

Woollahra Traffic Committee

Agenda: *Woollahra Local Traffic Committee*

Date: *Tuesday 6 May 2008*

Time: *10.00am*



6 May 2008

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor, Councillor G Rundle
All Councillors

Dear Sir/Madam

Woollahra Local Traffic Committee Meeting – 6 May 2008
Meeting No 04/08

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Local Traffic Committee** to be held in the **Committee Room, Council Chambers, Double Bay, on Tuesday 6 May 2008, at 10.00am.**

Warwick Hatton
Director – Technical Services

Item No: Y1 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **PARKING RESTRICTIONS CHANGES**
Author: Frank Rotta – Traffic Engineer
File No: (Refer to Table 1)
Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Recommendation:

A. That the recommendations of Item Y1-1 to Y1-7 contained in Annexure 1 be adopted.

Reason for Change:

Refer to Table 1 in **Annexure 1**.

Identification of Income & Expenditure:

Refer to Table 1 in **Annexure 1**.

Annexures:

1. Table 1: Parking restriction changes.
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- | | |
|-------|--|
| Y1-1a | Locality Map – Victoria Road, Bellevue Hill |
| Y1-1b | Photographs – Victoria Road, Bellevue Hill |
| Y1-2a | Locality Map – Bayview Hill Road & Tivoli Avenue, Rose Bay |
| Y1-2b | Photographs – Bayview Hill Road & Tivoli Avenue, Rose Bay |
| Y1-3a | Locality Map – Bayview Hill Road, Rose Bay |
| Y1-3b | Photographs – Bayview Hill Road, Rose Bay |
| Y1-4a | Locality Map – William Street, Double Bay |
| Y1-4b | Photographs – William Street, Double Bay |
| Y1-5a | Locality Map – Mona Lane, Darling Point |
| Y1-5b | Photographs – Mona Lane, Darling Point |
| Y1-6a | Locality Map – Thornton Street, Darling Point |
| Y1-6b | Photographs – Thornton Street, Darling Point |
| Y1-7a | Locality Map – Paddington Lane, Paddington |
| Y1-7b | Photographs – Paddington Lane, Paddington |
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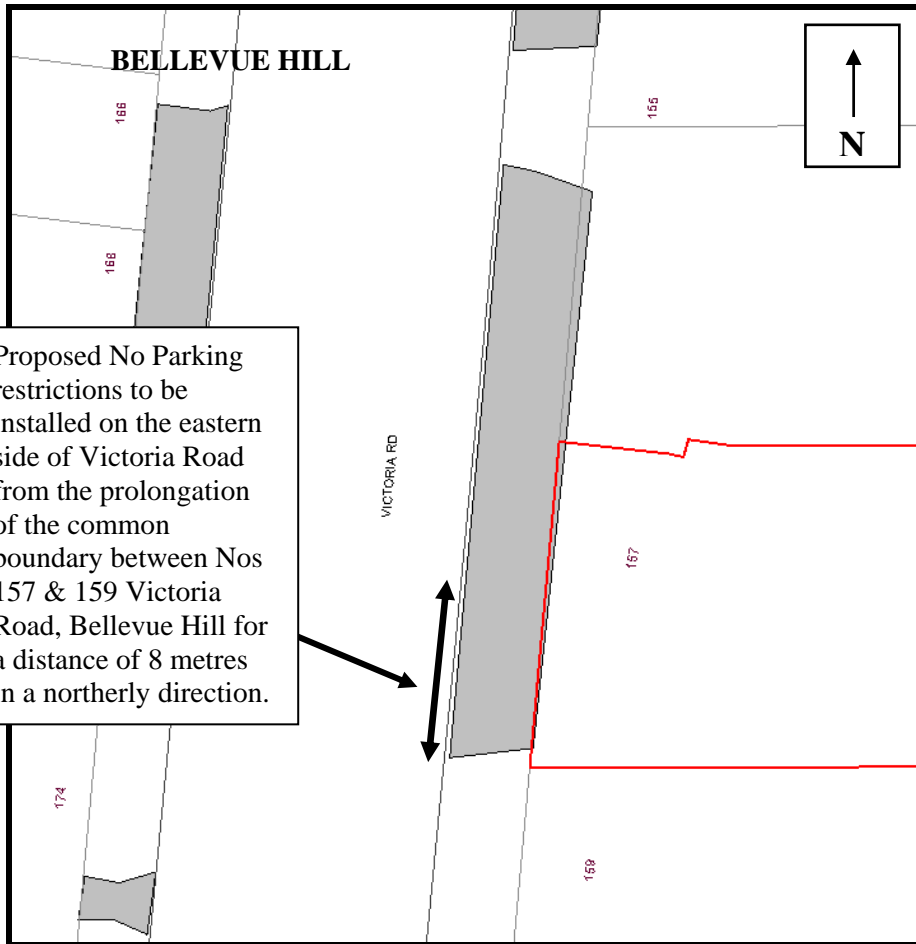
Annexure 1

