



NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that of a meeting of the **MANLY TRAFFIC COMMITTEE** will be held:

DATE: MONDAY, 19 November 2012

TIME: From 9.30AM to 12.00PM

PLACE: THE COVE ROOM, MANLY COUNCIL, 1 BELGRAVE STREET, MANLY

PRESENT:

Councillors

Councillor Alan Le Surf Manly Council

Other Members

Mr Mike Baird MP Member for Manly

Ms Kaye Russell Roads and Maritime Services

Other Representatives

Mr Wade Mitford State Transit Authority

Council Staff

Mr Param Rajah Divisional Manager – Civic & Urban Services

Mr Ben Hubbard Traffic Manager – Civic & Urban Services

Mr Jonathan Hennessy Transport Planner – Civic & Urban Services

Apologies

Councillor Hugh Burns Manly Council

Sgt John Fortunato Manly Police

Mr Alex Coates Roads and Maritime Services

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Manly Traffic Committee** met on the 19th November 2012 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 PRESENTATION ON TRAFFIC COMMITTEE ROLE & FUNCTION

The Civic and Urban Services Divisional Manager then gave brief presentation on the purpose of the Local traffic Committee (appended to these minutes).

ITEM 5 REPORTS

ITEM 42/12 DAINTREY STREET, FAIRLIGHT – REQUEST FOR 4 HOUR PARKING RESTRICTIONS (Item 42/12: 19/11/12)

SUMMARY:

For Council to consider introducing a 4 Hour Parking restriction on the eastern side Daintrey Street between 9am and 5pm, Monday to Friday.

REPORT

Council has received a request from the Ivanhoe Park precinct forum that a 4 hour parking restriction be introduced on Daintrey Street between Griffiths Street and Arthur Lane.

The precinct's concern is that Daintrey Street is used by commuters to park all day which makes it harder for residents to find parking close to their homes. The precinct requested that Council prevent cars from long-term parking in Daintrey Street introducing a day time 4 hour parking restriction.

Daintrey Street is currently an unrestricted two-way street that allows cars to park on both sides. This street has been visited by staff on several occasions at various times of day. On all occasions some on street parking was available and no driveway accesses were blocked. On several occasions less than half the available street parking was occupied.

Daintrey Street is the first street outside the Ivanhoe park residents permit scheme. This street is a wider street than many in the area so even with parking both sides of the street residents can safely access properties.

The introduction of a 4 hour limit is likely to cause any commuter parking that is occurring to migrate into less appropriate streets. It is therefore not recommended that any further parking restrictions be implemented in this street.

DISCUSSION

The committee briefly discussed the issue and considered that further monitoring of the parking situation at this location was needed.

RECOMMENDATION

It is recommended that:

- Council does not introduce any further parking restrictions in Daintrey Street.
- That parking in this street is monitored.
- This was agreed by all present.



Figure 1: Request for implementation of parking restrictions - Daintrey St, Fairlight

ITEM 43/12 DUDLEY STREET– NO PARKING RESTRICTIONS (Item 43/12: 19/11/12)

SUMMARY

For Council to consider extending the No Parking restrictions to opposite the property No.10 Dudley Street.

REPORT

Manly Council has received a request from resident of 10 Dudley Street, Balgowlah to extend the No Parking restriction to opposite their driveway. It has been stated that when cars park on the both sides of driveway, as well as the opposite side, it is hard to enter and exit the driveway.

Dudley Street is approximately 6.7m wide at the driveway to No.10. The width of No.10's driveway is approximately 4m. This driveway is similar to many others in the street. No other requests for No Parking have been received suggesting that others do not have a difficulty exiting their driveways. At the times of day when the site was visited there were cars parked on both sides of the street many of which are likely to be commuters catching express buses into the city. Extending the no parking restriction may assist the residents up to number 10, however is likely to migrate parking further into the street and affect other residents.

It is therefore not recommended that the No Parking restrictions be extended to opposite the driveway of No.10 Dudley Street.

DISCUSSION

The item was briefly discussed and it was agreed that extending the no parking would likely result in cars parking further into the street and that the width of the street and the width of the driveway for Number 10 should provide for adequate turning space to safely exit the property.

RECOMMENDATION

It is recommended that Council:

- Do not extend the "No Parking" restrictions to opposite No.10 Dudley Street as requested.

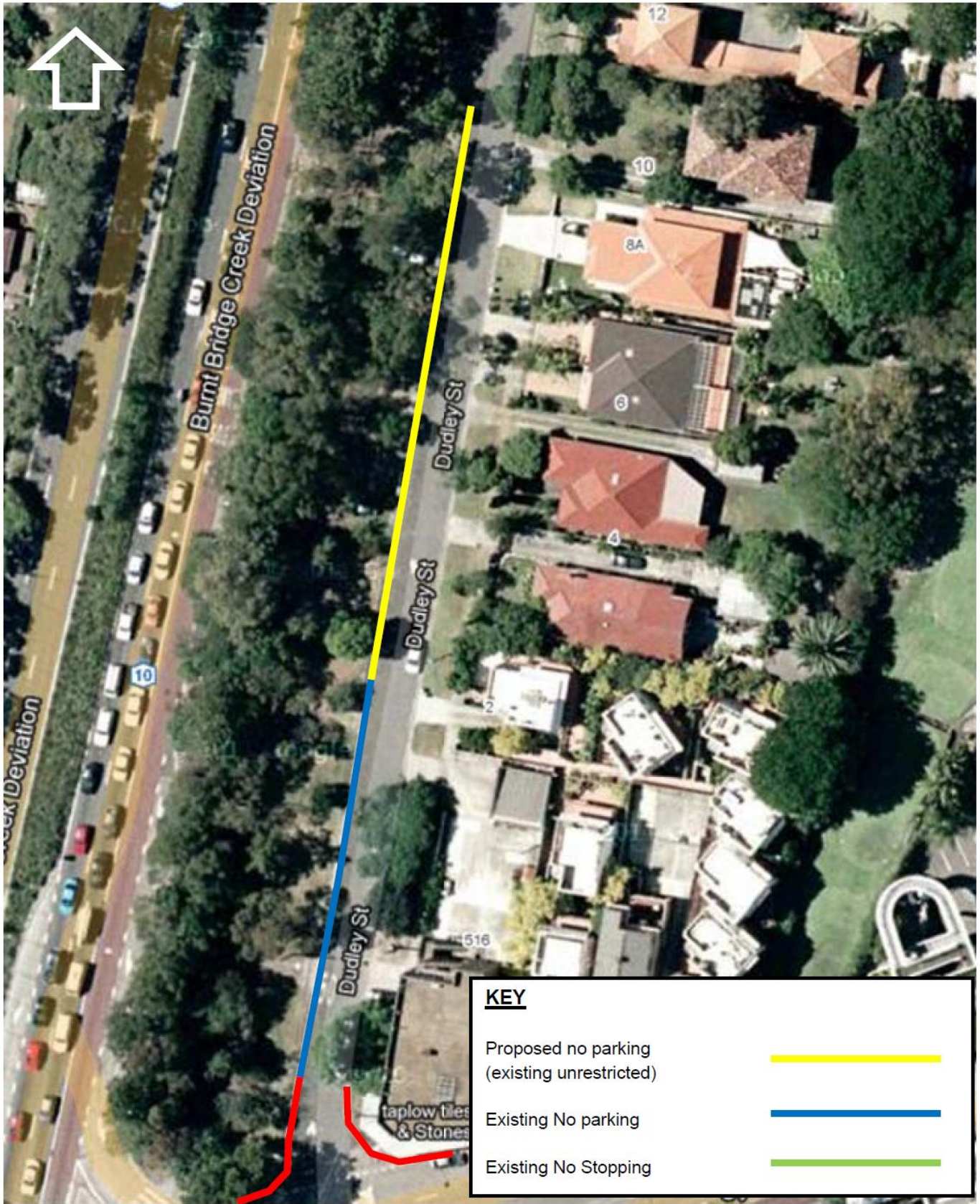


Figure 1: Proposed No Stopping restriction, Dudley Street, Balgowlah.

