

## Scotland Island Residents' Association Roads and Drainage Subcommittee



### Notes of Meeting Monday, May 4 2015 7.30 pm

Members present: Sharon Kinnison, Tim Turpin,  
Cass Gye, Tim Jacobs

#### Item 1 - Signage for new 20KM speed limit

Pittwater Council advised in March that RMS had rejected the Traffic Management Plan proposing a 10km Shared Zone for all public roads on the Island, but had approved the introduction of a 20km Speed Limit. This approval triggered a legal regulatory requirement for signage indicating the new 20km speed limit. SIRA conducted negotiations with Pittwater Council seeking to minimise the number of required speed signs and ensure their optimum location. Following a site inspection, Pittwater Council representatives agreed to put the following proposals to RMS:

- three conventional RMS specified 20km speed limit signs in the most traffic intensive areas, namely one on the roadside up from of Tennis Wharf adjacent to the Fire Shed, one adjacent to the road above Tennis Wharf, and one on the roadside at the top of Cargo Wharf, and ....
- three Pittwater Council style public information signs at the ferry wharves of Bell, Carols and Tennis, informing people of the speed limit in the interests of public safety.

These proposals were a considerable concession to the original signage planned and were still subject to RMS approval.

As a temporary measure, Pittwater Council proposed that public information signs be posted at the wharves. These signs would be replaced as soon as practicable with permanent public information signage on Pittwater Council style dark stone coloured bollards placed at roadside level above each of the wharves. The three RMS 20KM speed limit signs were installed on May 1, in the locations proposed. Council staff advised they were keen to finalise details for the public information signage.

There was extensive discussion at the Subcommittee meeting about the bollards proposal, and what information that could or should be incorporated. There was general agreement that the explanation of the 20km speed limit should be simple, straightforward, and indicate the "shared zone" nature of all the roads i.e. that in the absence of pedestrian footpaths, all roads on the Island were used by both pedestrians and vehicles and care was needed to ensure safety of all road users.

Key elements considered:

- reference to the 20 km speed limit,
- the phrase "Shared Zone"
- simple pictograms illustrating mixed usage, e.g. images of children, walkers and cars.

**Actions:** SK to contact Michelle Carter at Pittwater Council to progress discussions about the design of the public information signage and location of the proposed permanent bollards; TJ to draft a community information notice for publication for approval by SIRA.

#### Storm Damage to Roads and Drainage

The recent storms had caused extensive damage to our roads and drainage, further degrading the already poor condition of most roads on the Island, along with damage to power lines and infrastructure generally. Some indefinite road closures were believed to be considered by Council staff, though details were not clear.

The meeting recommended that SIRA write to both Mark Ferguson, Pittwater Council and Rob Stokes, MP, our local member and Minister for Planning, pointing out that the parlous condition of the infrastructure

was demonstrably inappropriate for any suburban district of Sydney and pleading the need for additional financial assistance to address the problem.

Individuals who shared these concerns should be encouraged to write in a similar vein, to maintain a heightened level of political and bureaucratic awareness of the problems.

Discussion also canvassed reactivating advocacy to the community for the “adopt a drain” concept and related community volunteer activity, in the interest of reducing the rate of degradation of the roads and drainage being caused by ongoing lack of maintenance.

**Action:** CG to draft letter to Mark Ferguson and Rob Stokes

### **Capital Works Program**

It was understood from verbal advice from Council staff that the cost of repairing the “sink hole” on Richard Road had been partially met from the Capital Works budget and, as a result, some of the planned drainage works would not proceed as planned.

**Action:** CG to contact Paul Davies, Pittwater Council to clarify the status of the Capital Works program for the current year and the impact of any diversion of funds.

### **Boulder, 139 Thompson Street**

There was no apparent movement on this matter, following Council’s withdrawal of approval for private works on a public road reserve, pending further discussions. It was assumed that the landowner was exploring options for gaining access to their land. Building work on the site appears to have stopped. It is possible some further legal challenge was being considered.

### **Use of Buggies in Catherine Park**

Damage to Catherine Park was reported, caused by a buggy being driven across the soaked grass. Buggy use and buggy parking around the Tennis Wharf area was advised as a growing concern.

The Committee noted that short of a more robust permit system for all vehicles, as proposed in the Traffic Management Plan that was still under consideration by Pittwater Council, the options for changing or intervening on driver behaviour would remain limited.

### **Conditional Registration for Ultra-light Vehicles and Buggies**

SIRA has a position supporting some form of registration and third party insurance for all vehicles using the public roads on the Island, in the general interest of public safety and acceptable risk management. Drivers of uninsured vehicles would be personally liable for third party damages in the event of injury or damage. Further to discussions with RMS and Pittwater Council at the meeting on February 4, RMS has agreed to receive and consider a formal submission from Pittwater Council seeking special approval of conditional registration for ultra-light vehicles (e.g. Mules, Gators) and golf buggies. This was based on the unique conditions applying to the public roads on the Island, and in the light their approval of an Island-wide 20km speed limit. Note: RMS advised that under no circumstances would they consider conditional registration of terrain vehicles (quad bikes.)

Council had forwarded to SIRA the RMS guidelines for conditional registration of ultra lights and golf buggies. The Committee delegated CG to liaise with Michelle Carter, Road Safety Officer, Pittwater Council to develop a submission. The submission would need to be supported by SIRA and endorsed by Council prior to its submission to RMS.

It was noted that should RMS agree to conditional registration, together with associated roadworthiness and insurance standards and conditions, the onus would still be on individual owners to take up such registration. SIRA as a community advocacy agent would not have the power to enforce this requirement. As such compliance, regulation and policing would remain an issue until such time as a Council managed permit system was introduced as had been proposed in the draft Traffic Management Plan for closure of all public roads and re-opening with an “access and use by permit” system.

The meeting closed at 9.30pm