



**MINUTES OF MEETING  
MANLY TRAFFIC COMMITTEE**

**HELD MONDAY, 12 OCTOBER 2015**

*Note: All minutes are subject to confirmation at a subsequent Council of Planning and Strategy Committee Meeting.*

**PRESENT:**

**Councillors**

Councillor Alan Le Surf                      Manly Council (Chair)

**Other Members**

Mr John O'Connor                      Representative for Mr Mike Baird MP Member for Manly

Mr Alex Coates                      Roads and Maritime Services

Sgt Nino Jelovic                      Northern Beaches LAC

Mr Wade Mitford                      State Transit Authority

Mr Eiji Kawamura                      Community Member

**Council Staff**

Mr Ben Hubbard                      Manager Traffic & Transport – Civic & Urban Services

Ms Jessica Szeto                      Traffic Officer – Civic & Urban Services

**Apologies**

Mayor Jean Hay                      Manly Council

Councillor Hugh Burns                      Manly Council

**TO THE MAYOR AND COUNCILLORS OF THE COUNCIL**

The **Manly Traffic Committee** met on the Monday, 12 October 2015 to consider the matters referred to and reports having reaches the decisions taken and recommendations stated hereunder.



**ITEM 1 WELCOME AND INTRODUCTIONS**

Councillor Le Surf welcomed the Traffic Committee.

**ITEM 2 APOLOGIES AND LEAVE OF ABSENCE**

The Mayor Jean Hay sent her apologies.

Councillor Hugh Burns sent his apologies.

Mr Eiji Kawamura left after Item 68/15.

**ITEM 3 DECLARATIONS OF INTEREST: PECUNIARY NON-PECUNIARY**

No pecuniary and non-pecuniary interests declared.

**ITEM 4 REPORTS**

**ITEM 60/15 MEET YOUR STREET PARTIES – TEMPORARY ROAD CLOSURES**  
**(ITEM 60/15: 12/10/2015)**

**SUMMARY**

For Council to approve a temporary road closure to facilitate a street party request at:

1. Charles Street, Fairlight;
2. Ernest Street, Balgowlah Heights;
3. Pacific Parade, Manly;
4. Birkley Road, Manly; and
5. Golf Parade, Manly

**REPORT**

Council have received five (5) applications for a temporary road closure to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested locations for the temporary road closure are as follows:

1. Between 1 and 29 Ernest Street, Balgowlah Heights, on 6 December 2015, between 2pm and 6pm;
2. Between 1 and 11 Charles Street, Fairlight, on 6 December 2015, between 4pm and 8pm;
3. Between 22 and 58 Pacific Parade, Manly, on 19 December 2015, between 4pm and 8pm;
4. Between 1 and 35 Golf Parade, Manly, on 12 December 2015, between 4pm and 8pm; and
5. Between 84 and 94 Birkley Road, Manly on 28 November 2015, between 4pm and 8pm.

Refer to Figures 1 to 5 for the location maps.

The impacts on traffic resulting from the temporary road closures are expected to be minimal, for the following reasons:

- These roads function as local roads with low traffic volumes;
- There are no bus service routes that run along these requested road sections;
- Alternative routes are available for through traffic and connecting roads;
- There have been no recorded accidents along these road sections within the last five (5) years; and
- The temporary road closure is held on a Saturday evening at Pacific Parade, Golf Parade and Birkley Road and Sunday evening at Charles Street and Ernest Street.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with *Traffic Control Plan (TCP) No. 1* for Ernest Street, Charlies Street, Pacific Parade, Golf Parade and Birkley Road (refer to Appendix A). The standard street party conditions must also be adhered to in conjunction with the TCP, as outlined in **Appendix A**.

### **DISCUSSION**

The Committee discussed the proposal and raised no objections. A request was later received from the applicant of the street party at Golf Parade to change the date from 12 December 2015 to 28 November 2015. This request was then distributed to the Traffic Committee, who raised no objections to the proposed changes.

### **RECOMMENDATION**

That Council approves the temporary road closure at:

1. Between 1 and 29 Ernest Street, Balgowlah Heights, on 6 December 2015, between 2pm and 6pm;
2. Between 1 and 11 Charles Street, Fairlight, on 6 December 2015, between 4pm and 8pm; and
3. Between 22 and 58 Pacific Parade, Manly, on 19 December 2015, between 4pm and 8pm.
4. Between 1 and 35 Golf Parade, Manly, on 28 November 2015, between 4pm and 8pm; and
5. Between 84 and 94 Birkley Road, Manly on 28 November 2015, between 4pm and 8pm.

**ANNEXURES**



Figure 1: Ernest St, Balgowlah Heights – Between No. 1 and 29



Figure 2: Charles Street, Fairlight – Between No. 1 and 11



Figure 3: Pacific Parade, Manly – Between No. 22 and Balgowlah Road



Figure 4: Golf Parade, Manly – Between No.1 and 35





**APPENDIX**

**I. STANDARD TRAFFIC CONTROL PLAN (TCP)**

A Traffic Control Plan (TCP) has been developed in accordance with the Roads & Maritime Service’s (RMS) Traffic Control at Worksites Manual. The TCP outlines the signs and devices that are required for the road closure to warn traffic and guide it appropriately.