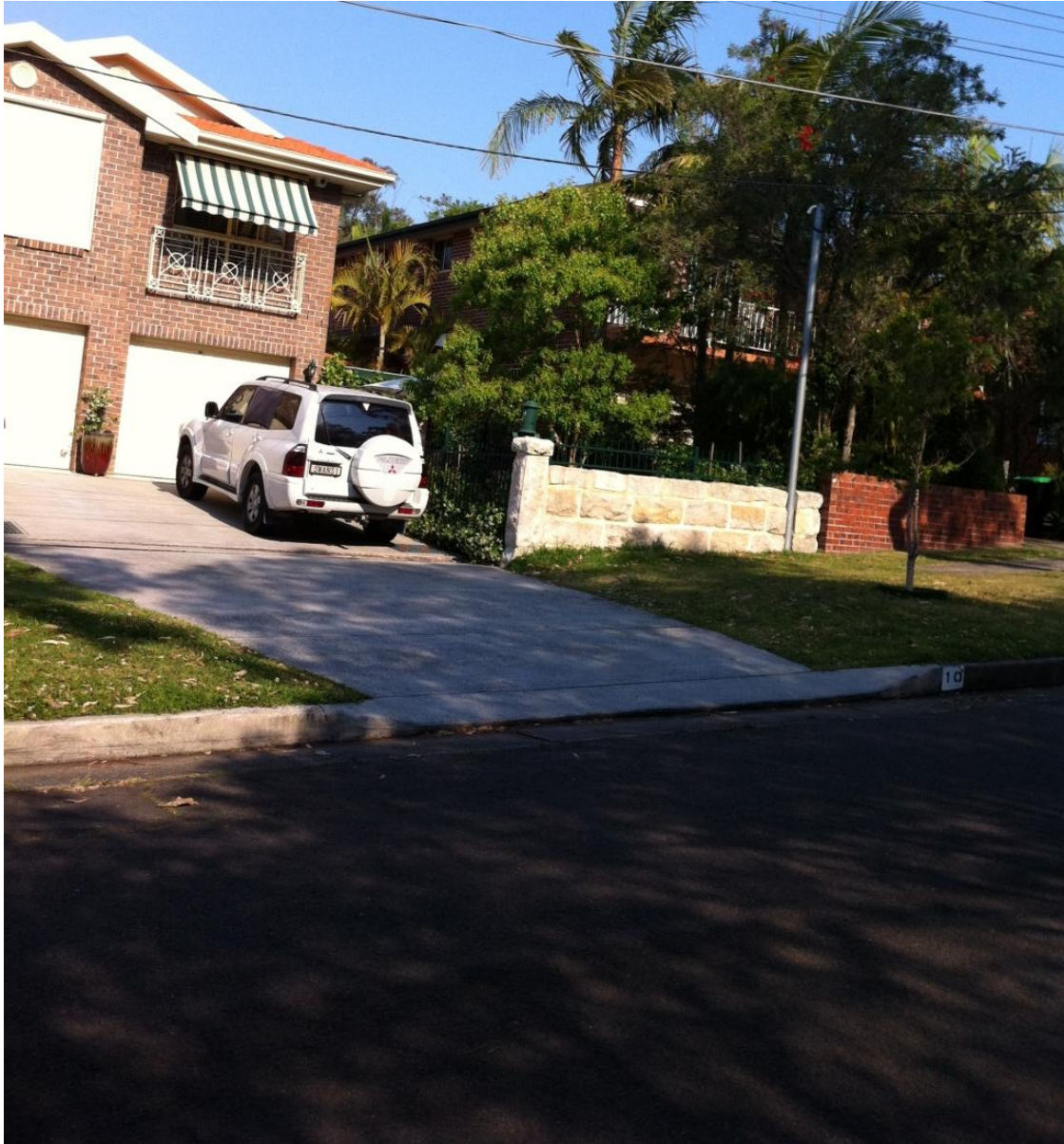


Figure 2: The driveway of 10 Dudley Street, Balgowlah.

ITEM 44/12 BEATRICE AND NEW STREETS, BALGOWLAH HEIGHTS – PROPOSED CONCEPT PLANS FOR TRAFFIC CALMING (Item 44/12, 19/11/12)

SUMMARY

For Council to consider pedestrian, parking and traffic management improvements on New Street and Beatrice Street close to the Balgowlah Heights shops.

Background

Following the meeting with the precinct forum representatives, a concept plan was prepared. This was sent to the precincts for comments and has been modified to reflect their feedback. The concept plan for the Balgowlah Height shops (refer to Figure 1) includes the following:

- Revised line makings within the 90 degree parking bay opposite the Chemist on New Street. This to provide an extra parking space. Currently the spaces are wider than are required by standards.
- Installation of coloured surfacing gateway treatments. These would highlight to drivers that they are entering the shopping area and aid speed reduction in these areas
- Installation of low feature walls on the main approaches to the Balgowlah Heights shops. It is envisaged that these walls would be similar to the wall installed for the Fairlight Shops on Sydney Road. These walls would also help to demarcate the shops as an area where drivers should take extra care and help with speed reduction.
- Installation of two zebra crossings. On Beatrice Street and New Street. Traffic and Pedestrian volumes to demonstrate that these crossings are warranted would need to be collected. However, observations on site would suggest that warrants will be easily met.
- Installation of marked parking bays on both sides of Beatrice Street between 120 and 106. These bays would be time limited to 2 hours between 9:00am and 6:00pm, Monday to Friday. Restricting the parking in this area would have little impact on residents, who mostly have off street parking, but would ensure that the majority of these parking spaces are available for business and commercial users during the day. Many of the parking spaces are currently occupied all day by commuters who catch the express buses to the city.

PREVIOUS DISCUSSION

Committee will recall that at the May 2012 Manly Local Traffic Committee, it has been recommended that in order to develop this concept plan, Council:

- Seek approval from the Roads and Maritime Service for the installation of Zebra Crossings on New Street and Beatrice Street. This will require the preparation of a traffic management plan and traffic surveys
- Undertake public consultation with affected businesses and residents.

This report provides feedback on the resident consultation. Council delivered 109 consultation letters to the residents and businesses directly affected by the proposed scheme. We have received a total of 17 responses: 12 residents in support and 5 residents opposed to the proposals.

The main objections to the proposals included:

- Concerns about the migration of all day parkers further along Beatrice Street as a result of the introduction of the 2P parking restriction.
- Concerns about increased noise as a result of the textured surface entry features. The texture could be removed and the entry features could be colours only.
- Concern about the proximity of the pedestrian crossings to the intersection. The location of the pedestrian crossings is on the desire line of pedestrians. At these locations vehicle speeds are also at their lowest.

