



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE
HELD MONDAY, 9 FEBRUARY 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)
Councillor Hugh Burns	Manly Council
Other Members	
Mr John O'Connor	Representative for Mr Mike Baird MP Member for Manly
Mr John Begley	Roads and Maritime Service
Mr Alex Coates	Roads and Maritime Services
Wade Mitford	State Transit Authority
Senior Constable Richard Brown	Manly Police
Council Staff	
Ben Hubbard	Manly Council
Apologies	
Mayor Jean Hay	Manly Council

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the 9 February 2015 to consider the matters referred to and reports having reaches the decisions taken and recommendations stated hereunder.



ITEM 1 WELCOME AND INTRODUCTIONS

Councillor Alan Le Surf welcomed the traffic committee to the first meeting of the new year.

ITEM 2 APOLOGIES AND LEAVE OF ABSENCE

The Mayor Jean Hay sent her apologies.

ITEM 3 DECLARATIONS OF INTEREST: PECUNIARY NON-PECUNIARY

No pecuniary or none-pecuniary interests declared except where noted in the minutes.

ITEM 4 REPORTS

ITEM 01/15 **LAUDERDALE AVENUE, FAIRLIGHT –**
FORMALISING NO PARKING RESTRICTIONS ACROSS DRIVEWAYS
(ITEM 01/15: 09/02/2015)

SUMMARY

For Council to consider installing No Parking restrictions across the driveways of 2-4 Lauderdale Avenue, Fairlight.

REPORT

Council has received a request from the residents of 4 Lauderdale Avenue, Fairlight to formalise the parking restrictions in front of their driveways by installing No Parking across 2-4 Lauderdale Avenue, Fairlight (refer to Figures 1 and 2).

Council has been advised that vehicles are frequently parked across the driveways shown in Figure 2. This prevents residents of 2-4 Lauderdale Avenue to enter and exit their garages.

The proposal to install No Parking as shown in Figures 1 and 2 would formalise the no parking restrictions in front of driveways and would therefore not result in the removal of any on street parking spaces.

DISCUSSION

The committee discussed the appropriateness of the proposal and expressed some concern that this may lead to proliferation of no parking signs across driveways. However, the proposal was agreed.

RECOMMENDATION

That Council installs No Parking restrictions across the driveways of 2-4 Lauderdale Avenue, Fairlight.

ANNEXURES



Figure 1: Proposed implementation of No Parking on the northern side of Lauderdale Avenue

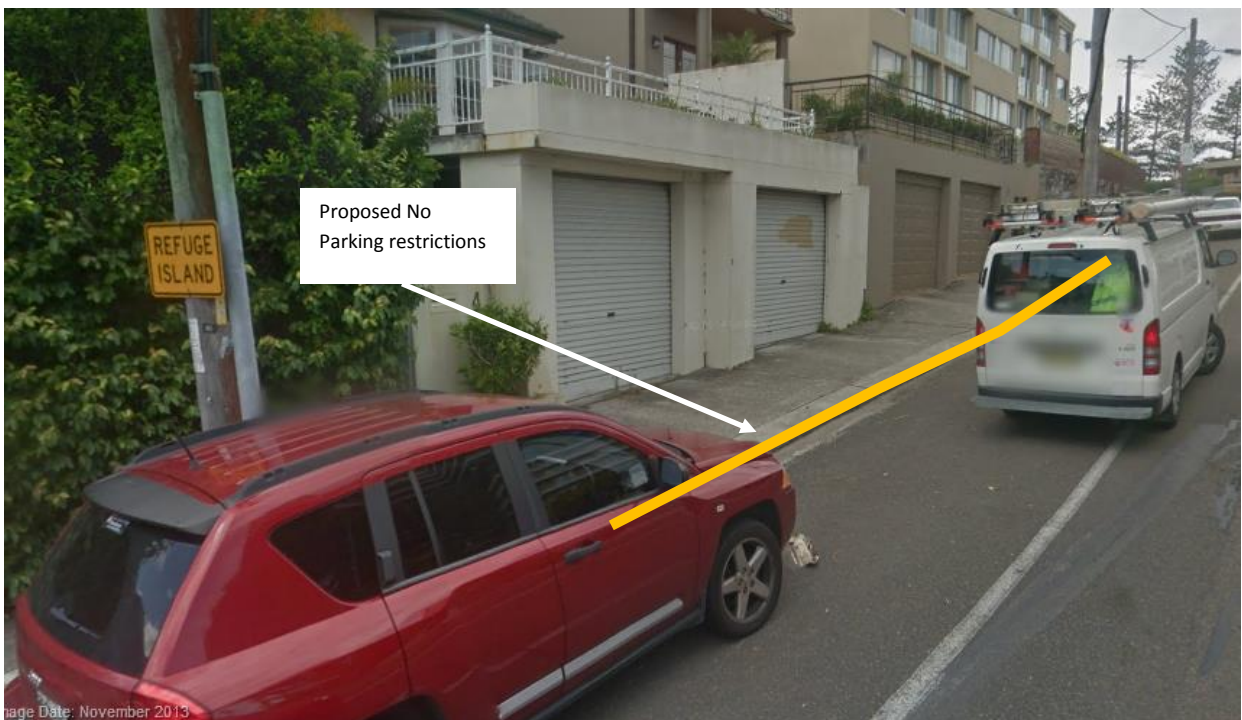


Figure 2: Proposed implementation of No Parking across no. 2 and 4 Lauderdale Avenue

ITEM 02/14

VICTORIA PARADE, MANLY – CHANGE OF PARKING RESTRICTIONS AND INSTALLATION OF CONVEX MIRROR OUTSIDE MANLY VILLAGE PUBLIC SCHOOL (ITEM 02 /15: 09/02/2015)

SUMMARY

For Council to consider:

- changing the “front or rear to kerb” parking outside the Manly Village Public School car park driveway to “front to kerb” parking; and
- installing a convex mirror near the entrance of the Manly Village Public School car park on Victoria Parade.

REPORT

Change of parking restrictions

Council has received a request from the Manly Village Public School to convert existing “front or rear to kerb” parking to “front to kerb” only parking. When entering the driveway on Victoria Parade, school staff currently finds it difficult to see cyclists on the dedicated cycleway when cars are parked rear to kerb.

To improve visibility for drivers entering the car park, it is proposed to change the parking to front to kerb for the 5 car spaces east of the driveway (refer to Figure 1).

Installation of convex mirror

Council has also received a request from the Manly Village Public School that a convex mirror be installed near the exit of the car park on Victoria Parade (refer to Figure 2). This would allow drivers to look into the mirror while they are entering the car park to see if there are any pedestrians or cyclists approaching on the footpath or on the dedicated cycleway.

DISCUSSION

The proposal for a convex mirror was not supported by the RMS. A convex mirror distorts the image of an oncoming vehicle so making judgements of speed and distance difficult for drivers. This type of mirror is also difficult to maintain.