Table 1: Parking Restriction Changes

Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-1	Victoria Road, Bellevue Hill - Request for parking restrictions to provide unhindered access to property.	T470.	1. That No Parking restrictions be installed on the eastern side of Victoria Road from the prolongation of the common boundary between Nos 157 & 159 Victoria Road, Bellevue Hill for a distance of 8 metres in a northerly direction.	<ul style="list-style-type: none"> • A resident of No.157 Victoria Road, Bellevue Hill has informed Council that vehicles continually park on the southern side of the driveway crossing servicing No.157 Victoria Road and partially block access to the site. • An inspection of the site noted that there is approximately 8.4 metres of kerb between the driveway and the next driveway to the south. • Due to the narrow entrance to the southernmost garage at No.157 Victoria Rd (2.3m) and the angle of the garages to the street, even a minor encroachment across the southern section of this driveway makes access to the garage extremely difficult as can be seen from the attached photos. • A No Parking zone across the southernmost driveways to No.155 Victoria Road and extending 1 metre south of the driveway to No.157 Victoria Road and extending in a northerly direction for 8 metres, would improve the vehicular access situation at this location. • As there are 8.4 metres of kerb between the driveways to Nos 157 & 159 Victoria Rd, 2 vehicles always try to park at this location. Due to the physical constraints with the garage as described above, this No Parking zone is required to provide reasonable vehicular access to this garage. • A locality map and photographs are attached as an Annexure. 	•Nil	•No Parking.	Council's Block Grant for Traffic Facilities.

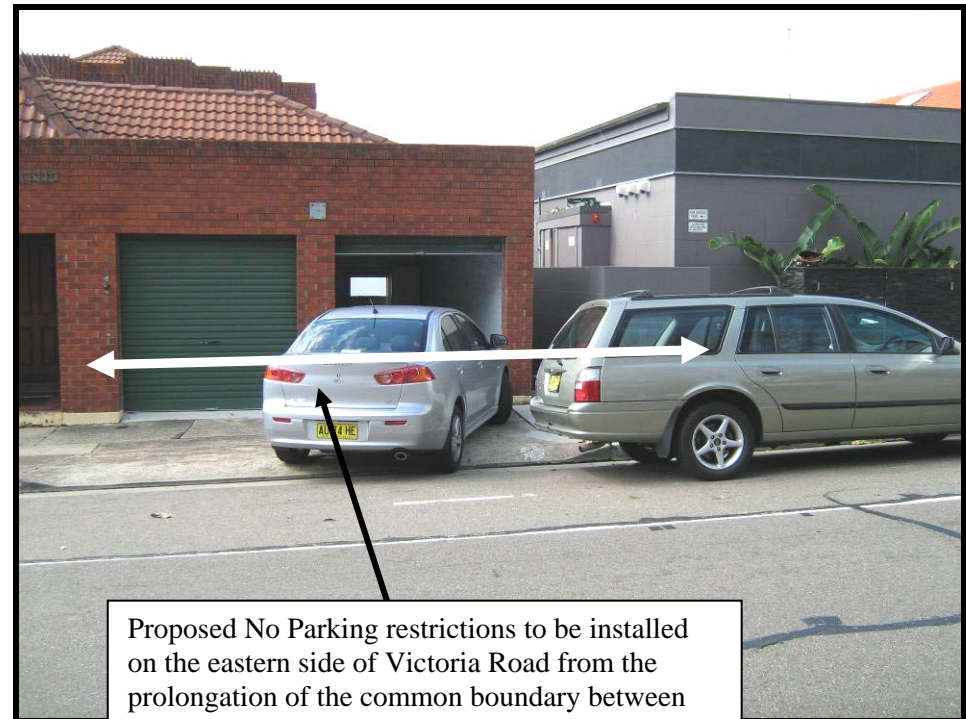
Annexure Y1-1a

Locality Map – Victoria Road, Bellevue Hill



Proposed No Parking restrictions to be installed on the eastern side of Victoria Road from the prolongation of the common boundary between Nos 157 & 159 Victoria Road, Bellevue Hill for a distance of 8 metres in a northerly direction.

