

# Bonny Hills Progress Association

## Review of the 2006 PMHC Bonny Hills Local Area Traffic Management Plan

### DRAFT

In 2006 PMHC resolved to investigate the provision of traffic calming measures along Ocean Drive through Bonny Hills. The project included the development of a local area traffic management scheme (LATM) in consultation with the community of Bonny Hills, as recommended by SMEC who had been commissioned by Council in 2005 to investigate the possibility of a by-pass for Bonny Hills.

Following discussions with Council, the Bonny Hills Progress Association (BHPA) has undertaken a review of the LATM to ensure that changes in community expectations and requirements are reflected in the LATM. Some components of the 2006 LATM have already been delivered and others are viewed as being in need of additional consideration, consultation and discussion, especially in regard to their relative priorities.

The construction of a by-pass, even in the longer term, is now considered unlikely and is not on Council's agenda and those items that relied on the by-pass being constructed are in need of reconsideration.

### Priorities

Short Term: In this review the BHPA suggests that items listed as "Short Term" have a high priority and need to be funded and delivered within 2 years given that they need to be included in Council's budget process.

Where possible, items that involve minimal expense (such as linemarking, signage and removal of vegetation) should be undertaken as soon as possible.

Medium Term: Items listed would be expected to be funded and delivered within 5 years.

Long Term: Items listed would be expected to be funded and delivered within 10 years given that the BHPA recognises that building the Bypass is not foreseeable.

*The text boxes on the right of this document are copied from the 2006 LATM maps to provide a comparison with what was proposed, what has been completed, what items are outstanding and what priorities have changed.*

### Section 1: Northern approach to Bonny Hills, Seawind Chase to Beach Street (North)

#### Short Term

1.1 Extend cycle lane from the end of new road works on the "Kookaburra Bend" to Seawind Chase (*this item has a high priority*)

1.2 Create safe pedestrian/cycle access to the new primary school (due to open 1<sup>st</sup> term 2015)

1.3 Repaint line markings (*and include edges for better visibility in adverse weather conditions*)

#### Medium Term

1.4 Construct crossing facility at Seawind Chase

1.5 Extend cycle lane from Seawind Chase to Beach Street (North)

#### **SEAWIND CHASE TO BEACH STREET (NORTH)**

##### **SHORT TERM**

- Entry Threshold and Locality sign west of Seawind Chase
- Upgrade Linemarking where required
- Reduce speed limit from 80km/h to 70km/h & 50km/h as shown

##### **LONG TERM** -(Shown in green)

- Construct footpath / Cycleway from proposed Pedestrian Crossing at Seawind Chase to the existing footpath on the southern side of Beach St (North)
- Pedestrian crossing at Seawind Chase

## Long Term

- 1.6 Construct footpath from Seawind Chase to Beach St (North)
- 1.7 Street light at the corner of Ocean Drive and Bonnyview Drive
- 1.8 Erect locality signs at both north and south extremities of Bonny Hills as part of Council's destination signage programme

## What has happened since 2006?

- ◇ Entry threshold west of Seawind Chase was constructed. Road narrowing was repeatedly damaged and considered very unpopular. The threshold has been removed.
- ◇ Linemarkings have been regularly repainted although not upgraded to include edges.
- ◇ Speed zones changed although now 70kph from 100m north of McGilvray Road not 50kph as indicated in map.

## **Section 2: Beach Street (North) to McGilvray Road**

### Short Term

- 2.1 Increase visibility of pedestrian refuge near Tavern
- 2.2 Repaint line markings
- 2.3 Improve footpath lighting from Bonny Hills Tavern to McGilvray Road

### Medium Term

- 2.4 Bus stop at nursery (investigate location/access/safety)
- 2.5 Road widening to create cycle lane from Beach Street (North) to McGilvray Road
- 2.6 Construct concrete dish drain/ edging where required

<b>BEACH STREET (NORTH) TO MCGILVRAY ROAD</b>
<b>SHORT TERM</b>
-Upgrade Linemarking where required
-Increase visibility of Pedestrian Refuge Facility
-Relocate bus stop to promote use of pedestrian refuge
-Bollards and Chain at Beach St Intersection
-Improve lighting south of Tavern
-Reduce speed from 80km/h to 50km/h
<b>LONG TERM</b>
-Construct Concrete Dish Drain / Edging where required

## What has happened since 2006?

- ◇ Speed limit has been reduced to 70kph
- ◇ Linemarkings have been regularly repainted although not upgraded

### **Section 3: McGilvray Road to Beach Street (South)**

#### Short Term

3.1 Construct footpath on Ocean Drive from either Panorama Drive to the Top Shop or Rodley Street to bus stop opposite Top Shop

3.2 Keep vegetation trimmed at Beach Street (south)/ Ocean Drive intersection to improve visibility and pedestrian access

#### Medium Term

3.3 Pedestrian refuge between Rodley Street and Panorama Drive

3.4 Pedestrian refuge between Beach Street and Suters Street

#### Long Term

3.5 Widen pavement to provide safer driving conditions

3.6 Cycle lane from McGilvray Road to Beach Street (South)

#### What has happened since 2006?

- ◇ Linemarking has been upgraded
- ◇ Bus Stop has been relocated and indented bus bay has been provided
- ◇ Roundabouts at Ocean Drive / McGilvray and Ocean Drive / Thompson Place not seen as necessary

#### **MCGILVRAY ROAD TO BEACH STREET (SOUTH)**

##### **SHORT TERM**

- Upgrade Linemarking (Double centre / broken lines & edge lines)
- Relocate Bus Stop on western side of Panorama Drive (North) & provide indented bus bay
- Pedestrian Refuge in between Rodley St & Panorama Drive including relocation of bus stop sign (Subject to Detailed Design)
- Pedestrian Refuge on western side of Beach Street
- Lighting at Intersection of McGilvray Road & along dark section of footpath to Tavern
- Splitter Island at Panorama Drive Intersection
- Stop sign & extra linemarking at Beach St (South)

