



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE
HELD MONDAY, 13 APRIL 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 Alex Coates	Roads and Maritime Services
Mr Ben Buckland	State Transit Authority
Mr Evan VanLeeuwen	State Transit Authority
Sgt Nino Jelovic	Manly Police

Council Staff

Ben Hubbard	Manly Council
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Apologies

Mayor Jean Hay	Manly Council
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TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the 13 April 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.

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 16/15 BALGOWLAH ROAD, BALGOWLAH – EXTENSION OF NO STOPPING ZONE AT QUIRK ROAD INTERSECTION (ITEM 16/15: 13/04/2015)

SUMMARY

For Council to consider extending the existing No Stopping zone on the northern side of Balgowlah Road on either side of Quirk Road, Balgowlah.

REPORT

Council has received a request from the Pioneer Clubhouse in Quirk Road, Balgowlah to consider restricting parking on the northern side of Balgowlah Road (east and west of Quirk Road) to improve visibility.

The concern is that large vehicles and caravans are frequently parked on Balgowlah Road, close to the corner of the intersection with Quirk Road. This restricts visibility for drivers both exiting Quirk Road and on Balgowlah Road (refer to Figures 1 and 2).

To improve visibility it is proposed to extend the No Stopping zone on Balgowlah Road by 10m in each direction. The restrictions west of Quirk Road are currently No Parking, so it is proposed that this be replaced by No Stopping, as seen in Figure 3.

The proposal would result in the loss of two unrestricted parallel parking spaces.

DISCUSSION

The Committee discussed the need for the removal of parking on both sides of Quirk Road and concluded that given that there are several businesses in the area a 2 hour parking restriction between 8am and 6pm would provide a better solution. Time restricted parking would remove the long term parked vehicles while retaining parking for local businesses.

RECOMMENDATION

The Committee recommended to Council that Council:

- Install 2 hour parking between 8am and 6pm on the north side of Balgowlah Road from the mandatory 10m no stopping restrictions each side of the Quirk Road for 10m.



Figure 1: View from Quirk Road in westerly direction on Balgowlah Road



Figure 2: View from Quirk Road in easterly direction on Balgowlah Road



Figure 3: Proposed extension of No Stopping zones on the northern side of Balgowlah Road, either side of Quirk Road, Balgowlah

ITEM 17/15 **SHERIDAN PLACE, MANLY – EXTENSION OF NO STOPPING ZONE**
(ITEM 17/15: 13/04/15)

SUMMARY

For Council to consider extending the existing No Stopping zone on the southern side of Sheridan Place, east of Bundoon Lane, Manly

REPORT

Council has received requests from a number of residents to extend the No Stopping zone on the southern side of Sheridan Place, east of Bundoon Lane in Manly.

The concerns raised are that, when vehicles are parked on the south side of Sheridan Place, access to the driveways on the opposite side of the road is restricted because of the narrow road width (refer to Figure 1).

To improve access for residents accessing their driveways, it is proposed to extend the No Stopping zone (as shown in Figure 2) by converting the existing No Stopping sign (L) to a double arrow sign.

The proposal would result in the removal of two unrestricted parking spaces. However, the required road width for residents to access their driveways is 5.6m according to AS2890.1:2004, while the width of Sheridan Place is approximately 4.7m (including the parked cars). Since the road width is less than required minimum standard, consultation with affected residents is not required.

DISCUSSION

The Committee discussed the proposed change and agreed with the recommendation.

RECOMMENDATION

The Committee recommended to Council that Council installs No Stopping on the southern side of Sheridan Place east of Bundoon Lane, Manly.



Figure 1: Cars parked on the south side of the road restrict access to the driveway on the opposite side of the road



Figure 2: Proposed installation of No Stopping on the southern side of Sheridan Place, Manly

ITEM 18/15 **TRAFFIC MANAGEMENT PLAN, MANLY – MANLY FOOD WINE AND SUSTAINABILITY FESTIVAL 2015 (ITEM 18/15: 13/04/15)**

SUMMARY

For Council to review and approve the Traffic Management Plan of the annual Manly Food, Wine and Sustainability Festival to be held on Saturday and Sunday, 30 – 31 May 2015.

REPORT

The food and wine festival is a premier event on Manly's social calendar and has been an annual event so many years. This year's event proposes a similar Traffic Management Plan to that operated successfully in past years. As previously the event would use parts of the Steyne for stalls with the section of the Steyne between Wentworth Street and Raglan Street closed to vehicular traffic.

Loading Zone/Road closure requirements:

The organisers of the Festival, Manly Council Events and Tourism, request that a full road closure take place from the corner intersection of South Steyne / Wentworth Street to the corner intersection of North Steyne/Raglan Street as follows:

- A Road Closure South / North Steyne, between the corner of Wentworth Street and the corner of Raglan Street from the hours of 4:00 p.m. on the evening of Friday 29th May to 07:00 a.m. on Monday 1st June 2015.
- The Loading Zone area North Steyne, outside 49 North Steyne be restricted between the hours of 4:00 p.m. on the evening of Friday 29th May to 07:00 a.m. on Monday 1st June 2015.

