



**MINUTES OF MEETING
MANLY TRAFFIC COMMITTEE
HELD MONDAY, 11 AUGUST 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

Other Members

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

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 11th AUGUST 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 36/14 **MANLY JAZZ FESTIVAL (4TH – 6TH OCTOBER 2014) –**
SPECIAL EVENT ROAD CLOSURES (NORTH/SOUTH STEYNE)
(ITEM 36/14: 11/08/2014)

SUMMARY

For Council to review and approve the traffic management plan for the Manly Jazz Festival 2014, to be held between Saturday to Monday, 4th October and 6th October 2014.

REPORT

The Manly Jazz Festival 2014 is a premier event on Manly's social calendar and has been an annual event for many years. This year's event will have the same traffic management plan that have operated successfully in past festivals where the roadway North/South Steyne between Wentworth Street to Raglan Street on the Oceanfront will be closed to vehicular traffic and used for staging including safe public walkway between stages.

This site will provide an expansive and safe area for a capacity crowd who may enjoy both the scenic setting and live musical performances.

The organiser of the festival, Manly Council Events and Tourism, has proposed the following restrictions as part of the traffic management plan:

- Road closure will be taken place on North/South Steyne, between Wentworth Street and Raglan Street.
- The Loading Zone area outside 49 North Steyne will be restricted from event setup start time to event pack-down finish time.
- The 2P Bus Bay area opposite Raglan Street on the eastern side of North Steyne is to be closed off for authorised parking only.
- The western side of South Steyne between Wentworth Street (south) towards Victoria Parade is to be closed off for authorised parking. This area would be from the 2P parking sign at the intersection of Wentworth Street to the third 2P parking sign southwards which will utilise 9 x existing 90 degree parking spaces; approximately 22.5 metres.
- The road closure and restrictions detailed above will occur between 4:00pm on Friday 3rd October to 7am on Tuesday 7th October 2014.

The main road closure will allow for the erection of equipment pre-event and the dismantling of equipment on the Monday (6th October) evening post-event and Council cleaning by the early Tuesday (7th October) morning shift.

The Traffic Control Plan (TCP) prepared by Council staff initially for the Manly Jazz Festival in 2012 will be used for this year's event as road closures proceedings have not changed.

Restrictions and support signage will be implemented according to the TCP from Manly Councils Traffic Department.

DISCUSSION

The event proposal was endorsed without any objections. The RMS representative reminded Council to inform Traffic Management Centre (TMC) of the event if not done so already. Council's Events Department are to be informed of Traffic Committee's endorsement of the event.

RECOMMENDATION

It is recommended that Council:

- Approves the Traffic Management Plan for the Manly Jazz Festival 2014; and
- Event Organisers are to formally inform Roads and Maritime Services (RMS) and Traffic Management Centre (TMC) of the traffic management plan (TMP) / traffic control plan (TCP) in relation to the proposed event, for concurrence.

ITEM 37/14 **BALGOWLAH ROAD, FAIRLIGHT –**
EXTENSION OF NO STOPPING RESTRICTIONS
(ITEM 37/14: 11/08/2014)

SUMMARY

For Council to consider extending the No Stopping restrictions in Balgowlah Road at the intersection with Daintrey Street, Fairlight.

REPORT

Representation has been received from Ivanhoe Park's precinct meeting of July 2014, to review the existing parking restrictions on Balgowlah Road at the intersection of Daintrey Street, under claims that the existing no stopping restrictions at the corners are insufficient in providing visibility for seeing oncoming traffic for motorists from Daintrey Street to safely manoeuvre out into Balgowlah Road, Fairlight.

Balgowlah Road has a posted speed limit of 40km/h between Harland Street and Kenneth Road and Daintrey Street intersects with Balgowlah Road within this section. Council's accident history database shows that there have been no accidents recorded (in past 5 years) at/near the intersection of Balgowlah Road and Daintrey Street.

