



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE**

HELD MONDAY, 10 NOVEMBER 2014

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

Other Members

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

Mr Alex Coates Roads and Maritime Services

Council Staff

Ms Anneli Karlsson Transport Planner – Civic & Urban Services

Mr Khanh Nguyen Traffic Officer – Civic & Urban Services

Apologies

Councillor Hugh Burns Manly Council

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

Sgt Nino Jelovic Manly Police

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the 10th NOVEMBER 2014 to consider the matters referred to and reports having reaches the decisions taken and recommendations stated hereunder.



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ITEM 1 WELCOME AND INTRODUCTIONS

Chairman Councillor Alan Le Surf opened the Meeting and introduced those present.

ITEM 2 APOLOGIES AND LEAVE OF ABSENCE

See Apologies above.

ITEM 3 DECLARATIONS OF INTEREST

PECUNIARY

None

NON - PECUNIARY

None

ITEM 4 REPORTS

ITEM 54/14 **ERNEST STREET, BALGOWLAH HEIGHTS -**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 54/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Ernest Street, Balgowlah Heights in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Ernest Street between Condamine Street South and Glenside Street to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 30th November 2014 from 4pm to 8pm, refer **Figure** & **Figure** for its location.

The impacts on traffic resulting from the temporary road closures in Ernest Street between Condamine Street South and Glenside Street are expected to be minimal, for the following reasons:

- Ernest Street is a local road with low traffic volumes;
- There are no bus service routes that interfere with this section of Ernest Street;
- Alternative routes are available for through traffic and connecting roads;
- There have been no recorded accidents in this section of Ernest Street; and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Ernest Street between Condamine Street South and Glenside Street on Sunday, 30th November 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 55/14 **PINE STREET, MANLY –**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 55/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Pine Street, Manly in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Pine Street (includes Collingwood Street) between Pacific Parade and Smith Street to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 30th November 2014 from 4pm to 8pm, refer to **Error! Reference source not found.** & **Error! Reference source not found.** for its location.

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

- Pine Street is a local road with very low traffic volumes;
- There are no bus service routes via Pine Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents within this section of Pine Street; and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Pine Street (includes Collingwood Street) between Pacific Parade and Smith Street on Sunday, 30th November 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 56/14 **BALTIC STREET, FAIRLIGHT –**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 56/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Baltic Street, Fairlight in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in northern/lower side Baltic Street between Suwarrow Street and Daintrey Street to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Saturday, 6th December 2014 from 5pm to 9pm, refer to **Error! Reference source not found.** & **Error! Reference source not found.** for its location.

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

- Baltic Street is a local road with very low traffic volumes;
- Baltic Street is a separated carriageway and only the eastbound travelling lane from Suwarrow Street to Daintrey Street will be affected;
- There are no bus service routes via Baltic Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents within Baltic Street; and
- The temporary road closure is being held on a Saturday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in northern side of Baltic Street between Suwarrow Street and Daintrey Street on Saturday, 6th December 2014 from 5pm to 9pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 57/14 **BEACONVIEW STREET, BALGOWLAH HEIGHTS –**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 57/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Beaconview Street, Balgowlah Heights in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Beaconview Street between Curban Street and Dobroyd Road to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 7th December 2014 from 4pm to 8pm, refer to **Error! Reference source not found. & Error! Reference source not found.** for its location.

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

- Beaconview Street is a local road with very low traffic volumes;
- There are no bus service routes via Beaconview Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents within Beaconview Street; and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Beaconview Street between Curban Street and Dobroyd Road on Sunday, 7th December 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 58/14 **SANDRA PLACE, SEAFORTH –**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 58/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Sandra Place, Seaforth in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Sandra Place cul-de-sac south of Castle Circuit to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 7th December 2014 from 4pm to 8pm, refer to **Error! Reference source not found. & Error! Reference source not found.** for its location.

