



## **MANLY TRAFFIC COMMITTEE MEETING MINUTES**

**HELD MONDAY 12 August 2013**

*NOTE: All minutes are subject to confirmation at a subsequent Council or Planning and Strategy Committee meeting.*

### **PRESENT:**

#### **Councillors**

Councillor Alan Le Surf                      Manly Council

#### **Other Representatives**

Mr Wade Mitford                              State Transit Authority

Sgt John Fortunato                              Manly Police

Ms Kaye Russell                                 Roads and Maritime Services

Mr Alex Coates                                 Roads and Maritime Services

#### **Council Staff**

Mr Ben Hubbard                                 Traffic Manager – Manly Council

Mrs Snezana Bakovic                         Transport Planner – Manly Council

#### **Apologies**

Cllr Jean Hay                                     Mayor – Manly Council

Mr John O'Conner                              Representative from the Member for Manly's Office

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

The **Manly Traffic Committee** met on the 12 August 2013 to consider the matters referred to and reports having reached the decisions taken and recommendations stated hereunder.

- ITEM 1**      **WELCOME AND INTRODUCTIONS**  
Cllr Alan Le Surf welcomed those present.
- ITEM 2**      **APOLOGIES AND LEAVE OF ABSENCE**  
See above
- ITEM 3**      **DECLARATIONS OF INTEREST**  
None
- ITEM 4**      **REPORTS**

**ITEM 43/13: Benelong Street, Seaforth – Proposed changes on the existing parking restriction**  
**(Item 43/13: 12/8/13)**

**SUMMARY**

For Council to consider introducing a No Parking restriction on Benelong Street to facilitate loading and unloading to the school vegetable garden during school pick up times.

**REPORT**

The Seaforth Public School has recently built a vegetable garden in a section of unused land within its site. The school has requested that the parking restrictions be changed to allow loading and unloading to occur on street via an existing access gate.

Currently the entire southern side of Benelong Street is restricted during school days with a No Stopping and a Bus Zones between 8.00am to 9.30am and between 2.30pm and 4.00pm (refer to Figure 1).

To allow for loading and unloading to occur it is proposed to convert a section of the No Stopping in front of the vegetable garden into No Parking between 8.00am and 9.30am and 2.30pm to 4.00pm school days. Outside the school hours parking is unrestricted.

**DISCUSSION**

The Committee briefly discussed this item and agreed to the recommendation.

**RECOMMENDATION**

It is recommended that Council install a section of No Parking between 8.00am to 9.30am and 2.30pm to 4.00pm school days subject to consultation with affected residents.



**Figure 1: Proposed No Parking 8:00am to 9:30am and 2:30pm to 4:00pm**

**ITEM 44/13: Quinton Lane, Fairlight – Request for the removal of the existing No Parking restriction (Item 44/13:44/8/13)**

**SUMMARY**

For Council to consider removing an existing No Parking restriction in Quinton Lane, opposite the garage entrance to No. 73 Birkley Road.

**REPORT**

Council has received a request from a resident asking for the No Parking restriction opposite his garage to be removed.

The existing No Parking restriction was installed on the request of the same resident who is now asking for the signs to be removed. The resident has an approved Development Application and will be relocating his garage to the end of his property within a no stopping zone.

The removal of the No Parking restriction would result in the increase of one parking space. As this would result in an increase in available parking, consultation is not required.

**DISCUSSION**

The item was briefly discussed by the Committee. The members had no objections to the recommendation.

**RECOMMENDATION**

It is recommended that Council remove the existing No Parking restriction in Quinton Lane, opposite the garage of No.73 Birkley Road.



***Figure 1: Proposed removal of the existing No Parking restriction in Quinton Lane, Fairlight***

**ITEM 45/13: Woodland Street, Balgowlah – Introduction of No Stopping restrictions (Item 45/13: 9/9/13)**

**SUMMARY**

For Council to consider the introduction of a No Stopping restriction on either side of Sylvan Avenue on Woodland Street, Balgowlah.

**REPORT**

The Committee will recall that at the May 2013 MLTC, Item 22/13, it was recommended that Council introduce a No Stopping restriction on both sides of Sylvan Avenue removing a parking space on either side, subject to consultation with the affected residents and the precinct forum.

Council delivered consultation letters to 28 residents and received 9 responses. All responses to the proposal were in favour of the restrictions being implemented.

