

Council Report Cover Sheet

Draft Agenda deadline is 12 noon Thursday, 12 days prior to Council meeting

Report Title: Queenscliff Parking and Traffic Remediation Study Report

Council Meeting Date: 23 March 2010

Notification of interested parties required? YES / NO / NA

Report written by: Joe Zappavigna – Team Leader Traffic Management

Signature

Date

Report reviewed by: Boris Bolgoff - Manager Roads, Traffic & Waste

Signature

Date

Reporting Manager: Boris Bolgoff - Manager Roads, Traffic & Waste

Signature

Date

Key Consultation:

Has consultation taken place with the following?

Chief Financial Officer YES / NO / NA

Director Strategy and Policy YES / NO / NA

Corporate Lawyer YES / NO / NA

Director:

Signature

Date

Responsible Accounting Officer:
(as appropriate)

Signature

Date



10.10 Queenscliff Parking and Traffic Remediation Study Report

EXECUTIVE SUMMARY

Purpose

To consider the findings and recommendations of the Queenscliff Traffic and Parking Remediation Study Report.

Summary

In accordance with Council resolution of 11 August 2009 a Traffic and Parking study has been undertaken in the Queenscliff area. The study findings and recommendations are discussed in this report. In summary the report recommends that Council undertakes a resident survey into two possible options for a resident parking scheme.

Financial Impact

The current Queenscliff Parking and Traffic Remediation Study has been funded as part of the Council quarterly review process and any further studies would be at additional cost unless undertaken in house. The introduction of option 1 for a resident parking scheme is estimated to be \$120,000 and option 2 in the order of \$60,000.

Policy Impact

The recommendations of the study report do not impact on Council's current policies. However Council would need to develop a Council Policy with respect to Resident Parking Schemes based on the Roads & Traffic Authority Guidelines for Permit Parking Schemes, prior to and in the event that a resident parking scheme was to be introduced in the Queenscliff area.

RECOMMENDATION OF DIRECTOR COMMUNITY AND ENVIRONMENTAL SERVICES

- A. That the information in this report be noted.
- B. That Council undertake a resident consultation in the Queenscliff study area in regard to the following recommended options and the results be referred back to Council in July 2010 for consideration.
 - **Option 1:** Introduction of an Area Wide Resident Parking Scheme (RPS) for Queenscliff in accordance with the Roads & Traffic Authority's guide for Permit Parking Scheme.
 - **Option 2:** Introduction of a *Street Specific* Resident Parking Scheme (RPS) in accordance with the Roads & Traffic Authority's guide for Permit Parking Scheme in designated sections of streets in the Queenscliff area (minimum of 3-5 spaces in a zone) to cater for some of the households with no off street parking in that zone/area.
- C. That the Queenscliff Parking and Traffic Remediation Study Report be referred to the Warringah Traffic Committee for consideration and comment and that the comments be considered and included in the report to Council in conjunction with item B above.
- D. That Council develop an operating standard and fee structure for provision of line marking on the road at driveway and the matter be referred to of the Warringah Traffic Committee for advice.
- E. That Council notes that the provision of a traffic calming scheme for Crown Road has already been identified and is proposed for inclusion in the draft Strategic Community Plan for possible implementation in 2012/2013.

REPORT

Background

Council at its meeting on 11 August 2009 resolved in part that Council:

- A. Undertake a traffic and parking study of the Queenscliff area to include but not be limited to the following:
 - I. 45 angled parking along one side of each of Crown Road, Pavilion Street (west of Bridge Closed Road), Bridge Closed Road (between Queenscliff Road and Greycliffe Street)*
 - II. Line marking on the road to delineate driveway boundaries*
 - III. Speed amelioration devices and a reduced speed limit in Greycliffe Street*
 - IV. Greater consistency of parking signage and restrictions*
- B. Cost the implementation of the above proposed recommendations and then submit to the Traffic Committee and Council for approval and implementation.
- C. and further that Council:
 - I. increase policing of oversized, unregistered and hazardous boats and vehicles especially at the ends of cul de sacs*
 - II. remove the Queenscliff entry from the Wedding page of the Warringah Council website and increase policing of weekend parking and traffic infringements, undertake a day time and night time parking study during the next peak summer season with the view to the possible implementation of further parking remediation measures including, but not limited to a possible Resident Parking Scheme for Queenscliff and park and ride facilities at Queenscliff SLSC and the Harbord Diggers Club.*

Report

The removal of Queenscliff entry from the Council web site has been undertaken.

