
Circulation
CAR SHARE POLICY

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**Car Share Policy**

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Car Share Policy

Purpose/Explanations

To encourage and support car sharing within the Mosman Local Government Area with a view to providing a balance between community expectations regarding parking accessibility and the allocation of appropriate costs and locations to support car share operators.

Scope

Applies to all car share operators operating in Mosman and all new applications for designated car share spaces in Mosman.

Definitions

Car Share Operator - a commercial company which facilitates the car share schemes, managing membership and all associated vehicle costs and responsibilities

Car Sharing - a system established such that an operator owns one or more vehicles that are available to members on a shared basis. Vehicles are located locally and are available on demand, on a pay-as-you-go basis.

Designated Car Share Space - a parking space, with line marking and signage, which indicates it is for a specific car share operator. They can either be on or off-street.

On-street Designated Car Space - a designated car share space which is located kerbside on the street and is marked for car share operators only.

Off-street Designated Car Space - a designated car share space which is located in a public car park rather than on the kerbside.

Non-Designated Car Share Vehicle (floating car) - a car share vehicle that is parked in an unmarked location.

Car Share Operator Requirements

Designated car share spaces will only be granted to legitimate car share operators. To qualify, the operator must:

1. Have, or be developing, a network of cars in locations that are accessible to all members. This includes at least one floating car and a minimum of 25 members within the Mosman LGA.
2. Ensure access to vehicles and bookings is 24 hours, 7 days a week. Operator must provide customer support upon request.
3. Allow at a minimum, any licensed driver, subject to reasonable creditworthiness and driving history checks.
4. Prohibit the routine long-duration reservation or exclusive use, of vehicle by any one nearby member, either individual or business.
5. Provide a detailed quarterly usage report, itemised by location, indicating number of bookings per month, average trip distance, and length of bookings. The report must also identify membership levels in Mosman and composition of membership between businesses and individuals.
6. Submit to an annual financial audit. The audit, which will remain commercial-in-confidence, must demonstrate to the satisfaction of the Council that the operator is financially sound, and capable of meeting obligations to members.
7. Not use any passenger vehicle with less than a 4-star rating in the Australian Green Vehicle Guide. In the case of other vehicle types, such as vans or utilities, an operator must demonstrate that the vehicle is a high environmental performer for its class.
8. Agree to abide by this Policy and to pay the associated fees to Council.

Location of Designated Car Share Spaces

When locating designated car share spaces, Council will generally limit these spaces to:
- Park and reserve frontages
- Council owned/managed properties including car parks
- The rear/side of private properties
- The front of multi-unit dwellings or in front of a residential property belonging to a car share member. At least 200m walking from all other designated car share spaces. This applies for all future designated car share spaces and doesn’t include designated car share spaces which were implemented prior to October 2016.

These spaces will be marked and sign posted to ensure no other vehicles use the car space. It will have generic car share labelling, and no reference to the specific Car Share Provider.

No designated car share space will be permitted in areas where parking meters operate.

Application, Assessment and Allocation of Designated Car Share Spaces

Application Process
1. The Car Share Operator is required to complete Council’s Car Share Application Form and pay the applicable fee. This fee is non-refundable and does not guarantee the approval of a designated car share space.
2. Council staff assess the application and make a determination and notify the Car Share Operator. This may involve public consultation and a report to Council’s Traffic Committee. Should there be significant opposition, the application will not be supported.

Allocation of a Designated Car Share Space if application is approved
- Upon approval an annual fee per designated car space will be required to be paid by the car share operator.
- A one-off fee for line marking and signposting is to be paid by the car share operator (included in the application fee).
- The designated car share space will be signposted and line marked by Council.
- The designated car share space will be assigned to the specific provider for a three year period. After this period the designated car share space is available for other approved car share providers (see below).

Three Year Period

In an attempt to ensure multiple car share providers are provided with an opportunity to expand within the Mosman LGA each designated car share space will be assigned to a provider for a three year period. After the three year period all eligible providers will be given the opportunity to apply for the available spaces. Allocation of these spaces will be based on a car share provider having at least one floating car and at least 25 members within the LGA.