Parking restrictions due to waste and bottle collection pick up requirements:

- 1. The 2P Bus Bay area opposite Raglan Street will be closed off for authorised parking only, to meet the festival requirements for waste collection and entertainment activities.**

A storage area for waste and bottle bins will be located at the north end of the bus bay opposite Raglan Street. The full bus bay will be utilised for festival delivery vehicles including waste collection vehicles.

The bus bay closure is requested to start from 2.00pm, Friday 29th May 2015 and continue until 7:00am Monday 1st June 2015.

- 1. A second storage area for waste and bottle bins will be located on the oceanfront promenade paved area opposite Wentworth Street. To meet requirements for the safe pick up by Council waste collection vehicles a dedicated "Reserved Authorised Parking only" area is required on the east side of South Steyne roadway opposite Wentworth Street, from the first 2P parking sign pole to the second 2P parking sign pole, in a southerly direction.**

This will provide space (estimated 30m or 5 vehicle spaces) for two Council waste vehicles to park in a reserved area during the festival weekend, to coincide with the road closure from 4.00pm Friday 29th May until 07:00am Monday 1st June 2015.

3. Reserved parking area for festival participants:

A “Reserved Authorised Parking Only” area for festival participants such as performers and official vehicles is required along the west side of South Steyne from Wentworth street for 9 parking positions. This area would be from the second parking pole to the third parking pole from Wentworth street corner. This will coincide with the road closure from 4.00pm Friday 29th May until 07:00am Monday 1st June 2015.

The road closure will allow for the erection of equipment pre-event and the dismantling of equipment on the Sunday evening post-event and Council cleaning by the early Monday morning shift.

Restrictions and support signage will be implemented according to the TCP from Manly Council’s Traffic department.

This 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 Community Forums. Appropriate road signage will be displayed advising of the changes in road traffic condition in North and South Steyne. Road barriers will be lit at night throughout the duration the road closure.

Vendors and technical suppliers will be given specific set up and dismantle times to operate by on both Saturday and Sunday.

Sydney Buses, Ambulance, Fire Services, Police, taxi providers and tour bus operators will be advised of the altered traffic conditions.

Manly Council will promote the use of public transport for the event.

A letter drop for all affected residents and businesses is considered impractical and difficult to implement as the area affected is considerable. With the placement of road traffic signage and media advertisements, the road closure will provide considerable notice to the community. The event organiser will also endeavour to undertake a letter drop to those residents and businesses in the immediate vicinity only of the road closure site.

DISCUSSION

The Committee raised no issues with the proposed plan other than to request that the TMP be updated to exclude the special event clearway zone.

RECOMMENDATION

The Committee recommended that Council:

- Approves the Traffic Management Plan for the Food, Wine and Sustainability Festival; and
- Informs RMS traffic management unit about the proposed event.

