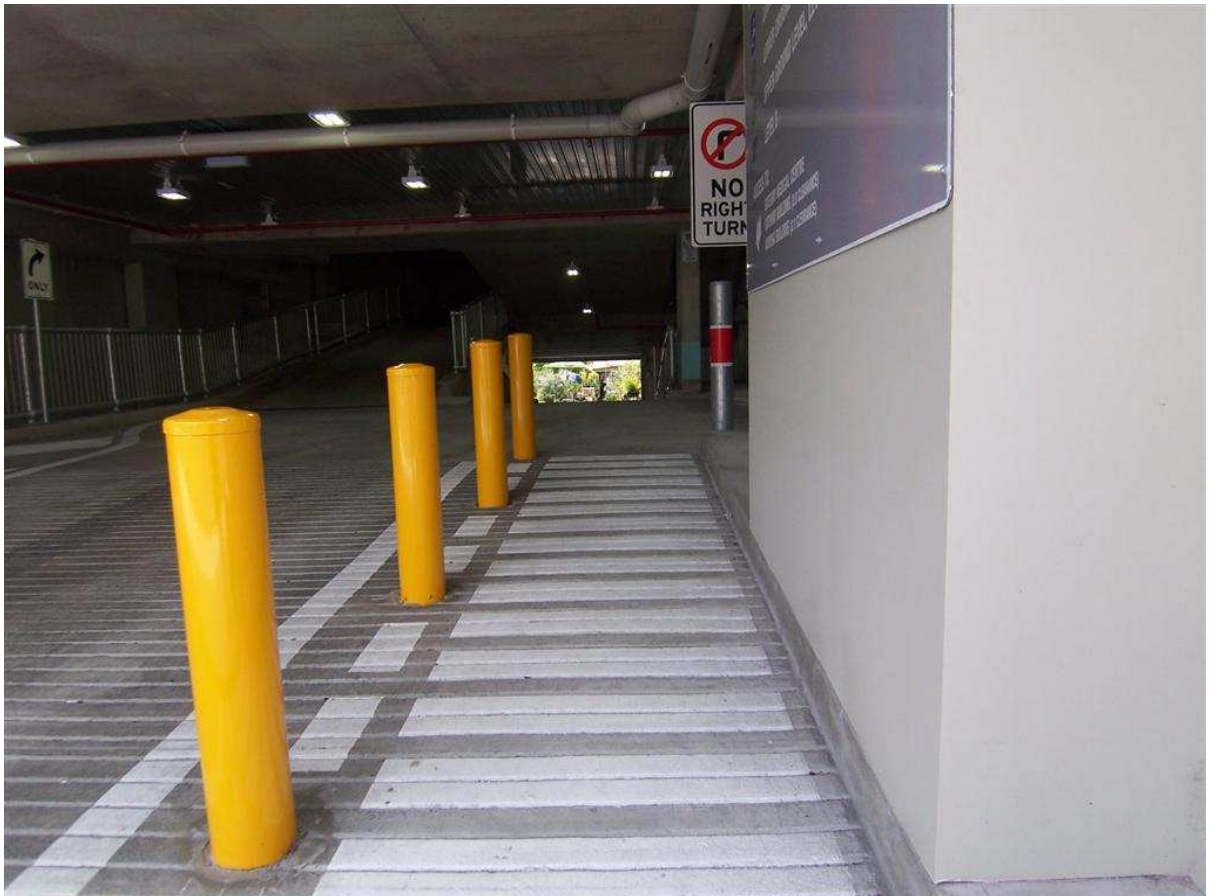


BOLLARDS AT THE ENTRY

As soon as you arrive at the new Pittwater Council Bungan Lane car park you are “Greeted” by the sight of no less than seven (7) Bollards for the start of your “Day of The Bollards” experience.



**BOLLARDS LOOK LIKE SKITTLES
STANDING STRAIGHT AND TALL**



BOLLARDS FLATTENED BY THE CARS



TO THE CHEERING OF US ALL.



THE FIRST BOLLARD “FINELY TUNED” – LOWER GROUND LEVEL



Pittwater Council’s media release 19 December 2014 states:-

“The new Bungan Lane Multi Storey Car Park opens to the public today”.

The photo above was taken 3 January 2015, indicating the bollard was hit by a vehicle prior to this date and removed.