Fees and Charges

The applicable fees are set out in Council’s Schedule of Fees and Charges in accordance with the Pricing Policy which is subject to annual review. Please refer to Council’s current Schedule of Fees and Charges for the applicable fees.
Car Share Policy

Compliance

Non-compliance by Car Share Operators of the responsibilities outlined in this policy may lead to the following consequences:
- Suspension of the operator's rights to use one or more of the Designated Car Share Spaces
- Suspension of processing of requests for new Designated Car Share Spaces and/or requests for renewal of parking permits
- Termination of the operator's agreement with Mosman Council and the removal of all car share spaces provided to the operator by Council.

Promotion and Education

Council will work with Car Share Operators to increase community awareness and understanding of car sharing. Where appropriate this promotion will also be included in Council's sustainable transport marketing and promotion activity.

Review

Every four years unless otherwise directed by Council or the Executive Team.

Contact

Enquiries should be directed to the Manager of Environment and Open Space

Amendments

<table>
<thead>
<tr>
<th>Date</th>
<th>Amendment</th>
<th>Reference</th>
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</table>

Page 3
EP/1                      TR/27 Military Road M30 Layover

Circulation
TITLE: Military Road - M30 Layover

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

On Military Road from Civic Lane down to the pedestrian crossing is a designated Bus Zone for the M30 buses between 6:00am and 10:00am, Monday to Friday. It is proposed to remove the M30 bus layover on Military Road as it is not currently being used.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that the existing M30 layover on Military Road be removed and 1 hour parking being installed.

Recommendation endorsed by Director Environment and Planning.

Can this item be resolved by the Committee: Yes

REPORT

The Metro M30 bus service started in 2010. At that time, a layover for Metro buses (Bus Zone) on Military Road, east of Civic Lane, was provided. The Military Road layover operates between 6:00am and 10:00am weekdays.

The layover was necessary when the M30 terminated at Spit Junction, but this has now changed. The M30 buses are now terminating at Taronga Zoo, and on-site observations in the last six months have confirmed that M30 buses did not use the layover on Military Road.

The redundant M30 layover on Military Road is taking up eight car parking spaces during AM peak hours that could be used for local businesses and people visiting the area.

From a parking management point of view, it is considered appropriate to convert the M30 layover on Military Road to 1 hour parking.

FINANCIAL IMPLICATIONS

Installation of parking signs can be financed from Council’s traffic facilities budget.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

There are no implications.
EP/2  Report from Mosman Council Traffic Committee Meeting
12 December 2018

Circulations
TRAFFIC COMMITTEE

The Traffic Committee met in the Council Chambers, Mosman Square on 12 December 2018 from 10:03am to 10:11am.

PRESENT

The Chairperson (Councillor D Cook) in the Chair, Ms Marilyn Mackenzie (representative of Felicity Wilson, MP), Ms Nina Fard and Mr Peter Carruthers (RMS), Sgt Wayne Sonter (Northshore LAC), Mr Egwin Herbert (STA), together with the Director Environment and Planning, Manager Engineering, Senior Traffic Engineer, Traffic Engineer, Road Safety Officer, Parking and Road Safety Officer, Administration Officer and Customer Support Engineering.

APOLOGIES

Councillor S Menzies

DISCLOSURES OF PECUNIARY INTERESTS

No disclosures of pecuniary interests were raised.

DISCLOSURES OF NON-PECUNIARY INTERESTS

No disclosures of non-pecuniary interests were raised.

Items RESOLVED pursuant to authority delegated to the Committee:

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>TR/25</td>
<td>No Right Turn from Avenue Road into Military Road</td>
</tr>
<tr>
<td>TR/26</td>
<td>Special Event Traffic Management – Harbour Street Party</td>
</tr>
<tr>
<td>TR/28</td>
<td>Thompson Street – Part Time Bus Stop Restriction</td>
</tr>
<tr>
<td>TR/29</td>
<td>King Max Street – Parking Modifications</td>
</tr>
</tbody>
</table>
TR/25 No Right Turn from Avenue Road into Military Road

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

Consideration of a proposal to ban right turns from Avenue Road into Military Road.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that:

1. The proposal to introduce a “No Right Turn” out of Avenue Road onto Military Road be advertised for community comment.