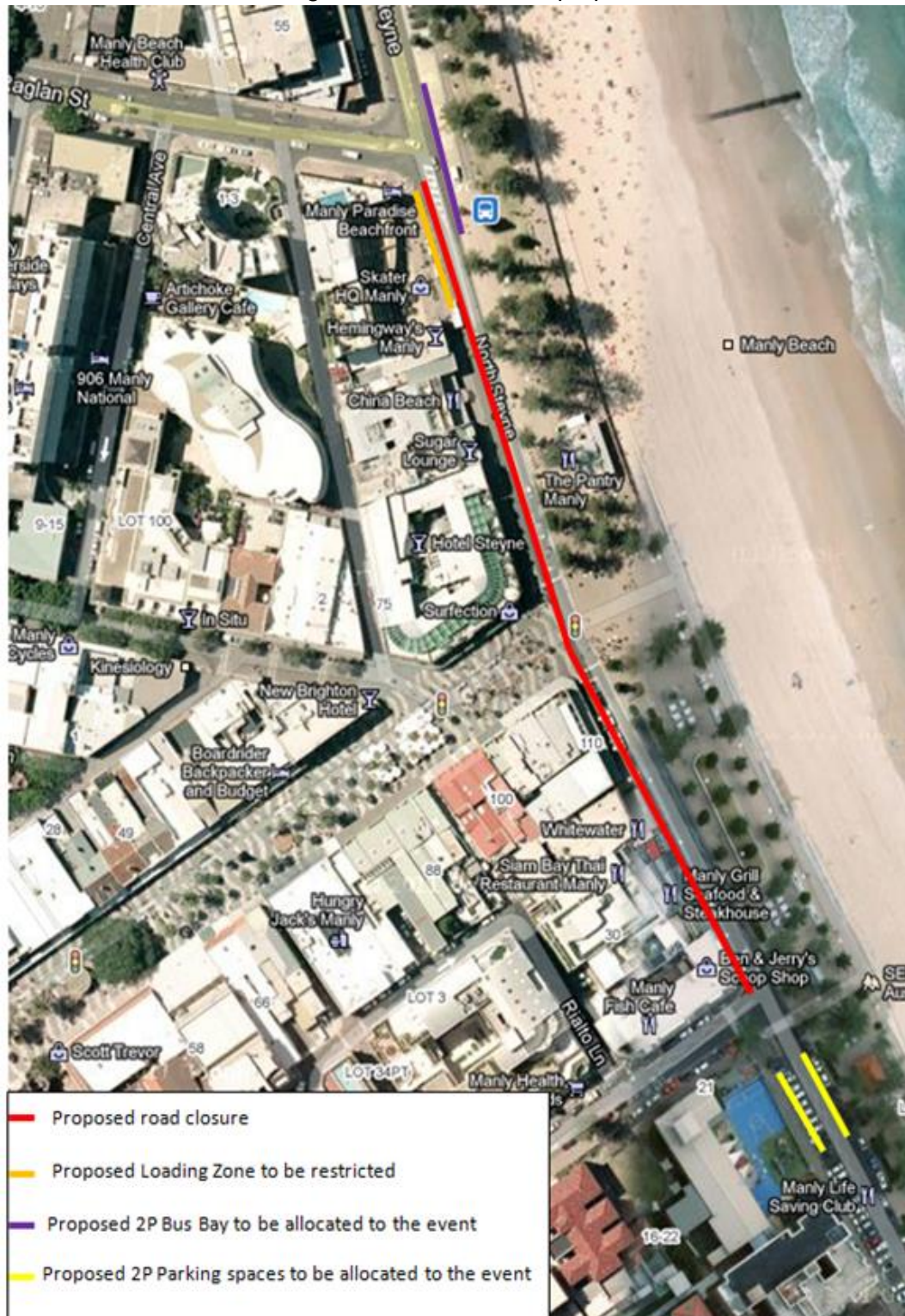


Figure 1: Location of the proposed road closures and parking restrictions

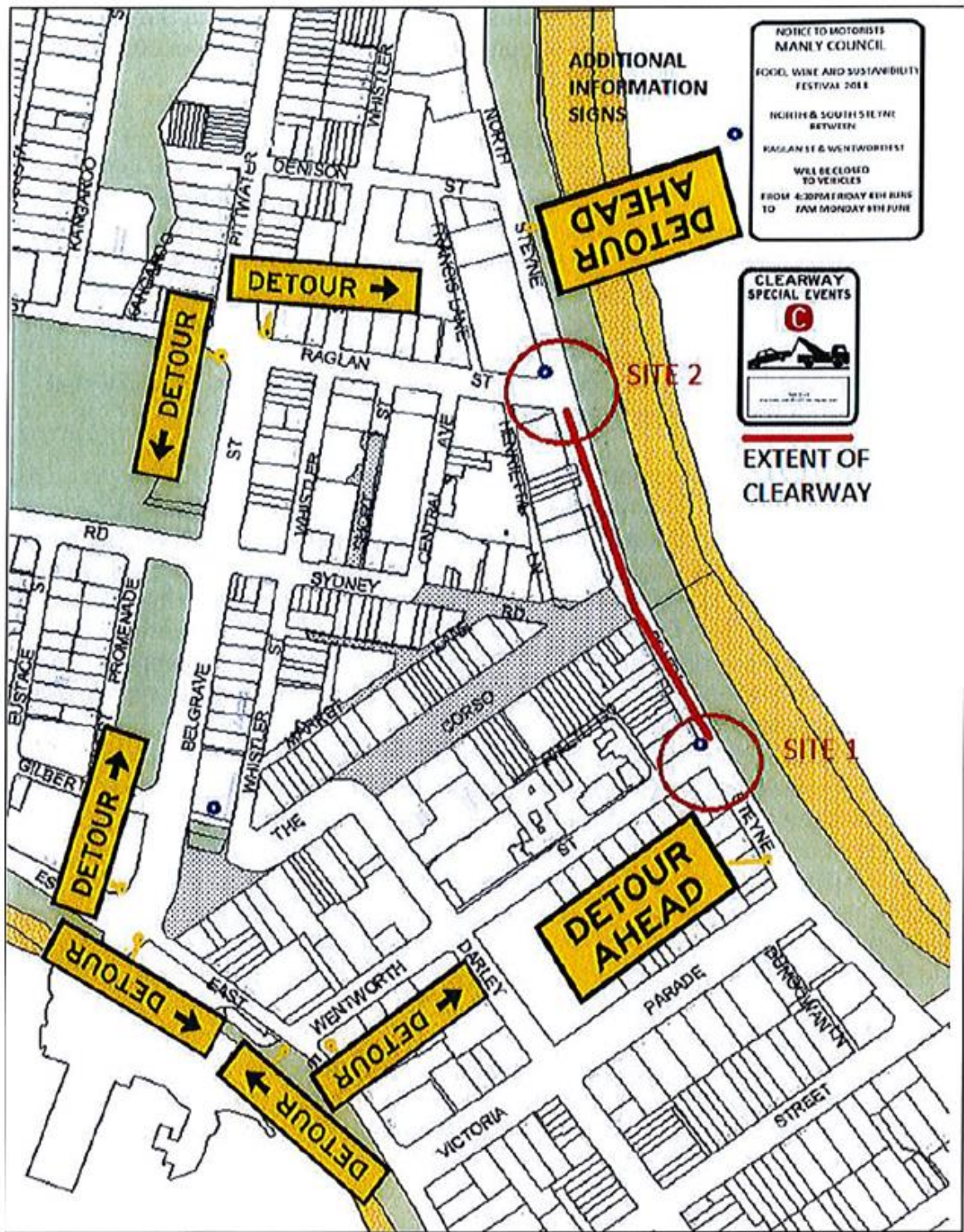


Figure 2: Proposed Traffic Control Plan for the event

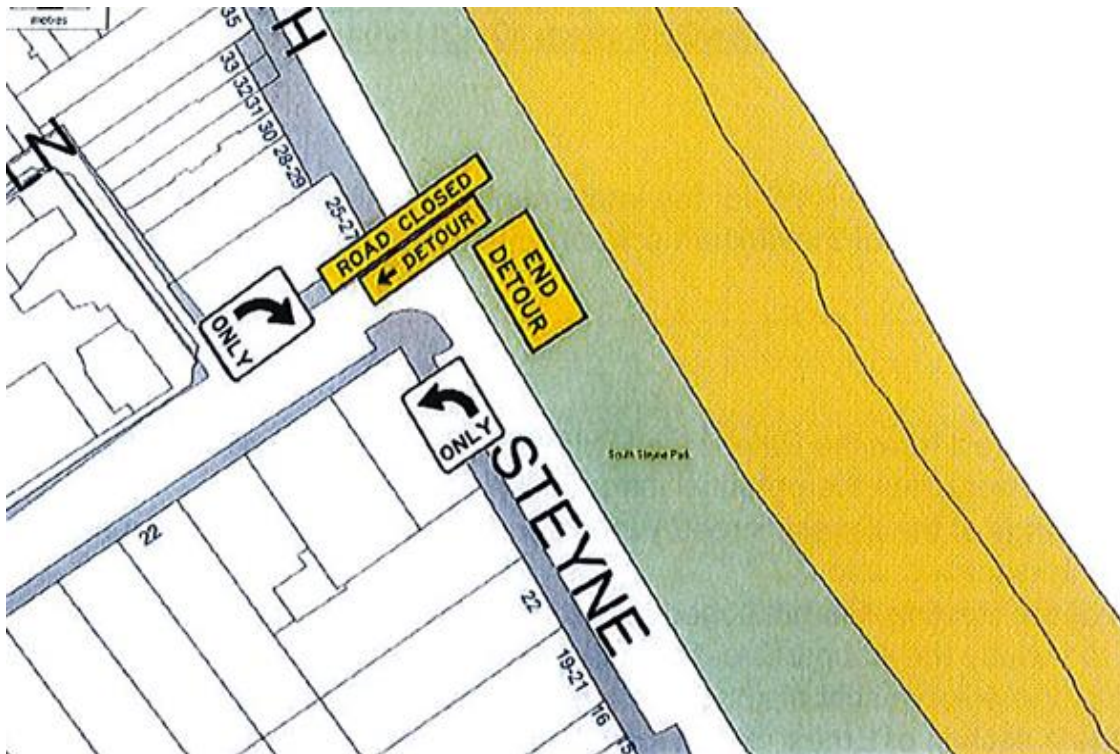


Figure 3: Site 1 – Intersection of North Steyne and Wentworth Street

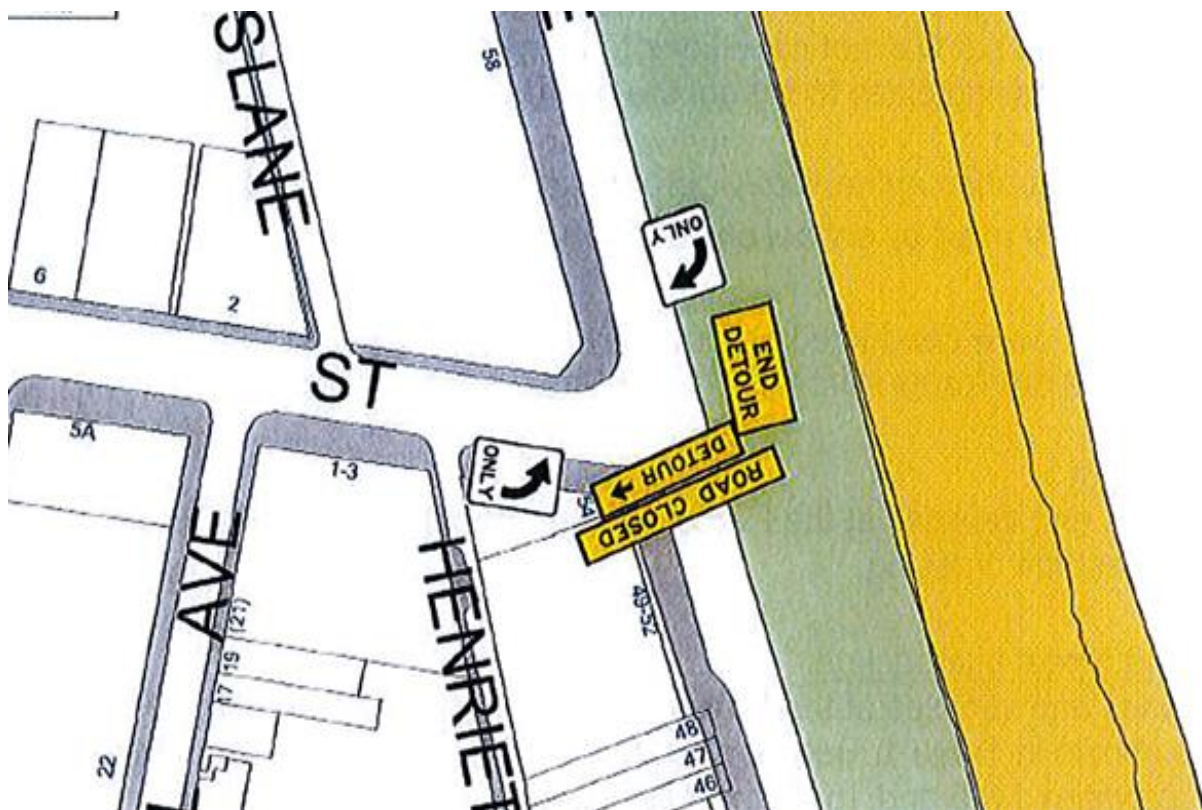


Figure 4: Intersection of North Steyne and Raglan Street

ITEM 19/15 **TOTEM LANE, BALGOWLAH – CHANGES TO PARKING RESTRICTONS (ITEM 19/15: 13/04/15)**

SUMMARY

For Council to consider changing the parking restrictions for one parking space on the northern side of Totem Lane, Balgowlah.