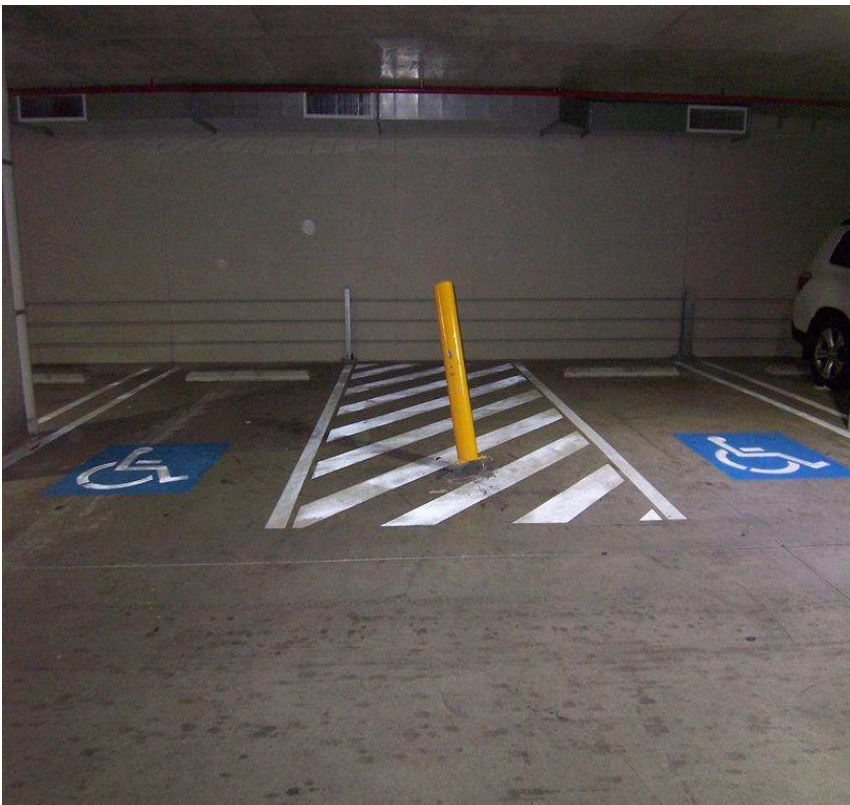
The bollard’s existence therefore lasted less than 2 weeks of operation of the new car park.

As of 17 May 2015 Pittwater Council has done nothing to replace this bollard in the 134 days or 4 months and 14 days (and still counting) since it was first observed “Gone”.

THE SECOND BOLLARD "FINELY TUNED" – LOWER GROUND LEVEL



The 2 photos above were taken 25 February 2015 indicating the "Bollard" is still there despite evidence shown in the close up of paint scrapes resulting from numerous hits by vehicles.



The 2 photos above were taken 1 March 2015 indicating that sometime within the next 3 days since 25 February the "Bollard" was "Finely Tuned" by a user of the car park and their vehicle.

GOING.....

THE SECOND BOLLARD "FINELY TUNED" – LOWER GROUND LEVEL

The 2 photos below were taken 5 March 2015 indicating that more "Fine Tuning" has been done in the last 4 days with the bollard leaning over even more after being hit yet again by another user of the car park and their vehicle.



.....GOING.....

