



MINUTES OF MEETING

SUSTAINABLE TRANSPORT ADVISORY COMMITTEE

HELD THURSDAY 11 APRIL 2013

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

PRESENT:

Councillors

Cllr Cathy Griffin (Chair)
Cllr Hugh Burns

Manly Council
Manly Council

Other Representatives

Jonathan Gunn
Richard Green
Peter Hopper
Melisa Palermo
Sarah Weate
Angelika Treicher

Community representative
Community representative
Community representative
Community representative
Community representative
Community representative

Council Staff

Beth Lawson
Param Rajah
Ben Hubbard

Deputy General Manager – People Places and Infrastructure
Divisional Manager Civic and Urban Services
Manager Traffic

TO THE MAYOR AND COUNCILLORS OF THE COUNCIL

The **Sustainable Transport Advisory Committee** met on Thursday 11 April, 2013, 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
Angelika Treicher – Community representative | |
| ITEM 2 | DECLARATION OF INTEREST | |
| | Peter Hopper stated that he was a member of the GoGet car share scheme. | |
| ITEM 3 | MATTERS ARISING | |
| | <ul style="list-style-type: none">The chair asked that some amendments to the STAC meeting of the 7th February 2013 be noted. These are included as Appendix A.Future agendas for the STAC a 'matters arising' item to include a table tracking sustainable transport committee actions.It was requested that the agenda of the Traffic Committee be circulated to the STAC prior to the traffic committee being held so that the STAC could comment. | <p>STAFF</p> <p>STAFF</p> <p>STAFF</p> |

REPORTS

ITEM 4 LONG-TERM SUSTAINABLE TRANSPORT PROJECTS_(ITEM 04, 12/4/2013)

For Council to note the Sustainable Transport Advisory Committee's recommended priorities for the delivery of sustainable transport capital projects.

REPORT

The Sustainable Transport Advisory Committee has raised several projects of a capital nature over the past few years. In addition to these projects Council's traffic team has also identified some projects that would aid uptake of cycling and walking as alternatives to car use.

Table 1(Appendix B) provides a summary table of capital sustainable transport projects and indicative budget costs. The table also indicated those items that are currently expected to be funded in the next budget cycle 2013/2014.

All projects that are not of an operational nature (that is to say involve the maintenance, renewal or ongoing management of assets) need to compete for funding from Council's Annual Budget.

In addition to the list of capital sustainable transport projects Council is implementing programs to:

- Upgrade and increase cycle parking within Manly CBD (based on identified key locations reported to Council in 2011)

Maintain the cycle and shared path network (based on the program of work identified by a Cycle Route user audit undertaken in 2011)

- A program to rotate drain grates so that the slots in grates are perpendicular to bike wheel direction of travel
- Double height cycle racks at the Wharf and to the rear of the toilet block in Gilbert Park
- Bike rack loops at STA bus stops
- Development of residential transport hubs

The committee also discussed council's recent change to the DCP that now requires a reduced contribution from eating establishments of \$10,000 per parking space not provided by the development. The Committee suggested that some of the contribution from these types of developments should be put towards improved cycle facilities.

DISCUSSION

A discussion as held about the priorities for funding future Sustainable Transport Projects. Those projects of highest priority include:

- Kangaroo Lane shared zone

- Developing a Bike Plan
- Updating the cycle route maps
- Funding for the regional walking maps
- Green surfacing of the bike lanes on Darley Road
- Upgrading and installing additional bike racks

During the discussion several additional projects were requested to be added to the list of projects. These included:

STAFF

RECOMMENDATION

That Council:

- Notes the Sustainable Transport Advisory Committee's recommended priorities for the delivery of sustainable transport capital projects.
- Notes the Sustainable Transport Advisory Committee's suggestion that some of the contributions received by Council from developers contributions related to car parking for eating establishments be used to fund additional cycle facilities.

