**Historical Timeline for the Scotland Island Traffic Management Plan**

**Documents on Island resident action on Roads, Drainage, Vehicles and Pedestrians – mid 1990s to 2021**

Concern for the state of roads, use of vehicles – both registered and unregistered as well as dangers for pedestrians has been ongoing since the 1900s.

**Mid 1990s** – SIRA applied for funding for community vehicle so that people could access a safe vehicle for occasional use, hopefully reducing the need for private vehicle ownership. That was part of rationale for funding.

**Aug 1998** - Scotland Island Roads & Drainage, Vehicles & Pedestrians – collected submissions - Submissions were invited from whole community and community groups and published.

**Sunday Feb 14th, 1999** – Roads and Drainage Valentines Day Workshop 9.30 – 1.30 pm Children’s Centre (I think there were two more weekend workshops like this?)

**Feb 1999** – follow up from workshop – Task Force detailed Action Plan for Community Planning Process for S.I. Roads and Drainage (vehicle use included) which led to a dedicated, quite large group who met regularly and developed a thorough survey and then report on the survey ...

**2000** – SIRA Island Roads, Paths & Drainage Report and Survey of Resident Views – 19-page background information and detailed survey questions, delivered by hand to 233 Island resident property owners and 30 long-term resident tenants, mailed to 116 non-resident property owners. 144 returned from the 263 given to Island residents – return rate of 54%. There was minimal return by non-resident property owners.

**July 2000** Survey Report – six pages explaining the results. With relevance to current vehicle issues, there was 88% support that “the pathway network is predominantly for pedestrian use with only secondary use by vehicular traffic.” 66% used the roads daily for walking.

**Ongoing** - SIRA Roads Drainage and Environment subcommittee (SIRA RDE subcommittee) very diligently worked with Council to improve the standard of roadworks done on the Island. Easy to complain now, but truly, they used to be much worse, with SIRA’s vigilance, it really did get a lot better. Sharon also succeeded in getting several grants to get the design and some implementation of more effective drainage and roadworks which were also more sensitive to the landscape. “Keeping the Soil on the Usland” (NSW

Stormwater Trust, $120,000)is one grant I remember in early 2000s which addressed Catherine Park and catchment around it. And you really could see that the water around Tennis Wharf Bay wasn’t as brown after heavy rain. Not perfect, but better. Sharon and Cass have been constant leader s of this hardworking group since it formed in the mid-1990s. We are all deeply indebted to their unfailing, patient effort.

**2001 Traffic Management Plan (TMP)** - Concern for road management prompted initial meetings with Paul Davies, Pittwater Council to initiate planning for passing and parking area, vehicle weight and size as well as street furniture such as signage.

**2009** - Roads Reserves and Stormwater Strategies (Worley Parsons) – Pittwater Council

**June 2010** - Road Reserve and Stormwater Management Strategy (Worley Parsons) – Pittwater Council – after many more meetings, consultation, submissions Pittwater Council produced and adopted this plan for the engineering aspect of the roads and drainage but did not address the vehicular part. Which left traffic management to be addressed separately and last.

**March 2014 –** Draft Traffic Management Plan (TMP) from Pittwater Council – The TMP was completed as a draft following further consultation, meetings, and submissions.

**2019** – Meeting at Fire shed presenting TMP – Opportunity for community discussion and submission as part of consultation. Northern Beaches Council through its Traffic Committee gains acceptance of the TMP by NSW Government, but it is not signed off by the Minister.

**2021** – Initial implementation begins with inspection of unregistered vehicles. Complaints as to the standard and safety of the roads and a requirement to obtain and display a permit unique to Scotland Island halt progress.

**December 2021** –A delegation of TfNSW, the Broken Bay Water Police and Norther Beaches Council visited and inspected the Island to record issue related the safety of the roads and vehicles including the area of the recent buggy roll over. TfNSW was to complete its review of road and vehicle safety issues by **October 2022** in time for the annual Island vehicle registration.

Hope this may fill in a few gaps for those lucky enough to have **not** sat through all the above.

Events from October 2022

1. **March 23, 2023** - After an inquiry from the Hon. Rob Stokes MP, Minister for Infrastructure stakeholders received a letter on behalf of the Minister for Metropolitan Roads stating that Transport for NSW continues to assess the significant safety implications of allowing conditional registration of golf buggies and ultra-light utility vehicles, and the associated risks considering Scotland Island’s current road conditions. It is anticipated that a formal response will be issued to the Northern Beaches Council by 1 June 2023, subsequent to further meetings within Transport for NSW. (Letter attached)
2. Presently as stated on the TfNSW website (Golf buggies / Conditional Registration)

“*Residents of Scotland Island are not eligible to apply for conditional registration of a golf buggy due to the road conditions*.”

1. As stated in a notification to SIRA from Northern Beaches Council regarding registration for non-compliant vehicles, Golf Buggies and Ultra Lights *“TfNSW have also advised that the ongoing use of any unregistered vehicles on Scotland Island is an offence, as the roads remain public roads under the law, and that this practice should not be encouraged.”* (May 21, 1921)
2. **June 2023** – Rory Amon, MP for Pittwater submitted a question on notice to the lower house of Parliament requesting from the Minister for TfNSW a response by August 6 as to progress on registration for non-compliant vehicles.
3. **August 2023** – The minister replied that the responsibility fell to Minister for Roads. Rory has suggested that a member of the Upper House might pursue the issue further. (SIRA subcommittee to follow up)