The issue of oversized, unregistered and hazardous boats and vehicles especially at the ends of cul de sacs was referred to Council's Compliance Department and is subject to ongoing enforcement action.

The results of the study generally do not show a need for park and ride facilities to address the parking situation in the study area and other parking management measures are proposed and discussed in this report.

In November 2009, Consultants, URaP-TTW Pty Ltd was commissioned to review the traffic and parking situation in the Queenscliff study area and provide appropriate recommendations. The study aimed to provide a strategic framework to manage existing and or likely future public car parking needs and traffic management problems in the context of pedestrian and vehicular traffic safety.

A comprehensive Traffic and Parking Study has been completed and is attached.



Summary of Study Report

The study findings and recommendations are detailed in the attached study report. In summary the report recommends that Council undertakes a resident survey into two possible options for a resident parking scheme.

The main tasks that were undertaken in the study are as follows:

- Program/study definition
- Review of the existing situation and data analysis (including future land use developments)
- Undertake parking and traffic surveys
- Site inspection and survey to test the existing/available data
- Develop parking and traffic strategies such as permit and/or period parking
- Recommend options and develop short and long term measures
- Seek community's view on parking and traffic issues and assess their comments
- Recommend parking and traffic remediation measures

Detail actions undertaken

A. Traffic volume and speed surveys were carried out at the following locations for a 7 day period from 4 December 2010 to 10 December 2010. These surveys provide information on vehicular traffic volumes, speeds and classification (e.g. car, truck, etc) on an hourly basis

- Bridge Rd South of Greycliffe St
- Queenscliff Rd 100m west of Pavilion St
- Pavilion St East of Crown St
- Greycliffe St 100 m west of Bridge St
- Queenscliff Rd 50 m east of Greycliffe St
- Queenscliff Rd 100 m west of Greycliffe St
- Cavil St South of Crown St
- Hill St 100 m east of Dowling St

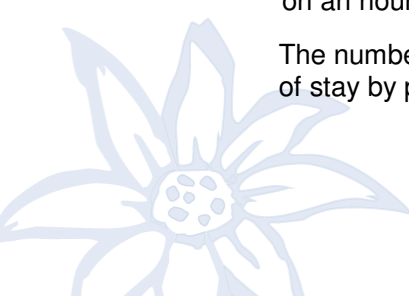
Parking surveys took place during the hours of 7.00am to 7.00pm and were undertaken on the following dates:

- *From 9 December 2009 to 15 December 2009.*
- *on Wednesday 20 January 2010 and on weekend 23 and 24 January 2010*
- *on Wednesday 3 February 2010 and on weekend 20 and 21 February 2010*

Note: Wednesday 9 December 2009, Saturday 23 January 2010 and Sunday 21 February 2010 included number plate surveys (for parking turnover).

B. Parking surveys were undertaken along streets within the Queenscliff area. These surveys aimed to determine the level of parking occupancy and duration of stay along each street. The car parking occupancy surveys provide information on usage of on street parking (e.g. showing how many parking spaces are occupied along a street in comparison to its capacity) on an hourly basis.

The number plate parking surveys that were also carried out provide information on duration of stay by parkers along each street during the survey period. They indicate the demand for



short and long term parkers in each street (e.g. percentage of on street parkers who stay for certain durations).

On street parking surveys took place along the following streets within the Queenscliff area.