Both the Clontarf and the Balgowlah height precinct are in support of the proposed scheme. The result of consultation shows that the proposal is supported by majority of the affected residents, so it is recommended that the proposal be implemented subject to the pedestrian crossing warrants being approved by the Roads and Maritime Service.

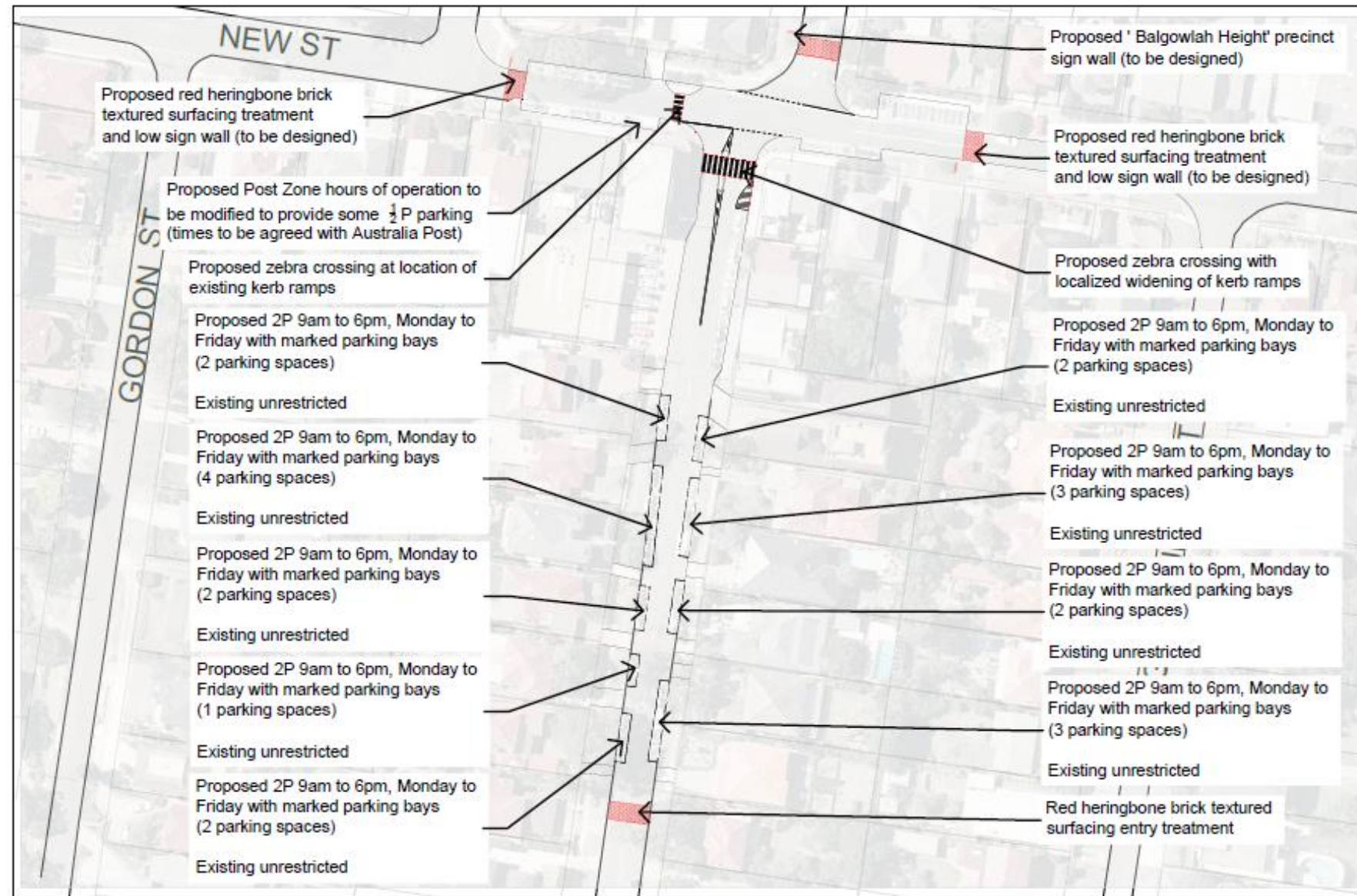
DISCUSSION

The proposed scheme was discussed and questions were asked regarding the type of crossings to be installed and if these would include road humps. The traffic manager confirmed that because the route was used by buses it was not proposed to include road humps at the crossing points.

RECOMMENDATION

It is recommended that Council:

- Implement the concept plan subject to approval from the RMS for the proposed pedestrian crossings.



FOR CONSULTATION ONLY



MANLY COUNCIL
 1 BELGRAVE STREET
 MANLY NSW 2095
 Ph : (02) 9976 1500
 Fax : (02) 9976 1400

Surveyed By : _____	DATE _____
Drawn & Designed By : _____	DATE _____
Approved By : _____	DATE _____
Approved By : _____	DATE _____

TITLE : Proposed Traffic Management Improvement

PROJECT :

LOCATION : Balgowlah Heights shopping precinct

SCALE : 1:1000	CIVICAD(S.32) File Name	AutoCAD (LT 2010) File Name
DATUM : -		
Field Books	Level Books	

This drawing is the property of Manly Council. Written permission must be obtained for any reproduction, duplication, amendments, or otherwise to all or part of this drawing. This drawing is not to be used for any other purpose.

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Figure 1: Concept Plan – Balgowlah Height shops

**ITEM 45/12 PANORAMA PARADE – 1 HOUR PARKING RESTRICTIONS (Item 45/12:
19/11/2012)**

SUMMARY

For Council to consider a 1 hour parking restriction from 9am to 5pm, Monday to Friday within the indented parking bay on Panorama Parade.

REPORT

A resident of the senior housing located at 14 Ross Street has written to Council requesting that the parking bay beside their complex be restricted so that it is available for use by visitors and people servicing the residents of the housing complex.

At its June 12 meeting the traffic committee recommended that affected residents be consulted about the implementation of this restriction.

Affected residents have been consulted and 27 letters have been delivered. Council received 8 responses, 4 in favour and 4 against the proposal. Those against the proposal generally suggested longer time limits.

The result of the consultation shows that the proposal has been supported by majority of the affected residents, so it is recommended that the 1 hour parking restriction be implemented within the parking bay adjacent to 14 Ross Street.

DISCUSSION

This item was briefly discussed and the recommendation agreed by the voting committee members.

RECOMMENDATION

It is recommended that Council implement a 1 hour parking restriction between 9am and 5pm, Monday to Friday within the parking bay adjacent to 14 Ross Street.



Figure 1: Proposed restricted parking – Panorama Parade, Seaforth

ITEM 46/12 ROLFE STREET, MANLY – INTRODUCTION OF NO PARKING RESTRICTION
(Item 46/12, 19/11/2012)

SUMMARY

For Council to consider introducing a No Parking restriction on Rolfe Street between house numbers 67 and number 69.

REPORT

The resident of number 69 has written to Council requesting that a No Parking restriction be installed between the driveways of number 67 and 69 this parking restriction would prevent people parking too close to the access to the garage of No. 69. Access to 69 is made more difficult by there being a large street tree located in front of part of the garage. Cars that park too close to the access make exiting the garage a difficult manoeuvre. The space between the 2 accesses is approximately 4m so is not long enough for a car space and hence results in cars overhanging the driveway to 69 or 67.