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

- Sandra Place is a local road/cul-de-sac with very low traffic volumes;
- Sandra Place is about 30 metres in length from Castle Circuit to the edge of the turning circle;
- There are no bus service routes via Sandra Place;
- Only five properties have access via Sandra Place
- There are no recorded accidents in Sandra Place; and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 2** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Sandra Place cul-de-sac on Sunday, 7th December 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 59/14 **CHARLES STREET, FAIRLIGHT -**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 59/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Charles Street, Fairlight in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Charles Street between Cohen Street and William Street to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 14th December 2014 from 3pm to 7pm, refer to **Error! Reference source not found. & Error! Reference source not found.** for its location.

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

- Charles Street is a local road with very low traffic volumes;
- There are no bus service routes via Charles Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents within Charles Street; and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Charles Street between Cohen Street and William Street on Sunday, 14th December 2014 from 3pm to 7pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 60/14 **WATERVIEW STREET, SEAFORTH -**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 60/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Waterview Street, Seaforth in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Waterview Street between No. 18 and Judith Street to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Saturday, 6th December 2014 from 4pm to 8pm, refer to **Error! Reference source not found. & Error! Reference source not found.** for its location.

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

- Waterview Street is a local road with very low traffic volumes;
- There are no bus service routes via Waterview Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents within Waterview Street; and
- The temporary road closure is being held on a Saturday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the ***Traffic Control Plan (TCP) No. 1*** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Waterview Street between No. 18 and Judith Street on Saturday, 6th December 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 61/14 **BOYLE STREET, BALGOWLAH -**
TEMPORARY ROAD CLOSURES (STREET PARTY)
(ITEM 61/14: 10/11/2014)

SUMMARY

For Council to approve a temporary road closure in Boyle Street, Balgowlah in order to facilitate a street party request.

REPORT

Council has received an application for a temporary road closure in Boyle Street between Griffiths Street and Sydney Road to facilitate a “street party” under Council’s “Meet Your Street” initiative. The requested date for the temporary road closure is on Sunday, 7th December 2014 from 4pm to 8pm, refer to **Error! Reference source not found. & Error! Reference source not found.** for its location.

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

- Boyle Street is a local road with very low traffic volumes;
- There are no bus service routes via Boyle Street;
- Alternative routes are available for through traffic and connecting roads;
- There are no recorded accidents in this section of Boyle Street;
- There is no entry northbound into Boyle Street via Sydney Road (Left turn exit into Sydney Road from Boyle Street is permitted); and
- The temporary road closure is being held on a Sunday evening.

Access for pedestrians and cyclists will be maintained and the temporary road closure will be managed in accordance with the **Traffic Control Plan (TCP) No. 1** and the standard street party conditions outlined in **Appendix A**.

DISCUSSION

No objections or comments were raised about the temporary road closure proposal / street party.

RECOMMENDATION

That Council approves the proposed temporary road closures in Boyle Street between Griffiths Street and Sydney Road on Sunday, 7th December 2014 from 4pm to 8pm, subject to the standard conditions outlined in **Appendix A**.

ITEM 62/14 **ETHEL STREET, BALGOWLAH –**
EXTENSION OF NO PARKING RESTRICTIONS
(ITEM 62/14: 10/11/2014)

SUMMARY

For Council to consider extending the No Parking restrictions in Ethel Street east of Kanangra Crescent, Balgowlah.

REPORT

A request has been received from a representative of the Clontarf Precinct to extend the existing No Parking restrictions on the southern side of Ethel Street, further east from the intersection of Kanangra Crescent.

Ethel Street is a collector road and has a carriageway width of ~9.5m. A recent traffic survey in Ethel Street reveals that traffic volumes are high with peak hour (bi-directional) volumes over 500 veh/hr maximum referenced in the environmental capacity performance standards on residential streets, *RTA: Guide to Traffic Generating Developments*.

It is claimed that large vehicles (light trucks) are constantly parking (legally/adjacent the existing No Parking restrictions) on the southern side of Ethel Street, which restricts visibility for motorists wishing to exit Kanangra Crescent.