- Greycliffe Street
 - Queenscliff Road
 - Aitken Avenue
 - Dailey Street
 - Cavil Street
 - Crown Road
 - Dowling Street between Undercliff Road and Crown Road
 - Pavilion Street
 - Hill Street
 - Highview Avenue
 - Bridge Closed Road
 - North Steyne – north section only
 - Crown Road – short section between Bridge
 - Closed Road and Pavilion Street
- C. The consultant also inspected the area and met with a key stakeholder/resident in Queenscliff Road. The discussion was mainly regarding parking issues along Queenscliff Road due to the current restricted parking regime (i.e. Resident Parking Scheme) in the Manly area, encouraging people to seek on street parking in the Queenscliff area and the content of the resident survey. Concerns were also expressed regarding the on street parking activities that occur as the results of new developments in the area.
- D. A survey questionnaire seeking the community's concerns with regard to traffic and parking issues in the area was developed. The survey questionnaire was distributed to property owners and occupiers within the study area and was also available on the Council's web site. A total of 2900 letters were sent on 19 February 2010 and submissions closed 10 March 2010.
- E. Analyses of data and all related information and development of traffic and parking strategy for the area.

Consultation

To identify traffic and parking issues and problems in the study area and develop a suitable traffic and parking management plan that would be responsive to the community's needs and views, a survey questionnaire was prepared and distributed to every household and business within the study area.

At the time of writing the report a total of some 403 completed questionnaires were received from residents from all streets. These questionnaires have been coded and analysed. One of the objectives of the study is to achieve a high level of public participation and to seek the community's views. A review of past experiences and literature has shown that a response level of over 10% is sufficient to determine the main problems and issues in the study area. It is therefore likely that the major issues affecting the community have been identified from the various investigations carried

out (considering a response rate of 18% has been achieved i.e. 403 returned questionnaires out of 2180 total premises within the study area with 2900 distributed questionnaires including owners and occupiers). The questionnaire was also made available on line via Council's web site.

The information collated from the survey results is summarised in the figures below.

The respondents' views on various issues on traffic and parking are shown in the form of a percentage based on a total number of responses to the questionnaire (see **Table 1**).

Summary of Traffic and Parking Issues – Survey Question 9.

Table 1

Issues	(% of respondents)
Traffic speed	10
High traffic volumes	5
Finding a parking spot	51
Need for traffic facilities	7
Dangerous or illegal parking	15
Non compliance e.g. drive wrong way	6
Narrow Streets	4
Other	2
Total	100

The above figure shows that the most important issues for residents relates to parking availability and enforcement.

The issues raised are addressed as part of the proposed traffic and parking management measures for the area and are detailed in the study report. This has included a review of traffic survey data, resident's submissions, previous Traffic Committee reports regarding traffic problems in the area, and proposed traffic works identified in the Council's Future Works Ledger.

Other findings of the survey included the following:

- Over 70% of respondents use their off-street car parking while 40% of respondents also indicated that they park their vehicles on street. This shows that a number of residents who use their off street car parking also use on street parking (i.e. almost 40% use both on and off street parking while 30% use only off street parking).
- The total car ownership for all respondents to the survey was recorded at 770 vehicles while respondents also indicated that only 610 off street car parking spaces are available for their use. (This shows that the number of vehicles exceeds the available on street spaces by 160 spaces).
- 50% of the respondents disagree to introduction of any time restriction to on-street parking while of the remaining; the remaining 50% are in favour of introducing a 2 or 4 hour parking restrictions.
- Over 75% of respondents indicated that during weekends (all day) and on evenings during weekdays they have difficulty finding on-street parking.

The study report provides further details and graphically shows the results of survey responses to each of the survey questions. The questionnaire is attached to the study report.



The following shows a brief summary of the responses to the questionnaire.

Questions 1, 2 deal with the respondents details including address and dwelling type (unit, house).

Question 3 & 4 of the survey and generally shows that the number of car ownership exceeds the available off street parking availability.

Question 5 shows the parking location such as off or on street or driveway

Question 6 shows the residents' views on their experience in finding an on street car space.

Question 7 suggests that the main parking problems are experienced in the week end period and in the morning and afternoon periods during the week.

Question 8 shows the respondents mode of travel, which is mainly the motor car with some use

Question 9 summarises the respondent's views on parking restrictions should they be introduced in the area. Approximately 50% are in favour of 2 or 4 hour limit and 50% are against any parking time limits.