ITEM 5 RESIDENTIAL TRANSPORT HUBS (ITEM 05, 12/4/2013)

STAFF

For Council to consider developing residential transport hubs.

REPORT

A member of the Sustainable Transport Advisory Committee has suggested that Council consider introducing residential transport hubs at key locations across the Manly LGA. These hubs would collocate active travel and sustainable travel facilities such as 'Hop Skip and Jump' bus stops with cycle racks and potentially car share parking spaces to facilitate travel mode interchange.

The increasing use of bicycles is creating a demand for cycle parking within residential streets. Residential streets are predominantly the home location for most cycle trips and most residents have off street storage for their bicycles. However, the increase in cycling has lead to cycles being locked up to inappropriate street furniture in some residential areas. These areas would benefit from some cycle parking.

Transport hubs such as at rail, ferry and bus stations provide a focal point for sustainable transport and facilitate travel mode interchange. These hubs also tend to be a key location for travel information.

Residential transport hubs could provide similar functions on a more local scale. A travel hub could provide cycle parking alongside a bus stop that may encourage reduced car dependency. A residential transport hub could also be a key location for sustainable and active travel information.

DISCUSSION

The idea of providing residential transport hubs to collocate 'Hop Skip' bus stops, car share parking spaces and bike racks was discussed.

Much of the discussion concerned the need for dedicated car share parking spaces within Manly and the benefits of car share in reducing car parking demand.

The Committee also discussed the likely impact of changes to the resident permit scheme. The Committee was concerned that the modified scheme would prevent users giving away their permits to be placed in car share vehicles as car share vehicles are not registered to manly addresses.

The Committee requested again that a report be returned on Council providing car share spaces on street within residential areas.

RECOMMENDATION

That Council:

- Considers developing residential transport hubs and that a report is returned to the STAC committee identifying suitable locations and an estimated budget cost to implement.
- That a report on providing residential car share spaces be returned to the STAC

ITEM 6 NSW PARLIAMENT ENQUIRY - NON-REGISTERED MOTORISED VEHICLES (ITEM 06, 12/4/2013)

For Council to note that the NSW joint Standing committee on Road Safety (StaySafe Committee) is seeking comments on the use of non-registered motorised vehicles.

REPORT

NSW councils and transport practitioners are being asked to submit responses to a NSW Parliamentary enquiry into the use of non registered motorised vehicles. Council's traffic and road safety officers will be preparing a response for this enquiry. If members of the Sustainable Transport Advisory Committee have comments that they would like to add these can be forwarded to Council's traffic team.

The submission terms of reference states:

"That the Committee inquires into and reports on the increasing use of non-registered motorised vehicles, including mobility scooters, electric bicycles, Segways and quad bikes on public roads, footpaths and public land and their impact, with particular reference to:

- a) The current status of non-registered motorised vehicles in road rules definitions and the extent of road safety problems related to their use;*
- b) The adequacy of data collection for injury and fatality rates arising from the use of non-registered motorised vehicles;*
- c) Vehicle standards requirements for non-registered motorised*

- vehicles , including vehicle design, engine capacity, mass and speed controls;*
- d) The extent and effectiveness of education and the necessary skills and competency training for users of non-registered motorised vehicles, particularly in relation to safe use;*
 - e) Insurance implications of injuries and fatalities sustained and caused by non –registered motorised vehicles;*
 - f) Any other related matters.”*

Introduction

In the past few years there has been an observable increase in the number of non-registered motorised vehicle being used in Manly. Mostly these vehicles interact with other road users without incidents or complaints being lodged with Council. However, with increasing use of non-registered motorised vehicles some clarity as to their status would be welcomed by Councils.

Transport function

Non-registered motorised vehicles can provide a viable alternative to car use. Generally, these vehicles are light weight, produce few emissions and have a small carbon footprint when compared to registered motorised vehicles.

Non-registered motorised vehicles are often used as an alternative to either walking or cycling because these vehicles either provide mobility or extend the range of accessibility for their users.