In order to improve the sight distance in Ethel Street east of Kanangra Crescent, it is proposed to extend the existing No Parking restrictions on the southern side of Ethel Street, 10 metres east to the powerpole in front of No. 27. The proposal will result in the loss of 1 on-street parking space as the space between No. 27's driveway and the powerpole being 6 metres. Refer to Figure 1 & Figure 2.

DISCUSSION

No objections or comments were raised about the proposal to remove one on-street parking space on the southern side of Ethel Street.

RECOMMENDATION

That Council implements the proposed extension of No Parking restrictions on the southern side of Ethel Street, 10 metres east to the power pole in front of No. 27, subject to consultation with affected stakeholders.

ANNEXURES



Figure 1: View east of Ethel Street from Kanangra Crescent, Balgowlah.



Figure 2: Proposal to extend the existing No Parking restrictions on the southern side of Ethel Street.

ITEM 63/14 **MANLY LANE, MANLY –**
EXTENSION OF NO PARKING RESTRICTIONS
(ITEM 63/14: 10/11/2014)

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 No Parking restrictions were implemented on the western side of Manly Lane between Parkview Lane and Raglan Street to improve the egress/access to residents' garages. However, 1 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 3.

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 4.

DISCUSSION

Clr Le Surf asked if the one on street parking space proposed to be removed could be turned into a residential permit parking zone instead. It was however agreed by the Committee that this would not help the fact that the road is too narrow for a car to be parked in the subject location. No objections were raised to the proposal.

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, subject to consultation with affected stakeholders.

ANNEXURES



Figure 3: View of encroaching rock on western side of Manly Lane, behind No. 4 Parkview Rd.



Figure 4: Proposal to extend No Parking restrictions on the western side of Manly Lane.

ITEM 64/14 **BOLINGBROKE PARADE, FAIRLIGHT –**
EXTENSION OF NO PARKING RESTRICTIONS
(ITEM 64/14: 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.

Bolingbroke Parade (upper side) is a cul-de-sac street that continues south from Clifford Avenue. Bolingbroke Parade is relatively narrow with a carriageway width ranging from 7.5 to 10 metres from the Clifford Avenue end to the cul-de-sac end, respectively. Bolingbroke Parade is within 2P residential parking scheme of Tower Hill and there are 10 x 90 degree on-street parking spaces on the eastern side of Bolingbroke Parade starting from the cul-de-sac that were installed some time ago.

The concern is that residents are parking on-street rather than off street which has created further congestion in the street in conjunction with boats/trailers that regularly park there. The existing No Parking restrictions on the western side of Bolingbroke Parade start from the cul-de-sac ends opposite the edge of last 90 degree parking bay. The road width that remains between a vehicle parked parallel on the western side and the 90 degree parking bay on the eastern side, is inadequate (less than 2 metres) to allow vehicles to pass safely, as shown in Figure 5. This especially affects the accessibility for residents of the Gainsborough units at No. 44-46.

In order to alleviate the congestion and 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. The proposal will result in the loss of 2 on-street parking spaces (12 metres). Refer to Figure 6 *Figure*.

DISCUSSION

Mr John O'Connor questioned whether the concern raised regarding the narrowness of the road is really so much of an issue that it warrants the removal of two parking spaces. It was however agreed to recommend the removal of the two spaces because affected residents will be consulted and have their chance to have a say anyway.

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, subject to consultation with affected stakeholders.

ANNEXURES



Figure 5: View north in Bolingbroke Parade. Outside No. 44-46 at the last 90 degree parking bay.