Question 10 indicates the most important issues for residents relates to parking availability and enforcement and is shown on more detail in table 1 above.

Parking Assessment

The major findings from the on street parking accumulation and turn over surveys, and assessment of the area revealed that:

- A. There are some **2180** premises/dwellings within the study area while there are only **760** spaces available for on street parking. This is equivalent to about 1 on street car space per 3 dwellings (units and houses). Considering the level of off street parking and visitors' parking demand, a high demand for on street parking could be experienced.
- B. Almost all premises within the study area have off street parking while it is estimated that some 60 to 100 premises have no off street parking. There are about 20 properties along Queenscliff Road that have no off street parking while Crown Street has some 10 premises with no off street parking. 21 respondents indicated they have no on street parking while they collectively have 36 cars.
- C. Most streets within the study area experience a high level of on street parking activity during weekends (i.e. with over 85% utility rate).
- D. The parking number plate surveys indicate that duration of stay for most parkers is generally less than 3 hours. The introduction of any area wide period parking restriction such as 2 or 3 hour will have a major impact on most streets within the Queenscliff area particularly on residents with no off street parking.
- E. The streets that experience long stay parkers (i.e. over 7 hours) include Highview Avenue, Hill and Dalley Streets, which generally have off street parking. Most other streets have an average length of stay of around 3 hours. Such a pattern has generally been observed during the months of December, January and February.
- F. The observation of on street parking activities indicates that about 65% of parkers have Warringah stickers.
- G. The existing Resident Parking Scheme (including its restricted period parking) in the Manly area has an adverse impact on parking situation along streets in Queenscliff. It should be noted that the Manly scheme does not comply with the RTA's guidelines and therefore should be subject to a review by the relevant authorities.



Parking Strategy

It is evident that most streets within the Queenscliff area experience a high level of on street parking. This particularly occurs during weekends and before and after business hours. The on street parking activities relate to visitors to the area during weekends and residents using on street parking during, after and before business hours. The area also experiences a high level of short term parking i.e. around 3 hours along most of its streets. There are a number of factors that contribute to on street parking demand in Queenscliff area:

- The introduction of a Resident Parking Scheme (RPS) in Manly
- The close proximity of some streets to the beach area
- The number of car ownerships among the residents
- Some residents have no on site parking
- Visitors to the area

Resident Parking Schemes

An alternative measure to a period parking restriction such as a Permit Parking Scheme (i.e. including Resident Parking Scheme) has been considered and is proposed. However there could be households that have on street parking who would not be entitled to a resident parking permit and hence could be impacted. This could be managed in the length of the parking time limit applied to the resident parking scheme. For example the parking surveys for Queenscliff Road generally indicate the majority of parking turn over is approximately within 3 hours.

By introducing period parking restrictions in residential streets and exempting authorised residents from the time restrictions, the problems created by long stay parking in residential streets can be alleviated. Although Resident Parking Schemes (RPS) do not guarantee on-street parking for permit holders, period time restrictions e.g. 2 hour parking will discourage long-stay parking when supported by an appropriate level of enforcement.

In accordance with the Road Transport Act 1999, the Roads and Traffic Authority has issued a Permit Parking Manual. **Procedures specified in the manual are mandatory and must be followed by Council in order to achieve approval of a new RPS.**

Eligibility for a resident parking permit includes that:

- the resident has no on-site parking or limited on-site parking and also has no unrestricted on-street parking available near their premises
- The place of residence could not be reasonably modified to provide on-site parking spaces.

The advantages of a Resident Parking Scheme include:

- provides preferential parking treatment for residents
- encourage some long-stay parkers to use public transport
- shift some long stay parkers such as business employees, visitors etc to use the parking areas at their workplace and public carparks
- relieve some level of parking along residential streets
- Continue to provide short term on-street parking for visitors to the area.

