



Subject: Scotland Island 10kph Shared Zone

Meeting: Traffic Committee

Date: 13 May 2014

EXECUTIVE SUMMARY

BACKGROUND

- The Scotland Island Road Reserve Strategy (2011) adopted by Council, identifies the need to manage traffic on the roads of Scotland Island and recommends the investigation of a 10kph Shared Zone to apply to all roads.
- In 2013, Council wrote to all property owners on Scotland Island to determine if there was community support to investigate this proposal. A great majority of written responses were in favour of an investigation.
- Council subsequently prepared a Traffic Management Plan (TMP) (**Attachment 1**) and undertook community consultation over March and April 2014. A great majority of respondents supported the implementation of a 10kph Shared Zone.

LOCATION

- Scotland Island has a limited ring road system comprising mainly unsealed roads with a total length of approximately 4.4km and a residential speed limit of 50kph.
- There are no parking restrictions on the Island roads, no speed limit signs and no traffic advisory signs.
- The roadways are generally narrow (3-5m wide) with steep grades and many sharp curves due to the steep terrain. There are no separate footpaths and so pedestrians must share the roads with vehicles.
- There are approximately 360 occupied properties on the Island and no restriction on the ownership/operation of vehicles. The estimated number of vehicles on the Island (combination of cars, trucks, quad bikes, buggies, motorbikes, etc) is less than 50 at present.

ISSUES

- Council has commenced a long term program to upgrade and seal all public roads on the Island. The ultimate road system will comprise roads with a single 3m wide traffic lane (with passing bays on curves) carrying 2-way traffic, pedestrians sharing the roadway with vehicles and no on-street parking (parking only on private land or in designated areas near wharfs). This reflects the existing situation where the road structure itself regulates low traffic speeds below the 50kph speed limited.
- Pedestrians will continue to be the majority of roads users into the future. While there has been a small increase in vehicle ownership in recent years due to the higher level access expectations of new residents, traffic volumes are expected to remain very low and the preferred vehicle is now a low speed buggy.
- The TMP addresses the criteria identified by the RMS as being necessary for the RMS to consider approving 10kph Shared Zones for all the trafficable roads on the Island. The structure of the roads now and in the future self regulates low traffic speeds such that additional traffic calming devices are not required.
- Council carried out public consultation during March and April this year by writing directly to the owners of all properties on the Island and advertising an electronic questionnaire linked to Council's web site. A summary of comments provided by respondents is at (**Attachment 2**)

- The responses received showed that there is a high level of community support for the creation of a 10kph Shared Zone for all public roads on the Island. A breakdown of responses received (as at 24.4.14) is as follows:
 - (a) Letter to Property Owners - 365 letters posted and 60 responses received, of which 46 supported the proposal (79%)
 - (b) Electronic Questionnaire – 48 responses have been received of which 36 supported the proposal (75%).
 - The principal benefit of a Shared Zone as seen by the residents is that pedestrian safety would be enhanced. Although no pedestrian related crashes have occurred, residents have reported near misses and the deaths of pets being run over by vehicles by the awareness of driver responsibilities being raised.
 - As the road system is only used by drivers and vehicles already on the Island, it is considered that the provision of signs could be minimised and preferably only be provided at the wharf access points onto the Island.
 - The approval Authority for 10kph Shared Zones is the RMS.
 - It is considered that the net improvement in traffic safety for the Scotland Island community justifies the creation of a 10kph Shared Zone to include all trafficable public roads on Scotland Island.
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RECOMMENDATION

1. That the Traffic Committee recommend that Council request the RMS approval of a 10kph Shared Zone for all trafficable public roads on Scotland Island.
2. That the recommendation of the Traffic Committee be advertised to the residents of Scotland Island prior to consideration by Council.