2. Subject to favourable community consultation, the proposal to introduce a No Right Turn from Avenue Road into Military Road in the form of a TMP be submitted to the RMS for its consideration and approval.

3. If significant objections are received the matter be referred to the next available Traffic Committee meeting.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Cook/Fard
That the Officer’s Recommendation be adopted.
CARRIED UNANIMOUSLY

BACKGROUND

On 6 March 2012, Council endorsed a “left in and left out – Buses Excepted” arrangement at the intersection of Avenue Road and Military Road, subject to Council preparing a Traffic Management Plan (TMP) to be submitted to Roads and Maritime Services (RMS) for approval. In addition to buses, cyclists would also be exempted from the right turn restrictions.

Council subsequently engaged a traffic consultant, Lambert & Reihn, to prepare a TMP which was released on 1 May 2012. It reviewed the implications of proposed modifications to the intersection between Avenue Road and Military Road, listed below:

- ‘No Right Turn’ from Avenue Road onto Military Road (Buses excepted)
- ‘No Right Turn’ from Military Road onto Avenue Road (Buses excepted)

The TMP concluded that the proposed modifications were feasible on the grounds that there would be no significant flow-on impacts to nearby intersections. Two ancillary actions were recommended to support the implementation of these right turn restrictions:
TR/25  No Right Turn from Avenue Road into Military Road
MOSPLAN REF:  TT.02
REPORT BY:  Manager Engineering

SUMMARY

Consideration of a proposal to ban right turns from Avenue Road into Military Road.

OFFICER'S RECOMMENDATION

The Manager Engineering recommends that:

1. The proposal to introduce a “No Right Turn” out of Avenue Road onto Military Road be advertised for community comment.
2. Subject to favourable community consultation, the proposal to introduce a No Right Turn from Avenue Road into Military Road in the form of a TMP be submitted to the RMS for its consideration and approval.
3. If significant objections are received the matter be referred to the next available Traffic Committee meeting.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Cook/Fard
That the Officer's Recommendation be adopted.
CARRIED UNANIMOUSLY

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- ‘No Right Turn’ from Military Road onto Avenue Road (Buses excepted)

The TMP concluded that the proposed modifications were feasible on the grounds that there would be no significant flow-on impacts to nearby intersections. Two ancillary actions were recommended to support the implementation of these right turn restrictions:
• Compare these conditions to those assessed in the 2012 TMP for the “Left-in Left-Out” proposal, and ascertain the relevancy of this former TMP to the current proposal (“No Right Turn – Buses Excepted” for Avenue Road onto Military Road only)
• Identify potential impacts and benefits of the proposal
• Recommend ongoing actions associated with the implementation of this proposal

Method of Investigation

As part of the investigation, the following tasks were completed:

• Traffic volume surveys of the Avenue Road/Military Road intersection on Wednesday 12 September 2018 and Tuesday 18 September 2018
• Queue length and vehicle delay surveys of the Avenue Road/Military Road intersection on Tuesday 12 September 2018 and Tuesday 18 September 2018
• Observations of the intersection operation during the critical peak periods

A comparative analysis was undertaken between the current survey findings and those used to prepare the TMP in 2012. To supplement the 2012 TMP conclusions, the current investigation also involved a desktop study of the potential impacts and benefits of the proposal, aided by on-site observations of the road network operation during peak periods.