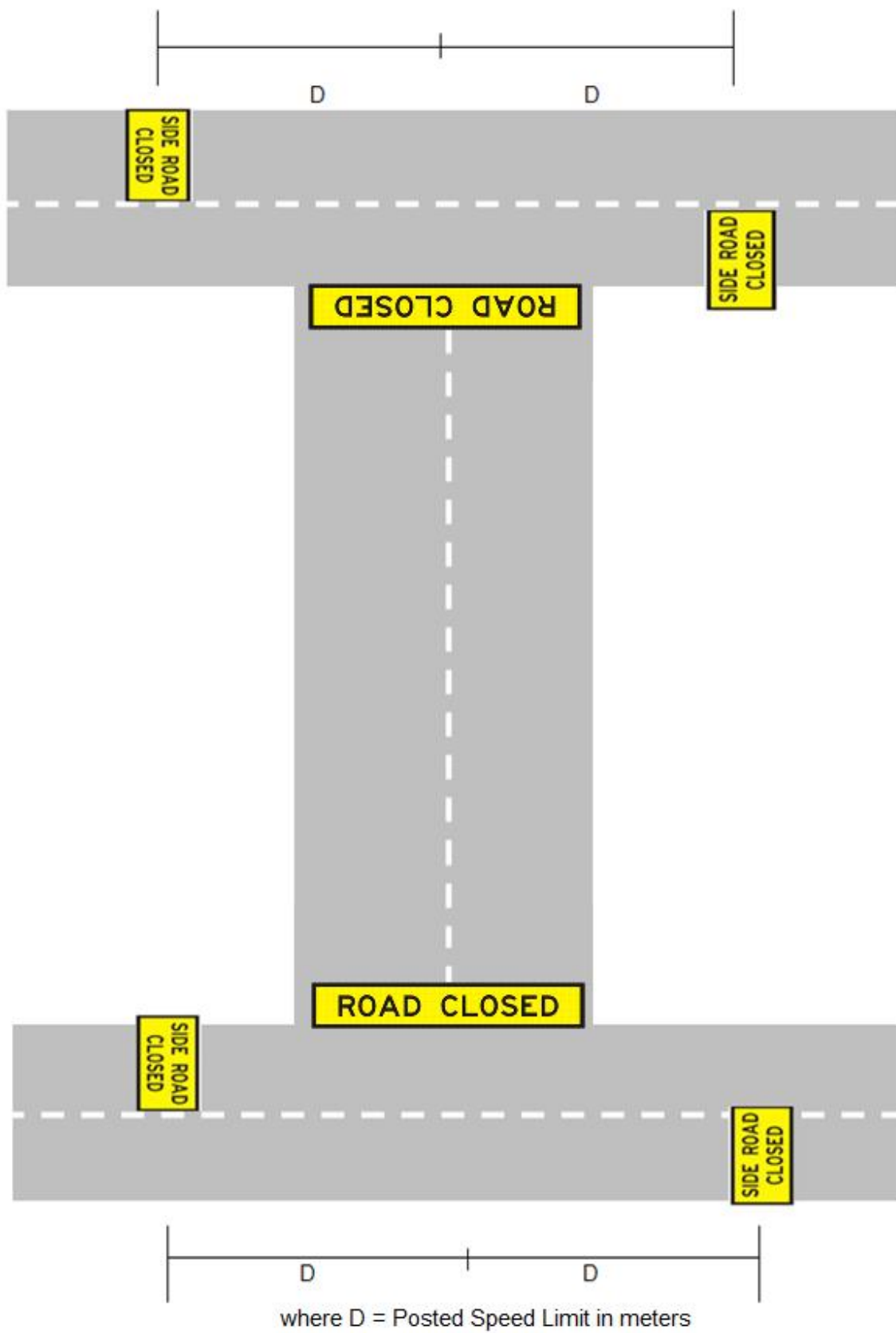
In addition to the TCP, additional terms and conditions must be adhered to in order to facilitate the road closure safety with minimal disruption to the public. These conditions have been outlined in Section II.

The TCP shall use the following signs:

<b>Sign Type</b>	<b>Sign No.</b>	<b>Sign Graphic</b>
Road Closed	T2-4	
Side Road Closed	T1-32	

*Table 1: Signing Schedule*

Depending on the type of street (*open-ended* or *cul-de-sac*), one of the following standard TCPs must be used:



**Standard Traffic Control Plan (TCP) No. 1**

## **NOTES:**

1. All persons working on road must wear high visibility vests or jackets as specified in the RMS's Traffic Control at Worksites Manual.
2. Traffic Controllers must be accredited by the RMS.
3. All signs must comply with AS 1742 Manual of uniform traffic control devices.
4. The temporary road closure should be carried out in conjunction with the attached conditions and requirements.

## **II. STANDARD CONDITIONS**

### Resident Street Party organiser will be responsible for:

1. Submitting a completed application form to Council at least four (4) weeks prior to the event.
2. Undertaking a letterbox drop a minimum of two (2) weeks prior to the event. A copy of the letter is to be provided to Council. The letter shall include:
  - The proposed date and time of the street party
  - That residents participate at their own risk
  - That access will be available at all times for emergency vehicles
  - That vehicular access to and from properties located within the proposed road closure is permitted for resident vehicles only
  - A contact name and contact details for residents to communicate any objections to the road closure
3. Providing a statement to Council one (1) week in advance of the event to notify that not more than 25% of the residents oppose the street party.
4. Notifying the Traffic Sergeant at the Northern Beaches LAC Station to confirm that the street party will be going ahead on the proposed date.
5. Ensuring that noise is kept at an acceptable level and does not inconvenience the neighbouring community.
6. Ensuring that all rubbish is removed from the site at the completion of the street party.
7. Notifying all emergency service authorities.

### Council's Events team will be responsible for:

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the Traffic Control Plan (TCP) and ensuring that the signs and barricades are properly placed during the road closure and removed after the event.
3. Ensuring that qualified and certified people control the road closure points for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four (4) hour minimum.
4. The street party being restricted to local streets only (not collector, regional or state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).

