



NOTICE OF MEETING

Notice is hereby given that of a meeting of the Sustainable Transport Committee meeting will be held:

DATE: THURSDAY, 3rd April 2014

TIME: From 6.30pm to 8.30pm

PLACE: Councillors' Room Town Hall, Manly Council

COMMITTEE MEMBERS:

Councillors

Cllr Cathy Griffin

Manly Council (Chair)

Cllr Hugh Burns

Manly Council

Other Members

Mr Peter Hopper

Community Member

Mr Richard Green

Community Member

Mr Jonathan Gunn

Community Member

Ms Sarah Weate

Community Member

Ms Melissa Palermo

Community Member

Council Staff

Mr Ben Hubbard

Manly Council (Traffic Manager)

Ms Anneli Karlsson

Manly Council (Transport Planner)

All other Councillors are free to attend as observers and are invited to do so and to engage in discussions, but not in voting, on any matter before the Committee.


Gordon Malesevic

27.3.14.

Chief Operating Officer - Civic & Urban Services

Date: 27/03/2014



AGENDA

SUSTAINABLE TRANSPORT COMMITTEE

**MEETING TO BE HELD ON THURSDAY 3rd APRIL 2014 AT 6.30PM
COUNCILLORS' ROOM**

- | | |
|----------------|--|
| ITEM 1 | Apologies and leave of absence |
| ITEM 2 | Declarations of Interest – Pecuniary
Non- Pecuniary |
| ITEM 3 | Confirmation of minutes |
| ITEM 4 | Matters arising / Item tracker |
| ITEM 5 | Safety items |
| ITEM 6 | Investigation/audits of safety concerns in Manly CBD |
| ITEM 7 | Feasibility of a dedicated cycle lane at Wentworth Street, Manly |
| ITEM 8 | Feasibility of Burnt Bridge Creek to Upper Beach Street cycle route link |
| ITEM 9 | Operation of the Cycle Central Parking Station, Whistler Street, Manly |
| ITEM 10 | Stop and Give Way signs on Raglan Street, Manly |
| ITEM 11 | Car share |
| ITEM 12 | General Businesses <ul style="list-style-type: none">• Spit Bridge to Manly cycle route audit |
| ITEM 13 | Dates for Next Meeting: 5th June 2014 |



MINUTES OF MEETING

SUSTAINABLE TRANSPORT ADVISORY COMMITTEE

HELD THURSDAY 6 FEBRUARY 2014

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

PRESENT:

Councillors

Cllr Cathy Griffin (Chair)	Manly Council
Cllr Hugh Burns	Manly Council

Other Representatives

Richard Green	Community representative
Peter Hopper	Community representative
Melisa Palermo	Community representative

Council Staff

Ben Hubbard	Traffic & Transport Manager
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TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Sustainable Transport Advisory Committee** met on Thursday 6 February 2014, to consider the matters referred to it and now provides the following advice to Council.

ITEM 1	APOLOGIES AND LEAVE OF ABSENCE	ACTION
	Mayor Jean Hay, Ms Sarah Weate, Mr Jonathan Gunn	
ITEM 2	DECLARATION OF INTEREST	
	Peter Hopper declared membership of the GoGet car share.	
ITEM 3	CONFIRMATION OF MINUTES	
	Minutes of the 5 December – confirmed	

ITEM 4	MATTERS ARISING / ITEM TRACKER	ACTION
	The item tracker was discussed. Those items included in the agenda are minute with their report. The following were raised as matters arising: 1. Car Share report. The STAC noted that a car share report was taken to council on the 1 February 2014. The STAC requested that: Addison Road be considered as a priority site for a pilot scheme to trial car share in Manly and that consultation material be referred to the STAC for their consideration prior to public consultation taking place. 2. Safety Audits of pedestrian crossings – Darley Road / Ashburner Street and East esplanade / Victoria Parade. The traffic manager agreed to arrange for these crossings to be reviewed prior to the next STAC meeting. 3. Bollard Lighting – Lagoon Park. The committee asked that consideration be given to lighting lagoon park cycle route and suggested that this could be achieved with low level 'bollard style' lighting. 4. Lighting for Burnt Bridge Creek. The STAC asked that consideration be given to lighting Burnt Bridge Creek cycleway.	
ITEM 5	SAFETY MATTERS (ITEM 06, 5/12/2013)	ACTION
	• A committee member asked why the intersection signs on the section of Raglan Street between Pittwater Road and Birkley Road are a mixture of STOP and GIVEWAY and suggested that all the signs should be STOP. The traffic manager agreed to investigate this issue. • A committee member raised an issue of a lack of railings / fence adjacent to the road on the approaches to the spit bridge and asked that council contact the RMS to seek installation of railings to prevent cyclists and pedestrians from falling onto the roadway. It was also suggested that this could be an item for discussion by SHOROC. • A committee member suggested that during the open of surfing some signs should be installed to remind cyclists and pedestrians to keep. • A committee member reminded the traffic manager of the need to review the sight distances at exiting Maratimo Street onto Sydney Road.	Staff

ITEM 6 | **ITEM 6 Request for Additional Bike Rack – South Steyne ACTION**
(Item 06 - 7/1/2014)

SUMMARY

For the General Manager to consider installing additional cycle racks near the Manly Surf Lifesaving Club, South Steyne, Manly.

REPORT

There have been several requests for additional cycle racks to be provided close to the Manly Surf Lifesaving club on the South Steyne. In the mornings and at weekends this area has a high number of visitors arriving by bicycle to participate in various beachside activities.

Currently the area has a row of 4 cycle hoop stands that can accommodate up to 8 cycles. The stands are widely spaced (approximately 1m apart) and are well suited to high turnover casual use. This area often has cycles parked against other street furniture which is likely because of a lack of cycle parking spaces.