Committee will recall that at the June 2012 MLTC, it recommended that Council undertake a resident consultation with affected residents about the implementation of proposed No Parking restriction on Rolfe Street.

Consultation letters were delivered to 13 addresses in Rolfe Street In response. Only one resident has responded. This resident was against the proposal saying that parking in the street is limited and there is space to park a small car. Council does not generally support isolated parking restrictions and there are no other parking restrictions within this street

The result of consultation suggests that residents would not be in objection to the introduction of a parking restriction in this location.

DISCUSSION

This item was briefly discussed and the recommendation agreed by the voting committee members.

RECOMMENDATION

It is recommended that Council implements the no parking on Rolfe Street between house numbers 67 and number 69.



Figure 1: Proposed No Parking restriction – Rolfe Street

ITEM 47/12 WILLIAM STREET – PROPOSED AMENDMENTS FOR OPERATION DAYS OF ANGLED PARKING (Item 47/12, 19/11/2012)

SUMMARY

For Council to consider extending the days of operation of the existing 1 hour parking restriction within the angled parking spaces in William Street.

REPORT

The committee considered a request from the Fairlight Precinct Forum that Council extend the days of operation of the 1 hour parking within the 9 angled parking places within William Street adjacent to the Fairlight shops.

Committee will recall that at the June 2012 MLTC, it recommended that Council consult with affected residents about the proposed amended days of operation within the William Street angled parking to include all days.

Consultation letters have been delivered to 22 businesses and residents. A total of 6 responses have been received, 3 in favour and 3 against the proposal.

Those objecting were concerned that:

- There is a little available parking on a weekend
- That the spaces would be underutilised on a Sunday when most businesses are closed.

The request to change the 1P parking originated from the businesses that operate all weekend. There is not strong opposition to the proposed restriction so it is recommended that the proposal be implemented.

DISCUSSION

The item was discussed. The Chair asked about the objections to the scheme and it was explained that generally those objecting were local residents and those in support were local businesses. The committee considered that the proposed restriction was reasonable.

RECOMMENDATION

It is recommended that Council implements the proposed amended days of operation within the William Street angled parking spaces to include all days.



Figure 1 – Proposed 1 P parking All days – William Street, Fairlight

ITEM 48/12 RICKARD ROAD, BALGOWLAH – NO PARKING RESTRICTION (Item 48/12: 19/11/2012)

SUMMARY

For council to consider introducing a No Parking restriction on the west side of Rickard Road to improve traffic movement within the street.

REPORT

A resident of Rickard Road has written to Council regarding parking on the west side of Rickard Road between No. 7 and 11, which restricts the safe movement of vehicles along the street (refer to Figure 1).

Committee will recall that at the July 2012 MLTC, it recommended that Council consults with affected residents about the implementation of No Parking restriction on the west side of Rickard Road.

The affected residents have been consulted about the proposal and 27 consultation letters have been delivered. Council has received 5 responses, 1 in favour and 4 against the proposal.

The proposed restriction would remove 2 parking spaces but would improve road safety and access. It is therefore recommended that this parking restriction be implemented.

DISCUSSION

This issue was briefly discussed by the committee who agree that the No parking restriction should be implemented.

RECOMMENDATION

It is recommended that Council implement the proposed No Parking restriction on the west side of Rickard Street between numbers 7 and 11.



Figure 1: Proposed no parking restriction – Rickard Road

ITEM 49/12 PICKWORTH AVENUE, BALGOWLAH - NO STOPPING EXTENSION REQUEST (Item 49/12: 19/11/12)

SUMMARY

For Council to consider the extension of the No Stopping on the east side of Pickworth Avenue by approximately six metres.

REPORT

A resident has requested that the No Stopping restriction on the east side of Pickworth Avenue be extended 6m so that parking only occurs on one side of their driveway access. This resident has recently built a car port off street and at the time had no parking opposite. The reintroduction of parking opposite this resident's property has made access more difficult. The access issue would be resolved if the No Stopping restriction on the east side of the street was extended approximately 6m (refer to Figure 1).

The east side of the street is restricted to 2P with residents exempt so the loss of a parking space at this location would have no impact.

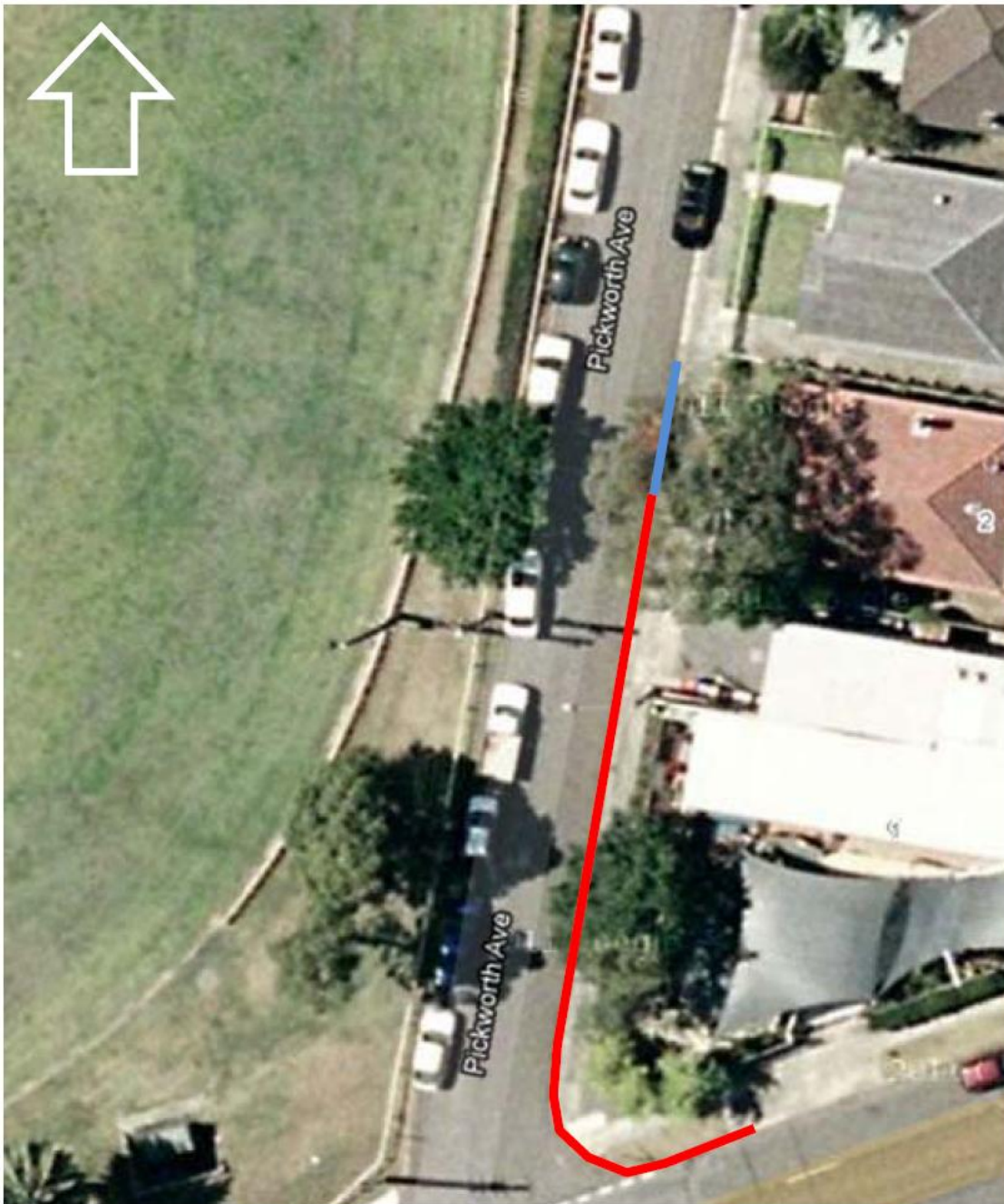
It is recommended that the No Stopping on the east side of the road be extended by 6m to assist safe access to the road.