Findings of the Investigation

Traffic Volumes

The traffic volumes during the AM and PM peak periods at the Avenue Road/Military Road intersection remain largely similar between 2012 and 2018, suggesting that the analysis of the TMP prepared in 2012 remains relevant. The total traffic travelling through the intersection was recorded as:

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Year 2012</th>
<th>Year 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM (7:45am - 8:45am)</td>
<td>1,445</td>
<td>1,365 - 1,395</td>
</tr>
<tr>
<td>PM (2:45pm - 3:45pm)</td>
<td>1,395</td>
<td>1,335 - 1,441</td>
</tr>
</tbody>
</table>

Queueing and Delays

In respect to current queuing on Avenue Road, the surveys indicated the following:

<table>
<thead>
<tr>
<th>Period of Worst Queuing</th>
<th>Average Queue</th>
<th>Maximum Queue</th>
<th>Distribution (LEFT:RIGHT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM (7:45am - 8:45am)</td>
<td>5 vehicles (30m)</td>
<td>10 vehicles (60m)</td>
<td>80:20</td>
</tr>
<tr>
<td>PM (2:45pm - 3:45pm)</td>
<td>7 vehicles (42m)</td>
<td>11 vehicles (68m)</td>
<td>80:20</td>
</tr>
</tbody>
</table>

From the above, queuing is more notable during the after-school PM period. With an average queue length of 42 metres, this has potential to delay vehicles turning right from Carney Lane, however on-site observation did not identify this as an issue with reasonable gaps still present for laneway traffic.
In respect to the worst observed queues of 60m, it is noted that this remains considerably clear of the Gladstone Avenue/Avenue Road intersection. In summary, the vehicle queuing in itself does not currently generate significant safety or operational issues.

The survey also identified delays for vehicles queuing on Avenue Road.

<table>
<thead>
<tr>
<th>Peak Period</th>
<th>Left Turn Delay (sec.) (from head of queue)</th>
<th>Right Turn Delay (sec.) (from head of queue)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AM (8:00am-8:00am)</td>
<td>16</td>
<td>27</td>
</tr>
<tr>
<td>PM Critical Peak (2:35pm-3:35pm)</td>
<td>193</td>
<td>210</td>
</tr>
<tr>
<td>PM Typical Peak (3:35pm-5:35pm)</td>
<td>14</td>
<td>24</td>
</tr>
</tbody>
</table>

Key findings of the delay survey included:

- There was an acute period of significant delays localised between 3:25pm to 3:35pm associated with school pickup and heavy traffic along Military Road.

- During this ‘critical’ period, delays for both left and right turning traffic from Avenue Road increased to over 3 minutes for the head of queue. As such, during the ‘critical’ period a right turn ban may have limited effect on easing traffic congestion, particularly given the smaller proportion (20%) of right turn movements from Avenue Road.

- After this ‘critical’ period, whilst still within the ‘typical’ peak period, delays for both turning movements from Avenue Road dropped significantly. As such, a high-level analysis indicates that the congestion-reduction benefits of restricting right turns from this intersection may not necessarily outweigh the increase of congestion that would result at the Belmont Road/Military Road intersection. Notwithstanding, a detailed road network modelling analysis would be required to confirm this. The approximate cost to complete this task is $20,000.

**Crash Analysis**

A crash analysis has been undertaken as part of this investigation, based on data available between 2013 and 2016. Validated crash data from 2017 to current is not available at this time.

At the Avenue Road/Military Road intersection, it was found that during this period, two crashes have occurred as a direct result of vehicles turning right from Avenue Road. These crashes have resulted in moderate and serious injuries in 2013 and 2015 respectively.

A similar crash review of the Belmont Road/Military Road was undertaken, which found that no crashes directly associated with right turns from Belmont Road have occurred between the period of 2013-2015.

This data, along with general observation, indicates that right turns from Belmont Road are generally safer than right turns from Avenue Road, which could be anticipated when comparing a signalised intersection to a give-way intersection.
Considerations of Rerouting Traffic

The following additional considerations have been made in respect to the potential impacts of rerouting traffic:

- The 2012 TMP indicated that queue lengths at the adjacent Belmont Road/Military Road intersection were already considerable during peak periods. There is a reasonable probability that the addition of rerouted right turning traffic from Avenue Road will compromise the effectiveness of the short left turn lane at this intersection if queues of right turning traffic frequently extend beyond the left turn lane. The impacts of this could result in a significant reduction in levels of service at this intersection.