There are several locations in proximity to the surf club where additional cycle racks / hoop stands could be located. These include;

Option 1 - Adjacent to the existing cycle hoop stands where an additional 4 stands (for up to an additional 8 cycles) could be installed between the area currently used to store 2 surf boats and a surf ski trailer. Installing hoop stands in this location would not impact on pedestrian movement even at peak times (refer to Figure 1). All cycle parking facilities on the Steyne need to be manufactured in a high quality marine grade stainless steel in order to with sand the environmental conditions. It is estimated that 4 hoop stands in this location would cost approximately \$2000 to provide and install.

Option 2 – Alongside the kerb on the promenade between the trees (Refer to Figure 2). In this location up to 10 hoop stands could be provided in a similar manner to existing cycle parking elsewhere on the Steyne. Providing 10 hoop stands would cost approximately \$5000. This location would have minimal impact on pedestrians.

The large number of cycles, particularly at weekends and in the early morning, needing to park close to the Manly Surf Lifesaving Club would benefit from additional cycle racks in the local area and it is therefore recommended that up to 10 hoop stands be provided between the trees adjacent to the road as has been provided in other locations along the Steyne.

DISCUSSION

The report was discussed and the committee suggested that staff and a committee member meet on site to agree the location of additional cycle parking spaces.

ITEM 7

RECOMMENDATION

That the General Manager approves installation of 10 additional hoop stand cycle racks at the South Steyne adjacent to the kerb edge.

ITEM 7 Request for Additional Bike Racks – Sydney Road (Item 07 - 7/1/2014)

ACTION

SUMMARY

For the General Manager to consider installing additional cycle parking on the pedestrianised section of Sydney Road, Manly.

REPORT

The STAC has identified that there is a need for additional cycle parking on the pedestrianised section of Sydney Road on the approach to the Corso (refer to Figure 1). There are existing cycle loop stands located outside the Benbray Burgers shop that can accommodate up to 8 cycle (refer to Figure 2). These stands are often fully occupied which causes bikes to be parked against other street furniture.

In the local vicinity there are the following alternative cycle facilities all within a short ,less than 50m walk(refer also to Figure 1):

- Library – approximately 40 cycle spaces
- Central Avenue – approximately 4 cycle spaces
- Sydney Road by Short Street – approximately 8 cycle spaces

There is insufficient space to install additional loop stands in Sydney Road and maintain good pedestrian accessibility and safety. On summer weekends this section of road can experience very high pedestrian volumes. Existing street furniture, benches and trees already limit the locations where pedestrians can cross from one side of the street to the other.

A solution may be to consider a higher density cycle parking rack at the location of the existing hoop stands outside the Benbray Burger shop or provide further cycle racks at the library which is already an established cycle hub.

Additional cycle parking could also be provided at the existing cycle racks on Sydney Road near Short Street.

DISCUSSION

The report was discussed and the committee suggested that staff and a committee member meet on site to agree a location for cycle parking spaces.

RECOMMENDATION

That the General Manager approves installation of additional cycle racks near the library and the upgrade of the hoop stands close to Benbray Burgers shop to a higher density cycle rack.

SUMMARY

For the General Manager to note the recorded road crashes involving cyclist and pedestrian that have occurred in the 5 year period January 2008 to December 2012.

REPORT

As requested by the STAC, this report provides a summary of the road crash statistics, with a focus on pedestrian and cyclist related crashes, for the period 2008 to 2012 (the latest period for which crash data is publicly available). Appended to the report are tables summarising all pedestrian and cycle crashes in this period.

Crash data is collected by the police for all road accidents that are attended by emergency services. Data is then collated by the Roads and Maritime Service (RMS) who undertake some validation and data cleansing prior to data being provided to council.

Council undertake 2 formalised crash analysis studies each year: A review of road crash black spots; and a review of road crash themes. Both these studies inform road safety programmes funded either partly or wholly by the RMS.

An accident black spot is defined as a collection of crashes occurring within A 50m radius with a common cause or theme. No black spot sites were identified in the 2012 analysis.

Accidents are also analysed by theme such as influencing factors like alcohol and drug use, user type, speeding and distraction. Thematic trends are a key driver for road safety campaigns.

It is critical to note that crashes occur as the result of a chain of unfortunate events and are unplanned. It is not feasible or practical to treat the causes of all road crashes individually as the unique circumstances that contributed to a crash occurring may not happen again. However, were similar themes or contributing factors are identified measures can be introduced to reduce the likelihood or severity of a crash.

Five appendices are included with this report:

- A summary of crash statistics 2008 -2012
- A table of all motorcycle crashes in 2012
- A table of all pedestrian crashes in 2012
- A table of all pedal cycle crashes in 2012
- A guide to road user movement (RUM) codes these are used to describe a crash

DISCUSSION

The statistics and commentary provided in the report were discussed and several questions asked. The STAC agreed that more time was required by members to fully understand the information provided in the report.

RECOMMENDATION

That the General Manager notes the reported crash record involving cyclists and pedestrians between 2008 – 2012.

ITEM 9

General Business

ACTION

1. Bike Education – It was requested that a report be brought to the STAC about cycle education in Manly.
2. The STAC requested that the PAMP update prepared for inclusion with the recent CAPX documentation for the proposed car park under the oval be provided to the STAC
3. An update of progress on the Kangaroo Lane shared zone scheme be returned to the STAC
4. That bike hire operators in Manly and Bondi be reminded that the Marine Parade in Manly is not a cycle route at weekends and that both hire companies should remind there patrons of this fact.

Meeting closed at 8:20pm

ITEM 04: Matters arising / Item tracker

Table 1 provides a summary of items requiring follow up actions.