DISCUSSION

The committee discussed the item and agreed to recommend the extension of the No Stopping.

RECOMMENDATION

It is recommended that Council implement the proposed change to the No Stopping restriction in Pickworth Avenue.





Key	
Proposed No Stopping (Existing 2P parking except residents permit holders)	
Existing No Stopping	

Figure 1 – Proposed extension of No Stopping restriction, Pickworth Avenue, Balgowlah

ITEM 50/12 STREET PARTY REQUEST – BOYLE STREET, BALGOWLAH (Item 51/12: 19/11/12)

REPORT

Council has received an application for a temporary road closure for Boyle Street, between Sydney Road and Griffiths Street. This is to allow a Street Party as part of the Council's "Meet Your Street" initiative to be held on Sunday 2 December 2012 from 4:00pm to 8:00pm.

Boyle Street is a local road with low traffic volumes. The implementation of temporary road closure in this street, between Sydney Road and Griffiths Street (Figure 1) will prohibit traffic flow in this section. This would have a minimal impact on traffic as there are alternative routes available and the road is not used by buses see Appendix A, Figure 3. Access for pedestrians and cyclists will be maintained and the temporary closure will be managed with the attached Traffic Control Plan (TCP) Appendix A, Figure 1 and the attached conditions in Appendix A.

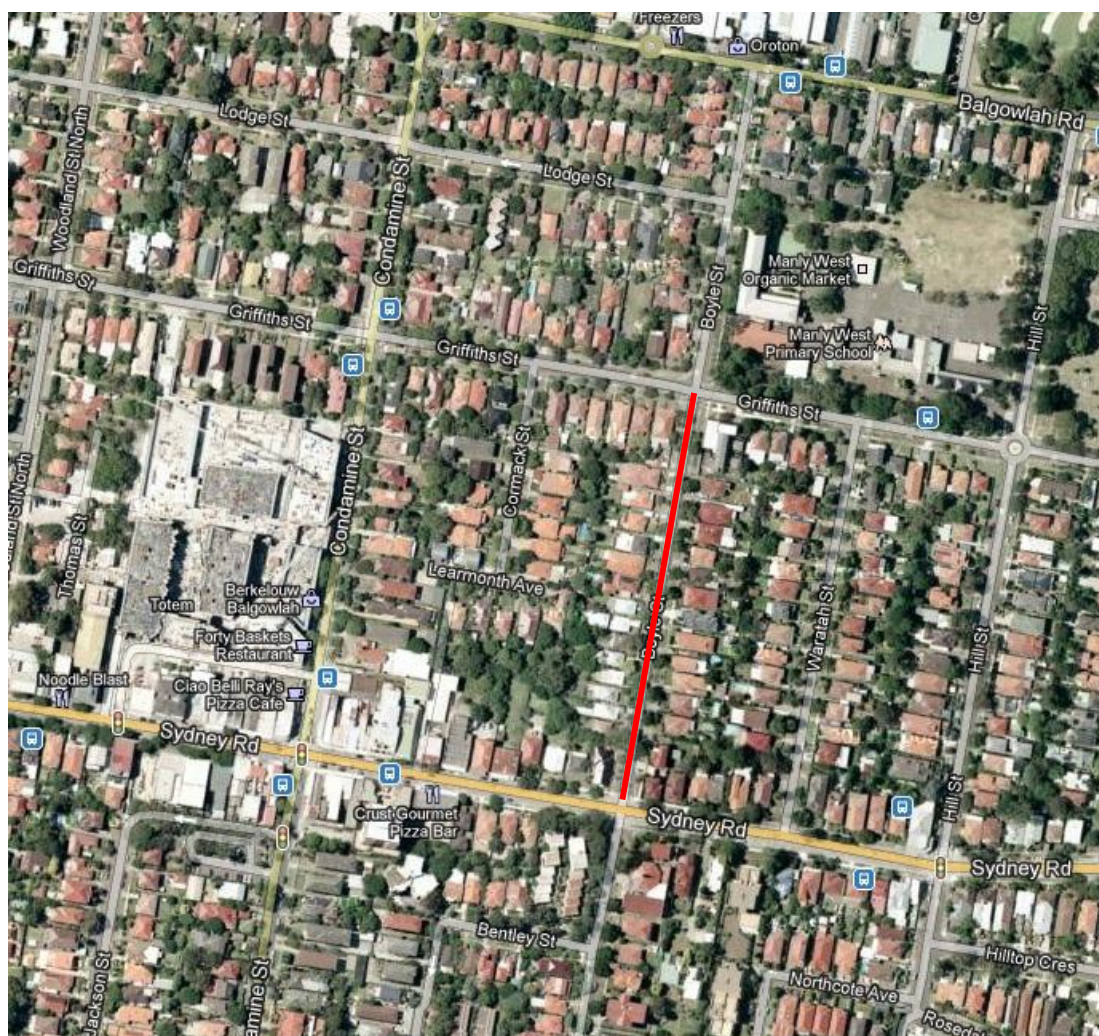


Figure 1: Location of Proposed Street Party

RECOMMENDATION

It is recommended that council approve the temporary road closure to be implemented in Boyle Street, between Sydney Road and Griffiths Street on Sunday 2 December 2012 from 4:00pm to 8:00pm and be approved subject to standard conditions outlined in Appendix A.

ITEM 52/12 STREET PARTY REQUES –MACMILLAN STREET, SEAFORTH (Item 52/12:19/11/12)

REPORT

Council has received an application for a temporary road closure in Macmillan Street, Seaforth, between No. 27 and 41. This is to allow a Street Party as part of the Council's "Meet Your Street" initiative to be held on Saturday 15 December 2012 from 3:00pm to 7:00pm.

Macmillan Street is a cul-de-sac street at the western side; also this street is a local road with low traffic volumes. The implementation of temporary road closure in Macmillan Street, between French Forest Road and Reid Street (Figure 1) will prohibit traffic flow in this section. This would have a minimal impact on traffic as this section of Macmillan Street is a no through road, and the road is not used by buses see Appendix A, Figure 3. Access for pedestrians and cyclists will be maintained and the temporary closure will be managed with the attached Traffic Control Plan (TCP) Appendix A, Figure 1 and the attached conditions in Appendix A.

RECOMMENDATION

It is recommended that Council approve the temporary road closure to be implemented in MacMillan Street, between French Forest Road and Reid Street on Saturday 8 December 2012 from 4:00pm to 8:00pm subject to standard conditions outlined in Appendix A.