5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting this to Council's Insurers to confirm cover for event
8. The funding and coordinating of promotion of program and supply of amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

*Council's Traffic Management Team will be responsible for:*

1. Advising the Events team if a street is deemed suitable for the temporary road closure.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic is managed effectively with minimum disruption.

*Additional Terms and Conditions:*

1. Street parties should be of a maximum four (4) hours in duration and should be held during daylight hours only.
2. If a street party organiser fails to adhere to the terms and conditions set out in the letter of consent issued by Council, a fine of a maximum of \$500 may be issued to the street party organiser. E.g. if the street party organiser extends the duration of the party or exceeds the maximum numbers permitted at the party.

**SUMMARY**

For Council to consider formalising motorbike parking along the beachfront at North Steyne, Manly.

**REPORT**

Council have received multiple requests to formalise the motorbike parking along the beachfront at North Steyne with appropriate signage. Motorcyclists are currently informally parking within the narrower parking bays, near the trees, along the beachfront. An on-site investigation showed that the narrower parking bays are of a sufficient width and length to accommodate motorbike parking as per the Australian Standards.

The installation of “2P ticket Motorbikes Only” signage in the narrower bays would assist motorcyclists to park along the beachfront. Signing each of the possible motorcycle parking bays would increase the number of parking signs on the beach front. Alternatively, “Motorbikes Only” line marking could be installed on the narrower spaces. Refer to Figures 1 to 5.

**DISCUSSION**

The Committee discussed the proposal. The RMS representative raised that signage would need to be installed in order to enforce the proposal. It was agreed to install “2P ticket Motorbikes Only” signage and “Motorbikes Only” line marking on the narrower bays. This would also provide additional guidance for motorists as motorbikes fall under the definition of a vehicle and therefore are required to purchase a ticket.

**RECOMMENDATION**

That Council installs “Motorbikes Only” line marking and “2P ticket Motorbikes Only” signs on the narrower spaces along the beachfront at North Steyne, Manly.

**ANNEXURES**



*Figure 1: Opposite 84 North Steyne, Manly (Horizons building)*



*Figure 2: Opposite North Steyne Dripping Wet Surf Shop*



*Figure 3: Opposite 68 North Steyne, Manly*



*Figure 4: Opposite 57 North Steyne, Manly (Novotel building)*



*Figure 5: Opposite 72 North Steyne, Manly*

**SUMMARY**

For Council to consider removing one (1) parking space along Cove Avenue, Manly.

**REPORT**

Council have received concerns regarding driveway access along Cove Avenue, near Stuart Avenue. It has been reported that parked vehicles on both sides of the road have negatively affected driveway access at 1 Cove Avenue. This issue is further exacerbated due to the angle of the driveway access at this property.

Cove Avenue functions as a one-way local road. Parking demand is high and often at capacity. The road width is 6.8m, kerb face to kerb face. An aisle width of 5.8m is required in accordance with the Australian Standards. When vehicles are parked along both sides of the road, it is difficult to navigate along the road segment in one manoeuvre. It is therefore proposed to extend the No Parking Zone along the southern side of Cove Avenue an additional 7m. This would result in the loss of one (1) parking space. Refer to Figure 1.

**DISCUSSION**

The Committee discussed the proposal and agreed that it be subject to consultation with the Little Manly Community Precinct Forum.

**RECOMMENDATION**

That Council extend the No Parking Zone for an additional 7m along Cove Avenue, Manly, subject to consultation with the Little Manly Community Precinct Forum.