Item	Description	Action	Staff comment
3 May 2012 – Item 4	Alternative route to north head	Implement signed cycle route.	March 2014 – Complete. September - Works order prepared. Not undertaken in July due to other work commitments. To be implemented in October 2013. June - Works order to be prepared. To be implemented in June 2013.
	Car share report	Staff to return a report on car share within Manly LGA.	March 2014 – Refer to Item 11 of agenda. February 2014 - Car share report to be taken to Council as per resolution 119/13.
3rd October 2013 - General Business	Safety Audits various crossings	A prioritisation list of pedestrian crossing audits to be presented to a future STC meeting. The STC suggested that the following pedestrian crossing for the safety audits: • Darley Road/Ashburner Street Zebra Crossing; and • East Esplanade/Victoria Parade pedestrian refuge	March 2014 – Refer to Item 6 of agenda. February 2014 - Audits will be undertaken as resource permit.

Item	Description	Action	Staff comment
5 December 2013 – Matters Arising	1. Need for additional cycle racks close to Benbray Burgers on Sydney Road. 3. It was reported that the cycle rack at Honolulu Grill (North Steyne) has been removed / damaged and should be replaced. 5. It was requested that a report on the operation of the Cycle Central cycle parking station is returned to a future STC meeting. 7. The need for STOP signs on roads adjacent to Raglan Street was raised.		1. Traffic manager to meet with Melissa Palermo to agree locations. Works programmed to be implemented by end of June 2014. 3. Programmed to be implemented by end of June 2014. 5. Refer to item 9 of agenda. 7. Refer to item 10 of agenda.
Item 05	Residential Transport Hubs RECOMMENDATION That the General Manager approves: • Implement a trial Residential Transport Hub by installing two cycle hoops, a Hop Skip Jump stop sign and an active and sustainable travel information board in Addison Road. • Monitor the trial and undertake a user survey to assess the Residential Transport Hub concept.		March 2014 – Car share policy and implementation will be considered by Council. Work is currently being undertaken to consult Precincts and the traffic committee about suitable locations. Implementation of the transport hub has been programmed for June 2014. However the exact location of the transport hub may be adjusted depending on the outcome of the car share consultation, to take advantage of collocating car share, hop skip and jump bus and cycle facilities. February 2014 - Awaiting approval of 5 December 2013 minutes.
Item 06	Additional Bike Racks at Manly Wharf RECOMMENDATION That the General Manager approves installation of additional compact bike racks at Manly Wharf.		March 2014 –Implementation programmed for May 2014. February 2014 - Awaiting approval of 5 December 2013 minutes.

Item	Description	Action	Staff comment
Item 07	<i>Bicycle Public Repair Station and Public Cycle Pump</i> RECOMMENDATION That the General Manager considers installing a bicycle repair station in Lagoon Park and an air pump at the wharf.		March 2014 - Implementation programmed for June 2014. Awaiting approval of 5 December 2013 minutes.
6 February - Matters arising	1. Car share report. 2. Safety audits of pedestrian crossings at Darley Rd / Ashburner St and East Esp / Victoria Pde 3. Bollard lighting Lagoon Park cycle route 4. Lighting for Burnt Bridge Creek cycleway		1. Refer to item 11 of agenda. 2. Refer to item 6 of agenda. 3,4. The possibility of lighting Lagoon Park cycle route and the Burnt Bridge Creek cycleway is being investigated by the Urban Services team.
Safety matters	1. STOP and give way signs on the intersections with Raglan Street, Manly 2. Lack of railings/fence adjacent to the road on the approaches to the Spit Bridge. Request that Council contacts the RMS regarding this. 4. Need to review sight distances when exiting Maritimo Street onto Sydney Road.		1. Refer to item 10 of agenda. 2. Complete. 4. Verbal update will be provided at meeting.
Item 06	<i>Request for Additional Bike Rack, South Steyne</i> RECOMMENDATION That the General Manager approves installation of 10 additional hoop stand cycle racks at the South Steyne adjacent to the kerb edge.		Awaiting approval of 6 February 2014 minutes.

Item	Description	Action	Staff comment
Item 07	Request for Additional Bike Racks – Sydney Road RECOMMENDATION That the General Manager approves installation of additional cycle racks near the library and the upgrade of the hoop stands close to Benbray Burgers shop to a higher density cycle rack.		Awaiting approval of 6 February 2014 minutes.
General business items	1. A report to be brought back to the STC regarding Bike Education 2. Request that the PAMP update prepared for inclusion with the recent CAPX documentation for the proposed car park under the oval be provided to the STC. 3. An update of progress on the Kangaroo Lane shared zone scheme be returned to the STC. 4. That bike hire operators in Manly and Bondi be reminded that the Marine Parade in Manly is not a cycle route at weekends.		1. A report is yet to be prepared. 2. PAMP update to be provided at meeting. 3. Verbal update will be provided at meeting. 4. Letter has been sent to the Manly bike hire and Bondi bike hire asking them to remind their patrons that Marine Parade is not a cycle route on weekends.

REPORTS

ITEM 06 Investigation/audits of safety concerns in Manly CBD (ITEM 06, 3/4/2014)

SUMMARY

For Council to consider improving some deficiencies at the following locations in Manly CBD:

- Location 1: Pedestrian crossing at Rialto Lane South, at Wentworth Street;
- Location 2: Victoria Parade / Darley Road roundabout; and
- Location 3: Victoria Parade / East Esplanade intersection.

REPORT

The STC has requested that the traffic team investigates some concerns at three locations in the Manly CBD, being (as shown on Figure 1):

- Location 1: Pedestrian crossing at Rialto Lane South, at Wentworth Street;
- Location 2: Victoria Parade / Darley Road roundabout; and
- Location 3: Victoria Parade / East Esplanade intersection.