Report prepared by

Paul Davies

PRINCIPAL ENGINEER – STRATEGY, INVESTIGATION & DESIGN

Scotland Island

Proposed 10km/h Shared Zone

Traffic Management Plan

May 2014

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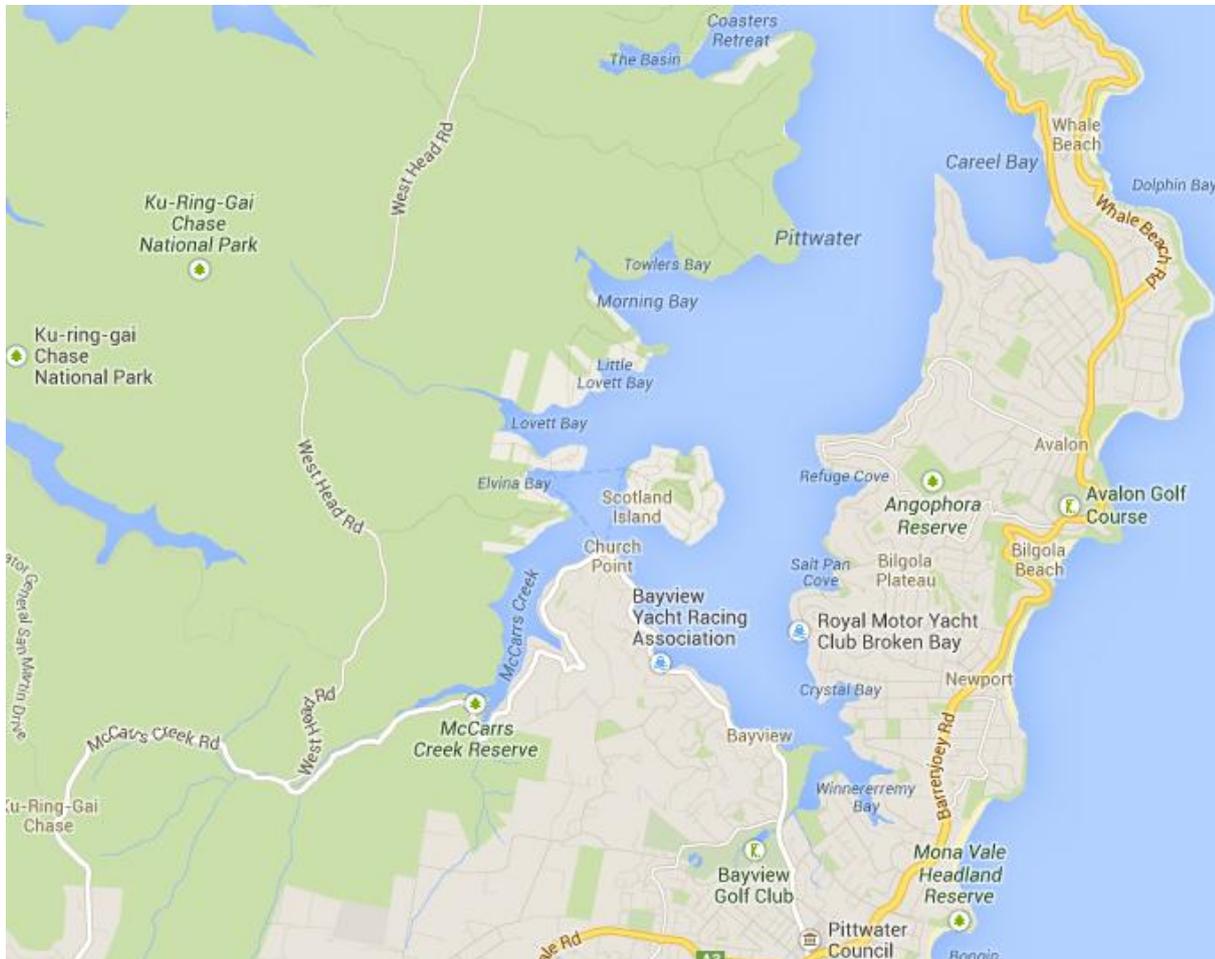
ABSTRACT

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 has two fire fighting engines on the Island as well as a long wheel base personnel carrier which is used for Medivacs.