Motorised cycles (electric or small combustion engines), for example, significantly extend the range of cyclists and provide less able cyclists access to this sustainable transport mode and its many benefits including health benefits.

Mobility scooters are now common place both on our roads and footpaths. These vehicles clearly provide a vital transport function for their users and provide accessibility to essential services.

Some non-registered motorised vehicles are used as toys or for recreational use. However, they often could be used for a transport purpose.

This class of vehicle can provide a useful and sustainable alternative to car use. Non-registered motorised vehicles can complement public transport and active transport modes.

Road safety

The road safety risk to non-registered motorised vehicle users and to other road users from the use of non-registered motorised vehicles differs dependent on the environment in which these vehicles are used.

Use on road

Some non-registered motorised vehicles such as powered bicycles and some mobility scooters can be used on the road. These vehicles tend to be light weight in design and able to travel at relatively low speeds. These vehicles are vulnerable road users and they share many of the road safety issues and road rule compliance issues that face cyclists (these issues are discussed later). Non-registered

motorised vehicles tend to travel at slower speeds than general traffic and in a collision are likely to be the more seriously damaged party.

Use on shared paths and cycle paths

Within Manly, non-registered motorised vehicles are mostly observed being used on shared paths and cycle paths where they share the space with cyclists and pedestrians.

Manly has installed an extensive shared path network that connects most of the main local centres within our Local Government Area. Very few incidents on these shared paths are reported. This could be as a result of lack of data collection or, more likely, that the severity of incidents is minor and would not warrant the attention of the police or other emergency service.

Council does receive some complaints each year about cyclists on footpaths and near misses between cyclists and pedestrians on shared paths. These complaints tend to be in locations where pedestrian activity is high and / or the footpath / shared paths are of a reduced width (either as a result of other uses such as alfresco dining or because the shared path is of a minimal standard). The increased use of non-registered motorised vehicles would likely lead to similar complaints when their use becomes as every day as cycling.

Use in pedestrian areas

Manly undertakes regular enforcement to prevent cycling and other non authorised vehicle use within our major pedestrian areas including the Corso. However, this does not deter all cyclists and unauthorised vehicles from using this space, particularly at times when pedestrian activity is minimal. Some complaints are received by Council about cycling within our pedestrian areas. No accidents involving cyclists and non registered motorised vehicles have been reported to Council in recent years.

Use of helmets

Within Manly, and the wider metropolitan area, compliance with the wearing of cycle helmets on bicycles and on some non-registered motorised vehicles has been observed to be very low. This appears to be particularly so with the younger road users and school children.

Manly council has run several campaigns to encourage use of cycle helmets but these campaigns have only been partially successful.

Non-registered motorised vehicles can attain higher average speeds and, in some cases higher maximum speeds than similar unpowered vehicles. The severity of a road accident relates in part to the impact energy which increases with speed. The use of helmets should therefore be mandatory and enforced.

Other Issues

Speed limits for non-registered powered vehicles

It has been suggested that speed limits should be introduced on shared path and off street cycle routes for vehicles using these facilities. The benefits of these limits could include reducing the impact energy should a crash occur. In practical terms a speed limit is only of value if it is complied with. This often requires enforcement.

Registration and compulsory insurance for non-registered powered vehicles and bicycles

As discussed above the severity of accidents from non-registered motorised vehicles is often only minor, due to the light weight nature of these vehicles. So the costs incurred in an accident are often low. Requiring such vehicles to be registered is likely to restrict the innovation of new personal transport options and reduce the uptake of the use of this transport mode in favor of less sustainable options such as car or registered motorcycle use.

DISCUSSION

The Committee discussed this report and where generally in support of the recommendation. The Committee asked that additional comments be added to Council's submission to reiterate that shared paths are a vital part of cycle infrastructure

RECOMMENDATION

That Council note the NSW Joint Standing Committee's inquiry into the use of non registered motorised vehicles.