**ANNEXURES**

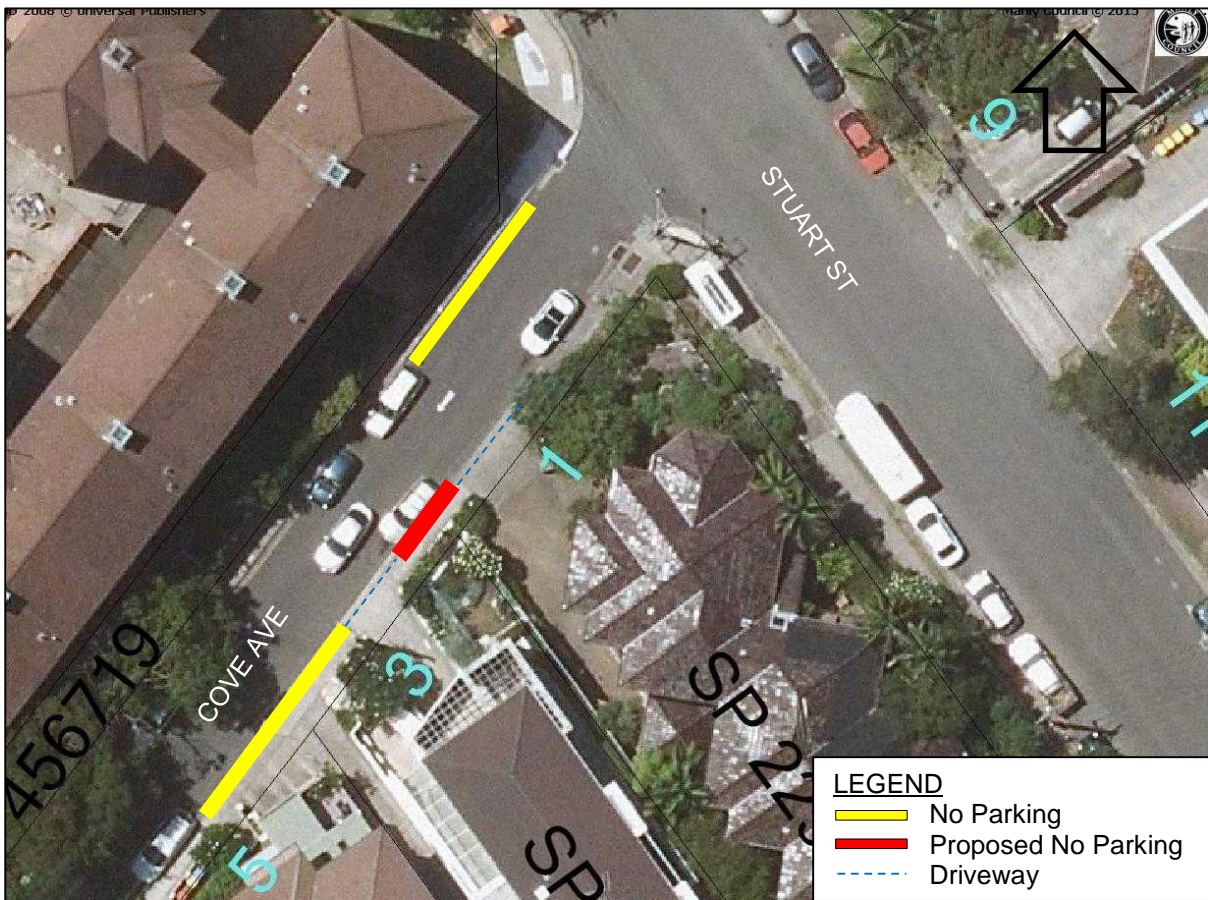


Figure 1: Cove Ave, Manly – Proposed extension of No Parking Zone

**ITEM 63/15**

**WILLIAM STREET, FAIRLIGHT – DISABLED PARKING (ITEM 63/15:  
12/10/2015)**

**SUMMARY**

For Council to consider installing a disabled parking space at William Street, Fairlight.

**REPORT**

Council has received a request from a resident to install a disabled parking space near 7 William Street, Fairlight. Concerns have been raised the lack of dedicated parking spaces for people with disabilities in the area. William Street is part of the Ivanhoe Area Resident Parking Scheme (RPS), which allows permit holders to park on-street unrestricted. Non-permit holders are restricted to a two hour duration (2P) between 8am and 6pm. Parking is in high demand and are mainly used by residents, staff and patrons to the church and other local businesses along William Street and Sydney Road.

It is proposed to install a disabled parking space adjacent to the church. This parking space would be dedicated to people with disabilities, which could be used by residents, visitors and patrons to the area.

**DISCUSSION**

The Committee raised no objections and agreed with the proposal.

**RECOMMENDATION**

That Council installs a disabled parking space adjacent to the church, subject to consultation with the church.