The committee agreed that front in parking would assist drivers entering the school grounds and suggested that removing a parking space would also be of benefit.

It was there for recommended that the convex mirror not be installed, that parking in this section of Victoria Avenue be front to kerb and that a parking space next to the access to the Manly Village School be removed.

RECOMMENDATION

That Council:

- converts four of the spaces on the northern side of Victoria Parade adjacent to the Manly Village School car park entrance from the existing “front or rear to kerb” parking to “front to kerb” parking only; and
- converts the parking space nearest the car park entrance into a No Parking t all times



Figure 1: Proposed change of parking restrictions from “front or rear to kerb” parking to “front to kerb” only parking outside the Manly Village Public School at Victoria Parade



Figure 2: Proposed location of a convex mirror at the entry to the car park on Victoria Parade

ITEM 03/15

WARATAH STREET, BALGOWLAH –TRAFFIC MANAGEMENT AT INTERSECTION WITH SYDNEY ROAD (ITEM 03/15: 09/02/2015)

SUMMARY

For Council to consider installing a traffic island on Waratah Street at the Sydney Road intersection, Balgowlah. This traffic island to allow traffic to exit left only onto Sydney Road and cycles only to turn left into Waratah Street from Sydney Raod.

REPORT

Council has received a request from residents of Waratah Street to consider changing the traffic management on Waratah Street, Balgowlah.

Waratah Street is a narrow (approximately 6.5m wide including two parking lanes) residential street with approximately 400 vehicles travelling in both directions per day. Residents are concerned by the number of drivers that seem to use Waratah Street as a rat run, damage to wing mirrors due to the narrowness of the street in combination with the number of pedestrians (in particular children) on the street.

Drivers are restricted from turning left on to Boyle Street, located to the west of Waratah Street, which means that a greater number of drivers wishing to turn left from Sydney Road are using Waratah Street to travel north.

To decrease the number of vehicles using Waratah Street, it is recommended to restrict the left turn movement from Sydney Road by installing a traffic island at the end of Waratah Street (refer to Figure 2), similar to that installed on Boyle Street (refer to Figure 3). Vehicles would still be permitted to turn left on to Sydney Road from Waratah Street on to Sydney Road and cyclists would be able to enter Waratah Street from Sydney Road.

The proposal would result in an increase of vehicles using Hill Street or Condamine Street (which are collector roads) to travel north. However, these routes are considered to be more appropriate as thoroughfares because of the signalised intersection with Sydney Road and the roads being wider.

The proposal would be subject to consultation with residents on Waratah Street and the approval of a Traffic Management Plan submission to the RMS.

DISCUSSION

The committee discussed this proposal and agreed that consultation and a TMP should be prepared.

RECOMMENDATION

That Council installs a traffic island on Waratah Street at the intersection with Sydney Road, Balgowlah, subject to consultation with residents on Waratah Street and the approval of a Traffic Management Plan submission to the RMS.

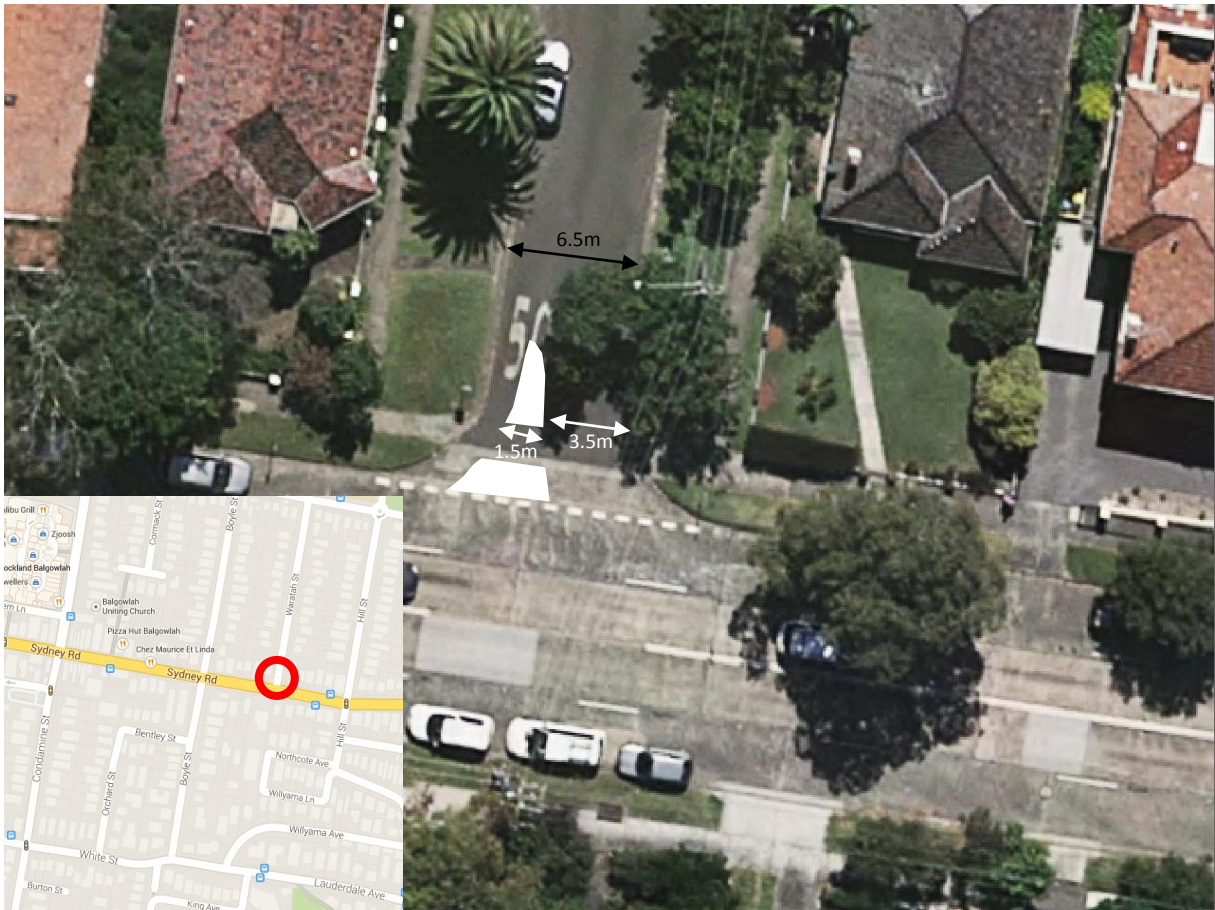


Figure 1: Proposed concept plan of traffic island on Waratah Street at the Sydney Road intersection, Balgowlah