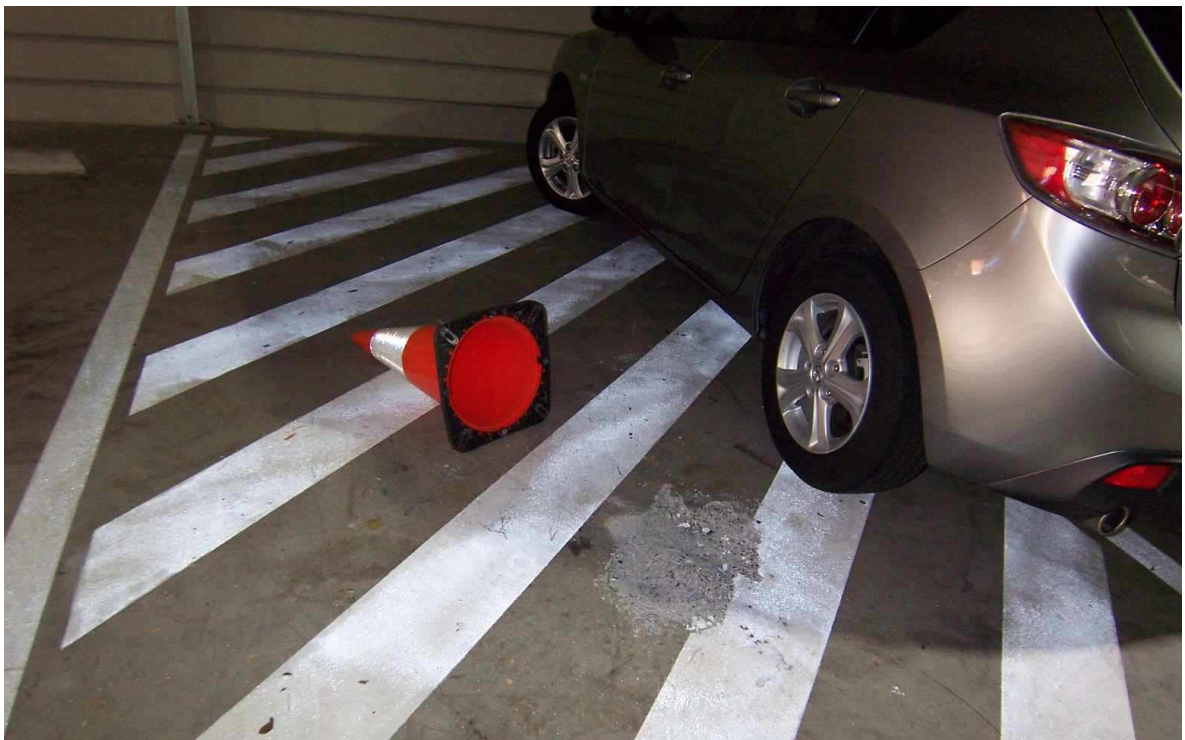


.....GONE.....

THE FINE TUNING SOLUTION ? ? ? ?



OH YES! Pittwater Council has found the solution to the steel bollard problem.



OOOPS ! Then again maybe not.

As at 17 May 2015 Pittwater Council has done nothing to replace the bollard in the 77 days or 2 months and 16 days since it was first observed “*Finely Tuned*” and “*Gone*” not long after.

THE LAST DISABLED BOLLARD STANDING – LOWER GROUND LEVEL

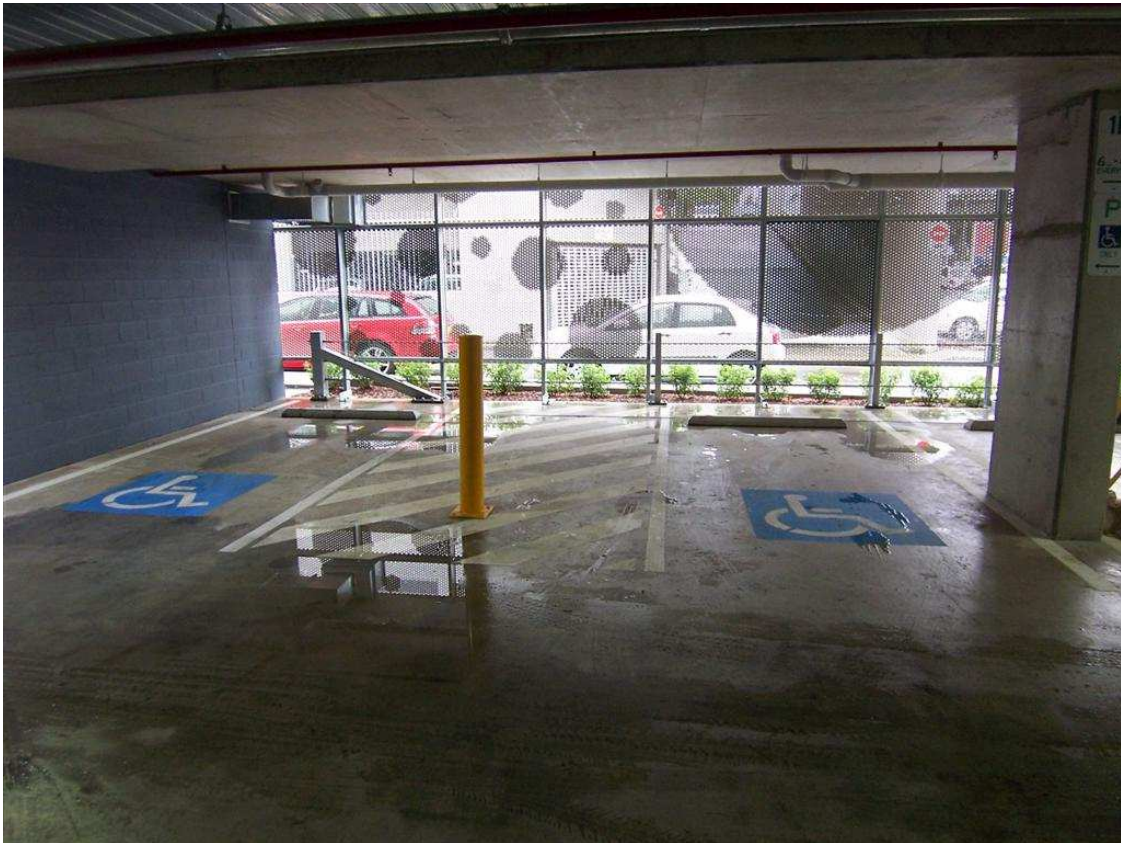
This is the last bollard remaining on the lower ground level as part of the disabled parking spaces, however maybe not for long with drivers encroaching into the designated circulation area for the disabled parking as shown in the photo below.