- The 2012 TMP recommended that the installation of a children’s crossing along Gladstone Avenue may mitigate potential risks associated with increased traffic volumes adjacent to Mosman High School associated with redirected traffic. The TMP stated that the traffic and pedestrian volumes however did not meet the RMS warrants for a crossing. In our experience, RMS typically will not consider a crossing where warrants are not met. Should this proposal be accepted, it is necessary to consider alternative measures such as a raised threshold at Gladstone Avenue.

- The 2012 TMP highlights that heavy vehicles (3t and over) are not currently permitted to use Belmont Road (east of Gladstone Avenue). Consequently, the report recommends that the 3t restriction is relocated west of Gladstone Avenue to permit heavy vehicles to redirect from Avenue Road to Belmont Road if seeking to make a right turn onto Military Road. This proposal could be considered separately to the current proposal on the basis that heavy vehicles can currently be rerouted to Raglan Street via Carrington Street, and are not 100% reliant on this proposal.

Alternative Considerations to a Right Turn Ban from Avenue Road

Introduction of a right turn ban from Military Road onto Avenue Road has the potential to considerably reduce conflicts between pedestrians using the raised crossing on Avenue Road and traffic turning right onto Avenue Road, which has been raised as a concern and confirmed through observations made in this investigation.

A primary consideration to this alternative however, will be the potential impacts this could have on the Belmont Road/Military Road intersection, which would take up many of the redirected right turning movements. This could have a positive benefit in creating more gaps in Military Road traffic downstream; assisting vehicles turning right from Avenue Road; however the effects on through traffic for Military Road would need to be identified and managed.

Increasing visibility for vehicles turning right from Avenue Road onto Military Road could have a notable improvement on safety at this intersection. This could be achieved by extending the No Stopping zone by a further 6 metre south along Military Road (western side), resulting in the loss of one short term parking space.

Widening of Avenue Road at the intersection to introduce a short left turn lane adjacent to the right turn lane will ease traffic congestion on Avenue Road. It is noted however that RMS do not permit pedestrian crossings to extend over more than a single lane of traffic travelling in one direction, and are therefore not able to support this measure. To introduce this additional left turn lane at Avenue Road, a signalised intersection would be required to maintain safe pedestrian thoroughfare, however the close proximity to another signalised intersection (Belmont Road and Military Road) would likely preclude this as an acceptable
solution for RMS. Consequently, the introduction of a dedicated left turn lane at Avenue Road is not considered viable.

Conclusion & Recommendations

In summarising the findings of this investigation:

- The immediate benefits of implementing the right turn restriction at Avenue Road, strictly in the sense of traffic congestion, may be outweighed by increased congestion at the Belmont Road/Military Road intersection as a result of redirected traffic. A comprehensive road network model would be required to determine this.

- The crash history at Avenue Road/Military Road does indicate that the right turning traffic is a hazard. The volume of crashes does not suggest that this is an excessive hazard, however a no right turn control would likely improve road safety.

Based on the above findings, the following actions are recommended which are in line with the original recommendation:

- Council seek community feedback on the proposal to ban right turns from Avenue Road into Military Road

- If the general community response is supportive, Council can undertake further road network assessment in the form of traffic modelling and prepare an updated TMP to submit to RMS for its consideration

- If the general community response is not supportive, no further action be taken

This information has already been provided to all Councillors via a memorandum.

FINANCIAL IMPLICATIONS

Consultation will be undertaken by Council staff. The cost to prepare a Traffic Management Plan for Roads and Maritime Services approval will be in the order of $30,000.

BICYCLE STRATEGY IMPLICATIONS

There are no implications as cyclists will be exempted from the restriction.

ROAD SAFETY COMMENT

Due to redistribution of traffic through the Belmont Road/Gladstone Avenue intersection, consideration should be given to install a pedestrian facility at this intersection.
TR/26 Special Event Traffic Management - Harbour Street Party

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

Special event traffic management and closure of Harbour Street for a street party to be held on Sunday 10 February 2019.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that:

1. The application to conduct a street party in Harbour Street on Sunday 10 February 2019 be approved.

2. Harbour Street between Art Gallery Way and Belmont Road, be closed from 3:00pm to 6:00pm on Sunday 10 February 2019.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Cook/Sorret
That the Officer’s Recommendation be adopted
CARRIED UNANIMOUSLY

REPORT

An application has been received from a resident of Harbour Street to conduct the 31st annual street party in Harbour Street on Sunday 10 February 2019 between 3:00pm and 6:00pm. The application included a petition containing 28 signatures from residents of Harbour Street consenting to the street party and associated road closures in Harbour Street.