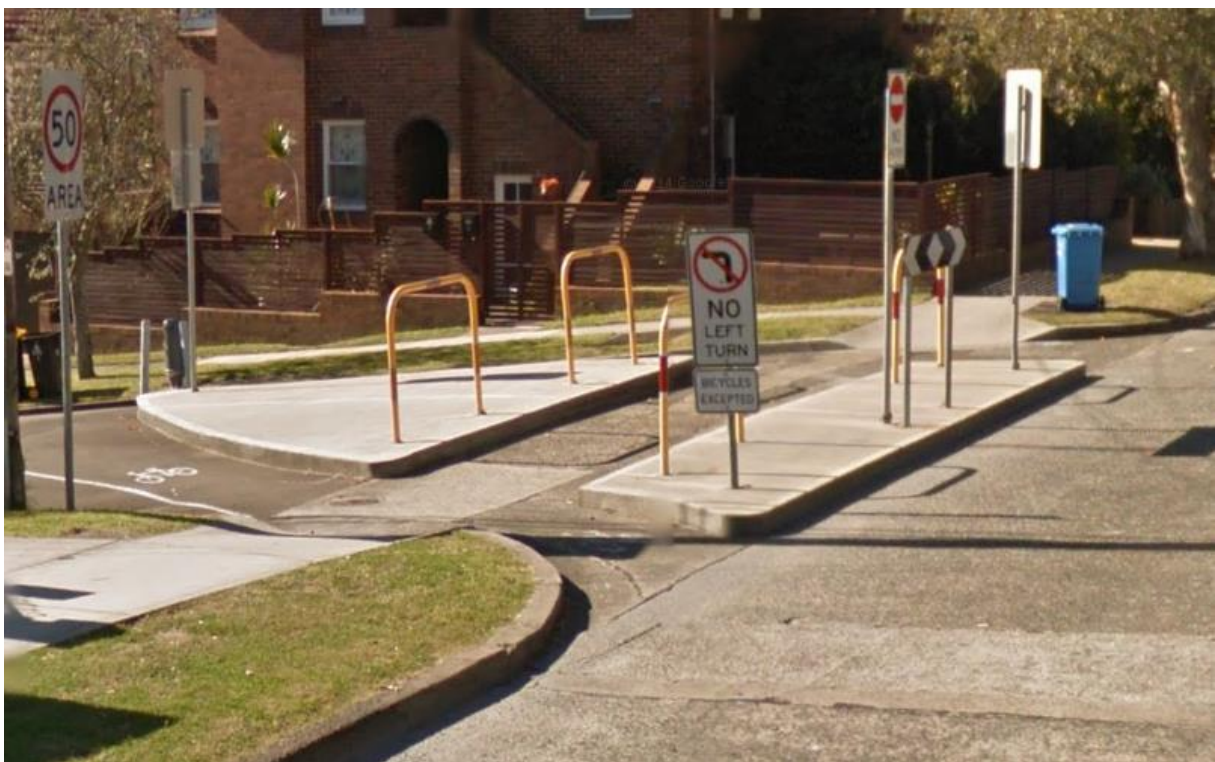


Figure 2: Current traffic island on Boyle Street, at the intersection with Sydney Road, Balgowlah

ITEM 04/15 **MANLY ANZAC DAY SERVICE TRAFFIC MANAGEMENT PLAN**
(ITEM 04/15: 09/02/2015)

SUMMARY

For Council to approve the traffic management plan of annual Manly Anzac Day Service to be held on Saturday 25 April 2015.

REPORT

Council has received a traffic management plan for the planned Manly Anzac Day event to be held by Manly Council.

The Service activities will be similar to previous years with a Dawn Service at 4.25am and a Main Service held at the Manly War Memorial outside Council Chambers commencing at 11am for an estimated one and a half hours in length.

The organiser has proposed a road closure between the hours of 7.00am on the morning of Saturday 25 April and 12.30pm from the corner intersection of Darley Road and Wentworth Street (the Corso side) to Whistler Street, after the pedestrian crossing outside Council Chamber. Access/exit to and from Whistler Street Car Parking will still be maintained via Whistler Street/Sydney Road (refer to Figures 1 and 2).

It has also been proposed to apply a No Stopping restriction between the hours of 7.00am on the morning of Saturday 25 April and 12.30pm on both sides of the designated road closure area.

These two traffic restrictions will allow for the erection of equipment pre the event, appropriate access for the Parade and additional safety for pedestrians walking to and from the Manly Wharf to The Corso Pedestrian Mall.

The road closure will require adequate notice to the public of changed traffic conditions via the Manly Daily. This will be actioned by the event organiser.

Pre event publicity will also highlight the road closure and advice will be distributed to the Precinct Committees. Notifications will be distributed to local businesses and residents by letterbox drop. Appropriate road signage will be displayed advising of a change in road traffic conditions in Darley road.

DISCUSSION

The RMS reminded the Committee that if a TMP would be required to be sent to the RMS traffic management unit.

RECOMMENDATION

That Council approves the Traffic Management Control Plan for Manly Anzac Day Service 25 April 2015.