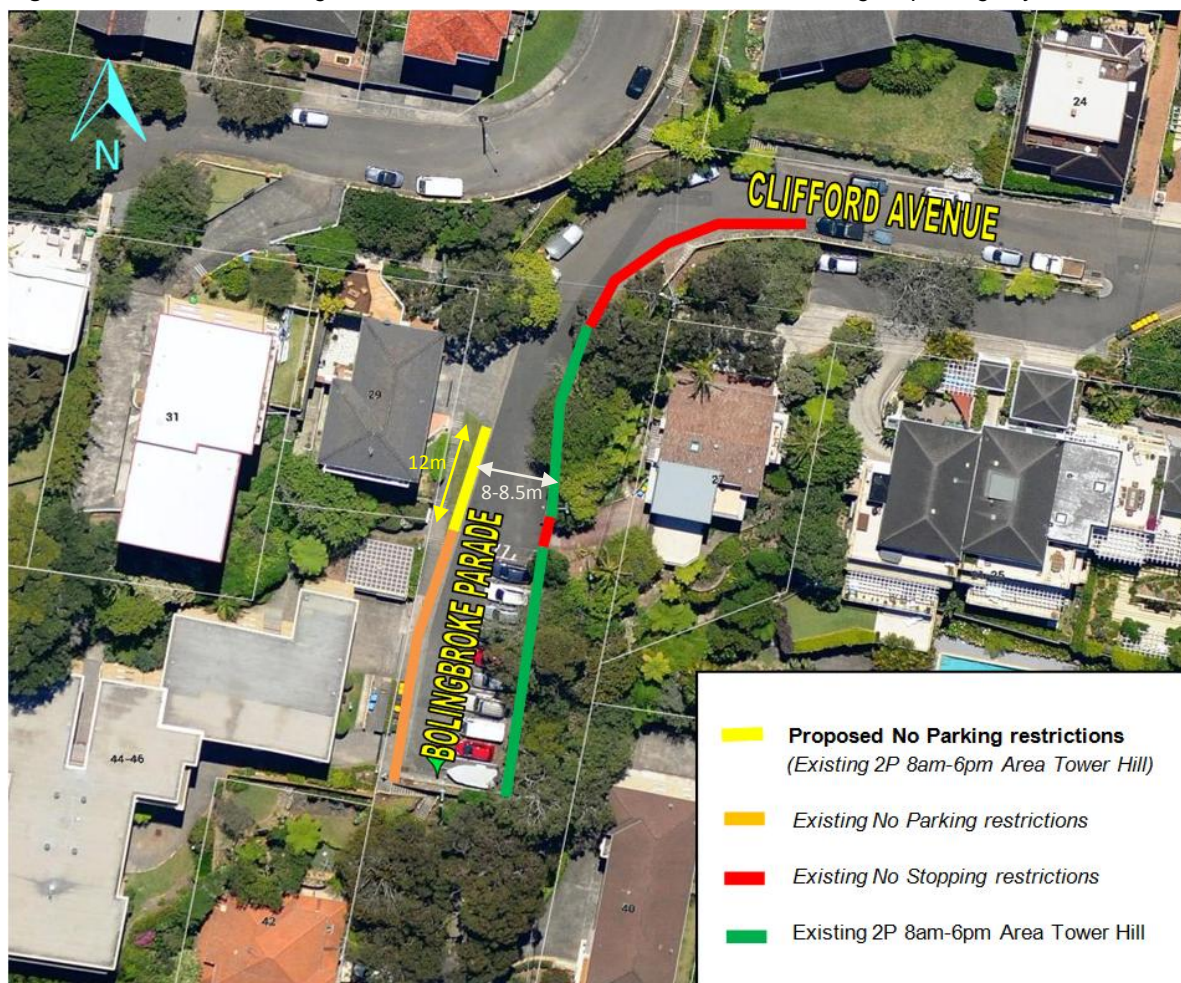


Figure 6: Proposal to extend No Parking restrictions on the western side of Bolingbroke Pde.

ITEM 65/14 **THE CRESCENT, MANLY –**
MOTORCYCLE PARKING ONLY RESTRICTIONS
(ITEM 65/14: 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 7. Investigations by Council staff have reveals that the space between the (2) driveways of No. 37 is 7.8 metres and despite it being line marked for 2 vehicles to park, it is only adequate for 1 vehicle. Note that the minimum design space length for parallel parking is 5.4 metres (end unobstructed) according to Australian Standards AS 2890.5:1993.