The History so far on the Lower Ground Level.....



THE THIRD BOLLARD “FINELY TUNED” – UPPER GROUND LEVEL



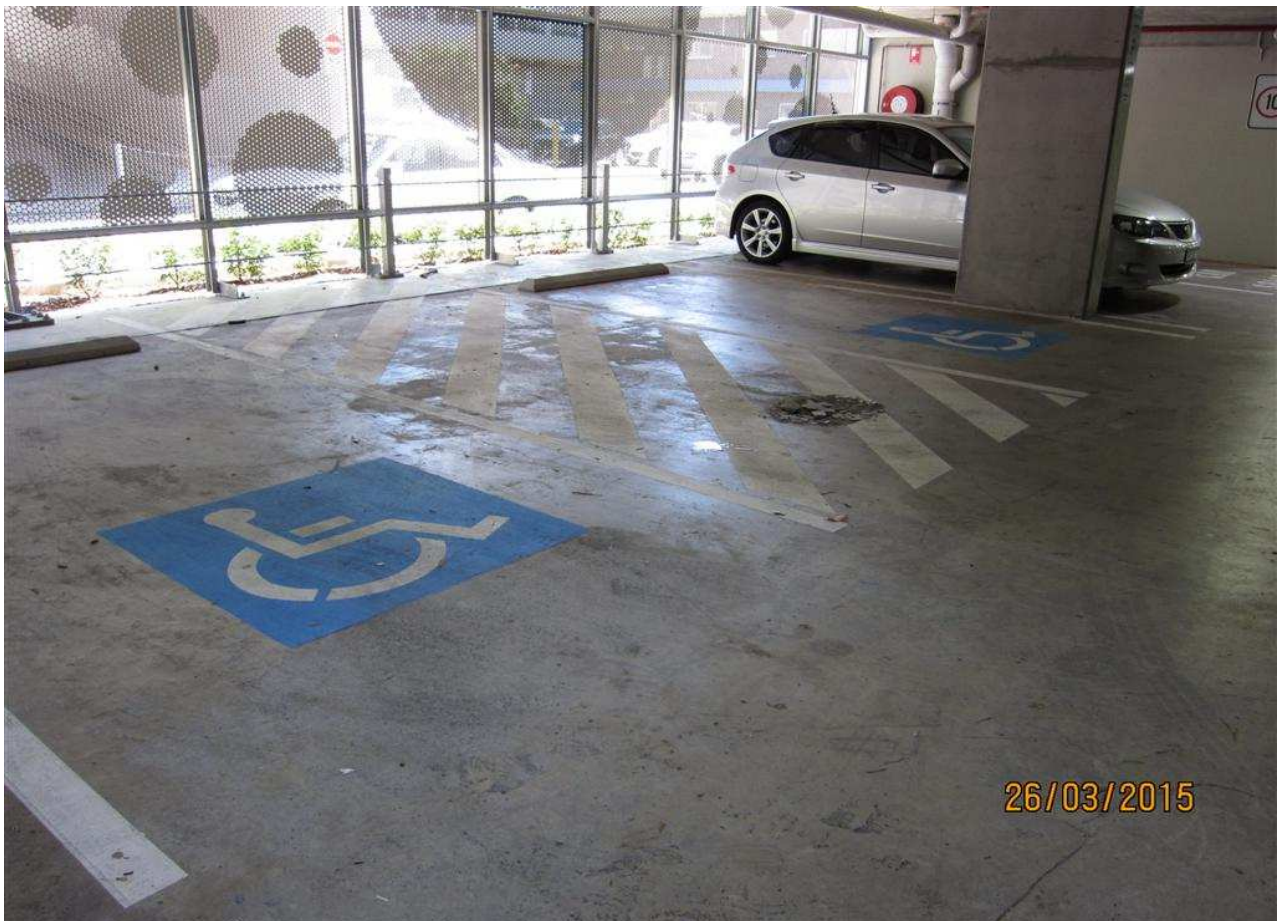
The photo above was taken 28 February 2015 indicating the “*Bollard*” for the disabled parking provision on the Upper Ground Level was in place at that date. The next 3 photos were taken 22 March 2015 indicating the “*Bollard*” had received some “*Fine Tuning*” prior to this date.
GOING.....