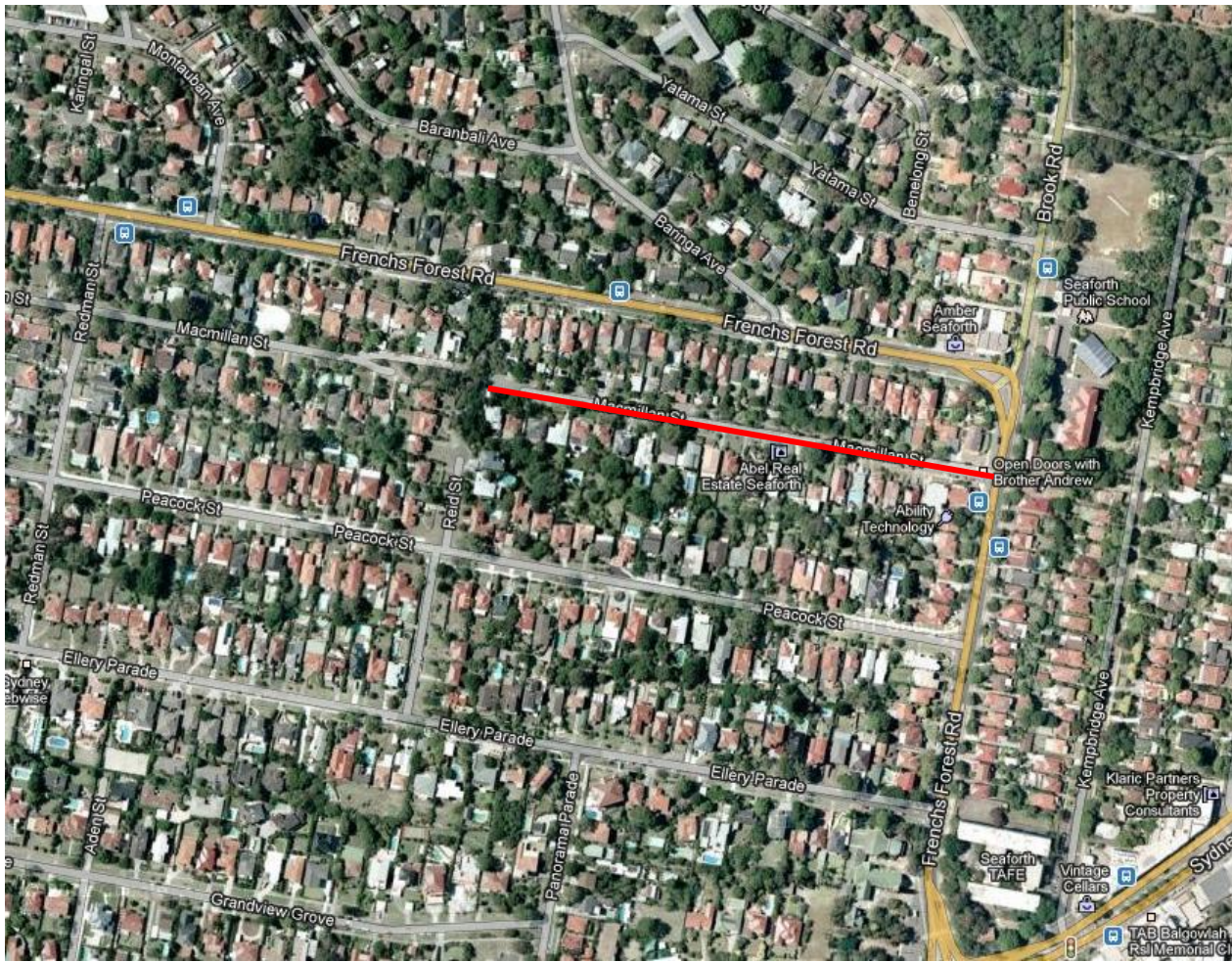


Figure 1: Location of Proposed Street Party

ITEM 6 GENERAL BUSINESSES

No general business was raised.

Appendix A:

I. Standard TCP

A Traffic Control Plan, TCP, has been developed using the RTA’s Traffic Control at Work Sites Manual. The TCP outlines the signs and barriers that are to be used, the erection and removal processes and other requirements. In addition to the TCP, additional requirements are necessary to facilitate the road closure safely and with minimal disruption to the public. The issues that require addressing include:

- Access to and from the street by resident’s vehicles ONLY in an emergency and emergency vehicle
- Traffic controllers need to be qualified.
- Appropriate erection and removal of traffic control devices.
- Adequate notification
- These issues are addressed in the conditions

Sign Type	Sign No.
Side Road Closed	T1 - 32
Road Closed	T 2 - 229
Barricade With Steady Amber Lights	N/A

Table 1: Signing Schedule

Depending on the type of street (open-ended or cul-de-sac), one of the following standard TCPs must be used.

