

## **Scotland Island**

### **Proposed 10km/h Shared Zone**

#### **Draft Traffic Management Plan (for consultation purposes only)**

March 2014



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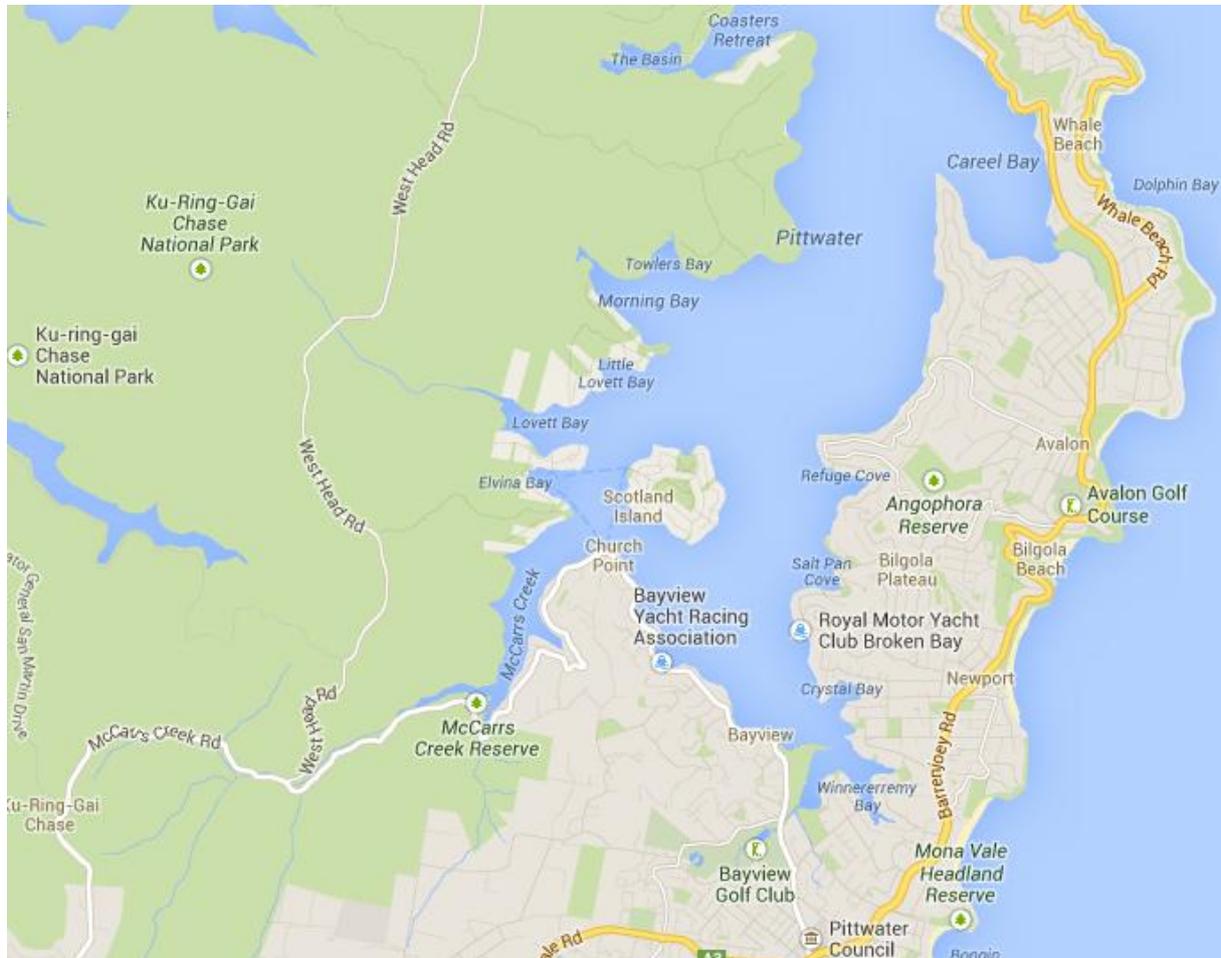
## **ABSTRACT**

This Traffic Management Plan (TMP) seeks approval for a 10 km/h Shared Zone on public roads, which will apply to all traffic.

## INTRODUCTION

Scotland Island is located on Pittwater north of Church Point between Taylors Point on the mainland and Elvina and Lovett Bays on the eastern foreshores of Ku-ring-gai Chase National Park (Figure 1).

**Figure 1: Scotland Island, Pittwater**



Most of the Island consists of bushland, with approximately 350 dwellings (~1000 residents), mainly located around the perimeter foreshore. Pedestrian and vehicle access to and from Scotland Island is restricted to water based transport either by passenger ferry, private boat or barge. The Church Point Ferry Service provides services from Church Point to a number of wharves on Scotland Island, Elvina Bay and Lovett Bay.