The disadvantages of a Resident Parking Scheme are

- RPS's are costly to implement, create an administrative and enforcement burden for the Council.
- Councils that have established resident parking schemes charge residents a fee for parking permits to recoup some of the operating costs. This may create a situation where some residents have to pay for the privilege of parking on their street.
- Some residents may not be eligible for a resident permit (e.g. if they have onsite parking) and will be subjected to the parking time limit and enforcement.
- Establishment of a resident parking scheme in one area could relocate parking to other areas and create precedence for expansion of the scheme to adjoining areas.

If a RPS is introduced, the residents of the designated area with permits will be exempted from period parking (at certain locations) and they will be allowed to park on-street with no time restriction. However, they have to be qualified on the basis of the RTA's guidelines. It was estimated in the survey that approximately 60-100 dwellings do not have on site parking.

As part of the RPS consideration, it is important to recognise that:

- The RTA's guide on RPS is now mandatory and should be adhered to
- No more than 2 parking permits per household can be issued
- Residents with off street parking will not be eligible to obtain more than one (1) on street parking permit (even though they have more than 2 cars)
- Lessons from similar experiences should be learnt to avoid inconveniences to residents and users of the area (e.g. recent case in Balmoral Beach, Mosman).

A summary of the requirements and procedures for planning of resident parking schemes is as follows;

- Conduct parking studies including supply and demand situations (*done*)
- Undertake community questionnaire surveys (*further survey proposed*)
- Consultation with key stakeholders such as enforcement authorities, interest groups, local chamber of commerce etc. (*to be done in conjunction with above mentioned survey*)
- Funding for installation and ongoing maintenance of permit parking signs. (Signs are not covered by RTA funds for traffic facilities) (*subject to further report and Council approval following proposed survey*)
- Development / production of appropriate permits for issuing to eligible residents (*to be further considered following survey*)
- Development of databases for management of permits and eligibility issues. (*to be further considered following survey*)
- Enforcement of permit parking time limits (*subject to introduction of RPS scheme*)

Period parking restrictions.

Period parking restriction can help to discourage and manage long stay parking. Generally a period parking restriction in a residential area would remove long stay parkers and increase the turn over of parking. Such an increase could benefit affected residents in increased opportunities to find a car space. However residents who do not have a choice but to park on street and their visitors would be also affected by a period parking restriction.

Based on the parking turn over surveys, the introduction of an area wide time limited period parking restriction could have a major impact on the current condition of on street parking in Queenscliff and would cause further inconvenience to the residents of the area, particularly for residents who do not have access to onsite parking or the number of cars exceed the onsite parking. The number of dwellings with no onsite parking is estimated to be 60-100 dwellings.

Study Recommendations.

Following the assessment of parking situation and consideration of all issues, the consultants have recommended the following two parking management options for Queenscliff:

Option 1: Introduction of an area wide RPS for Queenscliff. This measure will introduce a restricted period parking along all streets within the Queenscliff study area. This scheme should be implemented in accordance with the Roads and Traffic Authority guide to Permit Parking Schemes.

Option 2: Introduction of a Special Permit Parking Scheme (SPPS) similar to RPS to cater for some of the households with no off street parking by creating a period parking zone (minimum of 3-5 spaces in a zone) at designated sections of a street exempting permit holders in that zone/area. As part of this scheme, Council can nominate that only residents without off street parking are eligible for such permits and no visitor permits will be issued due to spare on street parking capacity during mid week.

Option 2 is likely to have a lesser impact on street parking compared to Option 1, would be less costly to implement and maintain. Option 2 can if required in the future be expanded following feedback and monitoring of the scheme.

It should be noted that based on the resident survey findings, likely resident's eligibility for parking permits and overall parking impact on residents (e.g. visitors) there may be some objections to implementing a resident parking scheme. However a resident parking scheme would have a lesser impact in comparison to an area wide period parking restriction. Hence as recommended it is appropriate to seek resident's feed back on the two recommended options for resident parking schemes.

The study report states that parking management schemes should reflect a balanced parking demand of the area for its users. It also suggests that no visitor parking permit should be included as part of any scheme as such provision has consistently been subject to misuse in other areas with RPS and also could exacerbate the on street parking demand by residents within the study area. The study also recommends a development of a resident parking policy, which reflects the Roads and Traffic Authority's guidelines (mandatory) for permit parking schemes, prior to implementation of a resident parking scheme for the Queenscliff area. The restricted parking periods could be 2 or 3 hours subject to the location of the street and outcome of The RPS study.