**ANNEXURES**

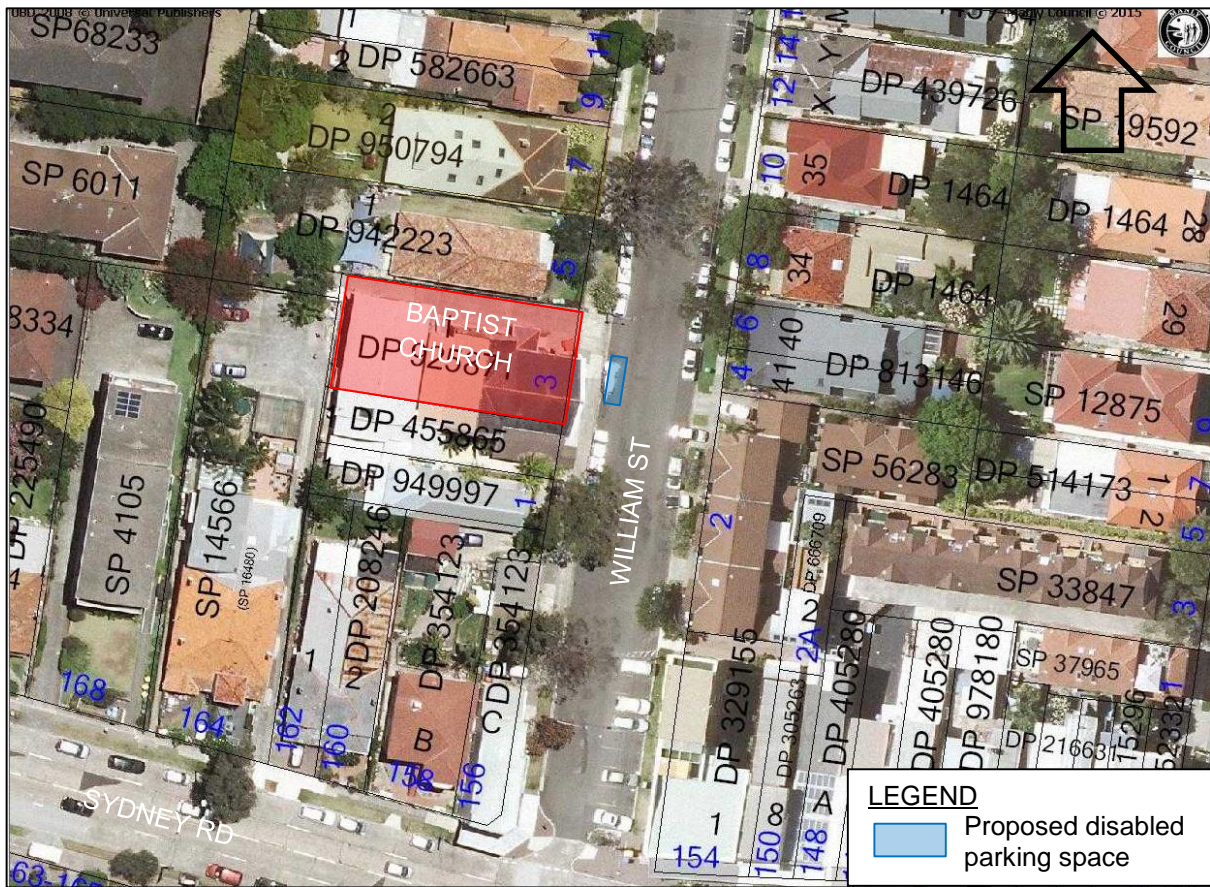


Figure 1: William Street, Fairlight – Proposed disabled parking spot



Figure 2: Frontage of the Baptist Church – Proposed disabled parking spot

**ITEM 64/15**

**SUWARROW STREET, FAIRLIGHT – CONSULTATION RESPONSES**  
**(ITEM 26/15: 15/06/2015)**

**SUMMARY**

For Council to note the consultation results for Item 26/15 (June Manly Local Traffic Committee).

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 15 June 2015, recommended:

- That Council extends the No Stopping zone on the western side of Suwarrow Street, north of Griffiths Street, Fairlight, an additional 8m north, subject to consultation with the Fairlight Precinct Community Forum and the affected residents.

Consultation has been conducted with affected residents. The results of this consultation has been tabulated in Table 1, below:

*Table 1 Suwarrow Street, Fairlight – Consultation*

Residents consulted	9
Responses received	6
Support	2
Undecided	1
Not Supported	3

Consultation responses received showed that 50% of respondents were not in favour of the proposal. These residents main concern was about the impact extending the No Stopping would have on the available parking in an area with already limited on street parking availability. The proposal would result in the loss of one (1) parking space.

The residents who supported the proposal were generally of the view that implementing the extension to the No Stopping Zone would assist with vehicle manoeuvres in this street.

The request to extend the No Stopping was raised by both residents and by Council Hop Skip and Jump bus drivers to improve accessibility into the street and improve road safety.

**DISCUSSION**

The Committee discussed the proposal and agreed that there was sufficient sight visibility and space for vehicles to appropriately navigate along the road segment, without raising any significant safety concerns. It was agreed that Council should not proceed with the proposal.

**RECOMMENDATION**

That Council note the consultation results for Item 26/15 and do not proceed with its installation.

**ITEM 65/15**

**BUNGALOE AVENUE, BALGOWLAH HEIGHTS – CONSULTATION  
RESPONSES (ITEM 42/15: 14/07/2015)**

**SUMMARY**

For Council to note the consultation results for Item 42/15 (July Manly Local Traffic Committee).

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 14 July 2015, recommended:

- That Council install Bus Zone signage for the existing bus stops along Bungaloe Avenue, between Lower Beach Street and New Street, Balgowlah Heights, subject to consultation with the affected residents.

Consultation have been distributed to the affected residents. The results of this consultation have been tabulated in Table 1, below.

*Table 1 Bungaloe Avenue, Balgowlah Heights – Consultation*

Residents consulted	8
Responses received	3
Support	0
Not Supported	3

All the responses received from the consultation were not in support of the proposal. There was a general consensus to keep the current arrangements and replace the existing bus stop sign at the frontage of 52 Bungaloe Avenue. This bus stop sign has been since replaced.

**DISCUSSION**

The Committee discussed the consultation results and agreed not to proceed with the installation of Bus Zone signage at this point in time. The possibility of relocating the bus stop was discussed, where it was agreed that this location be monitored and tabled at a future Traffic Committee for discussion.

**RECOMMENDATION**

That Council note the consultation results for Item 42/15 and do not proceed with its installation at this stage.

**ITEM 66/15**

**SYDNEY ROAD, SEAFORTH – CONSULTATION RESPONSES (ITEM 41/15: 14/07/2015)**

**SUMMARY**

For Council to note the consultation results for Item 41/15 (July Manly Local Traffic Committee).

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 14 July 2015, recommended:

- That Council convert three (3) parking spaces to 15 minute parking restrictions, between the hours of 6am to 5pm, along the frontage of 571 Sydney Road, Seaforth, subject to consultation with the affected and adjacent properties.

Consultation has been distributed to the affected residents. The results of this consultation have been tabulated in Table 1, below.

*Table 1 Sydney Road, Seaforth – Consultation*

Residents consulted	5
Responses received	30
Support	2
Not Supported	27

The majority of responses received from the consultation were not in support of the proposal. There was a general consensus to keep the current parking restrictions to service the needs of the area, particularly for the contemporary coaching college and other local businesses located along this strip on Sydney Road.

**DISCUSSION**

The Committee discussed the proposal and consultation results. Councillor Le Surf raised that more consideration should be given to the directly affected properties. It was agreed that two (2) spaces be converted from 1 hour to 15 minute parking restrictions, as opposed to the three (3) spaces previously proposed.

**RECOMMENDATION**

That Council note the consultation results for Item 41/15 and convert two (2) parking spaces to 15 minute parking restrictions, between the hours of 6am to 5pm, along the frontage of 571 Sydney Road, Seaforth.

**ITEM 67/15**

**KEMPBRIDGE AVENUE, SEAFORTH – CONSULTATION RESPONSES  
(ITEM 23/15: 13/04/2015)**

**SUMMARY**

For Council to note the consultation results for Item 23/15 (April Manly Local Traffic Committee).

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 13 April 2015, recommended:

- The Committee recommended that Council reconfigure the existing 90 degree angled parking on the east side of Kempbridge Avenue to be parallel to the kerb. This is subject to consultation with affected residents and businesses.

Consultation have been distributed to the affected residents and businesses. The results of this consultation have been tabulated in Table 1, below.