The minimum size of a motorcycle parking space is 2.5m x 1.2m (AS 2890.5), therefore the current 7.8 metre space can accommodate 1 vehicle space of 5.4m and 2 x 1.2m wide 90 degree parking for motorcycles. The chair of the executive of No. 37 The Crescent expressed that there are about 4 to 6 motorcycles/scooters that regularly park in The Crescent. With all the above in mind, it is proposed to convert one (preferably western bay) of the two marked parking bays between the driveways of No. 37 to motorcycle only parking restrictions. Refer to Figure 8. The proposal will result in the loss of 1 vehicle space but gain 2 motorcycle spaces.

DISCUSSION

Clr Le Surf asked whether it would be a possibility to turn the entire section into motorcycle parking. It was however agreed to convert the space to two motorcycle spaces and one car parking space as recommended, partly because parking demand is high in the area.

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. The proposal is subject to consultation with affected stakeholders.

ANNEXURES



Figure 7: View from No. 37 Units of back vehicle encroaching the driveway.



Figure 8: Proposal to convert the western marked bay to motorcycle only parking.

ITEM 66/14 **SCALES PARADE, BALGOWLAH –**
INTERSECTION TREATMENT: RUMBLE BARS
(ITEM 66/14: 10/11/2014)

SUMMARY

For Council to consider the installation of rumble bars as a treatment for the intersection of Lewis Street and Scales Parade, Balgowlah.

REPORT

Council is revisiting Traffic Committee item 32/14 that was taken to the Manly Local Traffic Committee in July 2014 recommending that a kerb side island be constructed to narrow the junction between Scales Parade and Lewis Street and so further reduce the speed of vehicles entering Sales Parade. The Traffic Committee did not support the need to such a measure and suggested that a lower cost solution be considered.

Despite analysed data suggesting a low road safety risk in the area, based on low traffic speeds, low volumes and no recorded accident history, there is a strong community backing for a treatment since 2009.

The proposed lower cost solution would be to install rumble bars within the hatched area on the north eastern corner of the Scales Parade / Lewis Street intersection. These rumble bars are approximately 250mm by 400mm and 50mm in height. The desired effect of rumble bars is to deter motorists from driving over them similarly to the function of a concrete island. The rumble bars will in effect tighten the radius of the corner for traffic entering Scales Parade from Lewis Street. Please note that this is similar to what was originally proposed in 2009 but appears not to have been implemented. Refer to Figure 9.

The disadvantages of rumble bars are that they are noisy if drivers do run over them, they can be knocked off the road if repeatedly hit and possibly damage the tyres of vehicles.

DISCUSSION

Some discussions were held with regards to the background of this concern.

Clr Le Surf mentioned that there might be a concern that, in particular motorcycles, who may not be aware of the new devices could accidentally run over them. It was therefore suggested that 'Changed traffic conditions ahead' signs be installed to inform drivers that the rumble bars have been installed.

Mr Coates from the RMS suggested that a possibility could potentially also be to just build out the northern corner of the kerb, and not the entire build out.

It was however concluded to go ahead with the rumble bar proposal, subject to resident consultation.

RECOMMENDATION

That Council implements the proposed rumble bars around the north eastern corner at the intersection of Scales Parade and Lewis Street, subject to consultation with affected residents.

ANNEXURES



Figure 9: Proposal to install rumble bars on the north eastern corner of Scales Parade / Lewis Street intersection.

ITEM 67/14 **SEAFORTH CRESCENT, SEAFORTH –**
LINEMARKING PROPOSAL
(ITEM 67/14: 10/11/2014)

SUMMARY

For Council to consider the line marking of double barrier centre lines in Seaforth Crescent, Seaforth.

REPORT

Council has received a request from a resident to review Seaforth Crescent between Ponsonby Parade and Princes Promenade, as it is claimed that vehicles parked on-street mostly near the intersections are being damaged by passing traffic.

Seaforth Crescent is a quiet residential street, with a carriageway width varying between 7-7.5 metres. This section of Seaforth Crescent lies within the bus route No. 145, with 2 sign-posted bus stops on the southern side of the road, near Princes Promenade (at No. 86) and Sangrado Street (at No. 118) respectively. It is also known that buses travelling in this section of Seaforth Crescent are experiencing difficulties manoeuvring within the street.