BACKGROUND

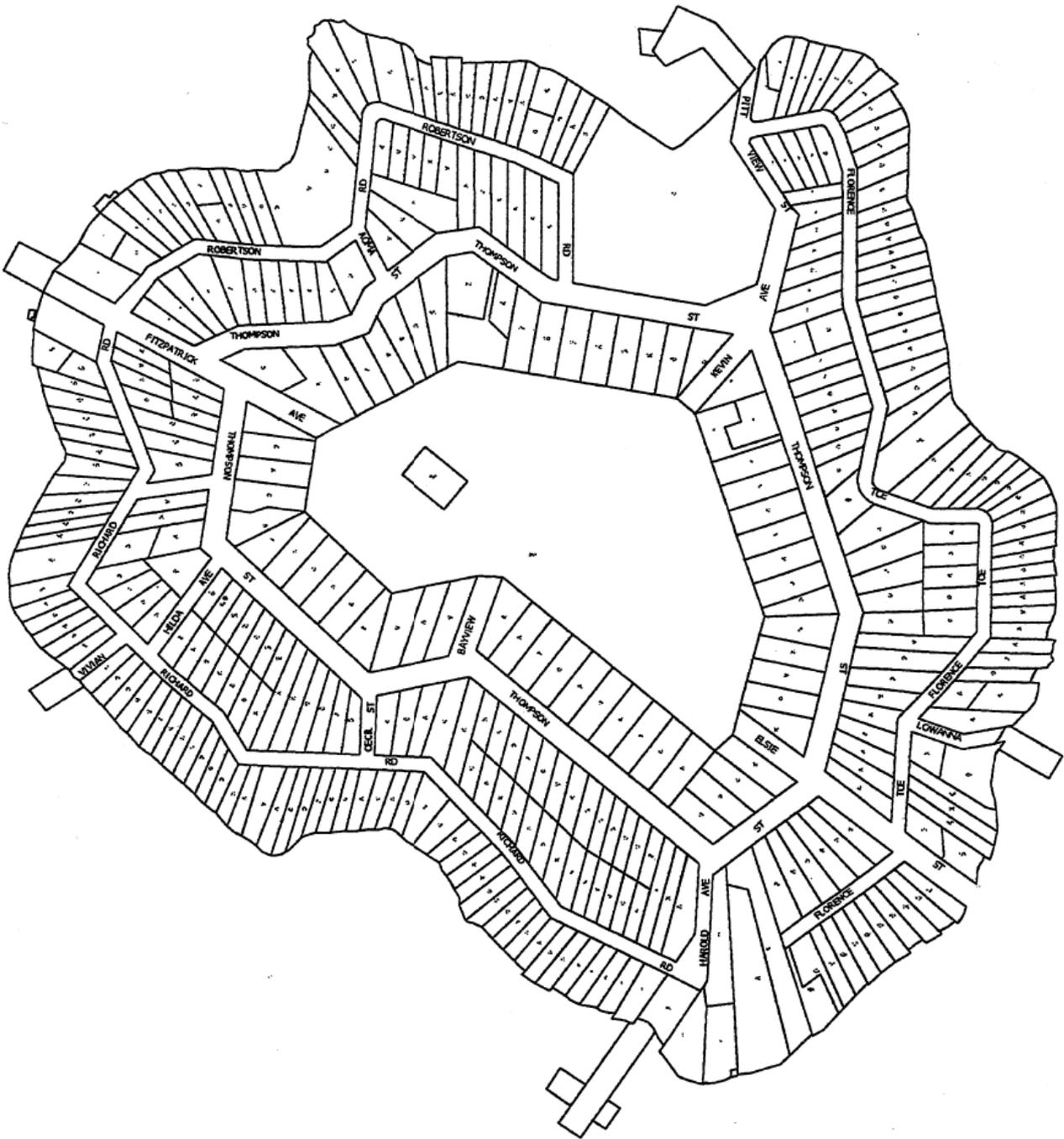
The public roads on Scotland Island are generally unsealed with a varying road width of between 3-5m. The road surfaces consist principally of natural earth or gravel with no kerb or gutter. The roads are listed below:

- 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.