##### **LONG TERM - (Shown in green)**

- Widen Pavement to provide safer driving conditions
- Construct Kerb & Gutter / Edging where required
- Roundabout at Intersection of McGilvray, Thompson & Ocean Drive (Subject to future development of 'Carnegie Cove')
- Footpath connections to Beach St pedestrian refuge & bus stop (subject to detailed investigation and design)

### **Section 4: Beach Street (South) to Graham Street**

#### Short Term

4.1 Consider relocating stop/give way sign at Beach St corner (to improve visibility for traffic exiting Beach St)

4.2 Improve maintenance of existing crossing facility including quality of pavement (for vehicles and cyclists), painting of crossing facility and reflective signs.

4.3 Improve lighting at existing crossing facility as the crossing is dark when the shop is closed

#### Long Term

4.4 Widen pavement to provide safer driving conditions, construct kerb and gutter where required

#### What has happened since 2006?

- ◇ Linemarking has been upgraded
- ◇ Pedestrian crossing facility has been constructed with pathway links to shop and beach
- ◇ Parking viewing area has been constructed
- ◇ Guard rail has been constructed to protect Caravan Park

#### **BEACH STREET TO GRAHAM STREET**

##### **SHORT TERM**

- Upgrade Linemarking (Double centre lines & edge lines)
- Pedestrian refuge & Cycloway / Pathway Links
- Widen Pavement to provide safer driving conditions
- Provide Parking / Viewing area on North side of road
- Construct Kerb & Gutter / Edging where required
- Improve Lighting as required
- Guard Rail where required to protect Caravan Park

## Section 5: Graham Street to Binbilla Drive

### Short Term

5.1 Cover ditch on western side of Ocean Drive opposite caravan park and provide informal pathway from Bunbilla Drive to Community Hall Reserve

5.2 Linemarking which has been removed due to roadworks needs to be repainted

### Medium Term

5.3 Investigate provision of street lighting between caravan park entrance and Binbilla Drive

5.4 Investigate crossing facility and traffic calming in vicinity of caravan park entrance and bus stop

5.5 Footpath from crossing facility to Graham Street

### Long Term

5.6 Upgrade road to full urban grade including cycle lane and kerb and gutter

### **GRAHAM STREET TO BINBILLA DRIVE**

#### **SHORT TERM**

- Upgrade Linemarking (Double centre lines & edge lines)
- Pedestrian Refuge & Traffic Calming South of caravan park entrance.
- Footpath on Western side of Ocean Drive from pedestrian refuge to Graham St.
- Pedestrian Refuge & Traffic Calming North of Johnstone St.
- Footpath / Cycleway link between Refuge & reserve on Binbilla drive.

#### **LONG TERM - (Shown in green)**

- Upgrade Road to Full Urban Grade including Kerb & Gutter & Drainage

## Section 6: Binbilla Drive to Panorama Drive (South)

### Short Term

6.1 Investigate crossing facility between Post Office / Real Estate complex and Bonny Hills Plaza. The proposed facility south of Bartlett Street will not be utilised by the majority of residents

6.2 Upgrade linemarking to remove confusing markings between Bartlett St and Elizabeth St

### Medium Term

6.3 Investigate crossing facility north of Third Ave / Panorama Drive near bus stops

### Long Term

6.4 Construct kerb and gutter where required

### What has happened since 2006?

- ◇ The relocation of the bus shelter to the south side of Third Ave is unlikely due to the provision of a new bus shelter at the existing location
- ◇ The crossing facility (refuge) proposed between Bartlett St and Elizabeth St will not serve any useful purpose

### **BINBILLA DRIVE TO PANORAMA DRIVE (SOUTH)**

#### **SHORT TERM**

- Upgrade Linemarking (Double centre lines & edge lines)
- Pedestrian refuge between Bartlett St & Elizabeth St
- Pedestrian refuge south of Panorama Drive intersection
- Relocate bus bay to south side of Third Avenue

#### **LONG TERM - (Shown in green)**

- Construct Kerb & Gutter where required.

## Section 7: Panorama Drive (South) to South of Seaview Street

### Short Term

7.1 Investigate provision of alternate signs to the existing “Stop” signs at Panorama Drive and Third Ave. Eg. “Give Way” or “No Right Turn”

7.2 Investigate the provision of a roundabout at the intersection

7.3 Investigate the vegetation at #845 Ocean Drive as the hedge and other plants (possibly on Council land) provide a visual block for drivers exiting Panorama Drive

### Medium Term

7.4 Widen pavement and construct kerb and gutter

### Long Term

7.5 Cycleway/footpath south of Seaview Street to Grants Beach access road

### What has happened since 2006?

- ◇ Drainage has been improved at the intersection and the pavement rebuilt.
- ◇ Additional storm water and water works planned for the intersection.

### **PANORAMA DR (SOUTH) TO SOUTH OF SEAVIEW STREET**

#### **SHORT TERM**

- Upgrade Linemarking (Double centre lines & edge lines)
- Install Stop Signs & Splitter Islands at Panorama Dr & Third Ave Intersections
- Possibly lower ground level of south western corner of Panorama Drive Intersection (Subject to existing services in vicinity)
- Bonny Hills locality sign & visual threshold south of Development

#### **LONG TERM - (Shown in green)**

- Install Roundabout (Subject to Bypass)
- Widen Pavement & construct Kerb & Gutter
- Cycleway / Footpath south of Seaview Street to Grants Beach access road