The proposal to line mark Seaforth Crescent with double barrier (BB) centrelines near the intersection with Princes Promenade will delineate the road, improve bi-directional traffic flows within the narrow street especially for buses and displace vehicles from parking in unsuitable areas. The proposed BB lines will be implemented as shown in Figure 10 and Figure 11.

It should be noted that according to NSW parking rules it is an offence to stop within 20 meters before and 10 meters after a sign-posted bus stop; and if the road has a continuous dividing line, the driver must position the vehicle at least 3 meters from it, unless other indicated by information on or with a parking control sign.

DISCUSSION

No objections were raised to the proposal.

RECOMMENDATION

That Council implements the proposed line marking of double barrier centrelines in Seaforth Crescent at the intersection with Princes Promenade, subject to consultation with affected stakeholders.

ANNEXURES

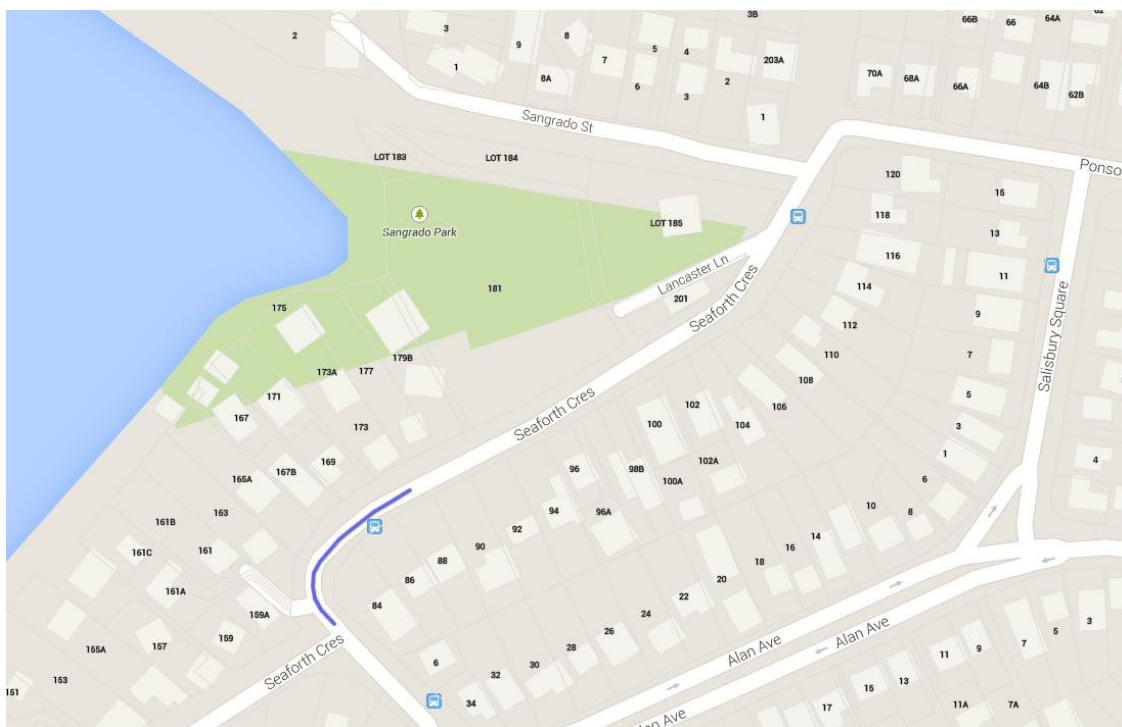


Figure10: Aerial of Seaforth Crescent between Princes Promenade and Ponsonby Parade.



Figure11: Proposed double barrier centrelines between Princes Promenade to No. 173's driveway, approximately 90 metres.