ITEM 7 GENERAL BUSINESS

1. It was requested that a shared path be investigated for the east side of Balgowlah Road between Alexandra Street and the Harris Farm Market. Also that the Harris Farm Market be approached about improving the visibility on the corner of Pittwater Road and Balgowlah Road for pedestrians and cyclists. A report detailing the feasibility of this proposal to be returned to the STAC.
2. The Chair asked that it be minuted that the Sustainable Transport Advisory Committee strongly supports the 'Bike Life Festival'.
3. It was requested that a list of outstanding items from previous Sustainable Transport Committee meetings be returned the next STAC meeting. It was agreed that this would be included in 'matters arising'.
4. Cllr Burns asked that the minutes of the STC meeting of the 2 August 2012 be included in these minutes to Council (Appendix C). The minutes of the 2 August 2013 include proposed revised Terms of Reference for the Sustainable Transport Advisory Committee.

ITEM 8 NEXT MEETING DATE:

Date: 6 June 2013
Time: 6:30pm – 8:30pm
Venue: Town Hall , Councillors Room

Meeting started at 18:40

Meeting closed at 20:30

APPENDIX A – Corrections to minutes of 7 February 2013

Amendments to minutes.

~~Regarding the Draft 7/2/13 STC Minutes as previously circulated, the following are my recommended changes (as previously sent 1/3/13):~~

- * I was only there until 7.30pm, which should be noted in the attendance.
- * Richard is Deputy Chair, which should be noted in the attendance.
- * Beth Lawson left at 7pm, which should be noted in the attendance.
- * Jonathan Hennessy - is he from Manly Council or elsewhere? If the latter it should be noted.
- * The minutes should more clearly state Cathy was elected (rather than returned) as chair.
- * I am of the understanding that the meeting agreed the Terms of Reference from the previous term of the STC was to be reinstated (ie. not just returned to the STC for discussion at the next meeting, although this should happen as well).
- * Item 3 - Discussion: should conclude with "a list of any outstanding projects and issues." (ie. not just projects) which was the intention of our discussion.
- Item 5 - Recommendation: should say "at the next STC meeting" (ie. not a future meeting).
- Item 8 - ~~Why is the next meeting still shown as 4 April when 6-weekly (as agreed in item 7) means it should in fact be on 21 March 2013?~~

Regards,
Pete.

APPENDIX B – Long Term Sustainable Transport Projects

	Project Description	Currently approved projects*	Comment	Total Estimated Cost	Budget Bid prepared / Funding identified
	<u>New cycle routes</u>	-	-		
1	On-street cycle route to North Head via Marshal Street	yes	Design prepared. To be implemented from 2012/13 Cycle facilities budget	\$ 5,000.00	yes - included within program for 2012/13
2	Cycle link between Balgowlah Road and Kenneth Road through LM Graeme Reseve	no	Project identified by STC. Would require investigation and design. To be returned to STAC.	\$ 25,000.00	no
2	Seaforth cycle link - Seaforth Oval to Lister Avenue	no	Identified by audits. Needs investigation and design.	\$ 60,000.00	no
3	Cycle link - Burnt Bridge Creek to Ethel Street	no	Identified by STC. Project would require investigation and design. Route options to be returned to STAC.	\$ 40,000.00	no
4	Connection between East Esplanade / Commonwealth Parade Shared Path	no	Staff identified missing cycle network link. Requires investigation and design. Options to be returned to STAC	\$ 20,000.00	no
5	Hill Street connection between Griffith Street and Sydney Road	no	Identified by Cycle route user audits - needs detailed design and	\$ 20,000.00	no
6	Woodland Street connection between Lauderdale Avenue and Rosedale Avenue	no	Needs investigation and design. Options to be returned to STAC.	\$ 40,000.00	no
			SUB TOTAL	\$ 210,000.00	