*Table 1 Kempbridge Avenue, Seaforth – Consultation*

Properties consulted	4
Responses received	1
Support	1
Not Supported	0

One (1) response has been received and is in support of the proposal. Concerns were raised regarding the impacts of the loss of parking spots, particularly near the school as parking is already a premium in the area. Council Officers will continue to monitor this location to determine whether any additional parking changes are required to facilitate traffic flows appropriately.

**DISCUSSION**

The Committee discussed the proposal. The RMS representative raised that angled parking could be considered to help increase parking capacity at this location. However, it was agreed that this would also result in similar unusual vehicle movements at this location. The RMS representative noted that there must be a No Stopping distance of 20m to the signalised intersection at Kempbridge Avenue / Sydney Road. It was agreed to proceed with the proposal.

**RECOMMENDATION**

That Council note the consultation results for Item 23/15 and proceed with its installation.

**ITEM 68/15**

**LAUDERDALE AVENUE, FAIRLIGHT – CONSULTATION RESPONSES**  
**(ITEM 35/15: 14/07/2015)**

**SUMMARY**

For Council to note the consultation results from Item 35/15 (July Manly Local Traffic Committee).

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 14 July 2015, recommended:

- That Council extend the existing No Parking Zone an additional 12m to extend along the frontage of 4-6 Lauderdale Avenue, Fairlight, subject to consultation with the Fairlight Precinct Community and the affected residents.

Consultation have been distributed to the affected residents and Fairlight Precinct Community Forum. The results of this consultation have been tabulated in Table 1, below.

*Table 1 Lauderdale Avenue, Fairlight – Consultation*

Residents consulted *	3
Responses received	9
Support	1
Not Supported	8

*\* Includes Fairlight Precinct Community Forum*

The majority of responses received were not in favour of the proposal. There was a general consensus that parking is already in high demand and the loss of two (2) parking spaces would negatively affect the whole area, especially for the residents.

**DISCUSSION**

Resident, Mr Eiji Kawamura, raised that it is extremely difficult to safely exit his premises onto Lauderdale Avenue due to the restricted sight distance as a result of parked cars along this section. This issue is further exacerbated due to the slope and vehicle speeds travelling along Lauderdale Avenue. Mr Eiji Kawamura distributed a document, which outlined his main areas of concern. This document is attached in Annexure A.

Upon Mr Eiji Kawamura's departure, the Committee discussed the proposal. The RMS and NSW Police representative raised concerns about setting precedence by installing the No Parking signage. The Committee discussed the need to provide adequate safety, access and amenities to the public. The Committee concluded that one (1) parking space should be removed, as opposed to the two (2) previously proposed.

**RECOMMENDATION**

That Council note the consultation results for Item 35/15 and proceed with the removal of one (1) parking space.

## **ANNEXURE A**

Lauderdale Avenue

Fairlight NSW 2094

12 October 2015

**The Manly Local Traffic Committee**

**- BY HAND-**

Dear Sir or Madam,

**RE: LAUDERDALE AVENUE, FAIRLIGHT**

1. I am the current registered proprietor of ■ Lauderdale Avenue, Fairlight. For ease of reference I will refer to that address as "the Premises".
2. I am very familiar with the local area and in particular the current parking arrangements on Lauderdale Avenue.
3. The Premises is on the northern side of Lauderdale Avenue.
4. It is currently permissible for two motor vehicles to park on the northern side of Lauderdale Avenue between the corner of Woods Parade and the Premises' garage exit. When vehicles are parked in that location they significantly reduce the visibility of motor vehicles entering Lauderdale Avenue from Woods Parade and, more importantly, travelling at speed in an easterly direction on Lauderdale Avenue.
5. In the interests of safety I ask this Committee to recommend the installation of two no parking signs immediately adjacent to the Premises' garage exit to prevent the visual impediment currently caused when motor vehicles are parked on the northern side of Lauderdale Avenue between the Premises' garage exit and Woods Parade.
6. If no parking signs are installed, no motor vehicles would be able to lawfully park on northern side of Lauderdale Avenue between the Premises' garage exit and the corner of Woods Parade.

### **Current Location**

7. The distance between the Premises' garage driveway and the corner of Woods Parade is 24.58 meters. The current speed limit is 50km per hour.

8. It takes 1.74 seconds for a motor vehicle, travelling within the permitted speed limit of 50km per hour, to travel from Woods Parade to the Premises' garage driveway.
9. Given the short period of time it takes for a motor vehicle to travel from Woods Parade it is imperative that there is a clear uninterrupted view of the corner of Woods Parade from the Premises' driveway garage.
10. It is not possible to safely exit the Premises' garage onto Lauderdale Avenue when visibility of the length of Lauderdale Avenue and the corner of Woods Avenue is impaired by parked motor vehicles.

#### **Risk & Safety Concerns**

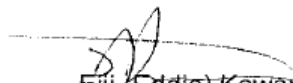
11. The chances of an accident occurring are significantly higher in the absence of no parking signs being installed given the limited visibility caused when motor vehicles are parked in the designated area. For ease of reference I will refer to this as "the Risk".
12. The Risk of an accident occurring is reasonably foreseeable. The probability of the Risk eventuating is significantly decreased if additional no parking signs are installed.
13. The Council, through the powers delegated to it by Roads & Maritime Services, is responsible for traffic management, including the appropriate placement of no parking signs. Safety should be a paramount consideration.
14. Council is the current statutory body with the power to introduce the no parking signs. For ease of reference I will refer to this as "the Precautions".
15. In my respectful view, the cost to introduce the Precautions is low.
16. It is submitted, given the lack of visibility caused when motor vehicles are parked in the designated area, that the probability of the Risk eventuating is high.
17. Even if the Committee is of the view that the probability of the Risk occurring is modest, given the low cost of implementing the Precautions (being the installation of the no parking signs) the Committee should recommend the installation of no parking signs to ameliorate the probability of the Risk eventuating.