ITEM 68/14 **RAGLAN STREET, MANLY –**
EVALUATION OF CONSULTATION: MANLY 2015 STREET UPGRADE
(ITEM 68/14: 10/11/2014)

SUMMARY

For Council to note the consultation results from Item 51/14 of October's Traffic Committee in regards to loss of on-street parking from the Manly 2015 Raglan Street Upgrade.

REPORT

Item 51/14 Raglan Street, Manly – Street Upgrades, Manly 2015 was discussed at the Local Traffic Committee on the 13th October 2014 in regards to the removal all (7) existing on-street parking spaces resulting from the planned "Manly 2015" Raglan Street upgrade. It was recommended by the Traffic Committee that consultation be carried out to affected owners in Raglan Street about the proposed removal of on-street parking.

Consultation via letter was sent to the affected owners in Raglan Street between Belgrave Street to North Steyne on 10th October 2014. A total of 8 stakeholders were consulted and 2 responses were received.

The 2 responses came from Manly Paradise Motel of 54 North Steyne and Navitas Limited of No. 7 Raglan Street, respectively.

Manly Paradise Motel raised concerns about the upgrades affecting the carriageway across the footpath that provides the only possible access to the motel's off-street parking facility and is essential for the operation of the Motel. They ask for access to the shared area on the footpath to be maintained.

Navitas Limited requested if the noise from the proposed works could be minimised and asked for timing of these works.

DISCUSSION

Mr Coates from the RMS raised concerns about that the proposal will basically allow parking on the footpath on the southern side of Raglan Street, where Manly Paradise Motel is located. He also asked if there is a possibility to create an indented bay for parking, instead of the current arrangement.

The concerns raised by Mr Coates mainly related to safety for pedestrians and conflicts between pedestrians and vehicles.

RECOMMENDATION

That Council notes the feedback of affected stakeholders from the consultation proposing the removal of on-street parking as a part of the Manly 2015 Raglan Street Upgrade.

LATE ITEM - SYDNEY ROAD, MANLY –
ITEM 69/14 **LOADING ZONE RESTRICTIONS**
(ITEM 69/14: 10/11/2014)

SUMMARY

For Council to consider converting P5minute parking restriction in Sydney Road, Manly to include an interval of loading zone restrictions.

REPORT

Manly Council has sought an expression of interest to operate a Farmers Market in the Manly Plaza (previously known as Short St Plaza), Sydney Road Manly. The Farmers' Market will operate two days per week from this site and will require loading zone access from Sydney Road as heavy vehicles are not permitted on the plaza.

There is currently a 5 minute parking zone of 11.5 metres in Sydney Road, adjacent to the entrance to Manly Plaza. To enable the farmers' market access for setting up and packing up on the designated market days, a loading zone for a 2 hour period in the morning and a 2hour period in the afternoon will be required as shown in Figures 12 and 13. The proposed loading zone times will only be for Wednesdays and Sundays.

DISCUSSION

Mr Coates from the RMS questioned whether a loading zone is really required, since there is currently only 5min parking anyway.

Mr John O'Connor asked if the order of the text/wording on the proposed sign could be changed, to make the information clearer. It was advised by staff that the wording is in accordance with RMS guidelines. Mr Coates suggested that he however forwards the sign to relevant department in the RMS to seek advice on this.

RECOMMENDATION

That Council approves converting the existing P 5minute 8am – 6pm on the northern side of Sydney Road, adjacent Manly Plaza to include an interval of Loading Zone restrictions for Wednesday and Sunday 7am to 9am and 2pm to 4pm. All other times outside the proposed loading zone times will revert back to the existing P 5 minute restrictions.

ANNEXURES



Figure 12: Existing P5minute 8am-6pm parking zone in Sydney Road adjacent Manly Plaza.



Figure 13: Proposed parking area (currently P5min) on the northern side of Sydney Road.



Figure 14: Proposed signage for the mix P5 Minute & Loading zone parking restrictions.

MLTC – 10th November 2014

ITEM 5 GENERAL BUSINESS

No general business items were raised.

ITEM 6 DATE OF NEXT MEETING – 9.30AM MONDAY 8 DECEMBER 2014