



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE
HELD MONDAY, 2 JUNE 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
Councillor Hugh Burns	Manly Council
Councillor Barbara Aird	Manly Council
Councillor Cathy Griffin	Manly Council

Other Members

Mr John O'Connor	Representative for Mr Mike Baird MP Member for Manly
Sgt Nino Jelovic	Manly Police
Ms Kaye Russell	Roads and Maritime Services
Ms Nazli Doraji	Roads and Maritime Services

Other Representatives

Mr Wade Mitford	State Transit Authority
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Council Staff

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

Apologies

None

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the 2nd June 2014 to consider the matters referred to and reports having reached 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 20/14 **PERONNE AVENUE, CLONTARF - EXTENSION OF NO STOPPING RESTRICTIONS (Item 20/14: 02/06/14)**

SUMMARY

For Council to consider extending the No Stopping restrictions in front of No. 23 Peronne Avenue, Clontarf.

REPORT

Council has received a request from residents of No. 23 to extend the existing No Stopping restrictions in front of their property by 2 metres north of its current location.

There are existing No Stopping restrictions spanning from No. 17 to No. 23 in Peronne Avenue, as shown in **Figure 1**. It is claimed that vehicles are consistently parking illegally by encroaching the No Stopping restrictions which is causing difficulties for residents of No. 23 to egress and access their driveway. The requestor also claims that even when vehicles are parked legally, there is reduced visibility due to the existing No Stopping restrictions not sufficient.

In order to improve the visibility for exiting vehicles and deter vehicles from parking too close to the No. 23's driveway, it is proposed to extend the current No Stopping restrictions 2 metres north, as shown in **Figure 2**.

DISCUSSION

No objections were raised to the proposal. The Clontarf Precinct is to be informed of the proposal.

RECOMMENDATION

That the following proposal is approved by Council:

- The No Stopping restrictions in front of property 23 on the western side of Peronne Avenue be relocated 2m north.

ANNEXURES



Figure 1: No. 17 to No. 23 Peronne Avenue No Stopping Zone



Figure 2: Proposal To Extend Existing No Stopping Restrictions 2 Metres North

ITEM 21/14 **MUNOORA STREET AT GRANDVIEW GROVE, SEAFORTH - NO STOPPING RESTRICTIONS AT INTERSECTION (Item 21/14: 02/06/14)**

SUMMARY

For Council to consider the installation of No Stopping restrictions at the intersection of Munoorra Street and Grandview Grove, Seaforth.

REPORT

Council has received a request from a resident to review the intersection of Munoorra Street and Grandview Grove due to the lack of No Stopping restrictions at the intersection.

Investigations by Council staff have revealed that there is often a car parked within the statutory no stopping zone at the intersection south of Grandview Grove as shown in **Figure 4**.

In order to provide the statutory no stopping at intersections, improve traffic flows and road safety at the intersection it is proposed to install No Stopping restrictions at the intersection of Munoorra Street and Grandview Grove as detailed in **Figure 3**.

DISCUSSION

No objections were raised to the proposal. The Seaforth Precinct is to be informed of the proposal.

RECOMMENDATION

That Council approves the installation of a No stopping restrictions at the intersection of Grandview Grove / Munoorra Street as shown in **Figure 3**.