18. The loss of amenity to local residents, through the removal of two parking spaces is not significant. Even if it were, the interests of safety are paramount and outweigh any countervailing need for local residents and visitors to have access to on street parking on Lauderdale Avenue.

**Conclusion**

19. The Committee is obliged to take steps to ensure the safe and efficient movement of traffic on Lauderdale Avenue. It is my respectful submission that the introduction of two additional no parking signs are required in order to enable motor vehicles to safely egress from the Premises' driveway onto Lauderdale Avenue.
20. For the reasons set out above I ask this honourable Committee to recommend to Council the installation of the no parking signs.

Yours Faithfully

  
Eiji (Eddie) Kawamura

**ITEM 69/15**

**BALGOWLAH ROAD, FAIRLIGHT – CONSULTATION RESPONSES**  
**(ITEM 49/15: 10/08/2015)**

**SUMMARY**

For Council to note the consultation results from Item 49/15 of August's Manly Local Traffic Committee.

**REPORT**

The Manly Local Traffic Committee (MLTC), held on 10 August 2015, recommended:

- That Council install a 4 hour parking restriction between 8am and 1pm Monday to Friday along the northern side of Balgowlah Road, subject to consultation with the affected residents.

Consultation have been distributed to the affected residents. The results of this consultation have been tabulated in Table 1, below.

*Table 1 Balgowlah Road, Fairlight – Consultation*

Residents consulted	70
Responses received	28
Support	24
Not Supported	4

The majority of responses received were in favour of the proposal. A majority of the feedback received about the proposal had concerns with the boats and trailers moving elsewhere in the area and requested for the same restrictions to apply along the southern side of Balgowlah Road and through to Harland Street and Hill Street.

**DISCUSSION**

The Committee raised no objections to the proposal. The RMS representative advised that the Impounding Amendment Act for unattended boat trailers may have been introduced into Parliament and therefore, additional enforcement could be provided should it be necessary.

**RECOMMENDATION**

That Council note the consultation results for Item 49/15 and review the parking conditions and impacts of the 4 hour parking restrictions upon its installation.

**ITEM 70/15**

**COLLINGWOOD STREET, MANLY – CHANGES TO TRAFFIC  
ARRANGEMENT (ITEM 70/15: 12/10/2015)**

**SUMMARY**

For Council to consider changing the traffic arrangement at the intersection of Collingwood and North Steyne, Manly.

**REPORT**

Council have received a request to change the current “Give Way” to a “Stop” arrangement at the intersection of Collingwood Street and North Steyne. There is currently a pedestrian crossing directly north of Collingwood Street. Council’s Rangers have observed several near misses at this location as motorists have proceeded to exit Collingwood Street to turn left at the same time when a pedestrian is crossing. Over the past five (5) years, there was one (1) reported pedestrian-related accident in 2014 at this location.

It is proposed to convert the “Give Way” to a “Stop” arrangement (refer to Figure 1). This would require all motorists to stop before proceeding onto North Steyne. The impacts of the proposal would increase waiting times for exiting vehicles, but improve pedestrian safety at this location.

**DISCUSSION**

The Committee raised no objections and agreed with the proposal. The RMS representative raised some concerns but supported the proposal based on the location of the pedestrian crossing.

**RECOMMENDATION**

That Council converts the “Give Way” to a “Stop” arrangement at the intersection of Collingwood and North Steyne, Manly.