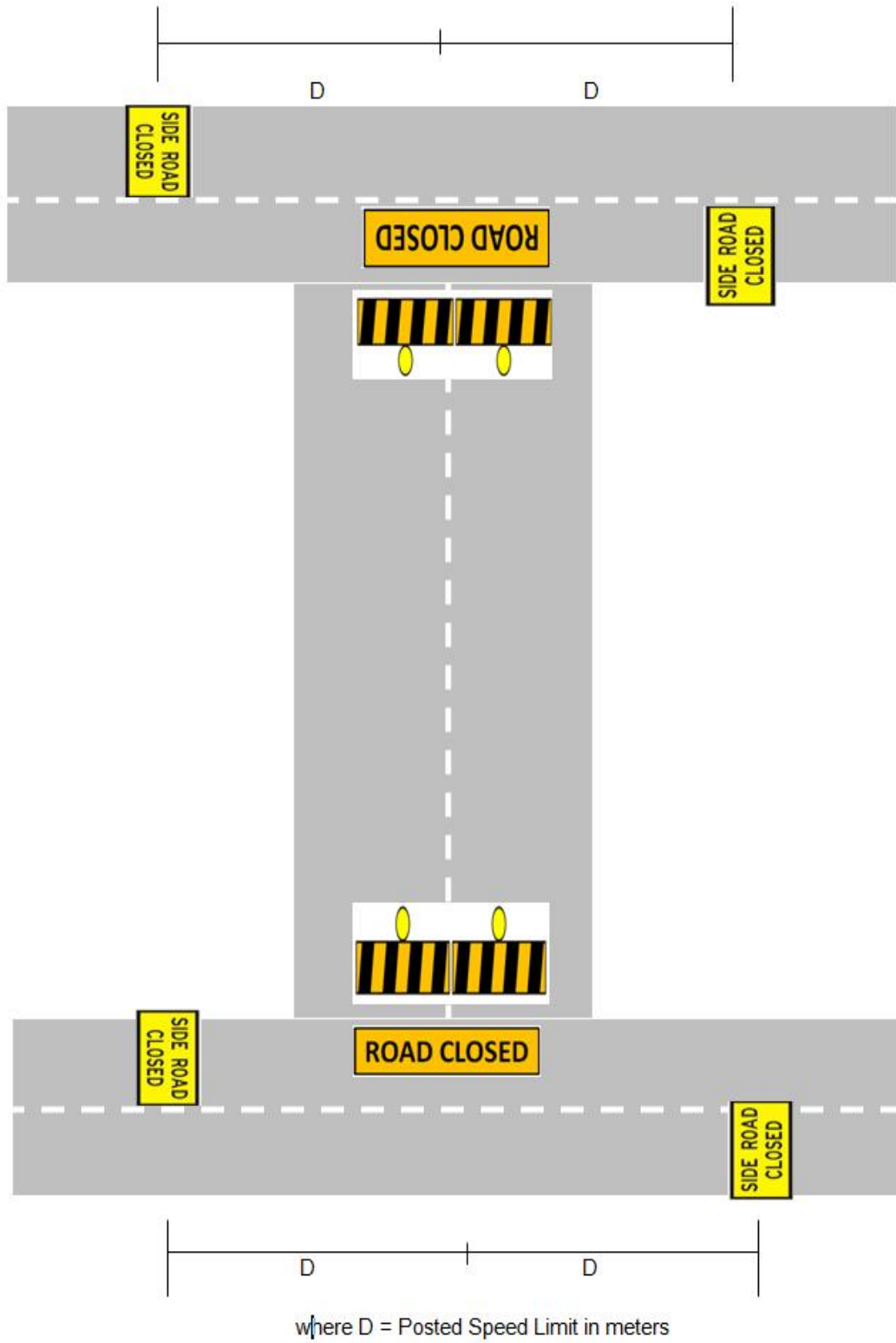


Figure 1: Standard TCP 1

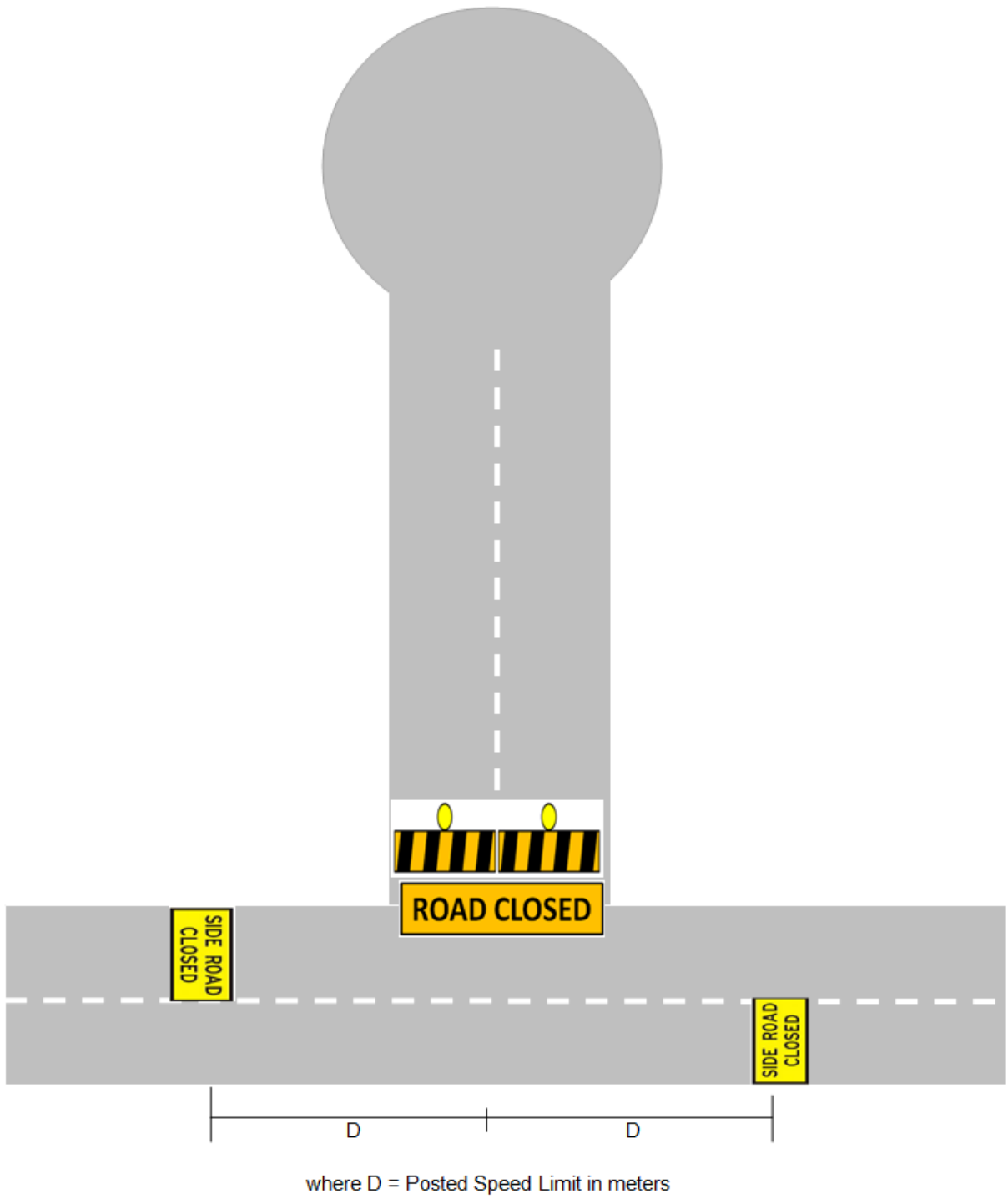


Figure 2: Standard TCP 2

Notes:

1. All persons working on road must wear visibility vests or jackets as specified in the RTA's OH&S manual.
2. All signs must be approved Australian Standard Signs appropriate for right use.
3. The temporary road closure should be carried out in conjunction with the attached conditions and requirements

II. Standard Conditions

Resident Street Party Organiser will be responsible for:

1. That resident street party organiser shall submit a completed application form to Council at least 4 weeks prior to the event.
2. That resident street party organiser shall undertake a letterbox drop minimum two weeks prior to the event. The letter shall include that:
 - the proposed date and time of the street party
 - residents participate at their own risk
 - Access to and from the street by resident's vehicles ONLY in an emergency and emergency vehicle
 - A contact name and contact details for residents to communicate any objections to the road closure
 - A copy of the letter is to be provided to Council
3. One week in advance of the event the street party organiser will provide a statement to Council notifying that not more than 25% of the residents oppose the street party.
4. The resident street party organiser shall notify the Traffic Sergeant at the Manly Police Station to confirm that the street party will be going ahead on the proposed date.
5. The resident street party organiser shall ensure that noise is kept at an acceptable level and that it does not inconvenience the neighbouring community.
6. The resident street party organiser shall ensure that all rubbish is removed from the site at the completion of the street party.
7. The resident street party organiser shall notify all emergency service authorities.

Council's Events Team will be responsible for:

1. Ensuring the resident street party organiser has completed the induction and has lodged the application form and understands the conditions to conduct the event.
2. The implementation of the TMP and ensuring the Closure and Road Opening is undertaken by qualified and certified people.
3. The road closure points are controlled by qualified and certified people for the duration of the event. This will involve engaging an external contractor to man the road closure barricades for the duration of the event. The estimated cost to Council to facilitate this is \$600 per street party, based on a four hour minimum.