REPORT

Council has received a request from its Access Committee to consider changing one parking space on the northern side of Totem Lane west of Condamine Street, Balgowlah from 1 hour parking to 5 minute parking.

The concern raised by the Access Committee was that currently there is no level drop off and pick up location for people with disabilities wishing to access the Stockland Village’s facilities other than within the Stockland car park and so drop off and pick up currently has to occur on Condamine Street, which is steep and has a high traffic volumes.

To provide for more level and easier access to the Stockland Village, it is proposed to convert the one parking space next to the existing disable parking space on the northern side of Totem Lane (as shown in Figure 1) from 1 hour parking to 5 minute parking between 8am and 6pm Monday to Friday and between 9am and 1pm on Saturdays.

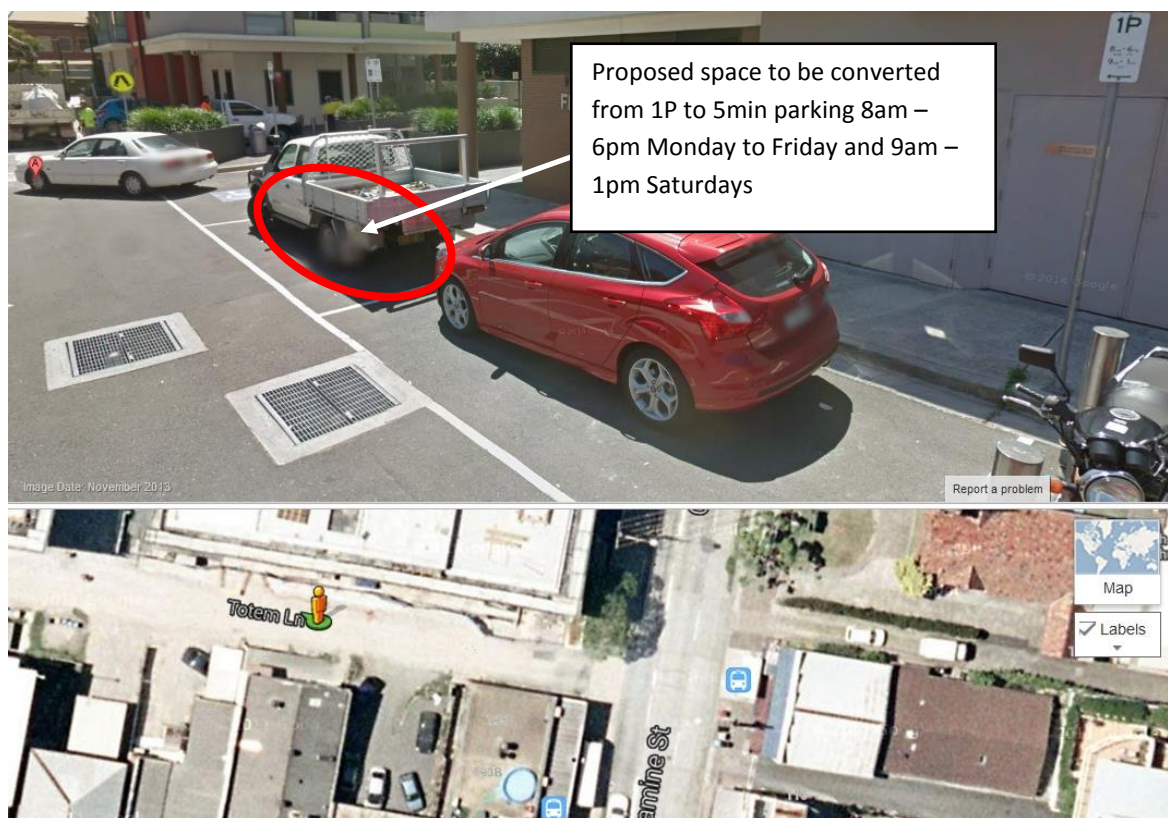


Figure 1: Proposed change of parking restrictions from 1P to 5min parking in Totem Lane, Balgowlah
The proposal would affect one parking space and would be subject to consultation with affected nearby businesses.