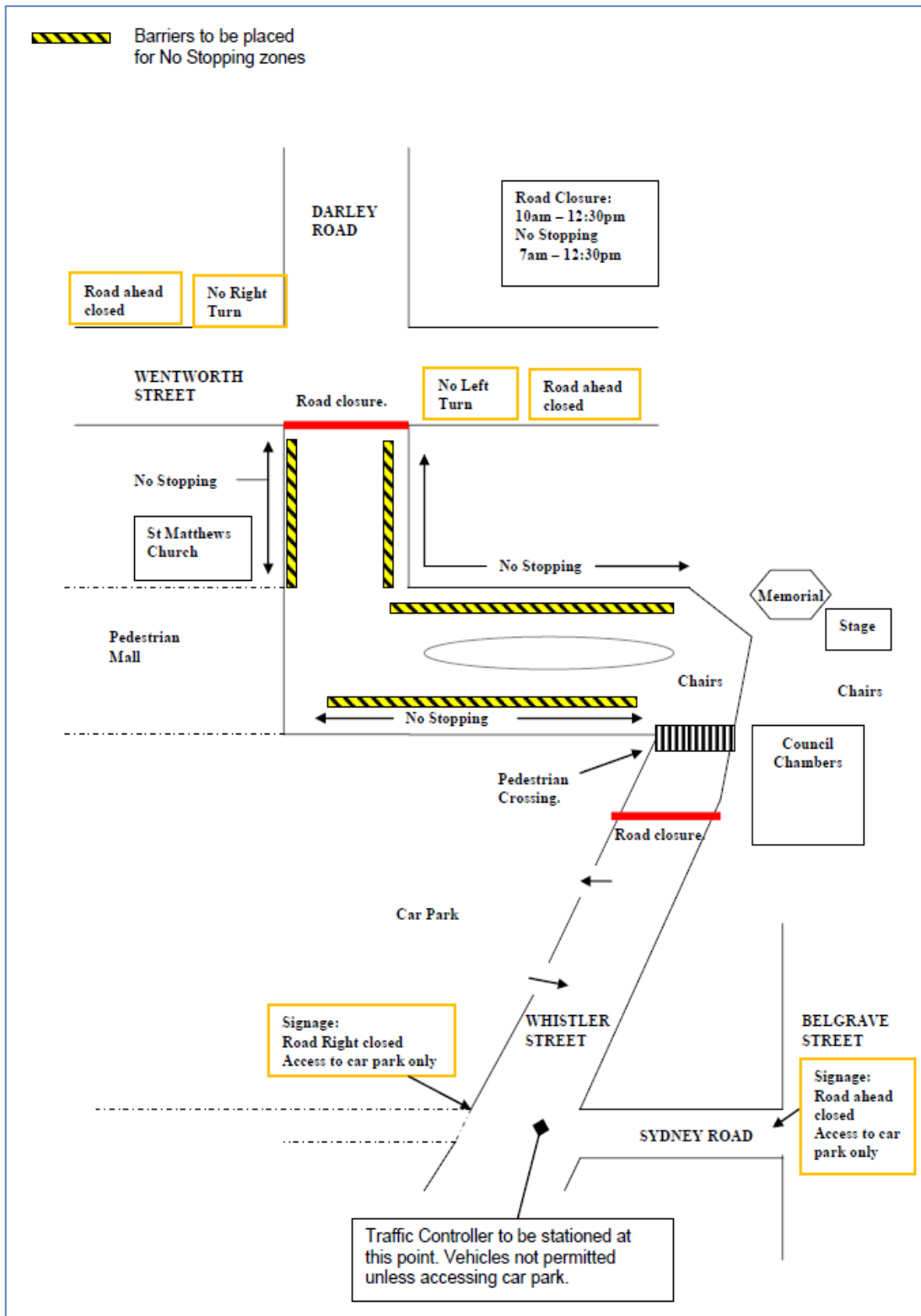


Figure 2: Proposed road closure and no stopping restrictions

ITEM 05/15

GILBERT STREET, MANLY – CHANGES TO ON STREET PARKING ARRANGEMENTS (ITEM 05/15: 09/02/15)

SUMMARY

For Council to consider removing one parking space on the southern side of Gilbert Street, Manly.

REPORT

Council has received a request from residents of 11 Gilbert Street, Manly to improve access to and from the driveway of 11 Gilbert Street (refer to Figures 1 and 2). Because of the narrowness of the street (approximately 7m including two parking lanes), drivers are currently experiencing difficulties exiting the driveway when a car is parked on the northern side of Gilbert Street and to the east of the driveway.

To improve manoeuvrability for drivers exiting and entering the driveway at 11 Gilbert Street it is proposed to remove one parallel parking space to the east of the driveway, as seen in Figure 2, by extending the existing No Stopping restrictions. This would allow for a better turning circle for vehicles exiting the driveway and turning right.

The proposal would result in the removal of one 2P 8am to 10pm (residents permit holders expected) on street parking space.

DISCUSSION

The RMS reminded the committee that there is a statutory No Stopping distance of 10 meters at a unsignalised intersection and that if the statutory No Stopping was installed this would leave a distance of 2m which is insufficient for a car to park.

RECOMMENDATION

That Council removes one parking space on the southern side of Gilbert Street, to the east of the driveway of 11 Gilbert Street, so to achieve the required statutory No Stopping distance at the Lower Gilbert Street / Eustace Street intersection.



Figure 1: Proposed removal of one on street parking space and introduction of No Stopping restrictions



Figure 2: Proposed removal of one on street parking space and introduction of No Stopping restrictions

ITEM 06/14 **MANLY LANE, MANLY –**
EXTENSION OF NO PARKING RESTRICTIONS
(ITEM 06 /14: 9/2/2015)

SUMMARY

For Council to consider extending the No Parking restrictions in Manly Lane, Manly.

REPORT

Council has received a request to extend the No Parking restrictions on the western side of Manly Lane.

Manly Lane has a maximum road width of 5 metres. It is located parallel between Birkley Road and Parkview Road and serves as a rear access for these streets. Some time ago a No Parking restrictions was implemented on the western side of Manly Lane between Parkview Lane and Raglan Street to improve the egress/access to residents' garages. However, one on-street parking space was left unrestricted, at the rear of No.6 Parkview Road. It is claimed that this unrestricted space is being used by non residents for long stay parking which is hindering the ability for residents of No. 15 and No. 13 to access/egress their carport safely and conveniently. This is exacerbated by the strip of rock encroaching Manly Lane, opposite the carport of No. 15 and No. 13, as shown in Figure 1.

In order to address the accessibility issues in Manly Lane for No. 15/No.13 rear carport, it is proposed to extend the existing No Parking restrictions on the western side of Manly Lane, south up to the No Stopping zone at the intersection of Parkview Lane. This will complete the No Parking zone for the entire western side of Manly Lane between Raglan Street and Parkview Lane. The proposal will result in the loss of 1 on-street parking space. Refer to Figure 2.

Consultation letters were delivered to all residents of the lane and four (4) replies were received. Three (3) residents support the proposal and one (1) resident is opposed. The resident opposed was concerned about the loss of parking.

DISCUSSION

The item was discussed and the committee raised no objections to implementing this change.

RECOMMENDATION

That Council implements the proposed extension of No Parking restrictions on the western side of Manly Lane from the rear of No. 6 to No Stopping zone at the south western corner of Manly Lane and Parkview Lane.



Figure 1: View of encroaching rock on western side of Manly Lane, behind No. 4 Parkview Rd.



Figure 2: Proposal to extend No Parking restrictions on the western side of Manly Lane.

ITEM 07/14 **BOLINGBROKE PARADE, FAIRLIGHT –**
EXTENSION OF NO PARKING RESTRICTIONS
(ITEM 07/14: 10/11/2014)

SUMMARY

For Council to consider extending the No Parking restrictions in Bolingbroke Parade south of Clifford Avenue, Fairlight.

REPORT

Council has received a request to extend the No Parking restrictions on the western side of Bolingbroke Parade to address restricted accessibility within the street.

Council's waste collection service has also expressed concerns with access within this section of street.

To improve accessibility in the street it is proposed to extend the existing No Parking restrictions on the western side of Bolingbroke Parade up to the driveway of No. 29. This will result in the loss of 2 on-street parking spaces (12 metres). Refer to Figure 1.

Consultation has been undertaken with affected residents and nine (9) responses have been received. Six (6) residents are in support of the proposal and three (3) residents are against the proposal due to the loss of on street parking.

It is recommended that council implement this proposal to ensure the waste collection service can function and to address the resident concern about access in the street.

DISCUSSION

The item was discussed and the committee raised no objections to implementing this change.

RECOMMENDATION

That Council implements the proposed extension of No Parking restrictions on the western side of Bolingbroke Parade, 12 metres north to up to the driveway of No. 29.



Figure 1: View north in Bolingbroke Parade. Outside No. 44-46 at the last 90 degree parking bay.