ANNEXURES

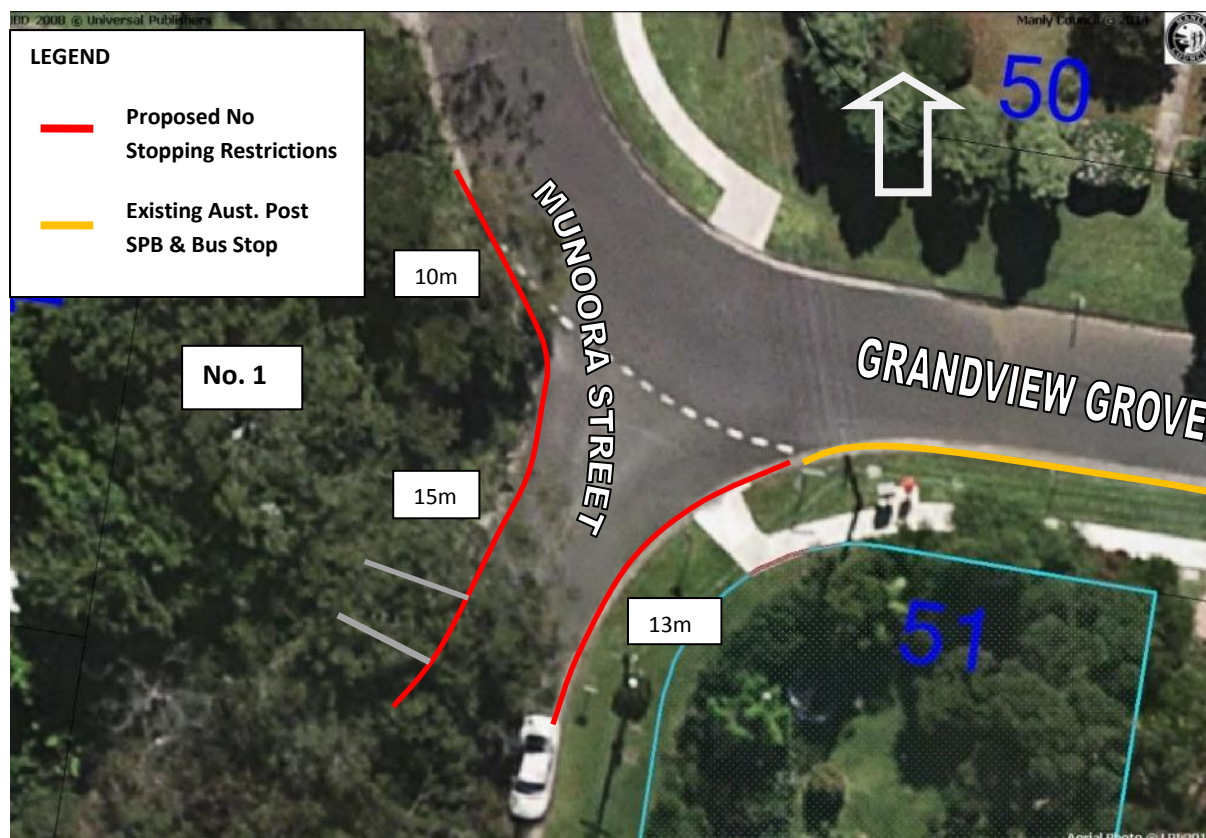


Figure 3: Proposed No Stopping Restrictions at The Intersection of Munoora Street and Grandview Grove



Figure 4: Street View of Munoora Street at intersection with Grandview Grove.

ITEM 22/14 **OSBORNE ROAD, MANLY - EXTENSION OF NO PARKING RESTRICTIONS (Item 22/14: 02/06/14)**

SUMMARY

For Council to consider extending the existing No Parking restrictions in Osborne Road, Manly.

REPORT

Council has received requests from Oakstand, Developer of Spring Cove Estate and residents to extend the existing No Parking restrictions outside No. 65 Osborne Road, Manly.

Property no. 65 is located in the cul-de-sac, adjacent to the new entry access to Spring Cove Estate with existing No Parking restrictions from its driveway to south towards the new Spring Cove Estate access. Refer to **Error! Reference source not found.** and **Figure 6**. The kerb in front of No. 65 was recently extended and the new kerb alignment has reduced the road width of about 9 metres to about 8 metres. On-street parking is permitted in front of no. 65 however, when vehicles are parked there especially boats, it intrudes too close to the centre line of the carriageway due the reduced road width from the shifted kerb alignment. This is obstructing traffic and access to Spring Cove Estate and also impedes the ability for motorist to conduct u-turn manoeuvres in the cul-de-sac.

In order to facilitate traffic flows, access to Spring Cove Estate and u-turn manoeuvres currently obstructed by the permitted on-street parking in front of No. 65, it is proposed to extend the No Parking restrictions north to start at the powerpole located at the boundary of No. 63 and No. 65.

DISCUSSION

The history behind why the kerb alignment was extended was raised. Notwithstanding, the Traffic Committee supported the proposal, subject consultation with the affected residents.

RECOMMENDATION

That the Council approve the extension of the No Parking restriction on the northern side of Osborne Road for a distance of approximately 10m, subject to consultation with affected residents.