Annexure Y1-1b



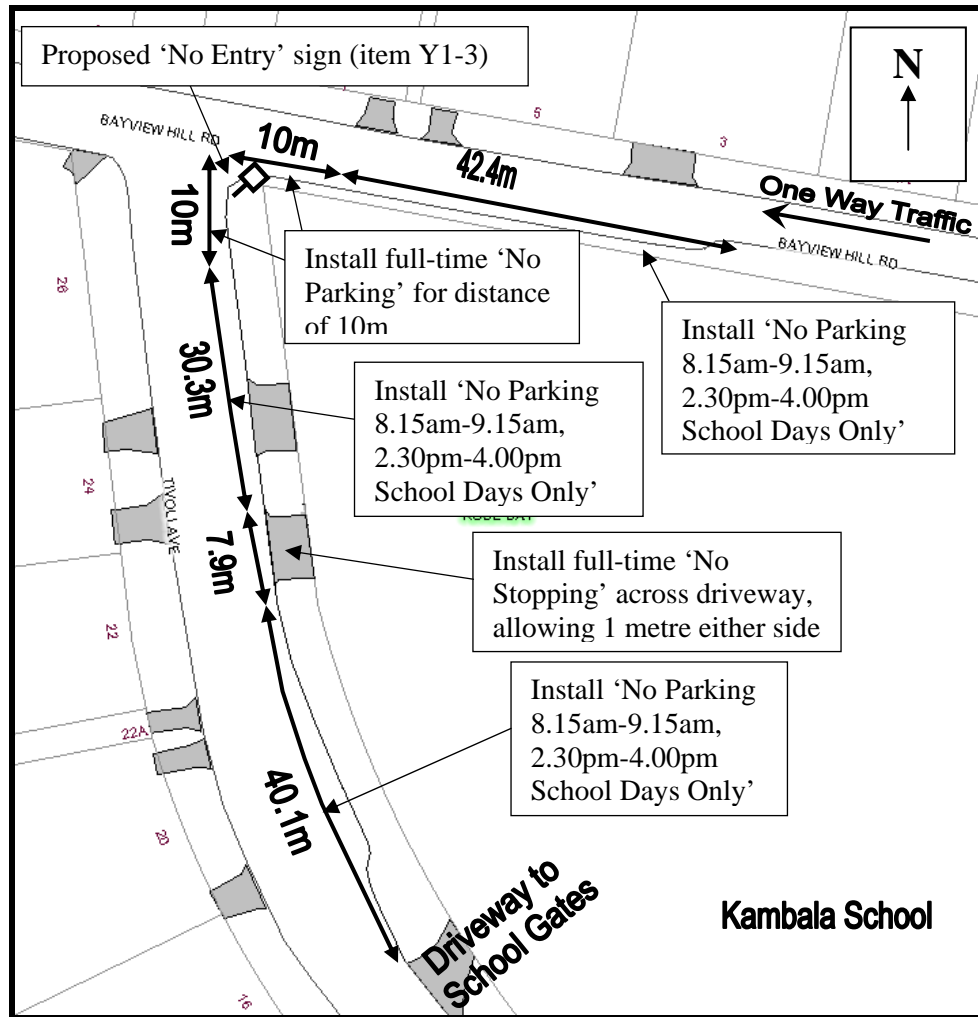
Proposed No Parking restrictions to be installed on the eastern side of Victoria Road from the prolongation of the common boundary between Nos 157 & 159 Victoria Road, Bellevue Hill for a distance of 8 metres in a northerly direction.

Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-2	<p>Bayview Hill Road and Tivoli Avenue, Rose Bay - Request to reinstate parking restrictions following completion of construction works.</p> <p>Restrictions facilitate pick up and drop off areas fronting Kambala School, and allows access for servicing vehicles.</p>	T24 & T450	<ol style="list-style-type: none"> 1. That “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” be installed in Bayview Hill Road, fronting Kambala School, from the existing sign located 52.4 metres from the prolongation of the eastern kerbline in Tivoli Avenue for 42.4 metres in a westerly direction towards Tivoli Avenue. 2. That full time “No Parking” be installed in Bayview Hill Road, fronting Kambala School, for 10 metres to the Tivoli Avenue intersection, and continuing into Tivoli Avenue for another 10 metres in a southerly direction. 3. That “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” be installed in Tivoli Avenue, fronting Kambala School, from immediately south of Recommendation 2, for 30.3 metres in a southerly direction. 4. That 7.9 metres of full time “No Stopping” be installed in Tivoli Avenue centrally in front of the ‘exit’ driveway for service vehicles to Kambala School. 	<ul style="list-style-type: none"> • Changes to parking restrictions were made to this area during construction works at Kambala School. With completion of the works, the signage is now being reviewed. • The provision of “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” in Recommendations 1, 3 and 5, facilitates queuing of vehicles for student drop and pickup at Kambala School. • The provision of full time “No Parking” in Recommendation 2 is to prevent vehicles parking in this location which has safety concerns due to the steep grade down Bayview Hill Road, and possible sight obstructions around the bend. • The provision of “No Stopping” in Recommendation 4 facilitates access for waste collection vehicles that reverse into the drive for waste removal operations. • A locality map and photographs are attached as an Annexure. 	<ul style="list-style-type: none"> • “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” There is 1 sign in Bayview Hill Road to open the zone, but no closing sign. 	<ul style="list-style-type: none"> • “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” • “No Parking” for the 10 metres from the intersection in both directions • “No Stopping” across the exit driveway to servicing area 	Council’s Block Grant for Traffic Facilities.

Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
			<p>This is the southernmost of the 2 service driveways, and immediately south of Recommendation 3.</p> <p>5. That “No Parking 8.15am-9.15am, 2.30pm-4.30pm School Days Only” be installed in Tivoli Avenue, fronting Kambala School, from immediately south of Recommendation 4, for 40.1 metres in a southerly direction, finishing at the next driveway to the school gates.</p>				