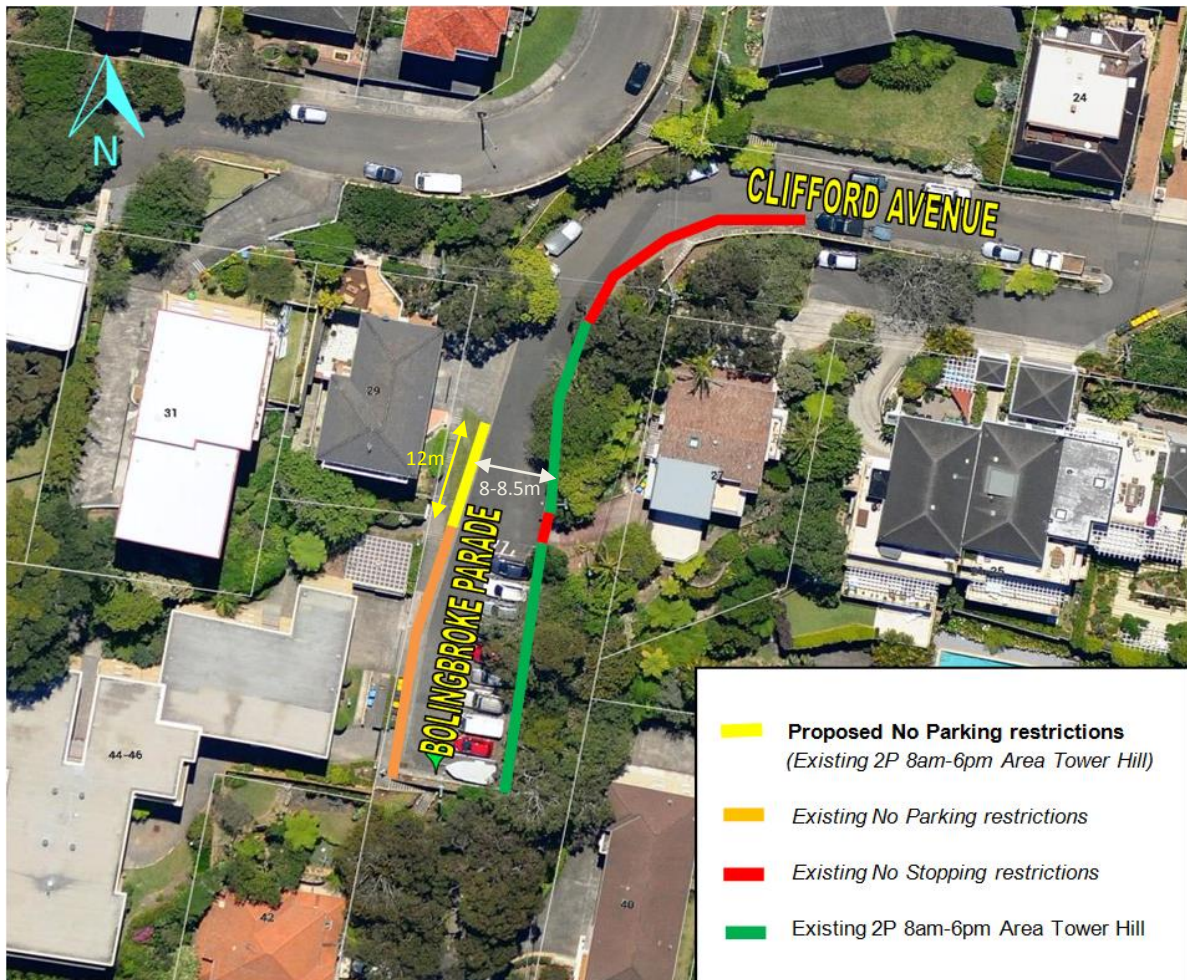


Figure 2: Proposal to extend No Parking restrictions on the western side of Bolingbroke Parade.

ITEM 08/14 **THE CRESCENT, MANLY –**
MOTORCYCLE PARKING ONLY RESTRICTIONS
(ITEM 08/14: 10/11/2014)

SUMMARY

For Council to consider converting a non standard on-street parking bay to motorcycle parking only in The Crescent, Manly.

REPORT

Council has received a request from the executive committee of No. 37 The Crescent Units, to designate one of the two marked on-street parking bays between the (2) driveways of No. 37, to motorcycle only parking restrictions.

The request is aimed at resolving the claimed frequent occurrences of parked vehicles encroaching the driveways of No. 37 which restricts accessibility of the driveway, as shown in Figure 1. The proposal will result in the loss of 1 vehicle space but gain 2 motorcycle spaces.

Affected residents have been consulted and eight (8) responses received. Five (5) of the responses were in support of the proposal and three (3) responses opposed the proposal because of the further loss of parking spaces in this street.

It is recommended that the proposal be implemented to ensure safe access to No. 37 the Crescent.

DISCUSSION

The item was discussed and the committee raised no objections to implementing this change.

RECOMMENDATION

That Council implements the proposed conversion one of two parking bays in front of No. 37 to motorcycle only parking restrictions, resulting in 2 x 90⁰ motorcycle parking bays and 1 x standard parallel parking bay.



Figure 1: View from No. 37 Units of back vehicle encroaching the driveway.



Figure 2: Proposal to convert the western marked bay to motorcycle only parking.

ITEM 09/14 **AUDREY STREET, BALGOWLAH –**
SIGNPOST NO STOPPING RESTRICTIONS AT INTERSECTION
(ITEM 9/14: 13/10/2014)

SUMMARY

For Council to consider implementing No Stopping restrictions in Audrey Street at the intersection with Maretimo Street, Balgowlah.

REPORT

Council has received a request from a resident of Audrey Street to restrict on-street parking further east in Audrey Street from the intersection of Maretimo Street.

Because this street is narrow, approximately 7 metres in width, it is difficult for vehicles to enter the street with cars parked up to the 10m statutory No Stopping (refer to Figure 1). It was therefore proposed that the No Stopping be extended to be 20m from the intersection and double barrier (BB) lines installed. This would be similar to the restrictions at the Audrey Street / Wanganella Street intersection (refer to Figure 2).

Consultation with affected residents was undertaken in January 2015 and three (3) responses have been received. All responses received were in support of the proposal and so it is recommended that the proposal be implemented.

DISCUSSION

The item was discussed and the committee raised no objections to implementing this change.

RECOMMENDATION

That Council extends the No Stopping restrictions either side of Audrey Street by 10metres to provide a no Stopping zone of 20m from Maretimo Street; and install double barrier center line to assist lane discipline.



Figure 1: View of the intersection of Audrey St & Maretimo St with parked vehicles.



Figure 2: Aerial Audrey Street between Maretimo St and Wanganella St.

ITEM 10/14 **KENNETH ROAD TRAFFIC MANAGEMENT**
(ITEM 10/14: 13/10/2014)

SUMMARY

For Council to note the minor amendments to the endorsed Kenneth Road traffic and parking management scheme.