4. The street party is restricted to local streets (not collector, regional and state roads) in a very low traffic environment such as a dead-end or cul-de-sac (consult Council's Traffic and Transport section).
5. The street party shall be limited to not more than 100 people at any given time during the duration of the event.
6. Ensuring the applicant has obtained the concurrence from the Police.
7. Completing a risk management plan for each street party application and submitting this to Council's Insurers to confirm cover for event
8. The funding and coordinating of promotion of program and supply amenities/infrastructure to the street party including road closure barricades/signage, bins and portable toilets within approved budget.

Council's Traffic Management Team will be responsible for:

1. Advising the Events Team if a street is deemed suitable for road to be closed.
2. Preparing the TCP and submitting to Council for approval. The TCP will indicate the recommended signage to be used to ensure traffic managed effectively with minimum disruption.

Additional Terms and Conditions:

1. Street parties should be of a maximum four hours in duration and should be held during daylight hours only.
2. If a street party organiser fails to adhere to the terms and conditions set out in the letter of consent that Council have the discretion to fine the street party organiser up to a maximum of \$500. E.g. if the street party organiser extends the duration of the party or exceeds the maximum numbers permitted at the party.

Signs to be used:



ROAD CLOSED SIGN

Manly Local Traffic Committee

A brief introduction
19th November 2012



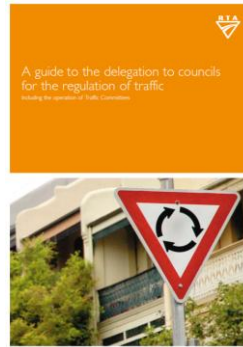
Local Traffic Committee

A Local Traffic Committee provides technical advice to Council on traffic issues within Council's delegation from the Roads and Maritime Service.

- ▶ RMS is the Traffic Authority for all roads in NSW.
- ▶ RMS delegates some functions to Council. (Traffic management on local roads)
- ▶ Local Traffic Committee is not a committee as defined by the Local Government Act 1993.

Terms of Reference

- ▶ MLTC defined by “*A guide to the delegation to councils for the regulation of traffic, RTA 2009*”.



Meetings

- ▶ Usually 2nd Monday in the month (except January)
- ▶ From 9:30am to 12:00pm
- ▶ Usually held in the Councillors Room
- ▶ Some issues progressed by email meetings
- ▶ Views of the RMS and the police must be obtained

the MLTC

Only considers matters based on technical merit and current guidelines.

- ▶ Is convened and chaired by Manly Council
- ▶ Is an advisory committee with no decision making powers
- ▶ Only deals with matters involving prescribed traffic control devices that are delegated to Council by the RMS

Voting members

Committee is comprised of 1 voting member each from:

- ▶ Manly Council (Chair person) (Councillor Alan de Surf)
- ▶ RMS (Kaye Russell)
- ▶ Police LAC (Sgt. John Fortunato)
- ▶ Local State MP's Office (John O'Connor)

Other members include:

- ▶ The Mayor and other Councillors
- ▶ State Transit Authority (Wade Milford)
- ▶ Council staff

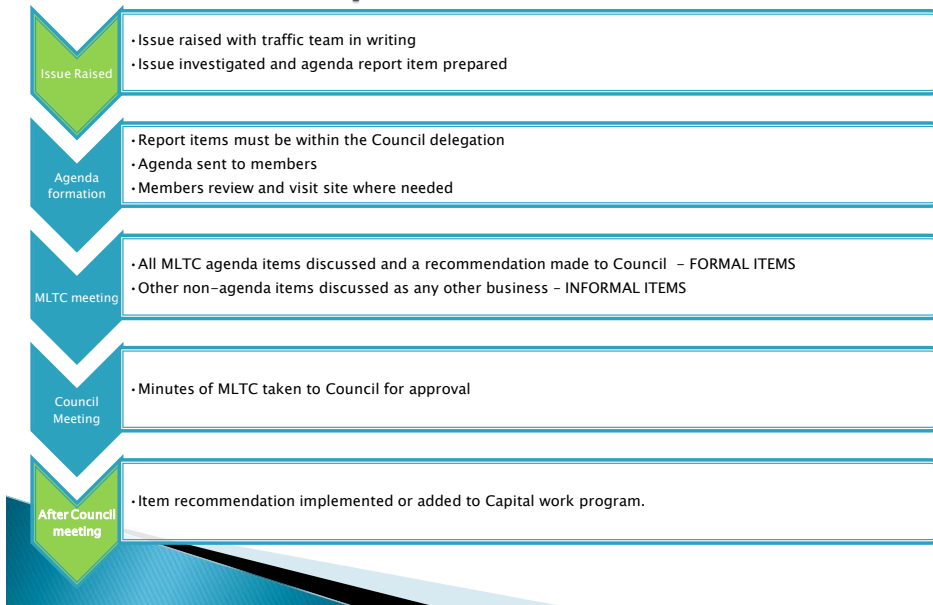
Public participation

- ▶ As a technical committee public participation is not usually required
- ▶ Public can attend and request to speak to the Committee
- ▶ Usual for those in favor and against an item to be seen separately

Media

- ▶ Generally media should attend Council Meetings and not the MLTC
- ▶ Media may not address the MLTC

The MLTC process



What are prescribed traffic control devices

- ▶ Signs
- ▶ Road markings
- ▶ Other delineation

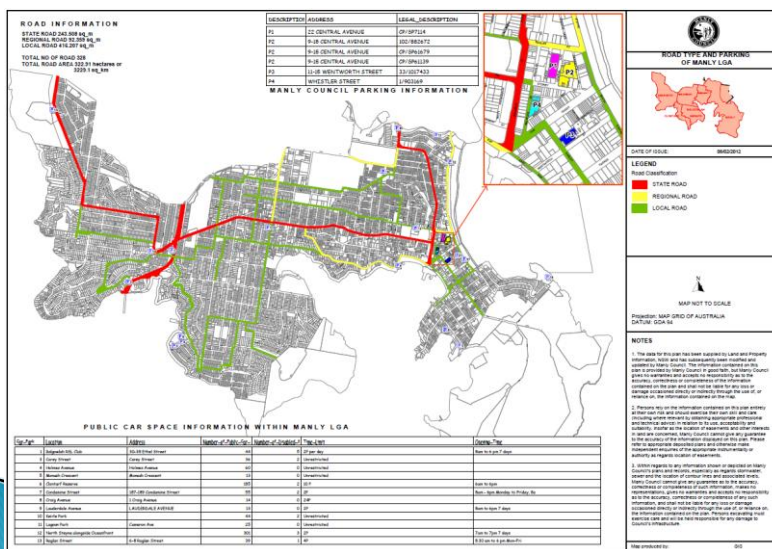


Council may only use the prescribed traffic control devices contained within the [RMS sign register](#) and delegated for use by Council.

Traffic issues not delegated to Council

- ▶ Issue on regional or state roads
- ▶ Issues relating to traffic speed
- ▶ Issues relating to signal controlled intersections, temporary traffic signals and variable message signs (VMS)
- ▶ Issues relating to the restriction of vehicle movement (including: No left turn, no right turn, no entry, one-way, obligatory turn movements)
- ▶ Issues relating to council car parks

State, Regional and Local collector Roads in the Manly LGA



Summary

- ▶ MLTC a technical committee
- ▶ Delegated to council from the RMS
- ▶ 4 voting members
- ▶ Only issues within Manly LGA on local roads
- ▶ Does not address issues relating to speed, traffic movement, traffic signals or issues on state or regional roads.