	<u>Cycle route improvements</u>	-	-		
1	Green paint surface - key sites (sites along Pittwater and Sydney Road) approximately 10 sites (12m x 2 m x 40 per m2 = 960 say \$1000 per site * 10 sites)	yes	Project identified by STC - this project will require approval of the RMS.	\$10,000	budget bid
2	Cycle route intersection treatment - Commonwealth Parade / Commonwealth Parade access road to Manly Scenic Walkway	no	Project identified by STC - needs investigation and design. Design Option to be returned to STAC.	\$ 3,000.00	no
3	High friction green surfacing - whole length of Darley Road (700m X 1m x 2 sides x 40 per m2 = \$56,000)	no	Project identified by STC - needs investigation and design	\$ 56,000.00	no
4	Resheeting / Green surfacing - Victoria Avenue bike path reseating = 40m2 * 200m*2.5m = 20,000 + green surface treatment @ 40m2 x 200*2.5 = 20,000	no	Project identified by STC - would need to be investigated by Urban Services	\$ 40,000.00	no
5	Localized path widening - Balgowlah Road cycle path	yes	Identified as part of the cycle user audits	\$ 5,000.00	yes - cycle facilities budget 2012/13
6	Side road crossing treatments - Lauderdale Avenue shared path (11 sites @\$3,000 per site) treatment could include coloured road , additional signs	no	Project identified by staff. Requires detailed design. Options / proposals to be taken for future STAC.	\$ 33,000.00	no
7	Strategic cycle route direction signs (\$500 per sign * 10 signs)	no	Project identified by STC. Options / proposal to be taken to a future STAC.	\$ 5,000.00	no
8	Drainage grate upgrade program . To provide cycle friendly drainage grates	no	sites to be identified. Cost not identified		no
			SUB TOTAL	\$ 152,000.00	

	<u>Cycle racks and end of trip facilities</u>	-	-		
1	Manly surf club (upgrade cycle racks - 6 high density racks)	no	STC cycle parking priority - needs investigation	\$ 6,000.00	yes - cycle facilities budget 2013/14
2	Manly Lagoon Park (upgrade cycle racks - 6 high density racks)	no	Site identified by staff	\$ 6,000.00	yes - cycle facilities budget 2013/14
3	Shelly Beach (upgrade cycle racks - 4 high density racks)	no	Site identified by staff	\$ 4,000.00	yes - cycle facilities budget 2013/14
4	Coles Wentworth Street (upgrade cycle racks - 6 high density racks)	yes	Site identified in cycle parknig program	\$ 6,000.00	yes - cycle facilities budget 2013/14
5	Library (upgrade cycle racks - 6 high density racks)	yes	Site identified in cycle parknig program - STC priority site for cycle parking	\$ 6,000.00	yes - cycle facilities budget 2013/14
6	Public cycle repair stations - Locations to be confirmed (approx \$25,000 each). Locations could include LM Graeme Reserve, Ocean Beach, Kerlie Park. Repair station include bike stand and tools and vandal proof air pump.	no	Project identified by staff - needs investigation / design	\$ 50,000.00	no
	Roseberry Steet cycle rack - by Roseberry Street Café (1 racks)	no	Request site from local business	\$ 1,000.00	yes - cycle facilities budget 2013/14
8	Upgrade cycle racks at commercial centres outside CBD (Approx 5 sites x 4 racks = \$ 40,000)	yes	Staff identified project - needs detailed design.	\$ 20,000.00	budget bid

9	Cycle and ride facilities - bike racks , cctv or cycle lockers at locations close to express and limited stop bus stops (say 2 sites with 10 lockers each @ \$1,000 per locker + \$2,000 for signs)	no	STC identified project . Requires detailed investigation and design	\$ 32,000.00	no
10	Residential transport hubs	no	requires further investigation and sites to be identified. Estimated cost of 1,000 per site say 5 sites = \$ 5,000	\$ 5,000.00	no
11	Cycle racks on Corso (8 racks , 4 on either end)	no	STC identified project. Proposal would require detailed investigation and design	\$ 8,000.00	no
SUB TOTAL				\$ 144,000.00	