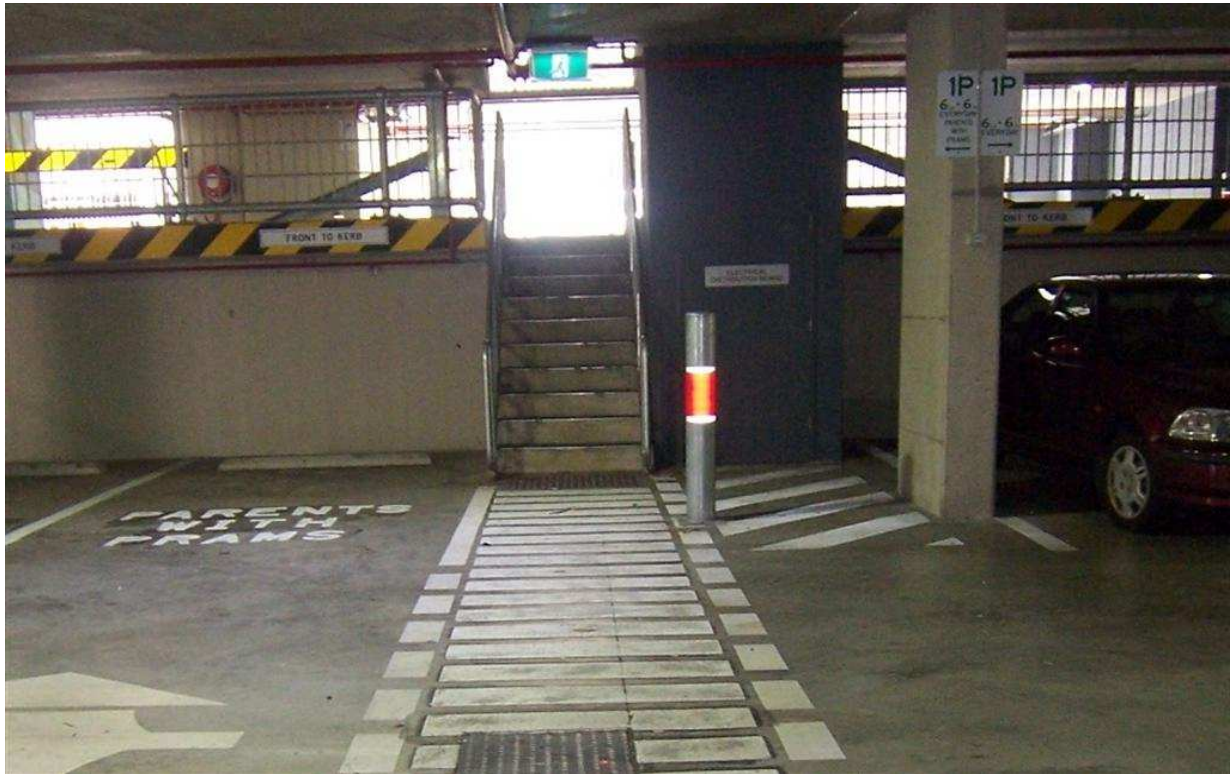
.....GOING.....



The next photo shows the “Bollard” was“GONE” by 26 March 2015.



THE FOURTH BOLLARD “FINELY TUNED” – LOWER GROUND LEVEL



The photo above was taken 23 March 2015 indicating the “*Bollard*” for the “No Parking” area on the Lower Ground Level was in place at that date.

The photo below on the left was taken 6 days later on 29 March 2015 indicating the “*Bollard*” had received some “*Fine Tuning*” and the photo on the right taken 31 March 2015 showing it was “*Gone*”.



BOLLARDS NOT REPLACED



Southern most Parking Spots for Disabled Drivers Lower Ground Level.

Bollard Damaged prior to 3 January 2015.

It lasted less than 2 weeks of car park in operation
Pittwater Council has not replaced it as at 17 May 2015 being **134 days or 4 months and 14 days**, and still counting.



Central Parking Spots for Disabled Drivers Lower Ground Level.

Bollard Damaged prior to 1 March 2015.

Pittwater Council has not replaced it as at 17 May 2015 being **77 days or 2 months and 16 days**, and still counting.



Upper Ground Level Parking Spots for Disabled Drivers.

Bollard Damaged prior to 22 March 2015.

Pittwater Council has not replaced it as at 17 May being **56 days or 1 months and 25 days**, and still counting.



Southern most Walkway, Lower Ground Level.

Bollard Damaged prior to 29 March 2015.

Pittwater Council has not replaced it as at 17 May being **49 days or 1 months and 18 days**, and still counting.