Figure 1: Assessed site locations in the Manly CBD

Site visits were undertaken at these locations to identify any potential hazards or deficiencies. Each location is described in brief below and recommendations to address any identified deficiencies are presented in Table 1 to Table 3 of Appendix A.

Location 1: Pedestrian crossing at Rialto Lane South, at Wentworth Street

It was requested that the traffic team assesses the safety for pedestrians and the potential for conflicts with vehicles at the Rialto Lane south crossing at Wentworth Street.

Site observations undertaken one weekday morning revealed that Rialto Lane south access is predominantly used by drivers accessing residential car parks. There are more vehicles entering than leaving the access way because the road is one way northbound north of the first car park. Therefore, the only vehicles exiting the access way are vehicles leaving the residential car park closest to Wentworth Street.

Based on site observations, the number of vehicles using this access way is unlikely to warrant a pedestrian or signalised crossing at Rialto Lane.

According to Council's crash record, no accidents have occurred at this location within the last five years.

Location 2: Victoria Parade / Darley Road roundabout

It was requested that the traffic team assesses the safety for pedestrians crossing East Esplanade at the refuge crossing, north of Victoria Parade. During site visits the zebra crossing at Victoria Parade, east of East Esplanade was also assessed.

According to Council's crash record one casualty accident has occurred in this location over the last five years, in 2012. The accident involved a vehicle and a pedestrian crossing East Esplanade.

The introduction of a zebra crossing at this location could potentially create a safer crossing opportunity for pedestrians since it gives them priority over vehicles. This is however subject to the Roads and Maritime Services warrants for pedestrian crossings. Because of the proximity to the East Esplanade / Wentworth Street signalised intersection, consideration would also need to be given to how these two crossing points would function together.

Location 3: Victoria Parade / East Esplanade intersection

Upon requests from the STC members, the Darley Road / Victoria Parade roundabout was assessed on site.

According to Council's crash record over the last five years, one casualty accident has occurred at this intersection, in 2010. The accident involved a vehicle traveling on a straight carriageway, losing control and traveling off path.

Details on the identified deficiencies and recommendations to solve these are found in Table 1 to 3 of Appendix A.

RECOMMENDATION

That Council implements the recommendations described in Table 1 to Table 3 of Appendix A.

ITEM 07 *Dedicated cycle lane on Wentworth Street, Manly (ITEM 07, 3/4/2014)*

SUMMARY

For Council to consider removal of the eastbound cycle lane on Wentworth Street, Manly.

REPORT

The traffic team has been requested to consider widening the existing dedicated cycle lane on the northern side of Wentworth Street, Manly. The existing cycle lane is currently 1.1m which is less than the required minimum width of 1.4m for an on street cycle lane, as described in NSW Bicycle Guidelines, RTA July 2005 (The Guidelines).

The traffic travel lanes in both directions are currently approximately 2.9m, which is the minimum lane width required according to the Road Design Guide (RTA, June 1999). The cycle lane and the parking lane on the southern side of Wentworth Street are also of minimum required width with 1.4m and 2.1m respectively.

Because of the physical constraints regarding width of Wentworth Street, it is not possible to further widen the cycle lane on the northern side. Since the current width of the northern cycle lane is too narrow it is recommended that this lane becomes mixed with traffic in the east west direction. This is considered a safer option than forcing cyclists to stay in a cycle lane which is sub standard.

To further formalise the cycle lane on the southern side it is recommended that the existing logos are repainted and that green line painting be installed to further emphasise that there are cyclists on the road and provide better guidance for cyclists.

The proposed changes to Wentworth Street are summarised in Figure 1 and 2 of Appendix B. It is proposed to:

- install some green cycle line marking and cycle logos on sections of the southern side of Wentworth Street;
- remove some existing bike lane line marking along the northern side of Wentworth Street;
- install and renew some cycle logos on both sides of Wentworth Street; and
- renew zig zag line marking and 'keep clear' line marking on the approach to the intersection with South Steyne.

RECOMMENDATION

It is recommend that Council approves the:

- installation of some green cycle line marking and cycle logos on sections of the southern side of Wentworth Street;
- removal of some existing bike lane line marking along the northern side of Wentworth Street;
- installation and renewal of some cycle logos on both sides of Wentworth Street; and
- renewal of zig zag line marking and 'keep clear' line marking on the approach to the intersection with South Steyne.

ITEM 08 *Feasibility of Burnt Bridge Creek to Upper Beach Street cycle route link (ITEM 08, 3/4/2014)*

SUMMARY

For Council to note the report on the feasibility of implementing a cycle route link between the Burnt Bridge Creek cycle lane and Balgowlah Heights.

REPORT

A request was brought to the traffic team by the Sustainable Transport Committee to:

- prepare a concept design for section of shared path to link the existing cycle route on Dudley Street with the signed route on Plant Street; and
- install cycle parking at the bus stops close to the pedestrian overbridge on either side of Sydney Road.

Existing conditions

The traffic team has undertaken a thorough assessment of the proposed link between Dudley Street and Upper Beach Street.

The footpath width on the northern side of Sydney Road between Dudley Street and the footbridge is between 3.3m and 3.5m. The minimum width of a shared path is 2.5m (although 3m is desired) according to Part 6A - Pedestrian and Cyclist Paths of the Guide to Road Design (Austroads 2009). In addition, 0.5m and 1m respectively is required as a buffer between the shared path and the building line and the shared path and the parking lane according to the NSW Bicycle Guidelines, RTA July 2005 (The Guidelines), as seen in Figure 1. The minimum width required is 4m which is more than the existing footpath width on Sydney Road of 3.4m.