DISCUSSION

The Committee suggested that a No Parking restriction may be more appropriate as a 5 minute parking restriction is difficult to enforce. The Committee recommended that a No Parking restriction be taken back to the Access Committee with a clear explanation of why this would be a preferable option.

RECOMMENDATION

The Committee recommended to Council that the item be referred to the Access Committee for further discussion.

ITEM 20/15 **SCALES PARADE, BALGOWLAH HEIGHTS – CHANGES TO TRAFFIC MANAGEMENT AT INTERSECTION WITH HILDER ROAD (ITEM 20/15: 13/04/15)**

SUMMARY

For Council to consider installing a traffic island on Scales Parade at the Hilder Road intersection, Balgowlah Heights. The traffic island is to allow traffic to exit left only onto Hilder Road but to allow cyclists to move unrestricted.

REPORT

Council has received a request from residents of Scales Parade, Balgowlah Heights to consider changing the traffic management on Scales Parade to allow vehicles to exit the street only.

Traffic and speed counts were undertaken at Scales Parade for one week from 20 May 2014. The data showed that:

- the daily traffic volume on Scales Parade is approximately 402 vehicles, in total in both directions; and
- The peak recorded hourly traffic in two directions was 61 vehicles (between 3 and 4pm), which equates to approximately one vehicle per minute; and
- The average speed was higher in a southbound direction than northbound, with 34.4 km/h and 33.5 km/h respectively; and
- The 85thile speed (the speed below which 85% of all drivers were travelling) was 40.5 km/h in both directions.

The analysed data (the volumes of vehicles, the traffic speed and the crash records) does not suggest that there is not a significant traffic or safety issues in this street. However, there is a strong community backing for a treatment to be undertaken at the Scales Parade / Hilder Road intersection to reduce the perceived use of Scales Parade as a rat run, particularly during school drop off and pick up times.

To decrease the number of vehicles using Scales Parade, it is proposed to restrict access Scales parade to left out only onto Hilder Road by installing a traffic island at the end of Scales Parade (refer to Figure 1). Cyclists would be provided a by-pass so that their movement would not be affected.

The proposal would result in an increase of vehicles using Woodland Street South or Lewis Street to travel north. However these routes are considered to be more appropriate as thoroughfares.

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

DISCUSSION

The Committee agreed that the proposal should be consulted with affected residents and the wider local community.

RECOMMENDATION

The Committee recommended that Council installs a traffic island on Scales Parade at the intersection with Hilder Road, Balgowlah Heights, subject to consultation with affected residents and the approval of a Traffic Management Plan submission to the RMS.