The street party will require the temporary closure of Harbour Street between Belmont Road and Art Gallery Way from 3:00pm to 6:00pm.

A Traffic Control Plan (TCP) for the proposed road closure is attached to the Members’ Business Papers. The TCP will be implemented by Council’s Rangers. The applicant has obtained approval from the NSW Police.

Harbour Street has held street parties in the past. Council supports small-scale street parties as it can help build a sense of community and address issues of social isolation.

Given the above, it is recommended that the application to conduct the annual Street Party in Harbour Street be supported.

The event and road closure will be advertised on Council’s website and Mosman Daily.
FINANCIAL IMPLICATIONS

The applicant is responsible for organising the street party. Council will supply signs and barricades for the road closure.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

Conducting a social event on a roadway carries certain risks but with thorough preparation and a common sense risk management approach, the risks can be mitigated to prevent injury to participants or damage to property. The event organisers have a responsibility to follow all reasonable directions given by Council, its staff or agents as well as any other authority such as the Local Area Command with regard to safety practices and procedures. In this regard the approved TCP must be implemented by an authorised person and the road closure must be maintained at all times. The event organisers are also expected to take reasonable responsibility for their own health and safety as well as the health and safety of others. A minimum of 100m clear area near the barriers must be maintained where no objects or people are to be present.

MEMBERS’ ATTACHMENTS

Circulations

- Traffic Control Plan (TCP)
TR/27 Military Road - M30 Layover
MOSPLAN REF: TT.02
REPORT BY: Manager Engineering

SUMMARY

On Military Road from Civic Lane down to the pedestrian crossing is a designated Bus Zone for the M30 buses between 6:00am and 10:00am, Monday to Friday. It is proposed to remove the M30 bus layover on Military Road as it is not currently being used.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that the existing M30 layover on Military Road be removed and 1 hour parking being installed.

Recommendation endorsed by Director Environment and Planning.

TRAFFIC COMMITTEE RECOMMENDATION

Motion Cook/Mackenzie
That the Committee notes the STA request to maintain this bus stop but this matter be deferred until the impacts on the Military Road shops is assessed. The matter be reported to the next available Traffic Committee.
CARRIED UNANIMOUSLY

REPORT

The Metro M30 bus service started in 2010. At that time, a layover for Metro buses (Bus Zone) on Military Road, east of Civic Lane, was provided. The Military Road layover operates between 6:00am and 10:00am weekdays.

The layover was necessary when the M30 terminated at Spit Junction, but this has now changed. The M30 buses are now terminating at Taronga Zoo, and on-site observations in the last six months have confirmed that M30 buses did not use the layover on Military Road.

The redundant M30 layover on Military Road is taking up eight car parking spaces during AM peak hours that could be used for local businesses and people visiting the area.

From a parking management point of view, it is considered appropriate to convert the M30 layover on Military Road to 1 hour parking.

FINANCIAL IMPLICATIONS

Installation of parking signs can be financed from Council’s traffic facilities budget.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.
ROAD SAFETY COMMENT

There are no implications.
TR/28  Thompson Street - Part Time Bus Stop Restrictions
MOSPLAN REF:  TT.02
REPORT BY:  Manager Engineering

SUMMARY
Alteration of an existing full time bus stop located outside 16 Thomson Street to a part time Bus Stop.

OFFICER'S RECOMMENDATION
The Manager Engineering recommends that the existing full time Bus Zone signs located outside number 16 Thompson Street be altered to “Bus Zone, 6:30am-10:00am, 3:00pm-7:00pm, Mon-Fri”.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Cook/Fard
That the Officer's Recommendation be adopted.
CARRIED UNANIMOUSLY

REPORT
Council has received a request from a local resident to restrict the hours of a full-time bus stop located outside 16 Thompson Street, to those times reflected in the existing bus time table. The location of the Bus Zone is shown.