ANNEXURES

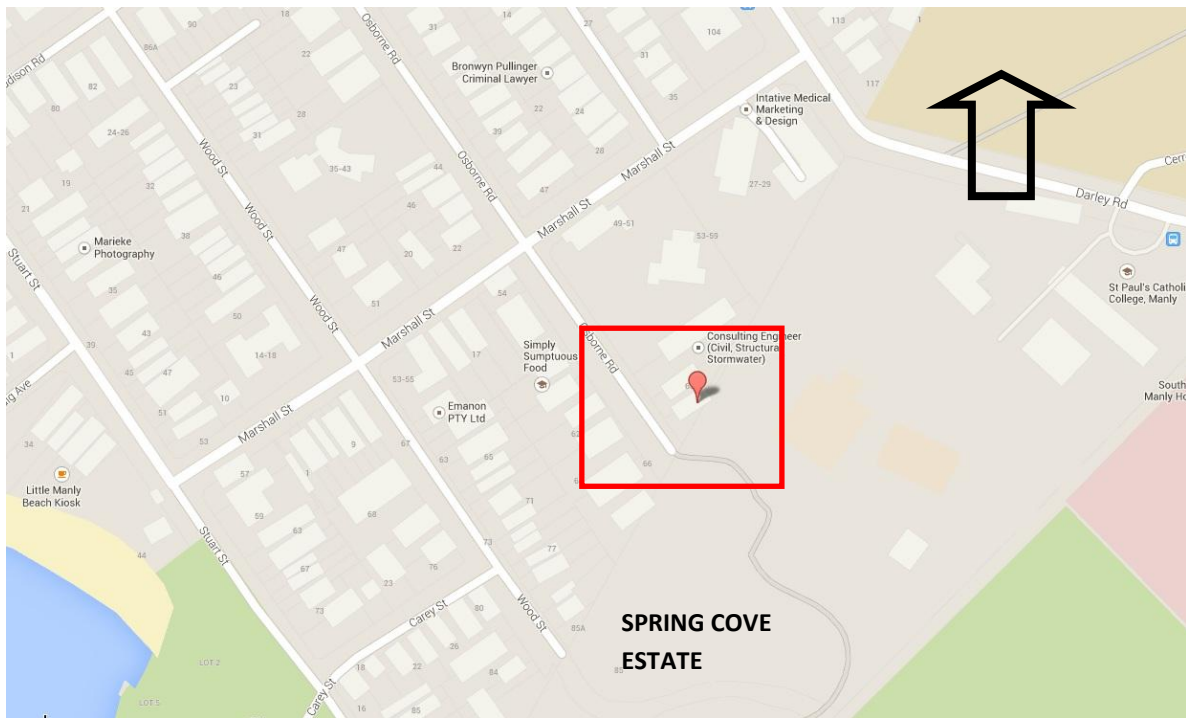


Figure 5: Aerial displaying the location of the cul-de-sac in Osborne Road



Figure 6: View south towards No. 65 and cul-de-sac and the proposal to extend the No Parking restrictions

ITEM 23/14 **HEATON AVENUE, CLONTARF - NO PARKING RESTRICTIONS
ACROSS KERB RAMPS (Item 23/14: 02/06/14)**

SUMMARY

For Council to consider introducing No Parking restrictions in Heaton Avenue, Clontarf.

REPORT

Council received a request from the Clontarf community precinct forum to install No Parking restrictions across the two pram ramps in Heaton Avenue, Clontarf near property no. 14. See **Figure 7** and **Figure 8**.

Two pram ramps have recently been installed in Heaton Avenue east of No.14's driveway.

To prevent vehicles encroaching on these pram ramps it is proposed to install No Parking on either side of the road. This would lead to a loss of one parking space.

DISCUSSION

No objections were raised to the proposal.

RECOMMENDATION

That Council install No Parking restrictions either side of Heaton Avenue to prevent vehicles parking in front of the newly installed pram ramps to assist disabled users.

ANNEXURES



Figure 7: Aerial with location of the two kerb ramps in Heaton Avenue, Clontarf



Figure 8: Proposal to install No Parking restrictions across the two separate kerb ramps in Heaton Avenue. Newly constructed Kerb Ramp (Left); Existing Kerb Ramp (RIGHT)

ITEM 24/14 **THE CRESCENT, MANLY - NO STOPPING RESTRICTIONS (Item 24/14: 02/06/14)**

SUMMARY

For council to consider implementing parking restrictions on the Crescent, Fairlight to ensure all addresses in the Crescent are accessible by fire appliances.

REPORT

A resident has contacted council regarding concerns about access for emergency services to addresses on The Crescent, Manly. The Crescent is a narrow road that has parking on both sides of the street most of its length which narrow the traffic lane to approximately three meters (3m).

For large vehicles traversing the street there are issues at the two bends and so it is proposed to introduce No Stopping on these bends (refer to **Figure 9**).

Introducing No Stopping would reduce the number of parking spaces in this street by 3 spaces. However, this would improve access for larger vehicles including fire trucks and the refuse truck.

DISCUSSION

No objections were raised to the proposal. The Fairlight Precinct is to be informed of the proposal with reference to the email request from the NSW Fire Brigade.

RECOMMENDATION

It is recommended that council implement the proposed No Stopping restrictions in The Crescent as detailed in **Figure 9**. Affected residents and the Fairlight Precinct Forum are to be notified of the proposal with reference to the request from the NSW Fire Brigade.