Therefore, it is envisaged that the recommended options be placed in public exhibition for further investigation and possible implementation.

45 Degree Angle Parking

The design aspects for the provision of angle parking on public roads are set by the Australian Standards and the RTA's Guidelines for Traffic Facilities.

The provision of 45 degree angle parking on one side of a street and parallel parking on the other side and two way traffic flow would require a minimum carriageway width of 14.1 (including an absolute minimum of 2.1m for parallel parking on one side). If parallel parking is not provided then a width of 12m is required. The standard carriageway width in Warringah (and generally in NSW) for four lane road consisting of two way traffic flow and parking on both sides of the carriageway is 12.8m wide. This carriageway width is generally applied to collector streets such as Queenscliff Road, Crown Road. Other standard carriageway widths consist of widths of 9.8m, 8.0m and 7.3m depending on the nature of the area served and topographical constraints etc.

The only possible way that additional parking spaces can be achieved with 45 degree angle parking is by widening the carriageway. However it should also be realised that this would result in

only marginal increase of parking spaces when driveways and bus stops are considered. (E.g. Pavilion Street would result in an additional 4 spaces at a cost of about \$80,000-\$100,000).

The application of 45 degree angle parking would generally be considered suitable and efficient where there are significant lengths of kerb devoid of property driveways.

The introduction of angle parking along Crown Road would not be feasible considering its characteristics i.e. level of traffic volume and its strategic nature. Such measure will not result in any additional parking due to the loss of parallel parking on one side and the number of driveways along Crown Road. Crown Road is 12.8m wide with parking on both sides. The road is part of a bus route that serves the area namely Dowling Street, Crown Road, Bridge Road, Pavilion Street and Queenscliff Road west of Pavilion Street. The property frontages along Crown Road generally consist of single dwellings with driveways.

Similarly, the introduction of angle parking along the south side of Pavilion Street, west of Bridge Road with some 36 spaces would result in a loss of 8-10 spaces due to the loss of parallel parking on one side. This section of Pavilion Street carriageway has a variable width ranging from 9.8m to 12.8. The introduction of angle parking along Bridge Road also could only result in gaining 1 or 2 spaces.

In view of the foregoing the provision of 45 degree angle parking on Crown Road, Bridge Road and Pavilion Street would not be suitable, considering its associated costs of some \$200,000 (to gain a maximum of some possible 10 spaces) particularly if other forms of parking management measures are proposed for further consideration i.e. permit parking scheme. This level of additional parking (even if it would be feasible) will have no major impact on parking situation of the area.

Traffic

The major findings from traffic surveys and assessment of the area revealed that:

- Only 15% of respondents indicated traffic related matters as issues of concern in the study area.
- Only 7% consider that traffic facilities are needed.
- Most streets in the study area experience an 85 percentile vehicular speed of about 45 kph or lower. This generally indicates a relatively slow speed environment.
- The topography of the area and characteristics of the streets induce a slower environment, this is also assisted by on street parking as such activities reduce vehicular speed along streets.
- The traffic volumes along Queenscliff Road and Greycliffe Street represent a typical characteristics of sub arterial roads due to their strategic location within the street network.

Table 2 Summary of Traffic Volumes and Speed Data

STREET		85% SPEED	Average Daily Traffic Volume
Bridge Rd	South of Greycliffe St	39 kph	15,000
Queenscliff Rd	West of Pavilion	27 kph	550
Pavilion St	East of Crown St	45 kph	1,080
Greycliffe St	West of Bridge St	46 kph	16,200
Queenscliff Rd	West of Greycliffe St	47 kph	14,800
Queenscliff Rd	East of Greycliffe St	36 kph	2,600
Cavil St	South of Crown St	45 kph	15,400
Hill St	East of Dowling St	32 kph	230
Dalley St		34 kph	530
Crown Rd	Bet Cavil and Bridge	45 kph	3,960

The traffic issues raised in the survey have been reviewed together with traffic survey data, previous Traffic Committee reports regarding traffic problems in the area and proposed traffic works identified in the Council's Future Works Ledger.