Figure 2: Public Roads



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

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.

SUMMARY OF RESPONDENTS COMMENTS

A) Respondents Not Supporting Proposal

Comments	Council Response
<ul style="list-style-type: none"> 10kph speed limit not necessary as existing roads restrict vehicle speeds 	<ul style="list-style-type: none"> Existing roads do limit speed but legal speed limit is still 50kph
<ul style="list-style-type: none"> Not necessary as there is no history of pedestrian crashes 	<ul style="list-style-type: none"> While no pedestrians have been hit by vehicles, pets have been killed and pedestrians experienced near misses
<ul style="list-style-type: none"> Not necessary as few pedestrians on the roads. 	<ul style="list-style-type: none"> Walking is the principle method of access on the Island
<ul style="list-style-type: none"> Not necessary as pedestrians already share the road and there is no history of speeding vehicles 	<ul style="list-style-type: none"> Many respondents had concerns with vehicles they observed speeding, with some near misses
<ul style="list-style-type: none"> A 10kph speed limit is not needed but enforcement needed for some speeding drivers 	<ul style="list-style-type: none"> 10kph shared zone would raise awareness of drivers of need to drive slowly and enable peer pressure on speeding drivers
<ul style="list-style-type: none"> 10kph is too slow and needs to be at least 20kph 	<ul style="list-style-type: none"> 20kph is not a speed limit approvable by the RMS
<ul style="list-style-type: none"> Shared Zone would cause arguments as cars would have to give way to pedestrians 	<ul style="list-style-type: none"> Roads would be shared in the same manner as occurs now but with onus on drivers to drive safely
<ul style="list-style-type: none"> Would make vehicular transport unsafe 	<ul style="list-style-type: none"> Would enhance safety
<ul style="list-style-type: none"> Would cause sign clutter with speed limit signs 	<ul style="list-style-type: none"> The RMS would be requested to require only a minimum number of signs.
<ul style="list-style-type: none"> Larger vehicles cannot keep to 10kph 	<ul style="list-style-type: none"> Speed subject to control of the driver
<ul style="list-style-type: none"> Some steep sections of road require vehicles to travel faster than 10kph 	<ul style="list-style-type: none"> May be that vehicle is not appropriate for the section of road
<ul style="list-style-type: none"> Travelling at 10kph will cause damage to vehicle mechanically 	<ul style="list-style-type: none"> Unlikely if correct gear used
<ul style="list-style-type: none"> Pedestrians exercising their right will cause time and cost issues and potentially decrease safety for pedestrians 	<ul style="list-style-type: none"> Any delays would be minimal and safety subject to drivers complying with restrictions

B) Respondents Supporting the Proposal

Comments	Council Response
<ul style="list-style-type: none"> • Would feel safer as a pedestrian 	<ul style="list-style-type: none"> • This is the objective of shared zones
<ul style="list-style-type: none"> • Would deter vehicles from speeding around curves, scaring pedestrians and forcing them off the road 	<ul style="list-style-type: none"> • Noted
<ul style="list-style-type: none"> • Vehicles travel too fast now for the safety of pedestrians and cyclists 	<ul style="list-style-type: none"> • Noted
<ul style="list-style-type: none"> • Reinforces the existing situation on the Island roads 	<ul style="list-style-type: none"> • Formalises priority for pedestrians who have no option than to walk on the roads
<ul style="list-style-type: none"> • A 20kph speed limit would be better 	<ul style="list-style-type: none"> • 20kph is not a speed limit approvable by the RMS
<ul style="list-style-type: none"> • Keep signs to a minimum 	<ul style="list-style-type: none"> • The RMS would be requested to require only a number of signs and preferably only at each wharf entry point to the Island roads.