The consultation returns also suggested that the removal of a single space to the south (uphill) of the Sylvan Avenue access should be considered. This would provide adequate sight distance and minimise loss of parking.

It is therefore recommended that a single car parking space be removed (6m) either side of the access to Sylvan Avenue.

**DISCUSSION**

The item was briefly discussed and the Committee members had no objections to the recommendation.

**RECOMMENDATION**

It is recommended that Council implement a No Stopping restriction 6m either side of the Sylvan Avenue access on Woodland Street.



**ITEM 46/13: Beatrice Street, Clontarf – Proposed No Parking restriction weekends and public holidays (Item 46/13: 9/9/13)**

**SUMMARY**

For Council to consider introducing a No Parking weekends and public holidays restriction on the western side of Beatrice Street, between Gordon Street and Moore Street.

**REPORT**

Committee will recall that at the March 2013 MLTC, Item 14/13 it was recommended that Council introduce a No Parking restriction on weekends and public holidays on the western of Beatrice Street between No.27 and Moore Street, subject to consultation with affected residents.

Council delivered consultation letters to 37 affected residents and a letter to the precinct. There were 12 responses received in which 3 were against the proposal. The comments against the proposal included:

- The issue with parking is occurring during the week also so restriction should include weekdays
- The issue is occasional so restrictions excessive
- Proposed restriction is not in the right location

The Precinct committee commented that the removal of parking by introducing parking restrictions could lead to increased vehicle speeds on this section of Beatrice Street. This may be a valid concern and would need to be monitored.

This section of Beatrice Street has several driveways that access the road at acute angles. Parking on the west side of the road therefore can make it very difficult for residents to access their properties.

Council has been monitoring the parking in this section of street. Usually only a few vehicles are parked on either side of the road during the week. However, at weekends, and particularly on public holidays, the road often has vehicles parked on both sides of the road reducing the width of road available for traffic. By foot, this section of Beatrice Street is only a short distance from Clontarf Reserve and beaches.

To address the concerns of residents and provide improved traffic flow at weekends and on public holidays it is proposed that a No Parking 9.00am to 5.00pm on weekends and public holidays parking restriction be introduced.

**DISCUSSION**

The Committee discussed the need for this restriction and suggested that the restriction be introduced on a trial basis for a time period to cover the summer holiday season.

## RECOMMENDATION

It is recommended that Council implement a No Parking 9.00am to 5.00pm weekends and public holidays restriction on the west side of Beatrice Street between No 27 Beatrice Street and Moore Street.



**Figure 1: Proposed No Parking restriction, weekends and public holidays – Beatrice Street**

**ITEM 47/13: Request for Street Party – William Street, Fairlight (Item 47/13:12/8/13)**

**REPORT**

Council has received an application for a temporary road closure in William Street, Fairlight between Sydney Road and Charles Street. This is to allow a Street Party as part of the Council's "Meet Your Street" initiative to be held on Sunday 1 September 2013 from 12:00pm to 4:00pm.

**DISCUSSION**

The Committee had no objection to this street party. However, the street party organisers have subsequently decided not to proceed with this event.

## **GENERAL BUSINESS**

### **1. USE OF YELLOW EDGE LINES FOR NO STOPPING RESTRICTIONS**

#### **BACKGROUND**

At their meeting of the 15 July 2013 Council resolved:

*Item 123/13 - Notice of Motion Report No. 36 - Yellow road edge lines in areas of No stopping and No parking. Resolved that Council:*

- *Investigate the installation of yellow road edge lines in areas of No stopping and No parking with a view to removing the associated No stopping and No parking signage that proliferates in such areas;*
- *This may include writing to the Roads and Maritime Services to request a change in the Road Regulations;*
- *Refer the matter to the Traffic Committee.*

This report provides a recommended response to the notice of motion for the Traffic Committee's consideration.

#### **REPORT**

Council has the option of installing yellow lines on the edge of the road. These lines, which have the meaning 'no stopping at all times' can be used with No Stopping signs or without signs. There is no compulsion for traffic authorities to use the yellow line marking. Their use is optional. The line can't be used with or to replace No Parking signs (see Appendix A for No Stopping and No Parking signs).