A site investigation conducted by Council staff reveals the visibility looking west (eastbound traffic) from Daintrey Street is adequate and therefore the existing No Stopping restrictions on the western corner of Balgowlah Road should remain. However, when looking east (westbound traffic) from Daintrey Street with a legally parked vehicle at the existing No Stopping restriction boundary, the visibility is obstructed for seeing westbound traffic making it more difficult to safely turn right out of Daintrey Street. See **Figure 1**.

Despite there being no accident history at the intersection and that Balgowlah Road has a speed limit of 40km/h. It is proposed to extend to existing No Stopping restriction on the eastern corner of Balgowlah Road to 15 metres (existing ~10m), in order to improve the visibility for motorists conducting right turn manoeuvres from Daintrey Street into Balgowlah Road, as detailed in **Figure 2**. The proposal will result in a loss of one parking space; however this segment of Balgowlah Road does not have issues with low on-street parking supply and high demands for on-street parking spaces.

DISCUSSION

No objections were raised about the proposal. However comments on concerns about setting precedents for similar streets were raised. The proposal is subject to consultation with affected resident.

RECOMMENDATION

That Council extends the existing No Stopping restriction of 10 metres on the eastern corner of Balgowlah Road, to 15 metres east of Daintrey Street kerb alignment (tangent point), Fairlight. Affected residents are to be consulted prior to implementation.

ANNEXURES



Figure 1: View East (Right Hand Side) of Balgowlah Rd from Daintrey St; restricted sight distance for westbound traffic.