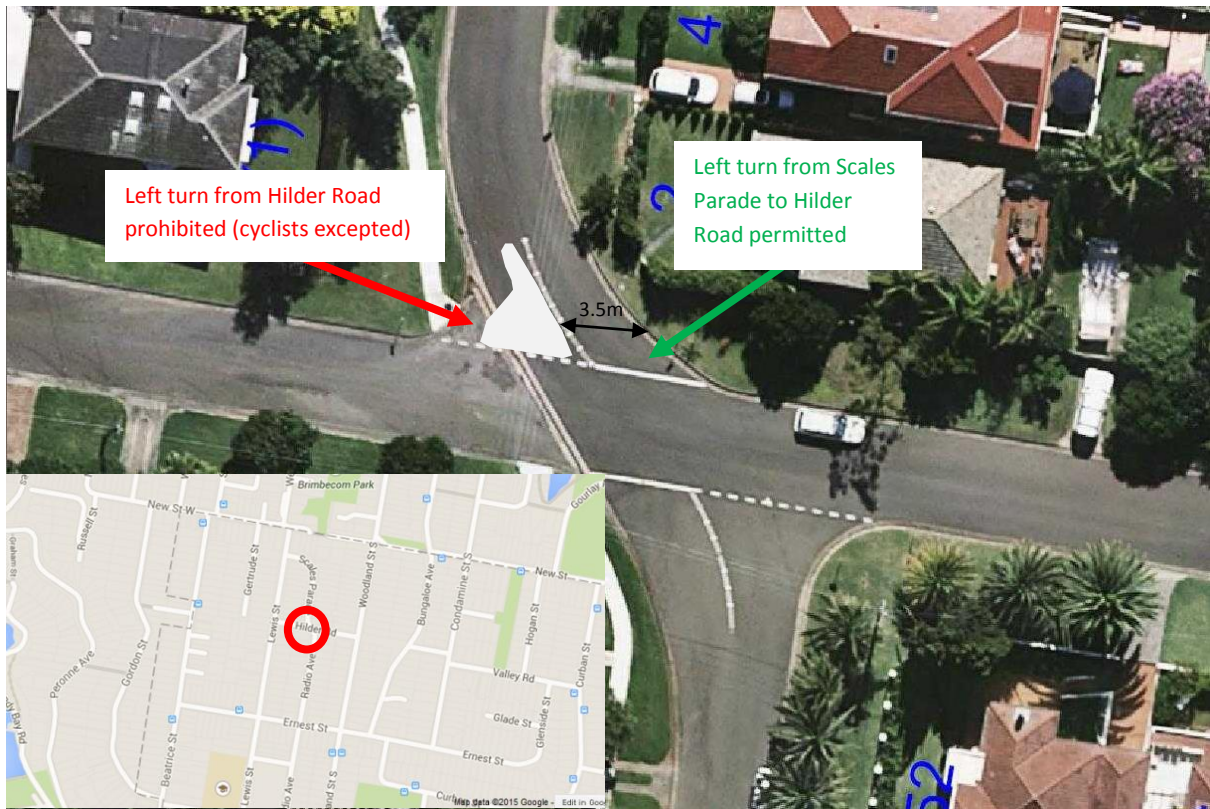


Figure 1: Proposed concept plan of traffic island on Scales Parade at the intersection with Hilder Road, Balgowlah Heights

ITEM 21/15 **BALGOWLAH AND PITTWATER ROADS, MANLY – IMPLEMENTATION OF PEDESTRIAN CROSSINGS FROM PAMP STUDY (ITEM 21/15: 13/04/15)**

SUMMARY

For Council to consider implementing pedestrian refuges on Pittwater and Balgowlah Roads, Manly.

REPORT

Council has undertaken a Pedestrian Access and Mobility Plan (PAMP) study for the area around Harris Farm and the Senior Citizens' Centre in Manly. The study area includes the key routes Balgowlah Road, Pittwater Road, Iluka Avenue, Eurobin Avenue and Collingwood Street in Manly.

The study has identified a number of measures that would improve pedestrian connectivity, amenity and safety in the area including additional pram ramps, upgrade of footpaths, widening of shared or footpaths and the introduction of pedestrian crossings on Pittwater and Balgowlah Roads.

The existing crossing opportunities on Pittwater and Balgowlah Road and the distance between them are shown on Figure 1.



Figure 1: Existing crossing opportunities and distance between them

To improve accessibility along these pedestrian routes, the PAMP study has recommended three pedestrian crossing options on Balgowlah and Pittwater Roads as described below.

Option 1 - Pedestrian refuges (as shown in Figure 2)

The pedestrian refuges are proposed in Pittwater Road and near Golf Parade in Balgowlah Road. At both locations a kerb extension could be built to minimise the crossing distance. Should pedestrian volumes meet the RMS warrants, the refuges could be converted to zebra crossings in the future.

While the refuge does not give pedestrians right of way they allow crossing to be staged crossing on traffic stream at a time. The location of bus stops would need to be considered in the detailed design as both locations are near existing bus stops.



Figure 2: Proposed locations of pedestrian refuges on Pittwater and Balgowlah Roads

Option 2 – Mid-block pedestrian signalised crossings (as shown in Figure 3)

Providing signalised mid-block crossings would give pedestrians a clear right of way without needing to find gaps in the traffic. The vehicle movements are controlled and therefore this option would be a safer option than the refuges, although more costly.



Figure 3: Proposed locations of mid-block pedestrian signalised crossings

Option 3 – Fully signalised intersection

Option 3 is to convert the existing roundabout at Pittwater Road/Balgowlah Road into a signalised intersection. This would provide pedestrian crossings on all approaches. However, this option would require some significant civil construction works which would make this option the most expensive.

Comparison of options

Pedestrian refuges would be the cheapest option and would provide greater pedestrian safety than the existing arrangement. Signalising the mid-block crossings on Pittwater and Balgowlah Roads would give additional safety but would be more expensive. Should pedestrian volumes meet the RMS warrants, the refuges could however be converted to zebra crossings at a later stage.

It is therefore recommended that, as an initial solution, Council considers installing pedestrian refuges on Pittwater and Balgowlah Roads, as seen in Figure 2, subject to detailed design and consultation with affected residents/businesses and the Ocean Beach and Ivanhoe Park precinct community forums.

DISCUSSION

The Committee discussed the various options for crossings on Balgowlah Road and concluded that the preferred option would be to install a pedestrian refuge. The RMS representative reminded the Committee that any crossing on Pittwater Road would need to be approved by the RMS.

RECOMMENDATION

That Council install a pedestrian refuges on Balgowlah Road, subject to detailed design and consultation with affected residents / businesses and the Ocean Beach and Ivanhoe Park precinct community forums.

The Committee recommended to that Council prepare a Traffic Management Plan for a refuge on Pittwater Road and seek RMS approval.

ITEM 20/15 **LATE ITEM - SYDNEY RD, MANLY UPGRADE – TRAFFIC
MANAGEMENT PLAN**

SUMMARY

As part of the revitalisation of the Manly CBD, the Sydney Road streetscape is planned to be upgraded, with a portion of Sydney Road closed and pedestrianised. This project is part of the Manly2015 Masterplan.

REPORT

1. Background

At the ordinary meeting of Council on 9 March 2015, Council resolved to proceed to develop Manly2015 Sydney Road upgrade, to enable its exhibition for public comment by June 2015.

Bitzios Consulting was commissioned to undertake a study and Sydney Road Manly, Traffic Management Plan (V2 April 2, 2015) to detail the proposed measures and impact of the re-assigned traffic.