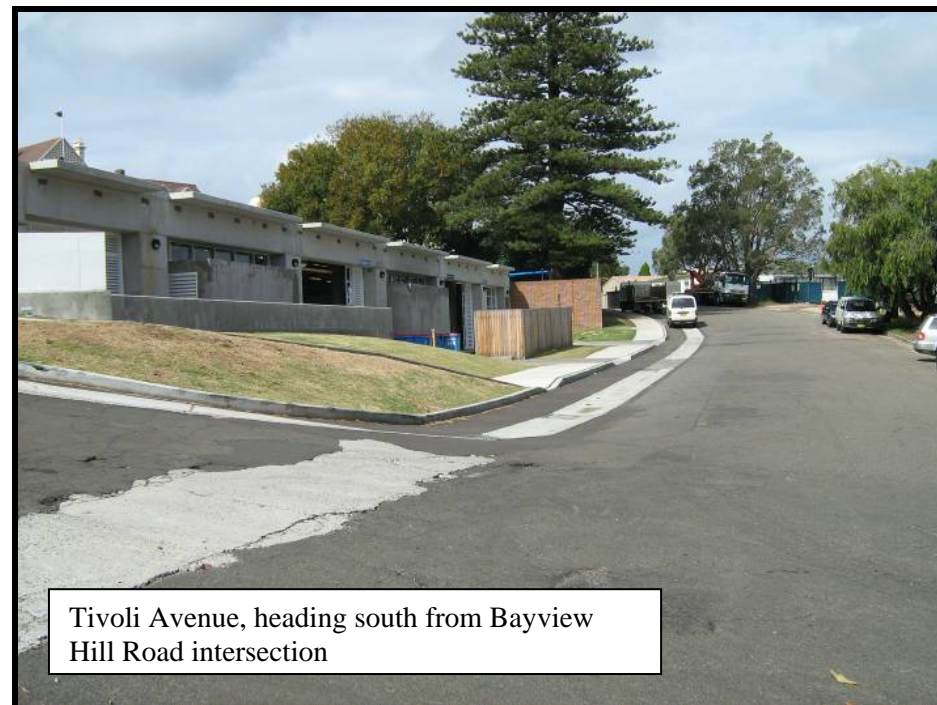
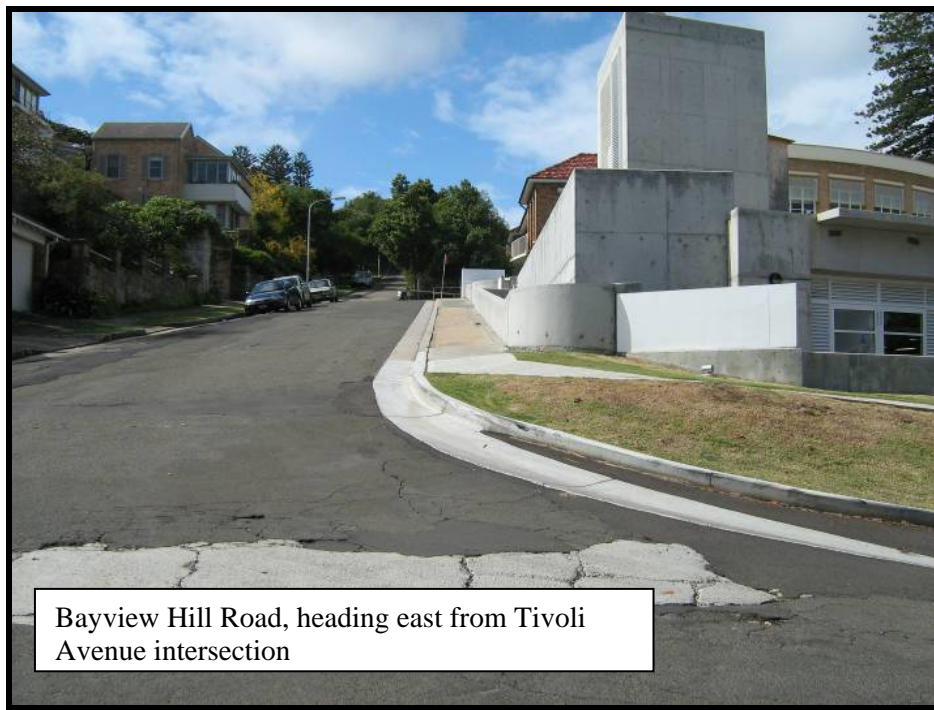
Annexure Y1-2a