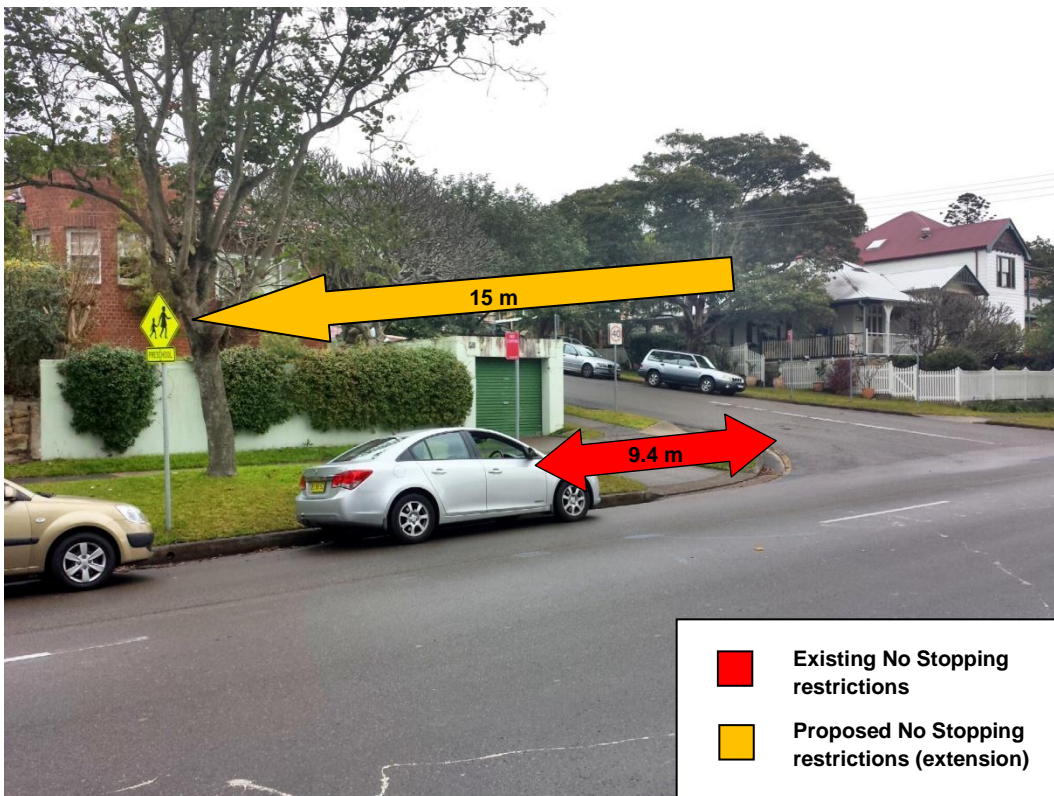


Figure 2: Proposed vs. Existing No Stopping Restrictions

ITEM 38/14 **QUIRK ROAD, BALGOWLAH –**
FRONT TO KERB PARKING ONLY FOR EXISTING 90⁰ PARKING BAYS
(ITEM 38/14: 11/08/2014)

SUMMARY

For Council to consider restricting all 90⁰ parking bays in Quirk Road, Balgowlah to 'Front to Kerb Parking' Only.

REPORT

Council has received a request from a resident to amend the parking restrictions of 90⁰ angled parking bays along the eastern side of Quirk Road between Manly West Park to Balgowlah Road to permit only 'Front to Kerb' parking.

Currently motorists are permitted to park either 'Front or Rear to Kerb' in the 90⁰ angled parking bays on the eastern side of Quirk Road. This has become a safety hazard for cyclists using the existing shared user path on the eastern side of Quirk Road due to the rear of parked vehicles encroaching on the shared user path (e.g. overhanging tow bars). This is particularly dangerous at night when it is more difficult to see these obstructions (refer to **Figure 3**).

In order to address the issues of encroachment into the cycle lane it is proposed to change the parking Front or Rear to Kerb; Vehicles Under 6m.

DISCUSSION

No objections were raised to the proposed changes from rear to kerb to front to kerb parking permitted only. Front in parking is considered safer.

RECOMMENDATION

That Council restricts parking in the 90⁰ angled parking bays on the eastern side of Quirk Road between Manly West Park to Balgowlah Road to 'Front to Kerb' parking only.

ANNEXURES



Figure 3: Vehicles Parked Rear to Kerb encroaching on shared user path; eastern side of Quirk Rd



Figure 4: Aerial Quirk Rd – Proposal Front to Kerb Parking Only, 90° Parking Bays

ITEM 39/14 **GEORGE STREET AND GRIFFIN STREET, MANLY –**
REVIEW OF EXISTING NO STOPPING RESTRICTIONS
(ITEM 39/14: 11/08/2014)

SUMMARY

For Council to note the results from the review of the No Stopping restrictions at the intersection of George Street and Griffin Street, Manly.

REPORT

At the July meeting of the MLTC, Councillor Burns asked for a review of the existing No Stopping restrictions at the intersection of George Street and Griffin Street, Manly. The request for review was in response to complaints received by residents that the existing No Stopping restriction around the intersection of George Street and Griffin Street are excessive even for larger Waste Trucks servicing the streets and could be reduced to allow more on-street parking spaces.

Council staff have investigated the matter and concluded that the existing No Stopping restrictions at the intersection of George Street and Griffin Street are not excessive and are essential for the garbage trucks to manoeuvre at this intersection.

Although, the existing No Stopping restrictions around the corners of the T-intersection of George Street and Griffin Street are a little greater than the statutory minimum of 10 metres, it is considered necessary for the manoeuvrability of Council's Waste Trucks to service both streets as shown in **Figure 5** and **Figure 6**. This is because both streets have narrow road widths, particularly George Street being a one-way lane; and therefore Waste Trucks require the additional No Stopping restriction distances around the T-intersection to cater for its larger turning circle/swept path.

Reduction to the existing No Stopping restrictions to the statutory distance of 10 metres will only spare a few metres on each side and has no benefit to increasing on-street parking spaces. With all of the above in mind, it is proposed that existing No Stopping restriction distances at the intersection George Street and Griffin Street remain and no further actions are to be undertaken.

DISCUSSION

No objections or issues were raised regarding the proposal.