	Campaigns	-			
1	bike week 2013	no	funded via community safety budgets	\$ 1,000.00	no
2	Update cycle route maps (cost dependent on quality of map @ 60c per map for 2000 maps = \$1,200) + artwork cost say \$ 500	no	STC identified project. Maps would need to be revised and costs of printing investigated further.	\$ 1,500.00	no
3	Bike skills work shop (advert @ \$600 + facilitator @ \$100 per hour for 3 hours)	yes	annual cycle project funded by RMS / road safety campaigns	\$ 1,000.00	funded though safety campaigns
4	Regional walking maps contribution	no	Regional walking maps have been developed. The continued development is contingent on support from coastal councils. Manly's contribution would be \$3,000	\$ 3,000	no
5	Look stencilling at key crossing outside CBD (\$ 130 per crossing point x 20 crossing)	no	staff identified project	\$ 2,600	funded by safety campaigns budgets
SUB TOTAL				\$ 9,100.00	

	Pedestrian crossing	-			
1	Woodland / Ernest Street crossing - wombat crossing	yes	Precinct identified project	\$ 20,000	LATM funding 2013/14
2	Balgowlah Road (nr Swim centre) - zebra crossing	no	Traffic committee identified project - requires additional design and consultation	\$ 15,000	no
3	Balgowlah Road (nr Hill Street) - pedestrian refuge island	no	Traffic committee identified project -requires design / consultation	\$ 10,000	no
4	Kenneth Road (nr Swim Centre / LM Graeme Reserve) - Zebra Crossing	no	Traffic committee identified project -requires design / consultation	\$ 15,000	no
5	Balgowlah Road (nr Golf Parade) - Zebra Crossing	no	Traffic committee identified project - RMS does not support without and Area wide PAMP (funding bid applied for)	\$ 15,000	no
6	Roseberry Street /Balgowlah Road - wombat crossing	no	Traffic committee identified project - Identified by Roseberry Street masterplan	\$ 25,000	no
SUB TOTAL				\$100,000	

	Plans and Strategies (prepared by external consultants)	-			
1	Bike Plan	no	Submission made to RMS for 50% funding . Bike plan would need to be prepared by consultant	\$ 60,000.00	budget bid
2	Pedestrian Access and Mobility Plan - Area around Pittwater Road / Balgowlah Road roundabout	no	Submission made to RMS to fund 50%. PAMP to be prepared by consultant	\$ 40,000.00	budget bid
3	PAMP manly wide	no	Submission made to RMS to fund 50%. PAMP to be prepared by consultant.	\$ 80,000.00	budget bid
SUB TOTAL				\$ 180,000.00	

	Local Area Traffic Management (LATM)	-			
	Seaview Street / White Street roundabout	yes	Traffic Committee identified project	\$ 30,000.00	LATM budget line 2012/13
	Wanganella Street / Upper Beach Street roundabout	yes	traffic Committee identified project	\$ 30,000.00	LATM budget line 2012/13
	Beatrice Street / New Street LATM (crossings and parkng changes)	yes	Precinct identified project	\$ 60,000.00	budget line 2012/13
	Kangaroo Lane Shared Zone	no	STC identified project . Consultation undertaken , consultation results to be taken to LMTC for consideration.	\$ 30,000.00	budget bid
	Bower Street 40mph entry features	yes	Precinct identified project. Awaiting approval from RMS	\$ 10,000.00	2012/13 LATM budget line 2012/13
SUB TOTAL				\$ 160,000.00	

GRAND TOTAL				\$ 795,100.00	
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* Projects marked with 'yes' are approved for implementation by the GM having been investigated, designed and consulted with the community.
Projects marked 'no' require further investigation, consultation before approval can be provided.

APPENDIX C – Minutes of Sustainable Transport Committee meeting 2 August 2012