There are also a number of driveways and obstructions along this section of footpath including a bench and bin at the bus stop.

The width of the ramp and the footbridge is 1.3m and 1.8m respectively, which is less than the desired minimum width for two way traffic. The existing railing is approximately 1.1m high which is less than the desired minimum height of 1.4m from riding surface according to Part 14 – Bicycles part of the Guide to Traffic Engineering Practice (Austroads,1999). Cyclists would therefore have to dismount the bike to cross the bridge.

The width of the footpath on the southern side of Sydney Road is approximately 2.7m which is too narrow to accommodate a shared path.

The introduction of a shared path on either side of Sydney Road between Dudley Street and the footbridge is not considered physically possible without removing existing parking or bus stop facilities along this section of road.

Bicycle parking for approximately 8 bikes could however be provided next to the bus stop on the southern side of Sydney Road, as indicated on Figure 2.

Investigation of alternative route

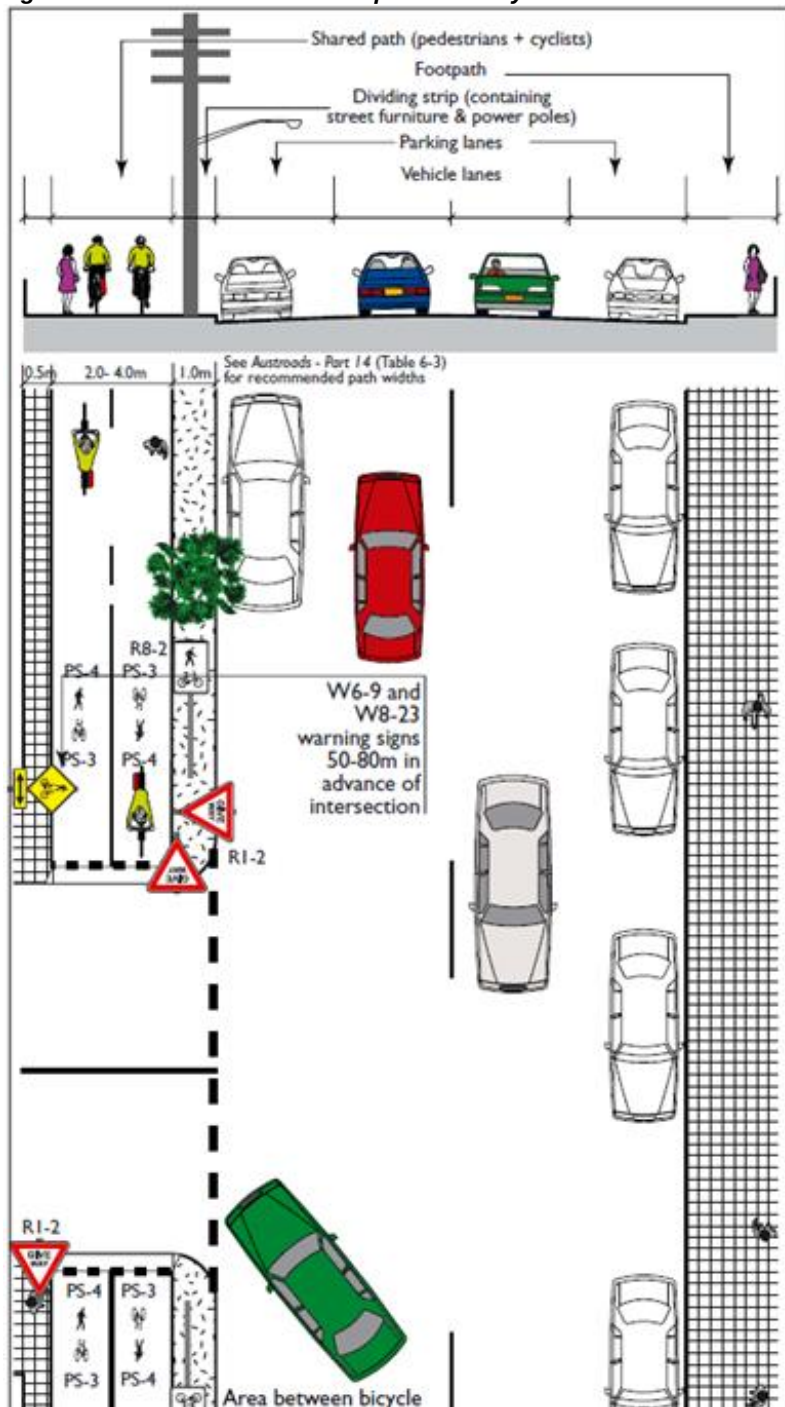
An alternative to the above cycle route has been investigated. This involves connecting the Burnt Bridge Creek cycleway with Balgowlah Heights via Kitchener Street and Wanganella Street. This link would however connect to New Street West rather than Plant Street, Balgowlah Heights and be predominantly on road, mixed with traffic.

Key barriers to providing this link include:

- connecting cyclists exiting Burnt Bridge Creek to Wanganella Street via Kitchener Street;
- crossing Sydney Road which is a state road and the responsibility of the RMS. There are currently no crossings provided on Wanganella Street North or Sydney Road west at the traffic signal controlled intersection of Sydney Road / Wanganella Street; and
- the width of Wanganella Street is too narrow for cyclists to mix with traffic.

Because Wanganella Street is at sections too narrow and the difficulties with crossing Sydney Road, this is not considered suitable to be formalised as a cycling route.