RECOMMENDATION

That Council does not amend the No Stopping restrictions at the intersection of George Street and Griffin Street, Manly.

ANNEXURES



Figure 5: Waste Truck turning right from George St into Griffin St



Figure 6: Waste Truck turning left from Griffin St into George St

ITEM 40/14 **DAVID PLACE, SEAFORTH –**
NO PARKING RESTRICTIONS
(ITEM 40/14: 11/08/2014)

SUMMARY

For Council to consider installing No Parking restrictions on the southern side of David Place opposite the driveway of property No. 4.

REPORT

Council has received a request from a resident of David Place, Seaforth to install No Parking restrictions opposite No. 4's driveway due to parked vehicles frequently blocking the access and egress to property No. 4.

David Place is approximately 4.5 metres wide which is very narrow. It is claimed that quite often there are large vehicles (trucks and vans) parked opposite the driveway of No. 4 making it difficult and sometimes impractical for residents' of No. 4 to egress/access their property.

This issue has become more frequent due current renovations at a neighboring property

To resolve this issue it is proposed to install 6 meters of No Parking restriction directly opposite No. 4's driveway on the southern side of David Place.

DISCUSSION

There were no objections to the proposal. Comments were raised regarding the vehicles from No. 4 should be able to egress in a forward direction. However David Place is very narrow and large vehicles parking directly opposite the driveway would affect the ability to egress from No. 4's property.

RECOMMENDATION

That Council install a 6 metre No Parking zone opposite No. 4's driveway on southern side of David Place between the back boundaries of No. 7 Richmond Road and No. 5 Richmond Road. The affected residents are to be consulted prior to implementation.