There are a small number of registered vehicles (approximately 30, comprising private cars and service vehicles) and golf cart type buggies (RMS registration required to enable legal use on a public road) which are used as transport on the island. However, walking is the principle form of transport around the Island and to/from the ferry service and private boat.

A community vehicle reduces the need to operate private vehicles, by providing residents with practical, aged or disability and emergency transport. The vehicle is operated by volunteers and leased by Scotland Island Resident Association (SIRA) from Pittwater Council. The Scotland Island Rural Fire Brigade have two fire fighting engines on the Island as well as a long wheel base personnel carrier which is used for Medivacs.

## **BACKGROUND**

The public roads on Scotland Island are generally unsealed with a varying road width of between 3-5m. The road surfaces consist principally of natural earth or gravel with no kerb or gutter. The roads are listed below:

- Aoma Street
- Bayview Street
- Cecil Street
- Elsie Street
- Fitzpatrick Avenue
- Florence Terrace
- Harold Avenue
- Hilda Avenue
- Kevin Avenue
- Lowanna Street
- Pitt View Avenue
- Richard Road
- Robertson Road
- Thompson Street
- Vivian Street

The roads are classified as 'public roads' and allow for registered motor vehicles and other vehicles that comply with the Road Transport (Vehicle Registration) Act 1997 to travel on them. Currently, the roads are used by private vehicles, construction vehicles, service authority vehicles and Fire Brigade trucks.

The following TMP for a 10km/h Shared Zone has been prepared in accordance with the Roads and Traffic Authority's document 'Procedures for use in the Preparation of a Traffic Management Plan (TMP) - Version 2 December 2001' and will be used by Council as a basis for undertaking a public consultation and approval process.

# TRAFFIC MANAGEMENT PLAN

## **A. Description or detailed plan of proposed measures**

Is a detailed plan of the proposed measures necessary?

YES

Council proposes the introduction of a 10 km/h Shared Zone on public roads, which requires drivers of authorised vehicles to give way to pedestrians at all times. Civil works will be undertaken over time to provide sealed roads with a sealed carriageway width of 3 metres (except for passing areas). Traffic calming measures or treatment may be required to create a self enforceable 10km/h speed limit in some areas.

Parking is to be restricted on roads to designated parking areas, as the proposed future road width will eliminate legal on street parking except for areas constructed for this purpose. Parking is to be in marked bays as residents generally objected to the excessive use of signage. All new developments would also be required to provide on site parking where authorised vehicles are garaged.

The Traffic Management Plan for Scotland Island is proposed to both enhance the safety of pedestrians using the roads and to prevent damage to the roads themselves.

Council must seek RMS approval for the lower speed limit and introduction of a 10km/h Shared Zone.

## **B. Identification and assessment of impact of proposed measures**

Is a detailed assessment required?

YES

The introduction of a 10 km/h Shared Zone will propagate the following impacts:

- Reduce vehicle speeds
- Provide priority for pedestrian movements
- Improve pedestrian safety and amenity
- Enhance the quality of the street environment

Additional assessment of traffic flow is not required due to low vehicle and pedestrian volumes. The majority of the traffic and pedestrian movements on Scotland Island are generated by residents.

## **C. Measures to ameliorate the impact of re-assigned traffic**

Is an assessment required?

NO

As the proposal will not involve any re-assignment of traffic no measures are required.

## **D. Assessment of public transport services affected**

Is an assessment required?

NO

There is no public transport operating on Scotland Island. Existing ferry services operating to Scotland Island will not be affected by the proposal.

## **E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians**

Is an assessment required?

YES

Emergency vehicles, and cyclists will have a general exemption to the road closures.

Heavy vehicles will be required to seek a permit from Council and will be bound by the restrictions/guidelines imposed as part of the permit approval process.

Pedestrians will have priority over vehicles due to the proposed introduction of a 10 km/h Shared Zone which will improve pedestrian access and safety.

## **F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures**

Is an assessment required?

NO

It is considered that existing and future development on Scotland Island will not be impeded to any significant extent. The proposal will have no direct impact on the current access arrangements.

## **G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**

Is an assessment required?

NO

The proposal will not affect, or cause any impact on adjoining local government areas. All impacts will be managed within the Pittwater LGA.

## **H. Public consultation process**

Is an assessment required?

YES

Council sent letters to property owners on Scotland Island seeking written comments on the principle options described in the Scotland Island Road Reserve Strategy (SIRRS) with respect to traffic management on the Island, which included an option to classify all roads as 10km/h Shared Zones.

The consultation indicated that the majority of respondents supported a 10km/h Shared Zone. This TMP will be used by Council as part of the consultation process to further assess the level of community support for a specific proposal, which if supported would be referred to the RMS for approval via Council's Traffic Committee.