Overall it is not proposed to introduce additional traffic management devices in the area other than those already identified for Crown Road. These traffic calming measures for Crown Road as listed below were recommended at the Traffic Committee meeting on 5 September 2006, following consultation with local residents of the area:

- Installation of edge lines and separation lines along Crown Road between Cavil Street and Bridge Road. (This has been implemented)
- Installation of kerb blisters in Crown Road and median islands west of Dowling Street (currently proposed for inclusion in the 2012/2013 program)

Line markings on the road to delineate driveway boundaries

Council receives a significant number of residents' requests concerning vehicles parking too close or across property driveways and requesting the provision of No Parking or No Stopping signs. These types of request that usually arise in areas where there are high demand for on street parking are dealt through the Warringah Council Traffic Committee process on an individual basis.

The RTA and the Traffic Committee generally do not support or recommend signposting of private driveways unless there are extenuating circumstances such as safety problems.

The provision of signs at driveways would generally be considered suitable if there are demonstrated safety problems or high potential for collisions. Examples of where signs may be appropriate could include driveways for large traffic generating developments e.g. a drive in take away food outlet, supermarket, car park, school driveway, retirement village etc

The provision of signposting at single dwellings on low traffic volume roads would generally not be considered suitable on the following grounds.

- It is illegal under the Australian Road Rules to park partially or fully in front of a driveway and consequently such vehicles can be infringed by Police or Council Compliance Team.
- Create a precedence for signposting of driveways

- Create the possibility for the proliferation of signs leading to visual pollution
- Create a cost burden with respect to installation and ongoing maintenance.

Council currently does not condone or provide painted white lines at driveways at property driveways.

Line markings at driveways are not a recognized traffic facility under the Australian Road Rules (ARR). Consequently these types of lines are not funded under the RTA's Traffic Facility Fund, which covers traffic signs and line markings that Council can implement under the delegated powers from the RTA.

As white lines are not a traffic facility they cannot be enforced under the ARR. However in some cases white lines may be useful in delineating the extent of legal parking adjacent to a driveways where there is ongoing problems with cars parking too close or partly in front of a driveway and signposting is generally not considered warranted for the reasons mentioned above.

In view of the foregoing it may be appropriate to allow the provision of line markings at driveways on a user pay basis. It is anticipated that if allowed, line marking would be installed and maintained by Council to an appropriate standard at a cost to the resident/applicant.

Greater Consistency of parking signage and restriction

Current parking control signs have been installed via the Warringah Traffic Committee process and in accordance with RTA standards. The area is currently unrestricted parking with some intersections that have statutory parking control signs such as No Stopping and some No Parking. As part of the future parking management measures, where necessary, appropriate standard parking signs would be implemented.

Timing

A minimum four weeks public exhibition of the proposed options will be required. The results of the public consultation together with the Resident Parking Policy will be listed for the July Warringah Traffic Committee meeting and subsequently reported to Council at its July 2010 meeting

Policy Impact

The recommendations of the study report does not impact on Council's current policies. However Council would need to develop a Council Policy in respect to Resident Parking Schemes prior to and in the event that a resident parking scheme was to be introduced in the Queenscliff area. This would be subject of a further report to Council.

Financial Impact

The current Queenscliff Parking and Traffic Remediation Study has been funded as part of the Council quarterly review process, and any further studies would be at additional cost unless undertaken in house. The introduction of option 1 for a resident parking scheme is estimated to be \$120,000 and option 2 in the order of \$60,000. This cost would include the development production of appropriate permits for issuing to eligible residents, development of databases for management of permits and eligibility issues, installation of signs in the area. Also costs would be incurred for ongoing maintenance of signs and yearly permit production. The costs to Council can be reduced with the application of an appropriate fee structure for permits. It is envisaged that the fee structure would be considered as part of the Council's broader Parking Policy development.

Manager, Roads Traffic and Waste