Locality Map – Bayview Hill Road & Tivoli Avenue, Rose Bay



Annexure Y1-2b

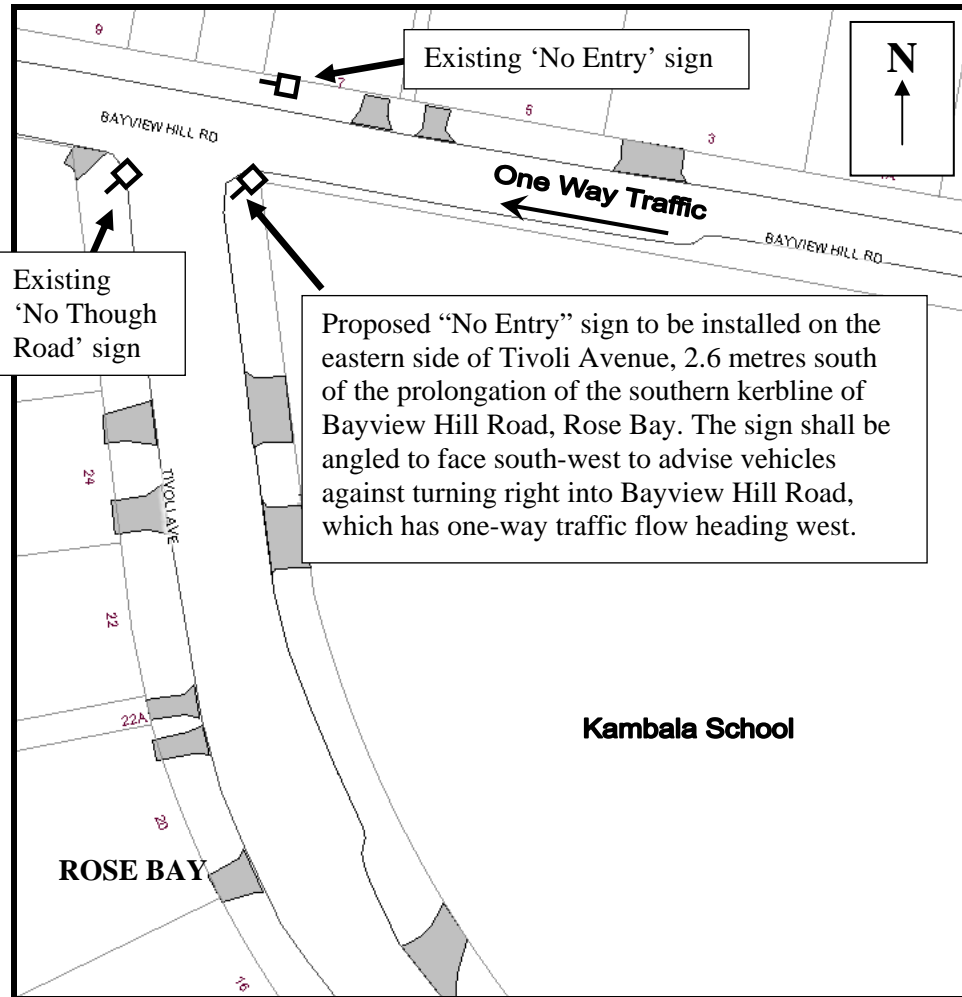
Site Photos – Bayview Hill Road and Tivoli Road, Rose Bay



Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-3	Bayview Hill Road, Rose Bay - Request to install "No Entry" sign in Tivoli Avenue to advise vehicles against turning right into Bayview Hill Road.	T24	1. That a "No Entry" sign be installed on the eastern side of Tivoli Avenue, 2.6 metres south of the prolongation of the southern kerbline of Bayview Hill Road, Rose Bay. The sign shall be angled to face south-west to advise motorists against turning right into Bayview Hill Road, which has one-way west traffic flow.	<ul style="list-style-type: none"> ▪ The Property Manager of Kambala School has advised that signage in Bayview Hill Road is inadequate to advise drivers of the one way directional traffic flow. Parents from Kambala School have reported a number of conflicts with vehicles driving the wrong way up Bayview Hill Road. ▪ A site inspection revealed that there is no sign facing vehicles in Tivoli Avenue wishing turn into Bayview Hill Road, and that signage is warranted to provide clearer instruction to drivers. ▪ The existing "No Entry" sign on the northern side of Bayview Hill Road is valid and should remain. However this sign faces drivers already in Bayview Hill Road heading up-hill from the western stub section, and is not visible from Tivoli Avenue. ▪ A locality map and photographs are attached as an Annexure. 	• Nil	• No Entry	Council's Block Grant for Traffic Facilities