BOLLARDS READY FOR BATTLE

Battle Won by The Bollard

The driver of this was 4WD was observed reversing from the car space and backed right into the bollard shown at the L/H end of the photo. Upon arriving at the scene a large dent was observed in the rear bumper bar.

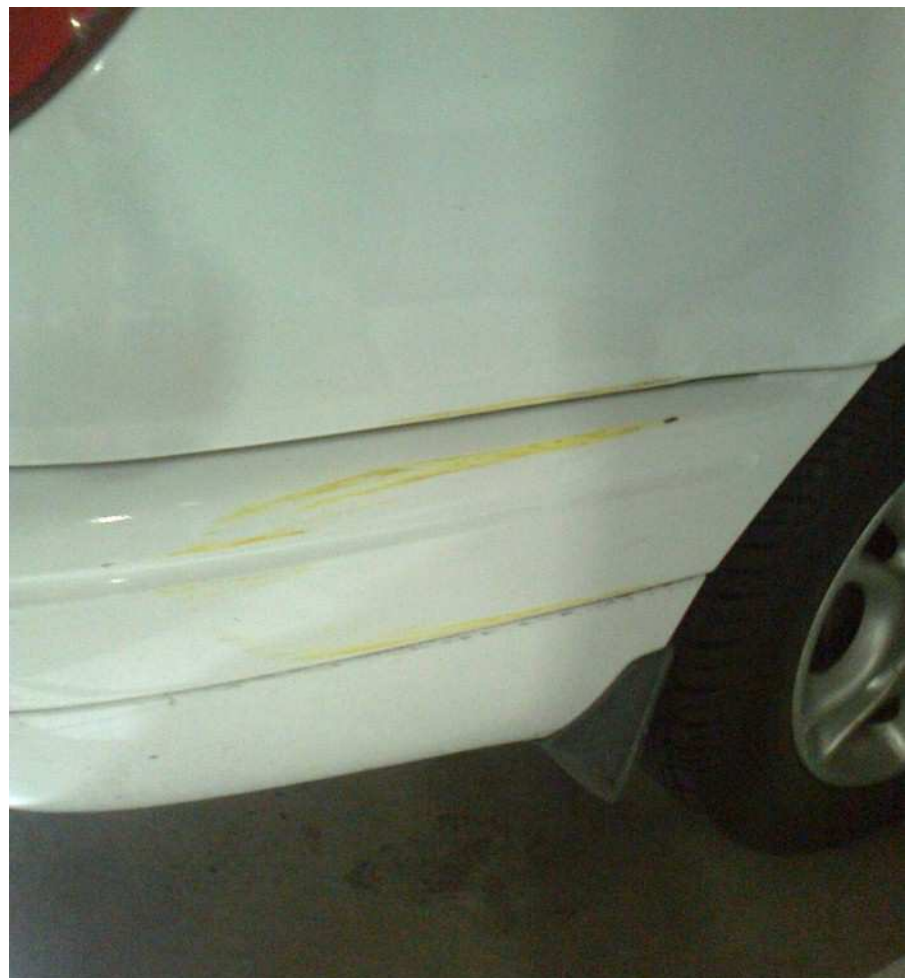


Another Battle Won by The Bollard

The driver of this vehicle fought and lost *"The Battle with The Bollards"*.

Battle scars of yellow paint are indicated on the rear quarter panel and bumper bar.

The driver complained and said it could have been major damage.



**Another Battle Won by
The Bollard**

The aftermath of a battle lost was observed with evidence of broken glass from a door mirror shown these photos.



Many more battle scars are recorded with observation of impact marks on the remaining bollards.

BOLLARDS HERE AND BOLLARDS THERE

MECHANICAL VENTILATION BOLLARDS

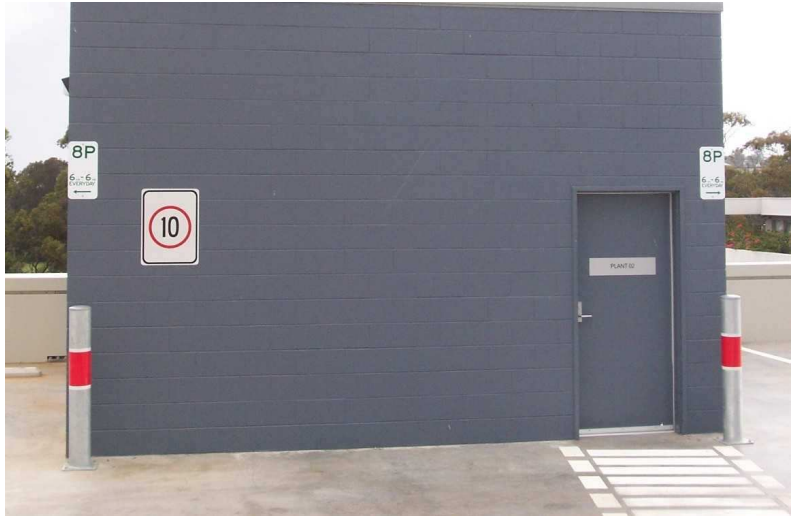


These Bollards on each level are now waiting to do battle on the “*Eastern Front*”, after their comrade took out the vehicle door mirror identified on the previous page.