REPORT

A traffic management scheme (refer to attachment 1 – Drawing P01 issue E) was circulated to committee members with responses sought by the 24 December 2014.

The Traffic Committee meeting out of session endorsed the scheme. However, the RMS asked that some minor changes be made to the scheme including:

- increasing the inside radius of the turn back loop to 4.5m
- increasing the No Stopping distance between the bus zone and the kerb side build out from 7.5m to 10m
- increasing the traffic lane widths past the pedestrian island from 3.1m to 3.7m on the southern side and from 3.1m to 3.3m on the north side
- providing an additional pram ramp for the disabled parking.

Attachment 2 (Drawing P01 issue H) shows a finalized scheme incorporating all the changes requested by the Road and Maritime Service.

DISCUSSION

The proposal was briefly discussed and it was noted that the proposal had been agreed between Councils engineers and the Roads and Maritime Services General Manager Colin Langford.

John Begley asked about the size of the parking bays on the north side of the street and the traffic manager confirmed these would be between 6.0m and 6.7m as required by standards.

RECOMMENDATION

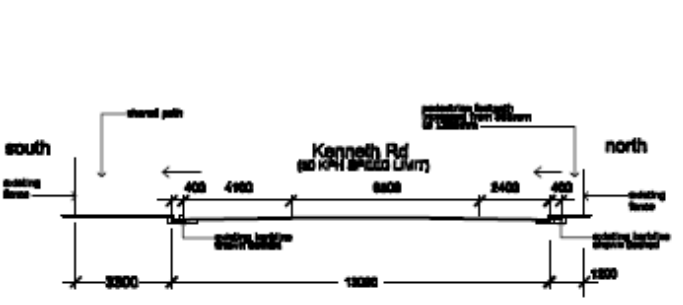
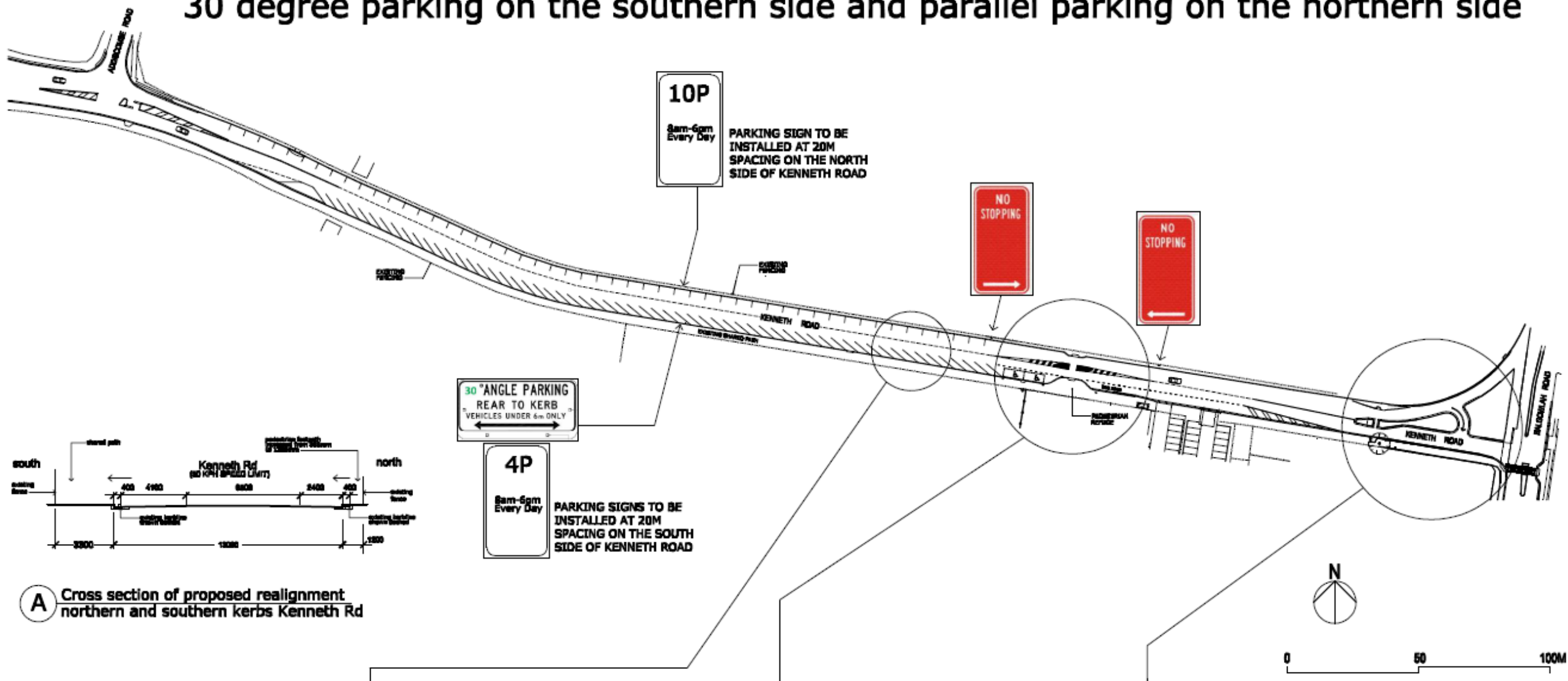
That Council confirm and endorse the revised scheme.

ATTACHMENTS

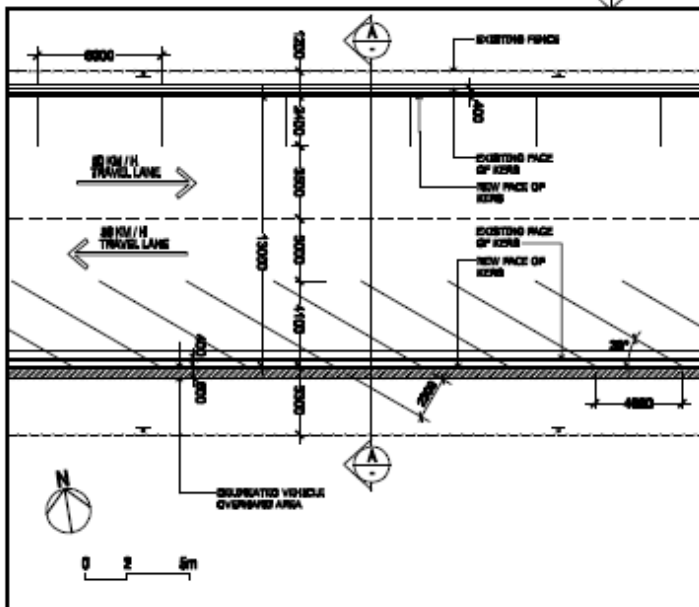
Attachment 1 –Traffic Management Scheme Kenneth Road (Issue E)

Attachment 2 –Traffic Management Scheme Kenneth Road with amendments requested by RMS (Issue H)