Following consultation with the State Transit Authority (STA), a part-time ‘Bus Zone, 6:30am-10:00am, 3:00pm-7:00pm, Monday-Friday” restriction would be acceptable.
Outside the above nominated periods parking will be unrestricted. No community consultation was undertaken for the proposed change of bus zone timing as it has no negative impact on parking on Thomson Street.

FINANCIAL IMPLICATIONS

Signage will fall within the Signage and Line Marking Budget.

BICYCLE STRATEGY IMPLICATIONS

There are no implications.

ROAD SAFETY COMMENT

There are no road safety implications.
TR/29 King Max Street - Parking Modifications

MOSPLAN REF: TT.02

REPORT BY: Manager Engineering

SUMMARY

Proposal to implement No Stopping restrictions (continuous yellow line marking) along limited sections of King Max Street, and to install white line markings to delineate specific driveways.

OFFICER’S RECOMMENDATION

The Manager Engineering recommends that the No Stopping restrictions and driveway line markings, as shown on the attached plan, be installed on King Max Street.

Recommendation endorsed by Director Environment and Planning.

RESOLVED BY THE COMMITTEE UNDER DELEGATED AUTHORITY

Motion Cook/Mackenzie
That the Officer’s Recommendation be adopted.
CARRIED UNANIMOUSLY

REPORT

Council has consistently received submissions from residents living on King Max Street relating to concerns over:

- High volumes of through-traffic travelling at speed;
- Two-way passing opportunities; and
- Visibility at property egress points of the high-density residential properties located along King Max Street.

One of the suggested options was to remove parking on one side of King Max Street.

Council investigated the above concerns and the removal of parking on King Max Street. It was identified that parking is often under high demand on King Max Street, and residents were generally reluctant to relinquish parking on their side of the road.

In May-June 2018, parking on King Max Street was temporarily removed as part of the traffic management plan for the Mosman Junction roundabout works. The removal of parking was requested by Sydney Buses. At that time, Council undertook speed surveys, and found that average traffic speeds along King Max Street increased notably.

Based on the above, the installation of permanent No Stopping restriction along the full length of King Max Street was not considered.

Council prepared an alternative on-street parking management plan which proposes No Stopping restrictions along limited sections of King Max Street as shown on the attached plan.
Additionally, white transverse line marking is proposed to delineate a number of driveways on King Max Street.

Some key features of the parking modification proposal are:

- On-street parking loss is limited to 4 spaces;
- Avoids an increase in average vehicle speeds that is observed when large volumes of parking are removed;
- Improves two-way passing opportunities at the northern and southern end of King Max Street;
- Improves visibility at driveways.

In September 2018, Council submitted the proposal to the King Max Street residents for feedback. The residents' response was largely supportive with 70% of responses in favour of the proposal. Of the residents who did not support the proposal, the reasons given were generally relating to concerns over reduced parking.

A notable amount of residents supported the proposal, but also requested that No Stopping is also applied to the section of kerb south of the driveway, serving the high-density residential building at No. 67 Bradleys Head Road (located on King Max Street), citing concerns over limited visibility.

The implementation of the above request would result in the loss of one additional on-street parking space; however, it will create a two-way passing section along the middle segment of King Max Street, and improve visibility at the driveway serving 67 Bradleys Head Road.

Given that No 67 Bradleys Head Road is one of the main traffic generating developments on King Max Street, and that visibility at this driveway is recognised as being limited, this request is considered reasonable.

**FINANCIAL IMPLICATIONS**

Line marking works will fall within the Signage and Line Marking Budget.

**BICYCLE STRATEGY IMPLICATIONS**

King Max Street comprises part of a north-south cycling corridor. Notwithstanding, this proposal will not have any implications on the Bicycle Strategy.

**ROAD SAFETY COMMENT**

The improvement to driveway visibility of the two largest traffic generating properties on King Max Street is anticipated to improve road safety.

**MEMBERS’ ATTACHMENTS**

- Circulations
  - Parking Diagram