**ANNEXURES**

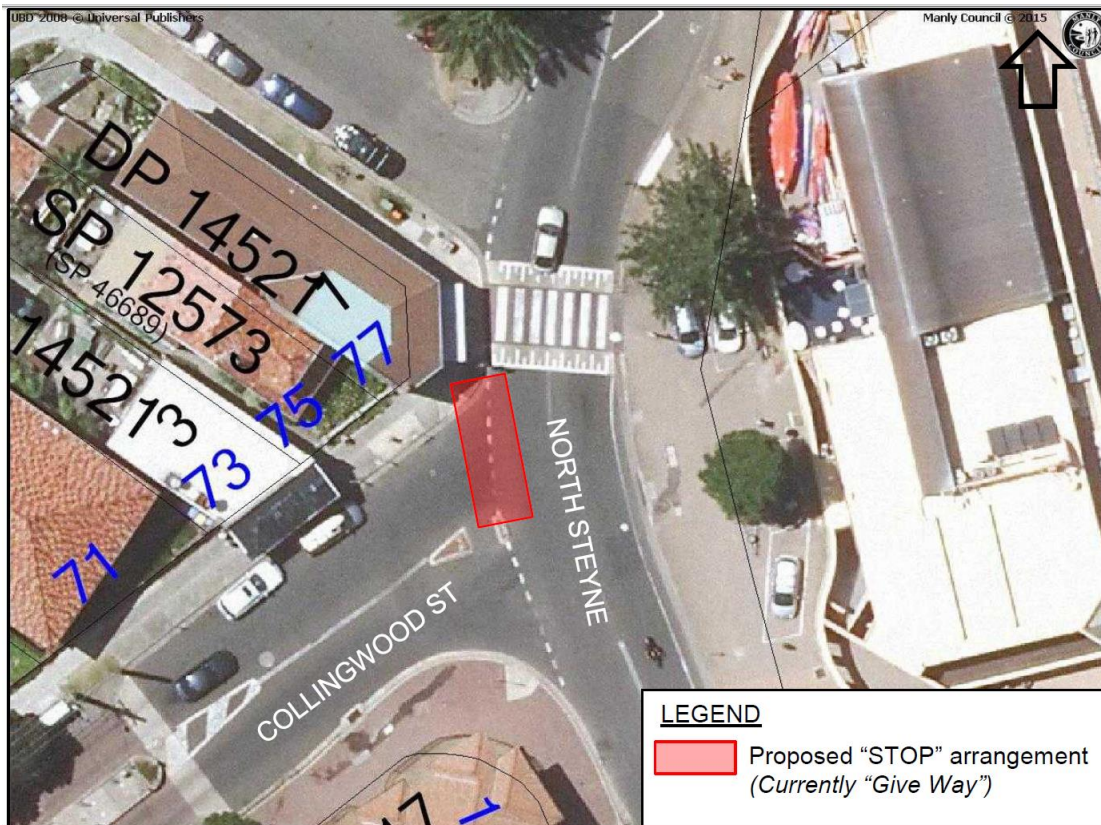


Figure 1: Collingwood Street / North Steyne intersection, Manly – Proposed changes to traffic arrangement

**ITEM 71/15**

**LATE ITEM – CONDAMINE STREET, BALGOWLAH – CHANGES TO PARKING (ITEM 71/15: 12/10/2015)**

**SUMMARY**

For Council to consider removing two (2) parking spaces along Condamine St, Balgowlah.

**REPORT**

Council have received a request to extend the No Stopping Zone along Condamine St, which would result in the loss of two (2) parking spaces. It has been reported that vehicles have been regularly parking adjacent to the double centre lines along the west side of the road, which have negatively affected vehicle movements at this section.

The lane width is approximately 4.8m on the west side of Condamine Street to the double centre lines. It was observed that motorists often cross over the double centre lines to navigate through this section as a result of the parked vehicles. Over the past five (5) years, there was one (1) reported accident in 2013, which was a *left off carriageway into an object / parked vehicle* (RUM Code: 71).

It is therefore proposed to remove the two (2) parking spaces at this location by extending the existing No Stopping Zone, as shown in Figure 1. The double centre lines would also be re-marked straight to improve vehicle movements (refer to Figure 1).

**DISCUSSION**

The Committee discussed the proposal. The RMS representative raised that footpath access is restricted as a result of the topographical conditions of the site. The Committee agreed that consultation be undertaken for the proposed removal of two (2) parking spaces and be brought back to a future Traffic Committee item for review.

Additional RMS comments were later received and have been enclosed below:

*Roads and Maritime supports the recommendation and recommends that Manly Council conduct further investigations at this location for the following safety reasons.*

*The parking that is currently allowed at this location is adjacent to adverse topographical conditions that restrict access to the footpath and verge. As such, the driver and passengers will have to utilise the road until they reach a point to access the verge / footpath. Pedestrians are vulnerable road users and should not be encouraged to walk along the road.*

*A risk assessment ranks the likelihood of an event occurring against the consequence. The risk rating determines the course of action that needs to be taken.*

CONSEQUENCES – HOW BAD IS IT LIKELY TO BE?	LIKELIHOOD - HOW LIKELY IS THE CONSEQUENCE TO OCCUR?			
	Very Likely to happen (VL)	Likely to happen. has occurred in the past (L)	Unlikely to happen, but rare (U)	Very Unlikely could happen, but probably never will (VU)
Extreme – fatality, or cause permanent disability or ill health (K)	1	1	2	3
Major – long term illness or Injury > 5 days of work (S)	1	2	3	4
Moderate – medical attention, or < 5 days off work (M)	2	3	4	5
Minor – first aid needed (F)	3	4	5	6

The consequence of this risk would be classified as extreme as a fatality or serious injury is a likely outcome of a vehicle travelling at 50km/h colliding with a pedestrian on the road.

The likelihood of this event occurring would be considered as Unlikely to happen (U). This results in a risk rating of 2 which requires immediate action to address. (Even in the case where the likelihood would be deemed to be Very Unlikely – risk rating 3 - action still needs to be taken to address the risk)

Risk Rating	Action Required
1	<u>Cease activity</u> until controls are used to reduce risk Immediate and urgent senior management action required
2	Significant risk - take <u>immediate action</u>
3 & 4	Medium risk - take <u>action by due date</u>
5 & 6	Low risk - <u>manage by current routine procedures</u>

Risk controls should be introduced at this location to address the risk. As such, further investigation is requested into this item and presented to the next traffic committee.

Below are some options to consider to eliminate the risk:

- Extend the No Stopping restrictions for the northbound lane up to White St (restrict all parking for this stretch of road)
- Adjustments to the verge to allow pedestrian access

- *Adjust the centre line with the removal of parking for the northbound lane and allow parking on the other side of the road (southbound lane) where there is direct access to the footpath*

### **RECOMMENDATION**

That Council remove two (2) parking spaces along Condamine St, Balgowlah, subject to consultation with the affected residents. The results of the consultation shall be brought back to a future Traffic Committee meeting.

# ANNEXURES



Figure 1: Condamine Street, Balgowlah – Proposed extension of No Stopping

**ITEM 5                    GENERAL BUSINESS**

1. The STA representative raised concerns regarding the notification process for road closures as in some cases, these notifications have been received very late, which have not provided adequate time for them to organise appropriate detours for the affected bus routes. It was requested that STA notification be submitted at least 2 weeks prior to any works commencing. The Traffic Manager advised that he would raise the matter with Council's Urban Services team to ensure appropriate notification is provided for future road works.
2. The representative for Mr Mike Baird MP enquired about the Central Avenue parking arrangements. The Traffic Manager advised that a plan would be forwarded to him, which outlines the proposed parking arrangements.

**ITEM 6                    DATE OF NEXT MEETING – 9.30AM MONDAY 23 NOVEMBER 2015**