AND BOLLARDS ON THE ROOF

Roof – Lower Level

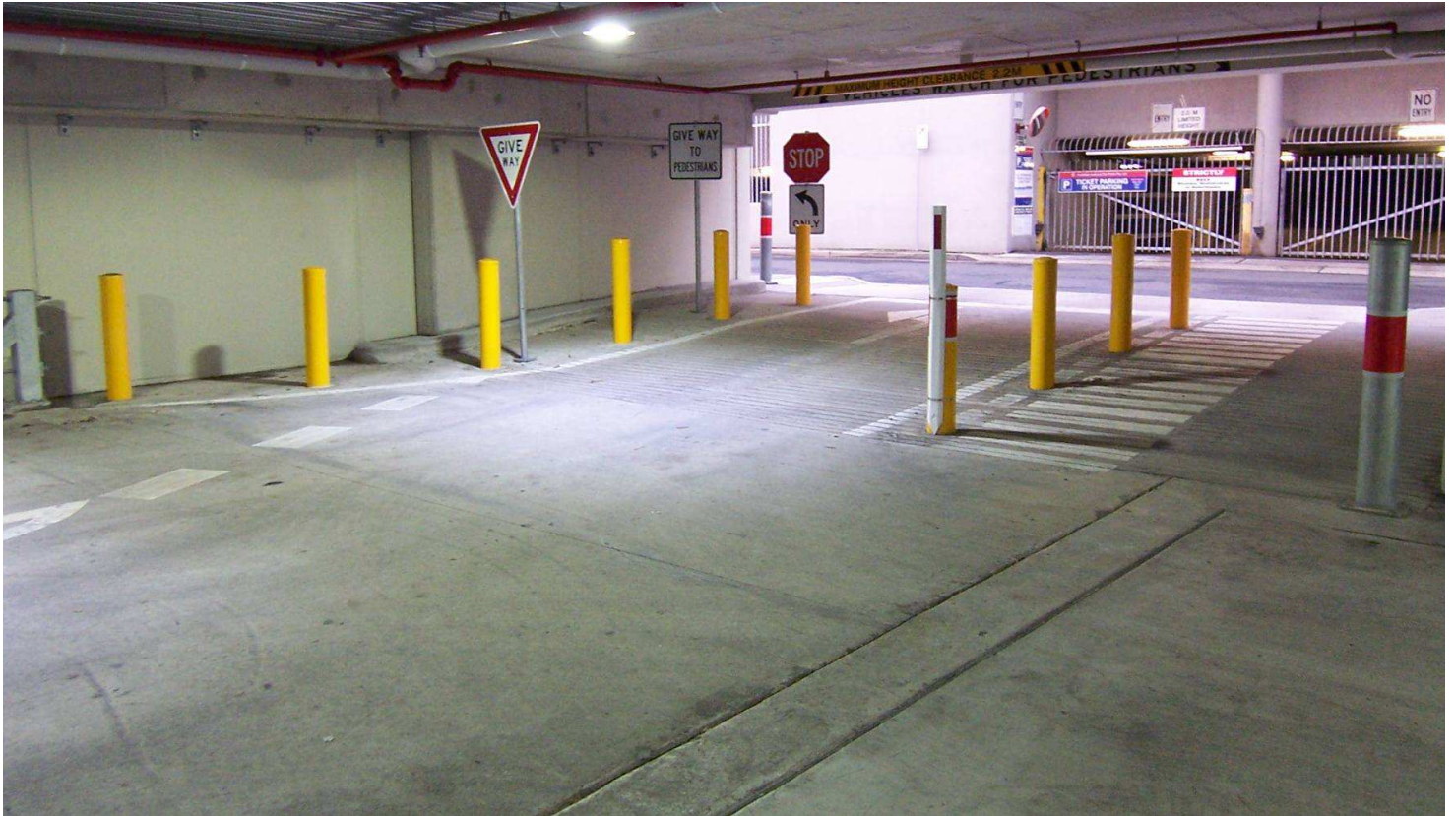


Roof – Upper Level

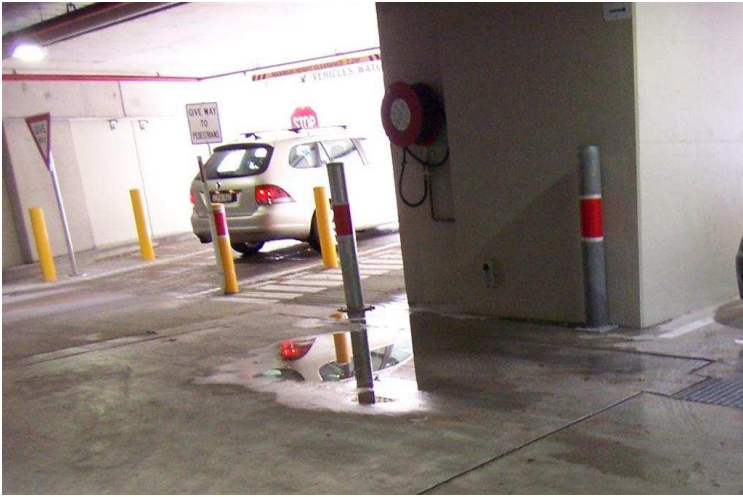


BOLLARDS AT THE EXIT

And now the Finale - The Bollard Feature of the Car Park – “*The Exit*”. Just in case drivers and visitors haven’t yet achieved “*Bollarditis*” they are finally “*Greeted*” by the sight of no less than fourteen (14) Bollards as a “*Farewell*” at the exit, consisting of two galvanised Bollards to the right, a yellow parade “*Right and Left*” of 10 Bollards and two more “*Right and Left*” on the footpath.



BOLLARDS AT THE EXIT



WHAT'S REQUIRED OF BOLLARDS

Australian Standard 2890.1 – 2004 Parking facilities Part 1: Off-street car parking

2.4.5.5 Other protective devices

*“Protective devices shall be provided as necessary to protect parts of the building or other fixed objects or equipment from damage by vehicles. Such protection shall include devices to prevent vehicle encroachment into pedestrian ways, stairs, doorways, lifts and the like. Appropriately located bollards are suitable for these purposes. **Protective devices shall be clearly visible to drivers when in their normal driving position”.***

The problem with bollards being hit is because they are not clearly visible to drivers when in their normal driving position and reversing from car parking spaces.

Is it as simple as the bollards are not tall enough? This is likely so with a recent visit to Pittwater RSL, which showed, the bollards in their multi storey car park are much taller as shown in the photo below.



The Pittwater RSL bollards as shown above measure 1485mm in High.

The Pittwater Council Bungan Lane Car Park bollards measure: -

Yellow Bollards at the Entry / Exit	900mm High
Yellow Bollards for the Disabled Parking Spots	1200mm High
Galvanised Bollards all Throughout the Car Park	1200mm High