Figure 1: Dimensions for shared path two way off road within the road reserve



Source: NSW Bicycle Guidelines, RTA July 2005

Figure 2: Proposed location for bicycle rack on the southern side of Sydney Road at bus stop



RECOMMENDATION

That Council:

- installs a bike rack for approximately 8 bikes next to the bus stop on the southern side of Sydney Road; and
- further investigates options for introducing a cycle link between the Burnt Bridge Creek cycle lane and Balgowlah Heights.

ITEM 09 *Operation of the Cycle Central Parking Station, Whistler Street, Manly (ITEM 09, 3/4/2014)*

SUMMARY

For Council to note the report on the operation of the Cycle Central bike parking in the Whistler Street car park.

REPORT

Council has been requested to prepare a report on the operation of the Cycle Central bike parking station in the Whistler Street car park, Manly. The report includes details of how the current scheme is administered, use of the spaces and maintenance of the parking station.

The Whistler Street bicycle parking station provides cyclists with a convenient and lockable location to store their bicycles. Cyclists using this facility are offered an increased level of security over the existing bicycle racks, as well as weather protection.

Administration of current schemes

Administration of current schemes is managed by Council's Customer Service department.

Cyclists wishing to obtain an access card to the parking station are requested to submit an application form to Customer Service. Users are charged a fee of \$50 for the access card per bicycle space as well as a refundable bond of \$30.

Applicants will receive an access card within two weeks of receipt of the application and currently anyone who applies will receive a card. Access to the parking station may be deactivated and cancelled without notice if the user has not accessed the station within a period of two consecutive months. Access to the station is available 24 hours per day, 7 days a week.

Further details of the terms and conditions are found on the 'Application for access to the Whistler Street Bicycle Parking Station'.

Current use of parking spaces

There are currently 50 parking spaces provided in the parking station. To date, 229 passes have been issued and Council currently receives approximately one application form per month. Currently passes are provided to anyone who applies for a parking spot in the central.

RECOMMENDATION

That the General Manager notes the report on the operation of the Cycle Central Parking Station, Manly.

ITEM 10 Stop and Give Way signs on Raglan Street, Manly (ITEM 10, 3/4/2014)

SUMMARY

For Council to note the intersection control on Raglan Street between Birkley Lane and Pittwater Road, Manly.

REPORT

Members of the STC have expressed concern that there is some inconsistency in treatment of intersection control on the side roads adjoining Raglan Street between Birkley Lane and Pittwater Road. It has been suggested that all the intersections should be controlled by STOP signs as this would be safer for cyclists. This section of Raglan Street is used by many cyclists as a safer alternative to Sydney Road.

The need for traffic control at intersections varies by road function and traffic volume. At minor intersections control is often not required. If a road is less than 5.5m in width, generally signs and road markings will not be required (this does not mean they can't be installed). The purpose of intersection control signs and line markings are to make the priority at an intersection clear. In many locations the priority is clear to drivers because of the geometry of the roads.

For all roads wider than 5.5m some priority control is usually required. Where there is adequate visibility at an intersection a GIVEWAY sign and line marking should be installed. For intersections with substandard visibility a STOP sign is used.

A review of the intersection control on Raglan Street is summarised in Table 1.

Table 1: Sign and line treatment at intersections on Raglan Street

Side Road	Current signs and line marking	Comment / Proposal
Birkley Lane	line markings only	No intersection control required as street is a minor service lane.
Manly Lane	line markings only	No intersection control required as this street is a minor service lane.
Birkley Road	STOP sign and lines on both side road approaches	No change required
Lawson Place	No signs or road markings at intersection	One-way street into Lawson Place so control signs/and lines not required
Quinton Road	STOP sign and line on side road approaches	No change required
Ocean Lane	No signs or line markings at intersection	No intersection control is required as this is a minor service lane
Ocean Road	No sign or line marking at intersection	STOP sign and line marking to be installed
Augusta Lane	No sign or line marking at intersection	No intersection control is required as this is a minor service lane
Kangaroo Street	No sign or line marking	STOP sign and line marking to be installed
Kangaroo Lane	No signs or road markings at intersection	No intersection control is required as this is a minor service lane

The priorities for traffic are obvious at all the intersections on Raglan Street between Pittwater Road and Parkview Street. However, intersection signage could be improved on Ocean Road and Kangaroo Street by the introduction of STOP signs and associated road markings.

All traffic control signs need to be recommended to Council by the Manly Local Traffic Committee.

RECOMMENDATION

That the General Manager recommends to the Manly Local Traffic Committee the installation of priority STOP signs and associated line markings at the intersection of Ocean Road and Kangaroo Street with Raglan Street.

ITEM 11 Car Share (ITEM 11, 3/4/2014)

SUMMARY

For Council to note the progress report on the car share project.

REPORT

At the Ordinary Meeting held on 3rd February 2014, Council resolved to prepare a proposal for consideration by the community, for locations to be utilised as on street parking spaces in the Manly local government area to be used for car share operations.

Below is a progress report on tasks undertaken to date and what the next steps of the project will be. Council is also seeking the STAC's views on potential car share on street parking locations.

Progress to date

Below is a description of what has been undertaken to date.

Proposed car share parking locations

The traffic team is currently preparing a proposal for on street car share parking spaces to be located in the LGA. Consistent with the RMS' 'Guidelines for the implementation of on-street car share parking', spaces are, where possible, selected so that they be located in front of public land, Government premises or business premises, rather than in front of residential properties.

Input from Precinct Community Forums

Council has requested that the Precinct Community Forums provides input as to where the on street spaces could be located. This information is currently being collated and the plans prepared by the traffic team will be amended to reflect the Precincts' views.

Fee structure

A draft fee structure is currently being prepared and will be reported back to Council when finalised.

Car share policy

A draft car share policy is currently being prepared and will be reported back to Council when finalised.