ANNEXURES



Figure 7: View north of No. 4's Driveway



Figure 8: View south of No. 4's driveway

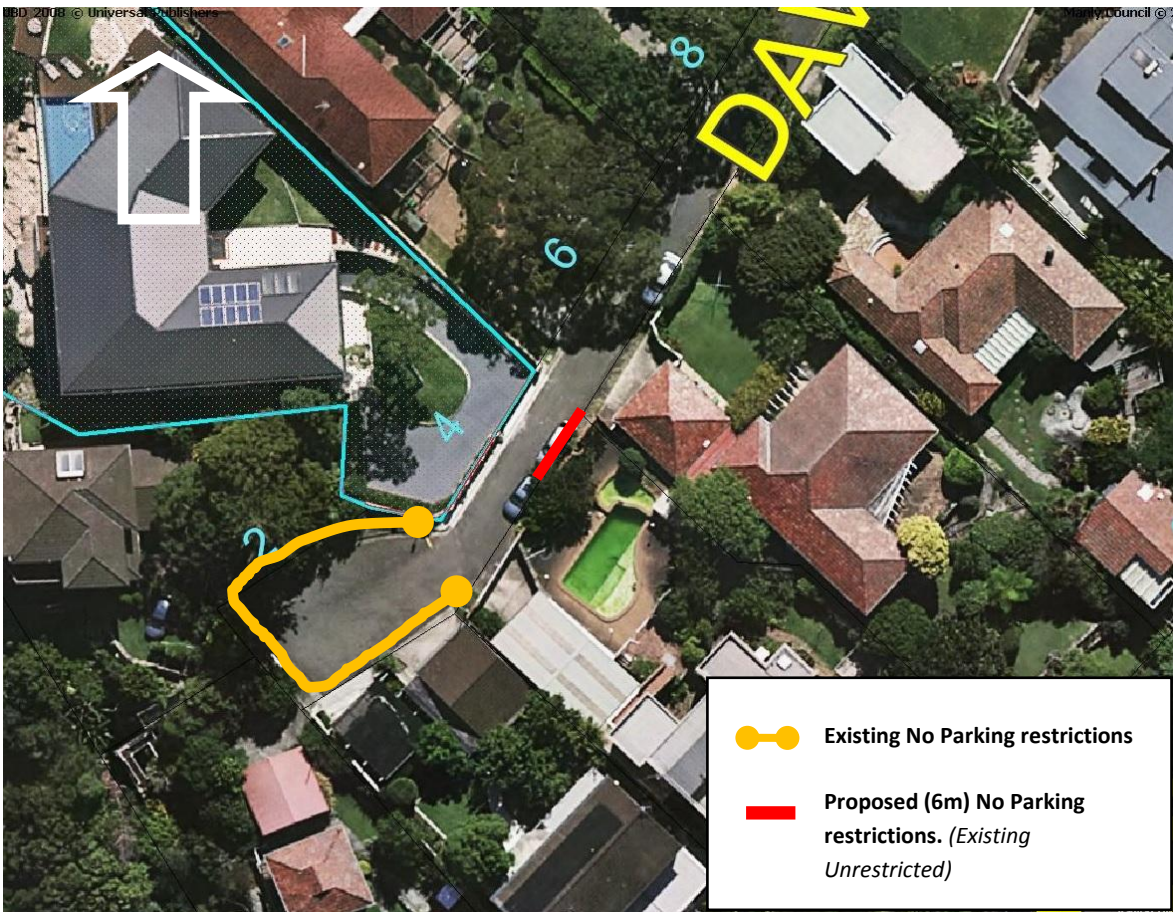


Figure 9: Proposed No Parking zone opposite No. 4's driveway

ITEM 41/14 **SHORT STREET, MANLY –**
LOADING ZONE (LATE ITEM)
(ITEM 41/14: 11/08/2014)

SUMMARY

For council to consider changing the existing “No Parking Ausgrid vehicles accepted” parking restriction on the east side of Short Street into a 15 minute Loading Zone.

REPORT

Currently there are no loading provisions for the businesses located on Raglan Street. Parking in the local area is in high demand and so finding a suitable location to load and unload is problematic for local businesses (refer to Figure 1).

A No Parking restriction was introduced alongside the electrical substation located in Short Street to prevent vehicles being parked in front or beside the access to this building.

The substation is infrequently. However, requires assess at all times so parking is not permitted. Short Street does not have a turning head suitable for medium or large trucks however could still be used for smaller delivery vehicles.

Introducing a loading zone at this location will prevent parking and provide a much needed facility for local businesses without any loss of existing parking spaces.

DISCUSSION

No objections were raise regarding the proposal. However Ausgrid’s concurrence for proposal must be received.

RECOMMENDATION

It is recommended hat Council introduce a loading zone on Short street in place of the existing No Parking Ausgrid vehicles only restriction this subject to consultation with Ausgrid / Energy Australia.

ANNEXURES



Figure 10: Proposed change to parking in Short Street

ITEM 6 GENERAL BUSINESS

The following item was raised by Mr John O’Conner (Representative for MP Mr. Mike Baird):

Pittwater Road: Speeding Concerns and request for Traffic Calming

Mike Baird’s office has also received requests for traffic calming and speed management on Pittwater Road between Raglan street and Pine Street. The Traffic manager agreed to write to the RMS and request they investigate what measures could be introduced.

The traffic manager also said that this section had been raised by the Ivanhoe Precinct Community Forum as a stretch of Pittwater Road where it is very difficult to cross the road and there are few crossings provided.

Dalwood Fundraiser

Some residents have complained to Mike Baird MP’s Office about receiving fines for parking on the grass verge while attending an annual Dalwood Fundraiser event. The response from the LTC members was that all infringement notices are processed by the office of state revenue (OSR) and that only they can rescind the fines. It was suggested that Dalwood be encouraged to work with council’s events team and rangers to better manage parking arrangements in future years

The following item was raised by Councillor Hugh Burns

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

Councillor Burns asked if there was an update on the Kenneth Road matter in relation to the angled parking. Ms. Nazli Doraji said that the RMS are arranged meeting with senior Council staff to discuss the matter further.

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