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SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS

TRAFFIC MANAGEMENT PLAN

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ABSTRACT

This Traffic Management Plan (TMP) seeks approval limit access to all vehicles over 4.5 tonne GVM unless authorised by Northern Beaches Council. This is the first stage of two stages to improve safety on Scotland Island. The current 20km/h speed limit will continue to apply.

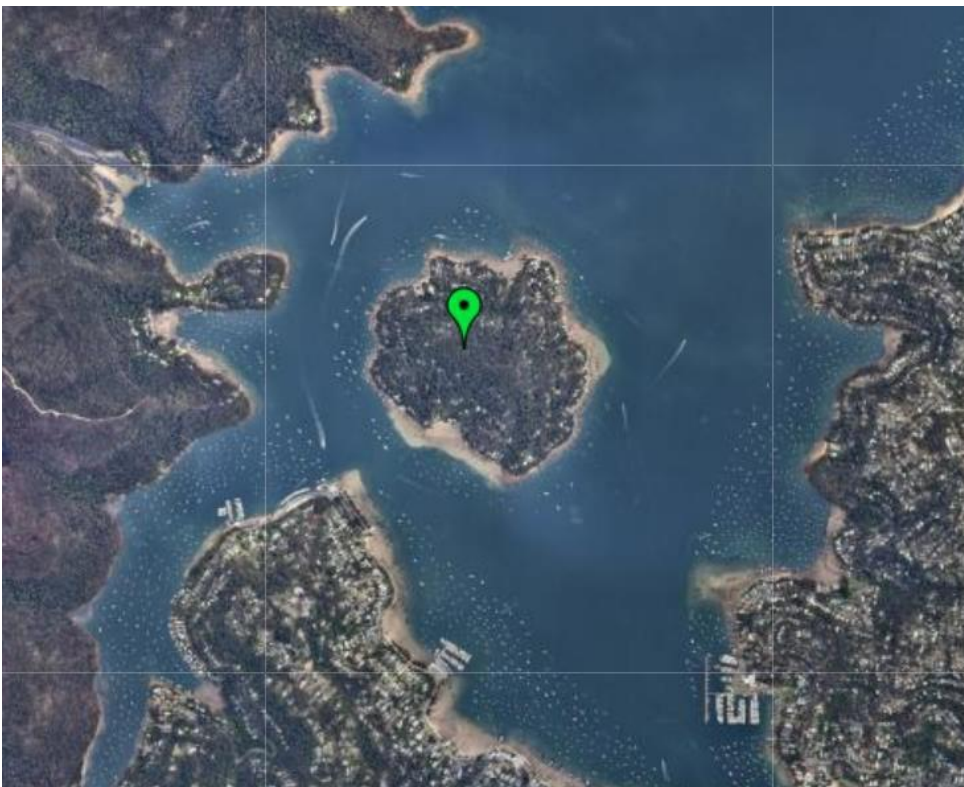
Registration will be required for all vehicles used on the island's roads, including golf buggies, under the conditional registration system including the requirement to have Compulsory Third Party Insurance. All drivers/operators will need to be licensed under the NSW or other state systems.

The final stage of the process will be to convert some public roads to a compliant shared zone with a universal speed limit of 10km/h. This will be the subject of a separate application to RMS and is delayed until the road network reaches a suitable standard.

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



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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 conditional registration is 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 Northern Beaches Council. The Scotland Island Rural Fire Brigade has two firefighting engines on the island as well as a long wheelbase personnel carrier, which is used for Medivacs.

BACKGROUND

The public roads on Scotland Island are generally sealed or formed with a varying road width of between 3-5m. 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



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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, private vehicles, construction vehicles, service authority vehicles and Fire Brigade trucks use the roads.

A proposal to close all roads on Scotland Island originated from representations to Council from the Scotland Island Resident Association (SIRA) in response to resident concerns regarding issues relating to the use of private vehicles on these roads (i.e. damage to roadway due to vehicle usage, pedestrian safety, and impact on residential amenity). This was later supported by the community, included as a potential option in Council's adopted Scotland Island Road Reserve Strategy (2011), and confirmed again by a consultation process undertaken by Council in 2013.