The attached Sydney Road Manly, Traffic Management Plan (V2 April 2, 2015) details the following:

- Existing Conditions
- Proposed works
- Traffic Management Plan

2. Closure of Sydney Road.

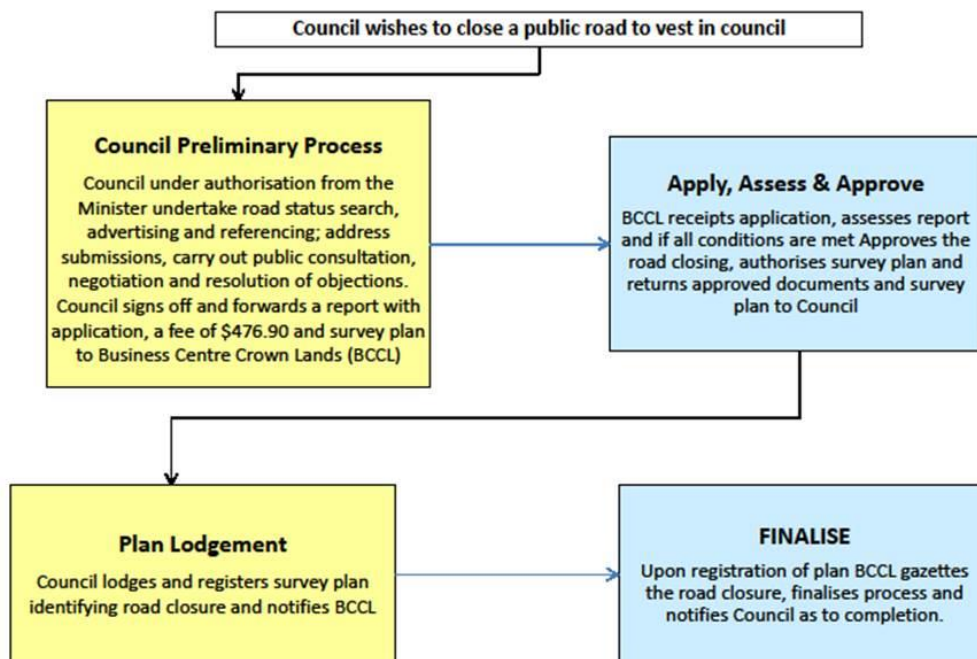
Since June 2014 the NSW Government Trade & Investment – Crown Lands has vested in Councils the closure of roads.

The new process for closures provides clarity and consistency and enables Council's to effectively manage the road closure process (Ref 1).

3. Closure Public Notification Process

In addition to the tabled Traffic Management Plan being part of the redevelopment plans being placed on public exhibition, Council will undertake the following closure procedure in accordance with the department's requirements and provide the survey plan and report to the Business Centre Crown Lands (BCCL).

Council Road Closure Process



Further to the above, Council will consult with the Network & Safety Services / Journey Management team at the Road Maritime Service and write to RMS for approval.

Other stakeholders that will be consulted include;

- Adjoining landowners
- Public authorities and utilities
- Business and shop owners
- Residents

Ref 1 http://www.lpma.nsw.gov.au/crown_lands/?a=197411

DISCUSSION

The Committee discussed the report and the process required for the closure of Sydney Road.

RECOMMENDATION

The Committee recommended that Council receive and note Sydney Road Manly, Traffic Management Plan (V2 April 2, 2015) and the process for public notification of the closure.

ITEM 21/15 **LATE ITEM - KEMPBRIDGE AVENUE - CHANGE TO ANGLED PARKING**

SUMMARY

For Council to consider amending the parking in Kempbridge Avenue to remove the 90 degree angled parking.

REPORT

Residents of Kempbridge Avenue have expressed concern that the 90 degree angled parking on the east side of Kempbridge Avenue close to the intersection with Sydney Road is leading to many near miss accidents.

Currently seven (7) ninety degree angled parking spaces are located close to a signalised intersection and opposite indented 90 degree parking alongside the former Seaforth TAFE (refer to Figure 1).

The proximity of the angled parking to the signalised intersection is leading to unusual manoeuvres for vehicles turning left out of the street particularly during the school drop off and pick up hours.

It is proposed that the angled parking on the east side be removed and replaced with 3 parallel parking spaces with no change to the time restrictions.

This change to parking would lead to a loss of 4 parking spaces.

DISCUSSION

The Committee was mindful that the TAFE site is about to be redeveloped and suggested that this item be deferred until the impact of the redevelopment could be assessed.

RECOMMENDATION

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 subject to consultation with affected residents and businesses.



Figure 1: Kempbridge Avenue – Proposed change of parking angle to parallel to kerb

ITEM 5 GENERAL BUSINESS

1. Sgt Jelovic asked if Council had received a TMP for the Manly Scenic Fun Run due to take place in May. The Traffic Manager agreed to check with Councils events team.
2. Councillor Burns asked that a 40km/h speed limit be considered on Darley Road and that statistics on Bandicoot deaths on the road be reported to a future traffic committee so that the Committee can be better informed about this issue.

ITEM 6 DATE OF NEXT MEETING – 9.30AM MONDAY 11 May 2015