The Roads and Maritime Service's (RMS) guide to 'Delineation - Section 13: Pavement marking for kerbside parking restrictions' says:

*"A solid yellow edge line (No Stopping line) may be used to supplement or replace No Stopping signs.*

*When using No Stopping lines with signs the following criteria are to be used:*

- (a) A No Stopping (R5-400) sign should be installed at the beginning and end of the line to define the length of the continuous line and thus avoid confusion with broken "Clearway" lines.*
- (b) Intermediate (repeater) 'No Stopping' signs: These lines are only required if at least one of the signs is not visible to a driver who has parked their vehicle on the line. Signs are only required if at least one of the signs is not visible to a driver who has parked their vehicle on the "No Stopping" line.*
- (c) A No Stopping line may also be used without signs*
- (d) A No Stopping line must never be used in part time No Stopping zones (as the line will still apply outside the times nominated on the signs).*
- (e) If No Stopping lines are used across driveways they will make it an offence for vehicles (e.g. taxis) to stop in the driveway to pick-up or set down passengers."*

The use of 'no stopping' lines may have some useful applications. However, there are a number of practical issues that need to be considered:

- The use of No Stopping lines is not widespread throughout NSW so their use without signs would likely create an enforcement issue unless some state wide education of drivers was to take place.
- There is currently no guidance on the consistent use of No Stopping lines across local traffic authorities and state traffic authorities. This may lead to signs and road markings for No Stopping being installed contrary to the guidance and thus being unenforceable.
- In the majority of situations where No Stopping lines could be used other parking signs are required adjacent to a No Stopping restriction so installing the line marking would not have a big impact on reducing sign clutter.
- Relocating or removing signs usually has minimal impact on the road asset. Removal of line markings is often difficult and often reduces the quality / integrity of the road surface.
- Line marking has a short life span (typically less than 5 years) and requires regular maintenance. Signs have a much longer life span. Installing this line marking will increase maintenance expense.

Situations where using a No Stopping line would be of benefit could include:

- To replace No Stopping signs within 10m of an intersection. Stopping is not permitted in these locations so enforcement can take place in these areas with or without signs / road markings. However, to aid enforcement signs are often needed. A line would delineate the area of restriction without the need for signs. Historically, councils have taken a do minimum approach to delineating no stopping at intersections, this to minimise road markings and signs.
- On long lengths (say greater than 50m) of No Stopping line could be used to reduce the need for repeater signs.

Until the meaning of yellow edge lines is clearly understood by motorists a practical approach may be to only use yellow edge lines:

- At intersections where parking is occurring within 10m of the intersection and there is an identified enforcement problem.
- On newly considered sections of No Stopping greater than 50m in length (where repeater signs would otherwise be required).

When the meaning of the yellow line is more widely understood by the driving public the use of the line and need for no stopping signs could then be reconsidered.

## **DISCUSSION**

The Committee discussed the use of yellow edge lines within Manly. The police expressed concerns that, without signs, the yellow line would be problematic to enforce as the public have little understanding as to the meaning of the line. If signs are provided there is little benefit to providing the yellow edge line.

The RMS said that, to get the greatest exposure for the yellow edge line its use within high traffic areas such as the CBD should be considered. The RMS also reminded the Committee that the use of the yellow edge line on roads adjoining state roads needs careful consideration.

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The Committee also suggested that council could:

- Advise the Precinct Committees about the use and meaning of yellow edge lines for 'No Stopping' so that they in turn can inform the public.
- Add some content to the Council website about the meaning of yellow edge lines.
- Approach SHOROC to provide Northern Beaches wide information on the use of yellow edge lines.

## **RECOMMENDATION**

It is recommended that Council:

- Consider installing yellow edge lines in the following situations only:
  - At intersections where parking is occurring within 10m of the intersection and there is an identified enforcement problem.
  - On newly considered sections of No Stopping greater than 50m in length (such as on the south side of Harland Street adjacent to the cemetery).
- Advise the Precinct Committees about the use and meaning of yellow edge lines.
- Add content to the Council website explaining the use and meaning of yellow edge lines.
- Approach SHOROC to provide a consistent Northern Beaches approach to informing the public about the use of yellow edge lines.

APPENDIX A



Figure 1: No Stopping sign (R5-400)

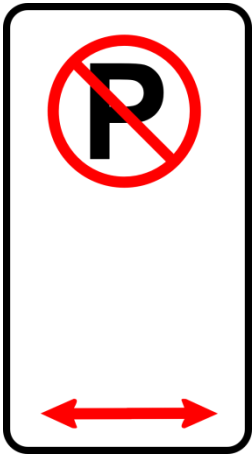


Figure 2: No Parking sign (R5-40)