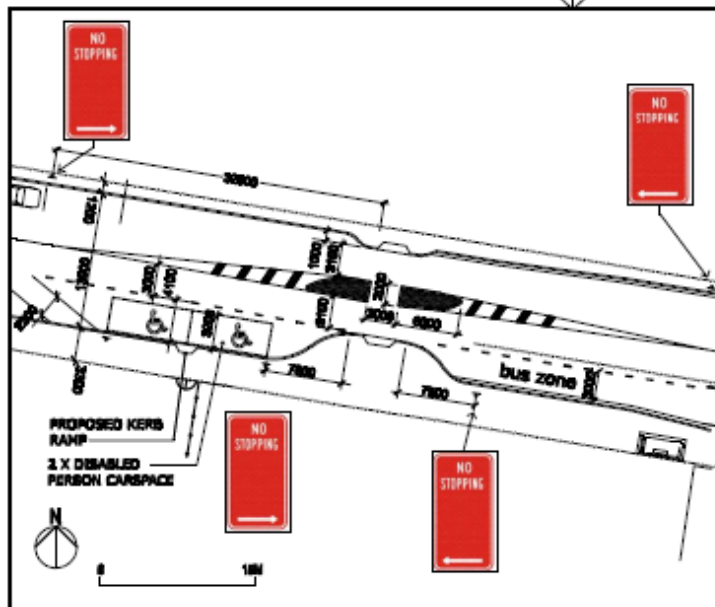
30 degree parking on the southern side and parallel parking on the northern side



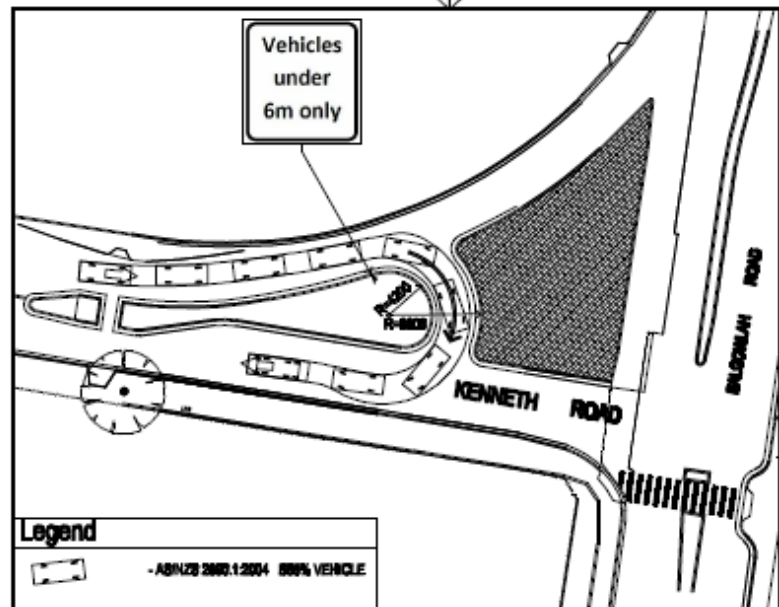
A Cross section of proposed realignment northern and southern kerbs Kenneth Rd



TYPICAL LAYOUT-Rear to kerb



PEDESTRIAN REFUGE



SLIP LANE PROPOSAL

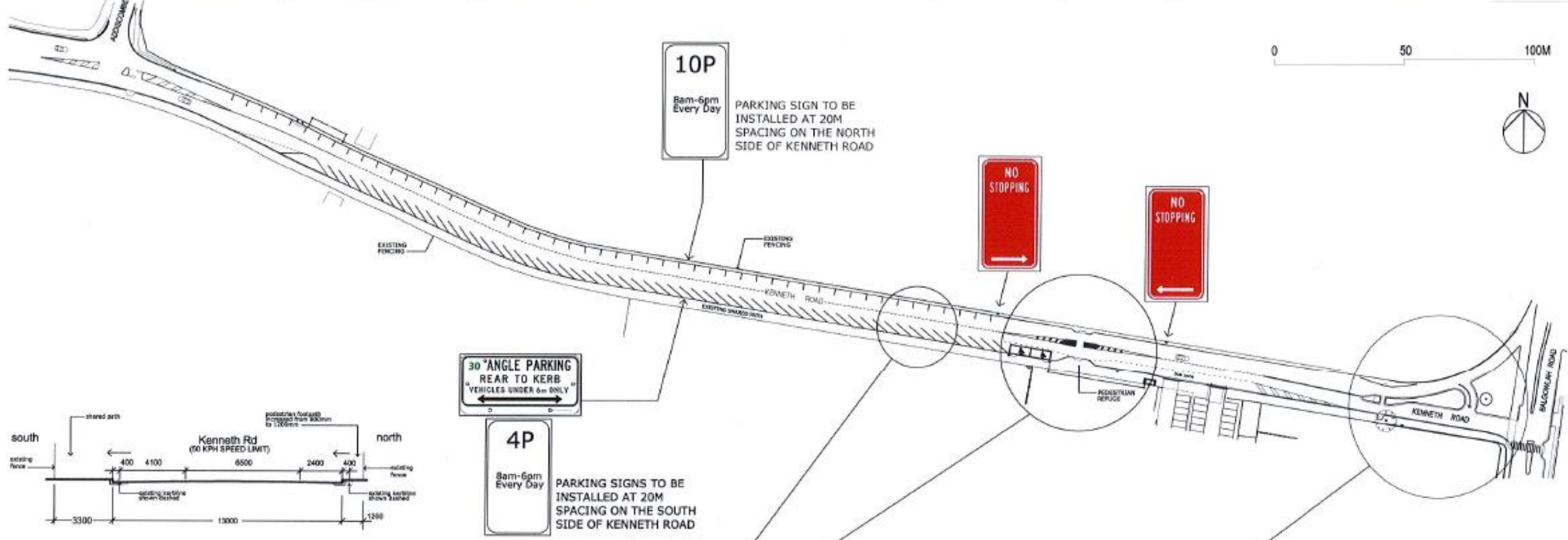
Rev	Description	Date
A	FOR INFORMATION	NOV '14
B	AMENDED AS REQUIRED	NOV '14
C	AMENDED FOLLOWING DISCUSSION WITH RMB	DEC '14
D	KERB REALIGNMENT PROPOSAL	DEC '14
E	AMENDED AS AGREED WITH RMB	DEC '14

Manly Council
 Council Chambers
 1 Belgrave Street Manly
 Ph (02)99761500
 Fax (02)99761400