This is 585mm and 285mm respectively shorter than the RSL car park Bollards.

METHOD OF INSTALLATION OF BOLLARDS

It would seem the method of installation of the Bollards could also be a problem. The surface mounting of the bottom flange to the concrete slab and securing with self threading bolts is not the best method. Noted from the Pittwater RSL car park and the entry and exit of the Bungan Lane car park the Bollards have been cored drilled and secured in the floor.



← Pittwater RSL Bollards are mounted into the floor



Bungan Lane Car Park – Photo shows the concrete slab entry / exit driveways was core drilled.

Bungan Lane Car Park – Photo shows the bollards mounted in the core holes

It would seem the General Manager needs to do more *“Fine Tuning”* by reinstalling all the bollards which have bottom plate surface mounting, with the *“In Slab”* method. All bollards need to be taller to be more visible.

CONCLUSION

In the construction of this car park Pittwater Council has created these “*unsafe situations*” of “*Bollard Battery*” and is on notice to rectify them as an urgent priority for public safety, vehicle damage and insurance claims.

It looks like the General Manager has a lot more “*Fine Tuning*” to do on this car park.

The “*Bollards*” are just another problem, added to the ever increasing long list of issues already raised in regards to this car park and its construction.

- No Lift
- No Pedestrian Ramps
- No Access to Post Office
- No Public Toilets
- Non Complying Sight Lines at Exit
- Cutting of Structural Beams to Achieve Complying Head Height
- Danger of Bollards at Entry and Exit
- Non Complying Vehicle Turning Circles / Swept Paths
- The Fine Tuning of the Ramps and Handrails including the Mayor’s “*Enliven Sculpture*”
- The Flooding Safety Issue
- **AND NOW BOLLARD CENTRAL**
- And There’s Still More to Come !

Yours Faithfully

Phil Walker

22 May 2015