Preparation of consultation material

Consultation will be undertaken with the STC, members of the public and car share operators. The consultation material is currently being prepared and will include:

- an introduction to car share;
- why provide on street parking for car share operators;
- how Council is engaging with the community;
- what you need to do to comment on the proposal;
- how the proposal will be administered; and
- plans with proposed locations of parking spaces.

Consultation with the Sustainable Transport Committee

The STAC is invited to consider the provision of on street car share parking spaces and the potential locations within the Manly LGA.

The car share operator Go Get currently operates at a number of locations in the Manly LGA, as shown on the map in Figure 1. These locations could be used as a starting point for determining where parking spots could be located.

Next steps

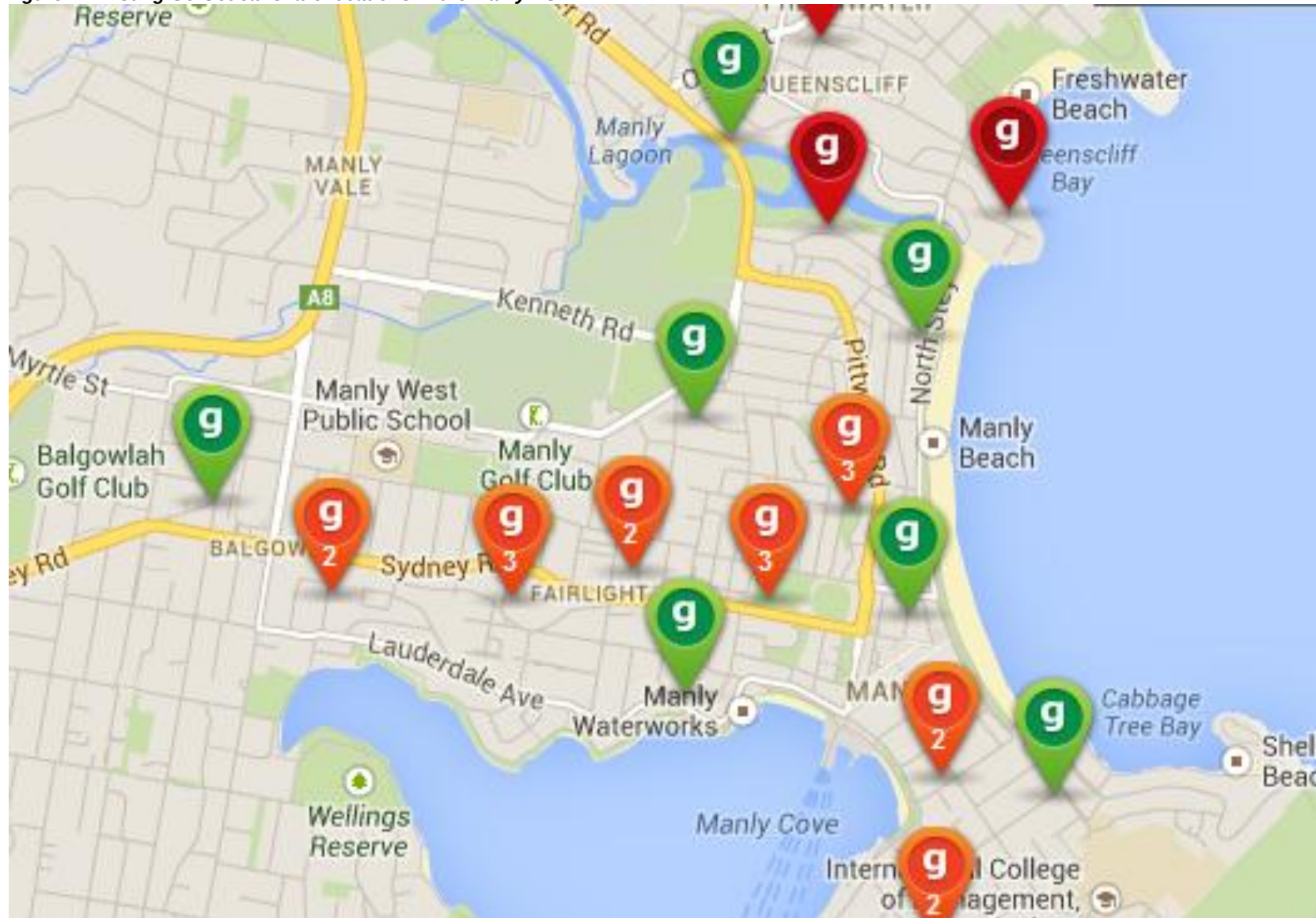
The next steps of the project are to:

- consult members of the public on the proposed car share parking locations;
- finalise the car share policy and proposed fee structure and gain Council approval;
- finalise proposed plans showing proposed on street car share spaces, including the Precincts' and the STC's views;
- amend the proposed plans, taking into account the public's views;
- bring the final proposed plans to Manly's traffic committee for approval;
- consult immediately affected residents and/or stakeholders in proximity of the proposed on street parking locations; and
- gain final approval by Council.

RECOMMENDATION

That the General Manager notes the progress report on the car share project.