Annexure Y1-3a

Locality Map – Bayview Hill Road, Rose Bay



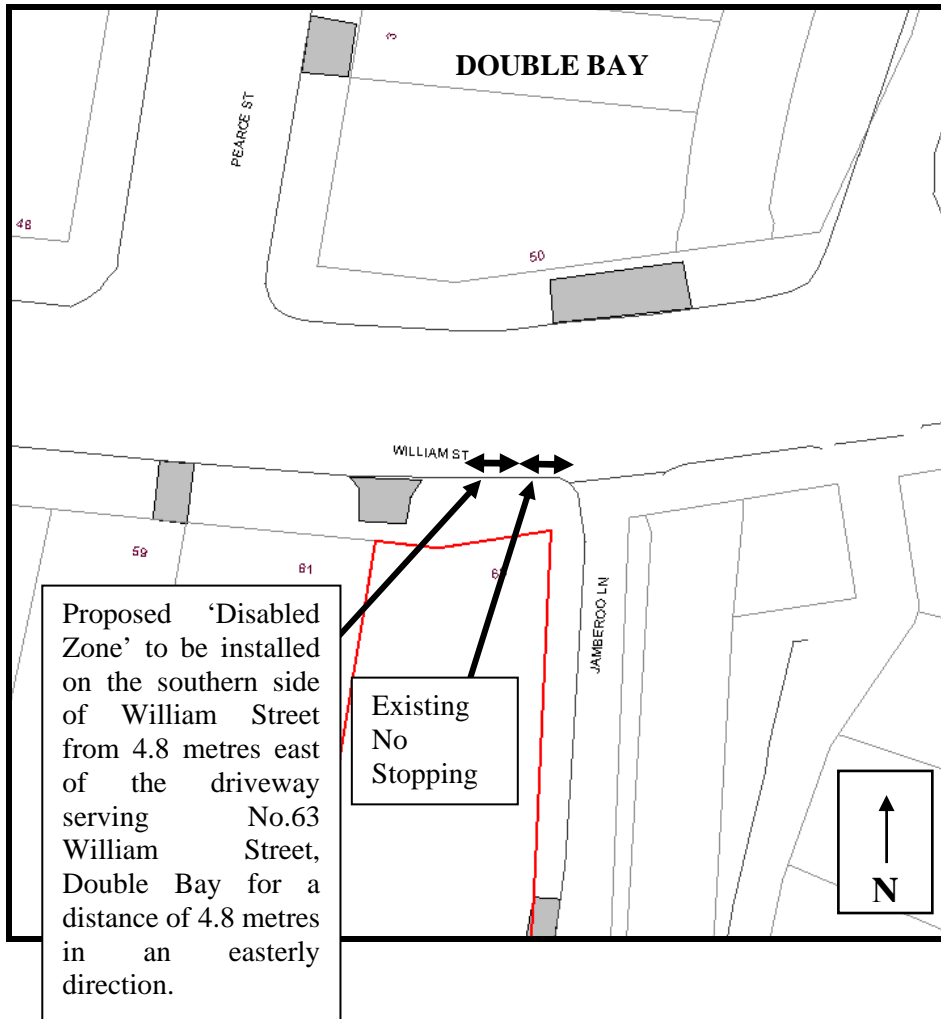
Annexure Y1-3b



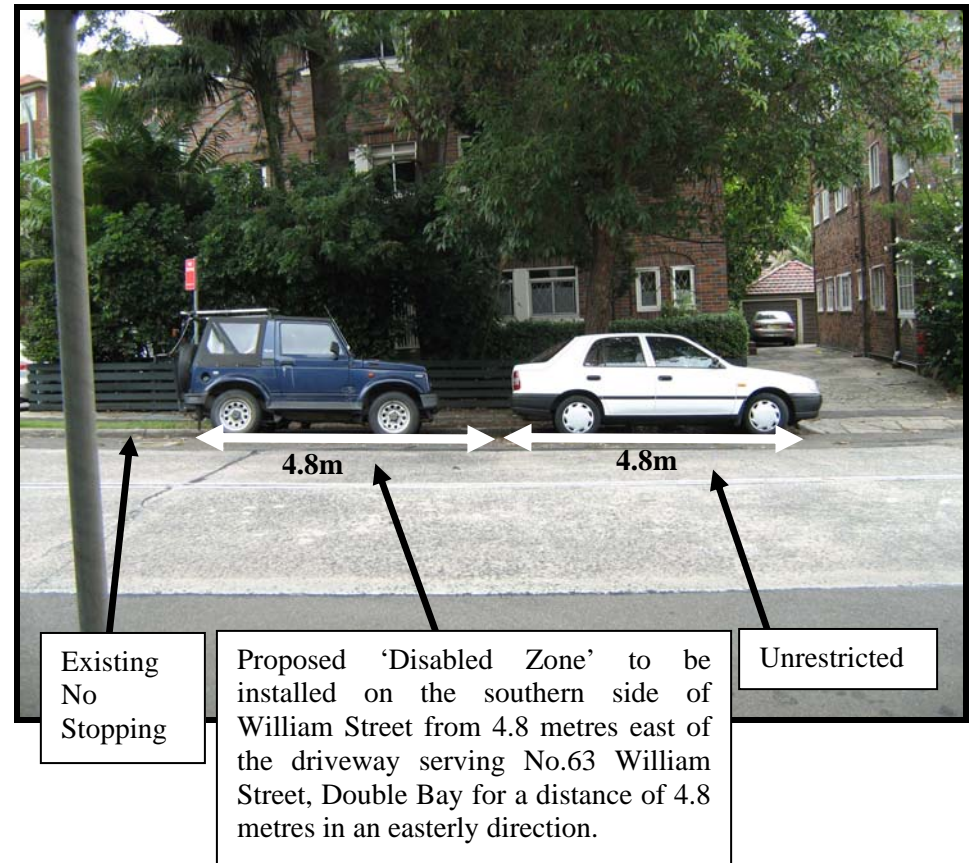
Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-4	William Street, Double Bay. Request for a Disabled Zone.	T497	<ol style="list-style-type: none"> 1. That a 'Disabled Zone' be installed on the southern side of William Street from 4.8 metres east of the driveway serving No.63 William Street, Double Bay for a distance of 4.8 metres in an easterly direction. 2. That the applicant be advised of Council's Procedure and conditions for Disabled Parking zones, including the requirement to renew these zones annually. 	<ul style="list-style-type: none"> ▪ Council has received an application for a Disabled Zone on the southern side of William Street east of the driveway to No.63 William Street, Double Bay. ▪ As the request falls in a Residents Parking Area, Council's Guidelines for these zones normally requires the provision of an additional Residents Parking space rather than a Disabled Parking Zone. The policy also gives Council discretion to approve these zones at such locations in extenuating circumstances. ▪ The applicant has sent a letter from her doctor indicating that as she is wheelchair bound, she needs to park in close proximity to her property. A site inspection indicates that her parking options are reduced as she cannot access resident parking spaces further down William Street or across the road in Pearce Street with her wheel chair. The situation is exacerbated due to her shift work and odd hours of requiring parking. ▪ There are 2 unrestricted car spaces on the southern side of William St just east of 63 William St. Of these, the most accessible to her property is the easternmost one due to the presence of a tree on the nature strip in front of the other space. ▪ A locality map and photographs are attached as an Annexure. 	<ul style="list-style-type: none"> • Nil 	<ul style="list-style-type: none"> • Disabled Zone 	<p>Cost of Signposting to be charged to applicant</p>