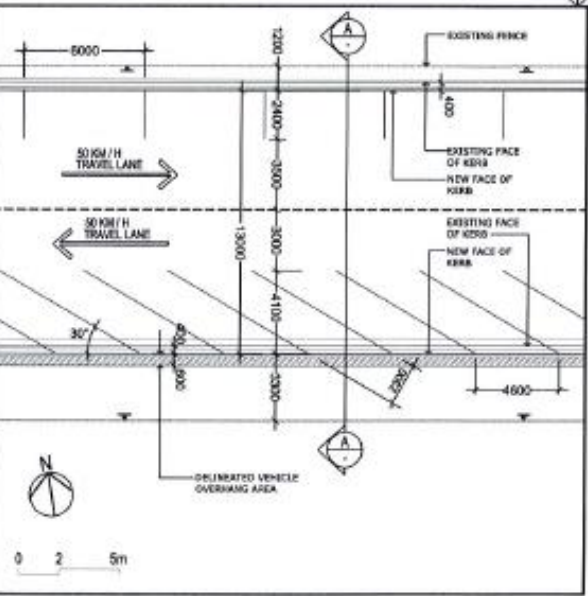
Project:
30° PARKING , PROPOSED SLIP ROAD , AND PEDESTRIAN REFUGE ON KENNETH RD BETWEEN BALGOWLAH RD AND ADDISCOMBE RD, BALGOWLAH
 Drawing Title:
SITE PLAN AND DETAILED PLANS
 Prepared by:
 CIVIC AND URBAN SERVICES
 MANLY COUNCIL

Date: NOV 2014
 Drawn: MB
 Scale: USE SCALEBARS
 Issue no: **P01 E**

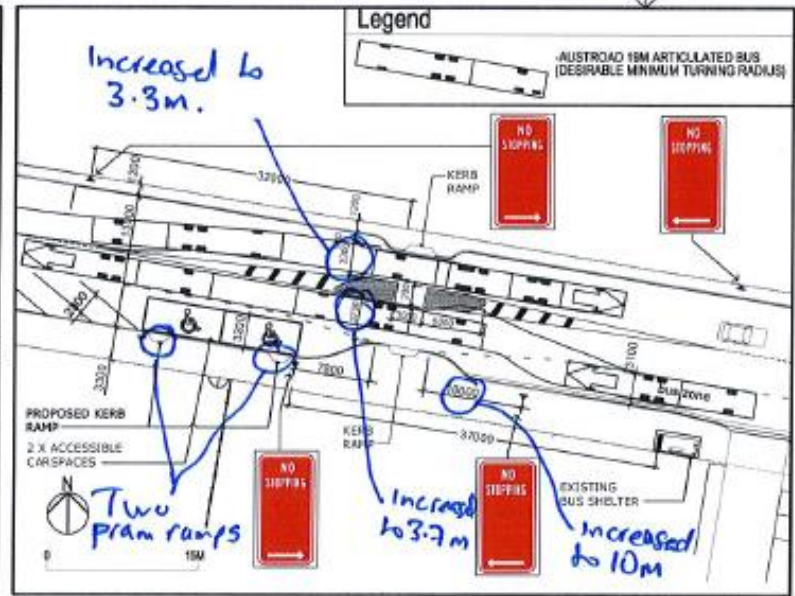
30 degree parking on the southern side and parallel parking on the northern side



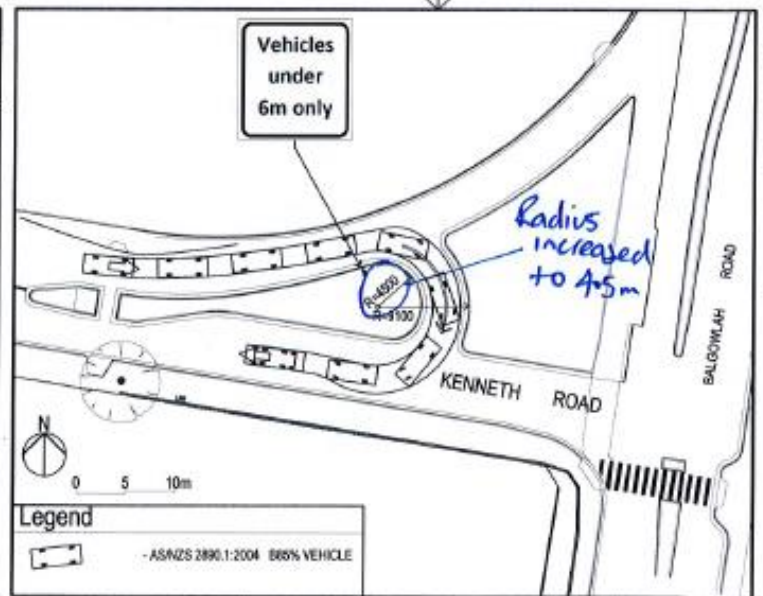
A Cross section of proposed realignment northern and southern kerbs Kenneth Rd



TYPICAL LAYOUT-Rear to kerb



PEDESTRIAN REFUGE-WITH BUS SWEEP PATH SHOWN



SLIP LANE PROPOSAL - WITH CAR SWEEP PATH SHOWN

Note:
Drawing does not show all required road signage

Rev	Description	Date
A	FOR INFORMATION	NOV'14
B	AMENDED AS REQUIRED	NOV'14
C	AMENDED FOLLOWING DISCUSSION WITH RMS	DEC'14
D	KERB REALIGNMENT PROPOSAL	DEC'14
E	AMENDED AS AGREED WITH RMS	DEC'14
F	VEHICLE SWEEP PATHS SHOWN	DEC'14
G	AMENDED AS REQUIRED BY RMS	DEC'14
H	FINAL AMENDMENTS AS REQUIRED BY RMS	JAN'15

Manly Council
Council Chambers
1 Belgrave Street Manly
Ph (02)99761500
Fax (02)99761400

Project:
30° PARKING, PROPOSED SLIP ROAD, AND PEDESTRIAN REFUGE ON KENNETH RD BETWEEN BALGOWLAH RD AND ADDISCOMBE RD, BALGOWLAH

Drawing Title:
SITE PLAN AND DETAILED PLANS

Prepared by:
CIVIC AND URBAN SERVICES, MANLY COUNCIL

Date:
NOV 2014

Drawn: Scale: Issue no:
MB USE SCALEBARS

P01
H

Attachment 2 –Endorsed Scheme – Kenneth Road Traffic Management with amendments requested by the RMS

ITEM 5 GENERAL BUSINESS

1. North Head Bandicoots – Traffic Management

The committee discussed options for traffic management measures to assist reducing the mortality rate of the long nosed bandicoot population of North Head.

The RMS and police said that it was unlikely they could support a reduced speed limit of 40km/h because such speed limits are used in high pedestrian activity and residential areas only.

The committee suggested that a map showing where bandicoot fatalities are occurring would be helpful and that additional wildlife on road warning signs should be considered.

2. Items raised by Councillor Burns

Councillor Burns declared an interest in the following item as he lives in the same street. He reported that a resident of Upper Bower Street had approached him to request that the No Stopping restriction in the street be examined as some drivers are parking in locations that reduce the efficiency of traffic movement in the street. The Traffic Manager agreed to meet the resident and return an item to a future traffic committee.

ITEM 6 DATE OF NEXT MEETING – 9.30AM MONDAY 9 March 2015