Figure 1: Existing Go Get car share locations in the Manly LGA



Source: <https://www.goget.com.au/> (26 March 2014)

Appendix A Identified deficiencies and recommendations in the Manly CBD

Table 1: Location 1 - Pedestrian crossing at Rialto Lane South, at Wentworth Street - Identified deficiencies /hazards and recommendation

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
At pram ramps on footpath, both sides of Rialto Lane.	Faded 'Look' stenciling on pram ramps The faded Look stenciling on both pram ramps on either side of Rialto Lane may lead to pedestrians not paying attention that they are crossing a roadway with vehicles. 	Reinstall 'Look' stencilling on pram ramps on each side of Rialto Lane.	Traffic / Civic services	Short term
On the road between pram ramps	Location of existing pavement arrow markings The existing arrow pavement markings are currently not at the footpath which could mean that pedestrians crossing Rialto Lane are less likely to pay attention to there being vehicles entering and exiting at this location. 	Install two additional arrow markings further south on Rialto Lane between the pram ramps	Traffic / Civic services	Short term

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
On footpath, both sides of Rialto Lane.	Change in pavement between footpath and access way There is currently a change in pavement between the footpath and the roadway of Rialto Lane which assist in making pedestrians aware of that something is happening. No hazard detected and no action required. 	No immediate action	No action	No action
Rialto Lane at Wentworth Street.	Lack of formalised pedestrian crossing There is currently no formal pedestrian crossing at Rialto Lane. However, based on site observations, the number of vehicles using this access way is unlikely to warrant a pedestrian or signalised crossing at Rialto Lane. No immediate action is therefore considered required.	No immediate action	No action	No action

Table 2: Location 2 - Victoria Parade / Darley Road roundabout - Identified deficiencies /hazards and recommendation

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
At Darley Road North, southbound approach to roundabout	Missing sign indicating intersection of western side of Darley Rd The sign on the western side of Darley Road on the approach to roundabout is missing. 	Reinstall sign indicating pedestrian crossing	Traffic / Civic services	Short term
At Darley Road North, northbound approach to roundabout	Missing sign indicating intersection of eastern side of Darley Rd The sign on the eastern side of Darley Road (back of existing sign) on the approach to roundabout is missing which may lead to drivers not being aware of the crossing. 	Reinstall sign indicating pedestrian crossing	Traffic / Civic services	Short term

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
Pram ramps on both sides of Darley Road North	Width of pram ramps The existing pram ramps on both sides of Darley Road are narrow which may cause difficulties for pedestrians crossing with for example a pram or wheelchair. 	Widen pram ramps on both sides of Darley Road North	Traffic / Urban Services	Long term
Pram ramps on both sides of Victoria Parade East	Width of pram ramps The existing pram ramps on both sides of Victoria Parade are narrow which may cause difficulties for pedestrians crossing with for example a pram or wheelchair. 	Widen pram ramps on both sides of Victoria Parade East	Traffic / Urban Services	Long term

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
Pram ramps on both sides of Darley Road South	Width of pram ramps The existing pram ramps on both sides of Darley Road South are narrow which may cause difficulties for pedestrians crossing with for example a pram or wheelchair. 	Widen pram ramps on both sides of Darley Road South	Traffic / Urban Services	Long term
Pram ramps on both sides of Victoria Parade West	Width of pram ramps The existing pram ramps on both sides of Victoria Parade are narrow which may cause difficulties for pedestrians crossing with for example a pram or wheelchair. 	Widen pram ramps on both sides of Victoria Parade West	Traffic / Urban Services	Long term

Location	Deficiency/hazard	Recommendation	Responsibility and timeframe	
Footpath on both sides of Victoria Parade West	Fading shared path line marking The line marking on the footpath on both sides of Victoria Parade West indicating a shared path is fading which may cause confusion and conflicts between cyclists and pedestrians. 	Repaint shared path line marking on footpaths on both sides of Victoria Parade	Traffic / Civic Services	Short term

Table 3: Location 3 - Victoria Parade / East Esplanade intersection - Identified deficiencies /hazards and recommendation

On the eastern side of East Esplanade, at crossing	Missing pram ramp on east side of East Esplanade There is currently no pram ramp on the east side of the crossing at East Esplanade. The paved area is sunk and water currently collects as shown below. This is a hazard for in particular wheelchair users and pedestrians with prams or bikes since it is difficult to access or exit the path when crossing East Esplanade. 	Construct a pram ramp that lines up with existing pram ramp on the eastern side of East Esplanade.	Traffic / Urban services	Long term
At pram ramp on footpath on eastern side of East Esplanade.	Missing 'Look' stenciling on pram ramp There is no Look stenciling on the pram ramp on the eastern side of East Esplanade which may lead to pedestrian not paying attention to traffic. 	Install 'Look' stencilling on the pram ramp on the eastern side of East Esplanade.	Traffic / Civic services	Short term

Both directions at Victoria Parade south of East Esplanade	Zig zag lines on the approach to zebra crossing There are currently zig zag lines on both sides of the road in Victoria Parade east of East Esplanade. The lines on the approach to the zebra crossing have been removed which may lead to drivers not paying attention that they are approaching an intersection. The lines on the northern side of the road are misleading because the driver is not coming up to an intersection. 	Repaint the zig zag lines on the southern approach and remove the lines on the northern approach of Victoria Road.	Traffic / Civic services	Short term
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Pedestrian refuge crossing at East Esplanade north of Victoria Parade	Lack of zebra crossing across East Esplanade The existing refuge is in combination with existing pram ramps provides a physical protection in the middle of the road for pedestrians. However, the introduction of a zebra crossing could potentially create a safer crossing opportunity for pedestrians since it gives them priority over vehicles. The potential introduction of a zebra crossing is however subject to the Roads and Maritime Services warrants for pedestrian crossing. Because of the proximity to the East Esplanade / Wentworth Street signalised intersection, consideration also would have to be given to how these two crossing points would function together, with a zebra crossing being introduced at East Esplanade north of Victoria Parade. 	Further investigate the possibility of introducing a zebra crossing at this location.	Traffic	Long term
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Appendix B Proposed changes to existing layout of Wentworth Street, Manly

Figure 1: Proposed changes to existing layout of Wentworth Street, Manly



Figure 2: Proposed changes to existing layout of Wentworth Street, Manly