ANNEXURES



Figure 9: Proposed No Stopping restrictions on southern side of The Crescent between No. 21 to No. 31

ITEM 25/14 **CUTLER ROAD, CLONTARF**
REALIGNMENT OF CENTRE LINE (Item 25/14: 02/06/14)

SUMMARY

For council to consider relocating the centre line near 65 to 71 Cutler Road to allow parking on the southern side of the street to remain.

REPORT

A resident of Cutler Road has approached Council representing properties 65 to 71 Cutler Road, Clontarf.

The resident is requesting that the existing double centre line be relocated approximately 400mm to the north which would give more space to the south of the street for parking. The resident states that to his knowledge parking has been occurring in this location for the past 33 years without incident. A review of the accident record shows that there have been no accidents in this location in the past 10 years.

Recently parking enforcement has been undertaken and because vehicles are parked within 3 m of a double centre line some of the vehicles have been ticketed.

The road at this location is between approximately 8.5 m and 9m wide and is divided into 2 lanes 3.6m wide lane on the north side of the road and a 4.9m wide lane on the southern side of the road.

Widening the southern side to provide a 5.5m would provide sufficient room for vehicles to park and for a traffic lane width of approximately 3.1m.

Relocating the centre line would narrow the traffic lane on the northern side to approximately 3.1m. However, this is consistent with the traffic lane width on Peronne Avenue which is a continuation of Cutler Road. Refer to **Figure 10**.

DISCUSSION

The proposal was not supported by all voting members, because it was considered that the proposed relocated double barrier centre lines will not provide sufficient lane width for two-way traffic to deflect around the bend causing vehicles to cross the double barrier centre lines. Therefore, the existing situation is to remain.

RECOMMENDATION

The existing situation is to remain and the requestor is to be informed of the decision.

ANNEXURES



Figure 10: Proposal to realign the centre line in Cutler Road between No. 59 & No. 75 by 400mm north

ITEM 6 GENERAL BUSINESS

The following item was raised by the Traffic Committee members:

Kenneth Road: Road Safety and Proposed Redevelopment of Manly Swim Centre

Councillor Barbara Aird raised concerns about the road safety on Kenneth Road with its current parking configuration and line-marking. Cllr Aird suggested that there should be No Parking restrictions on the northern side of Kenneth Road and 90 degree parking on the southern side, however this was dismissed because reversing vehicles onto the busy Kenneth Road from 90 degree parking spaces was considered more dangerous.

Councillor Griffin, Councillor Burns and Councillor Aird expressed their concerns about the parking in Kenneth road. Councillor Burns also questioned that council needed to sign off on the JRPP conditions of consent. Councillor Alan Le Surf (chair) explained that the JRPP is outside the function of the Local Traffic Committee and that concurrence from RMS is only required.

Council's Traffic Manager advised the committee that the RMS is the traffic authority for all speed issues and that a letter has been sent to the RMS seeking a reduction in the posted speed limit in Kenneth Road from 60 km/h to 50 km/h.

There were discussions on reducing the speed limit to 40 km/h. However this was dismissed by the RMS because Kenneth Road is a main regional road and that a 40 km/h limit would not be possible to achieve because the characteristics of Kenneth Road cannot self enforce/regulate a 40 km/h speed environment.

Cllr Alan Le Surf and the Traffic Manager expressed that any concerns with potential negative impacts in traffic and road safety on Kenneth Road can be reviewed after 6 months of operation.

The following item was raised by the Road and Maritimes Services (RMS):

Kenneth Road: Re-aligned Line-marking of centreline

Ms Russell from the RMS advised that the scheme should be modified to provide 2.4m of width of the parking lane on the northern side of Kenneth Road and that the RMS require amended plans for the re-aligned line-marking of the centreline on Kenneth Road.

Council's Traffic Manager stated that the re-alignment of the centreline line-marking as recommended by the RMS will be carried out at night on the 2nd June 2014 and that RMS will receive the plans detailing this.

The following item was raised by Representative for Mr Mike Baird MP, John O'Connor:

Dungowan Lane proposed one-way traffic direction change from previous MLTC

Mr John O'Connor mentioned that the change to one-way traffic direction proposed in the last Local Traffic Committee (LTC) held in April 2014 may result in the loss of on-street parking bays in Ashburner Street to facilitate heavy vehicle right turning movements, i.e. waste trucks.

MLTC - 2nd June 2014

ITEM 6 DATE OF NEXT MEETING – 9.30AM MONDAY 14 JULY 2