A further proposal was developed in response to serious concerns raised recently and brought to the attention of Northern Beaches Council, Roads and Maritime Services and NSW Police. This proposal (The Proposal) is to restrict access to the road network by means of Northern Beaches Council exercising its functions as described below to vehicles registered in NSW and holding a Scotland Island vehicle permit issued by Council.

Council will issue two types of permits:

1. Vehicle use on Scotland Island Only
2. Vehicle providing service on Scotland Island

The Roads and Maritime Services (RMS), under Section 50 of the Transport Administration Act 1988, has delegated to Council's powers in respect of most traffic control facilities on roads and road related areas that are not classified roads. The exercise of powers delegated to Council's is subject to a number of conditions that include the preparation of a Traffic Management Plan (TMP) prescribed works under the subject delegation. The preparation and submission of a TMP to the RMS for approval is required from Council prior to exercising the following powers under Section 116 of the Roads Act 1993:

1. The prohibition/restriction of the passage of traffic on a public road or road related area to any one or more of the following classes of traffic:
 - a) Pedestrians
 - b) Vehicles
 - c) Motor vehicles

Accordingly, with the approval of the RMS, Council proposes to restrict/limit the use of vehicles on Scotland Island to only those vehicles authorised by Council. The following TMP 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.



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TRAFFIC MANAGEMENT PLAN

A. Description or detailed plan of proposed measures

Is a detailed plan of the proposed measures necessary?

YES

Council proposes to restrict access to public roads on Scotland Island to all traffic except vehicles authorised by Northern Beaches Council. Vehicles will be restricted to the use of registered vehicles approved by Council (e.g. small private vehicles, community vehicle, island contractors, waste collection, and RFS). The existing vehicle usage causes damage to the roads and restrictions are required to limit the size, movements and usage of these vehicles. The process of approval would need to be determined, but would include resident input. Council will also undertake a project in conjunction with the RMS to allow registration of currently unregistrable vehicles such as golf buggies.

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. The process for implementation of the proposed measures is as follows:

Restrict access by way of posted notice:

- Apply to RMS for restricted access under Section 116 Roads Act 1993.

Introduce a Permit System

- Permits would detail relevant conditions relating to use of a vehicle on Scotland Island i.e. 20 km/h speed limit, pedestrian priority and define areas where vehicles can drive and park.
- Permits for construction vehicles, including delivery trips, would include strict guidelines.
- Permits for long-term use of vehicles for personal use i.e. general access (including access for the disabled), shopping etc. would be determined by Council.
- Seek RMS approval for registration of golf buggies etc.



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Enforcement

- Restrictions would be enforced under Section 124 of the Local Government Act 1993.
- Breaches would be dealt with by way of on-the spot fines or summons.

B. Identification and assessment of impact of proposed measures

Is a detailed assessment required?

YES

The restriction of public roads to all traffic except authorised vehicles will propagate the following impacts:

- Restrict the type and number of vehicles using the public road
- 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. Residents generate the majority of the traffic and pedestrian movements on Scotland Island. The formal restriction of access under the Roads Act will have minimal impact on existing and future residents, as there is limited use of registered vehicles on Scotland Island. The proposal to introduce a permit system will affect a relatively small number of residents who currently use registered vehicles to access properties at the top of the island and trades persons requiring delivery of construction materials.

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



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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 restrictions.

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.

Pedestrian access and safety will be improved due to the restriction of vehicles on public roads to only authorised vehicles.

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 permit system will provide access to Scotland Island for general purpose, construction vehicles and vehicles delivering materials. Vehicle access to/from Scotland Island is restricted and only available via barge across Pittwater. 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



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

H. Public consultation process

Is an assessment required?

YES

Council has sent letters to property owners on Scotland Island seeking written comments on the principle option described in the SCOTLAND ISLAND PROPOSED PLAN OF MANAGEMENT FOR ROADS with respect to traffic management on the island, which included restricting volume and types of vehicles by closing roads to all vehicles except those approved by Council.

The consultation indicated that the majority of respondents supported some form of vehicle restriction. This TMP has been used by Council, as part of the consultation process to further assess the level of community support, which is supported by the RMS and approved by the Northern Beaches Council Local Traffic Committee.