Annexure Y1-4a

Locality Map – William Street, Double Bay



Annexure Y1-4b



Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-5	Mona Lane, Darling Point - Proposed parking restrictions to provide turnaround area in Mona Lane.	314.	1. That No Parking restrictions be installed on the southern and western sides of the bend in Mona Lane, Darling Point for a distance of 3.5 metres either side of the bend.	<ul style="list-style-type: none"> ▪ A resident of Mona Road with a rear boundary to Mona Lane has commissioned a Safety Audit of this lane because vehicles often have to reverse out of the lane into Mona Road due to parking in the lane and its narrow width preventing room for vehicles to turn around and exit in a forward direction. ▪ The Safety Audit concluded that the safety aspects which needed to be treated are as follows: <ol style="list-style-type: none"> 1. No turnaround facility to allow vehicles to exit Mona Lane in a forward direction 2. Parking in the lane exposes all road users to conflict. ▪ The banning of parking on the southern and western sides of the bend in Mona Lane for a distance of 3.5 metres either side of the bend would provide a potential turnaround facility for most vehicles using this lane. ▪ The safety audit suggests that quite a number of pedestrians use this lane as a short cut to Rushcutters Bay and that there is a danger of vehicle-pedestrian or vehicle-vehicle conflicts which may occur due to the narrowness of the lane and the parking of vehicles on one side of the lane. ▪ The speeds in the lane are very low due to the narrowness and because the lane is not a through road. There is no record of any accidents in the lane. As such any action to drastically reduce parking in this lane is not considered warranted at this time. ▪ A locality map and photographs are attached as an Annexure. 	• Nil	• No Parking	Council's Block Grant for Traffic Facilities

Annexure Y1-5b



Proposed No Parking restrictions to be installed on the southern and western sides of the bend in Mona Lane, Darling Point for a distance of 3.5 metres either side of the bend.



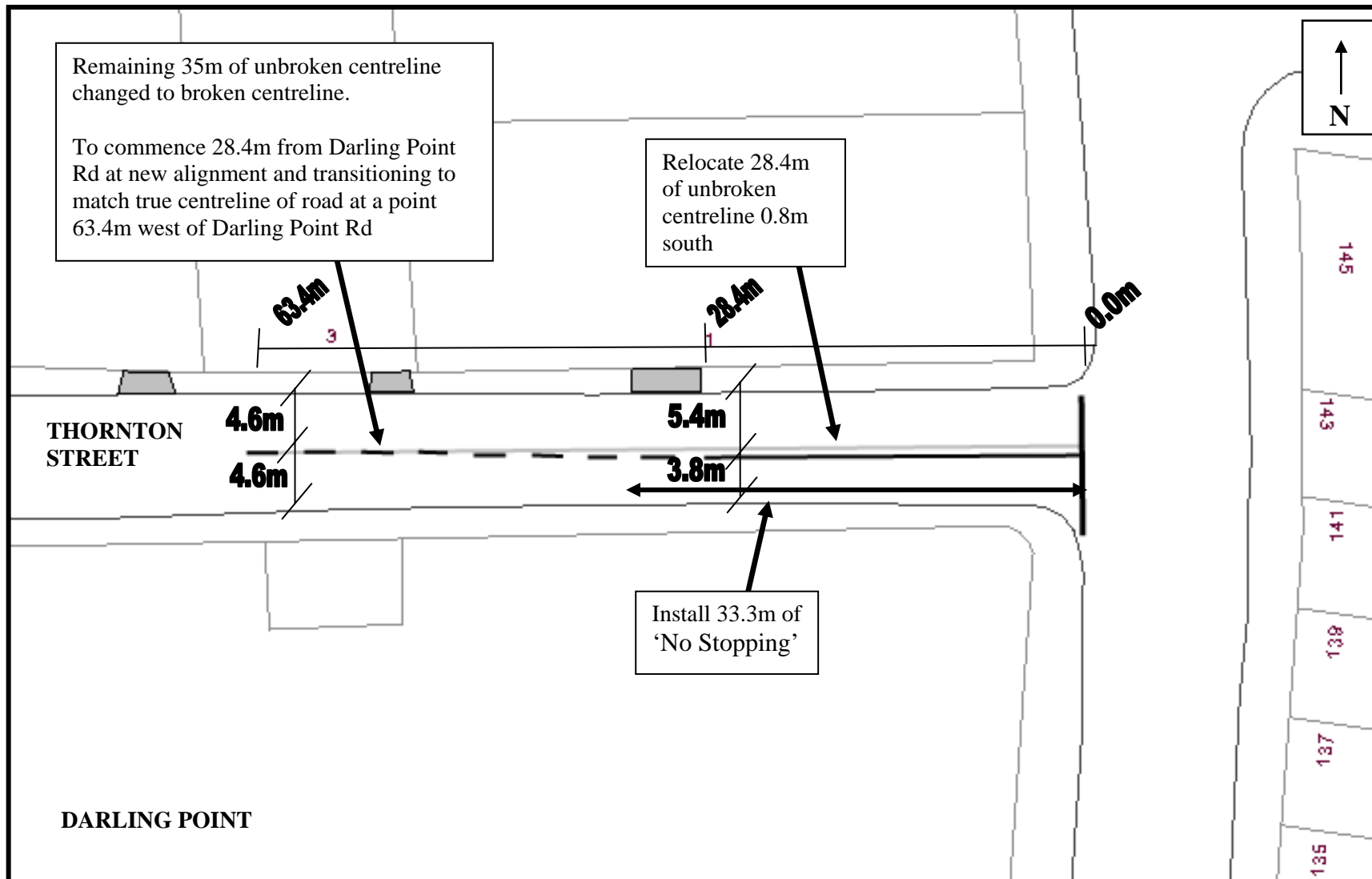
View to closed section of Mona Lane, Darling Point.

Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-6	Thornton Street, Darling Point - Review of traffic conditions.	T455	<ol style="list-style-type: none"> 1. That the unbroken centreline in Thornton Street, Darling Point be relocated 0.8 metres in a southerly direction from the western kerblines in Darling Point Road for a distance of 28.4 metres in a westerly direction. 2. That the remaining 35 metres of unbroken centreline in this section of Thornton Street be changed to broken centreline and be transitioned to match the true centreline of the road, at a point 63.4 metres west of the western kerblines of Darling Point Road. 3. That 33.3 metres of No Stopping be installed on the southern side of Thornton Street opposite the unbroken centreline at this location. 	<ul style="list-style-type: none"> ▪ Council's Compliance Section has requested that No Stopping restrictions be installed on the southern side of Thornton Street just west of Darling Point Road, opposite the bus stop at this location. The reason is that vehicles park near the corner opposite a bus stop where there is an unbroken centre line. When vehicles park in this location the distance from the centre of the road is in the order of 2.5m presenting potential conflict with vehicles which turn left from Darling Point Road. ▪ A site inspection reveals that the unbroken centreline in Thornton Street extends from the western kerblines of Darling Point Road for a distance of 63.4m in a westerly direction and is located exactly in the middle of Thornton Street which is 9.2m wide. ▪ The current location of the unbroken centreline makes it illegal for vehicles to park on either side of Thornton St for 63.4 metres west of the western kerblines in Darling Point Road, although vehicles do park at varying locations in this area. ▪ It is considered that the first 28.4 metres of unbroken centreline west of Darling Point Road should be relocated by 0.8m towards the southern kerblines in Thornton Street. The remaining 35 metres of unbroken centreline should be changed to broken centreline and be transitioned to match the true centreline of the road, at a point 63.4 metres west of the western kerblines of Darling Point Road. To enforce the parking ban, 28.4 	<ul style="list-style-type: none"> •Unbroken Centreline 	<ul style="list-style-type: none"> •No Stopping •Unbroken Centreline •Broken Centreline 	Council's Block Grant for Traffic Facilities

				<p>metres of No Stopping should be installed on the southern side of Thornton Street opposite the unbroken centreline at this location.</p> <ul style="list-style-type: none">▪ A locality map and photographs are attached as an Annexure.			
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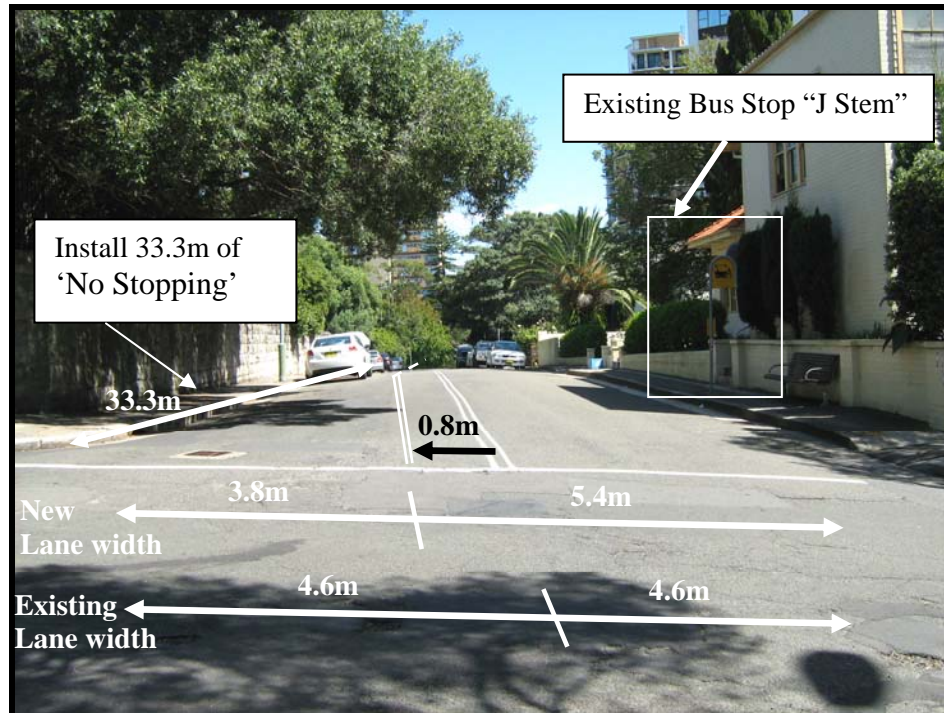
Annexure Y1-6a

Locality Map – Thornton Street, Darling Point



Annexure Y1-6b

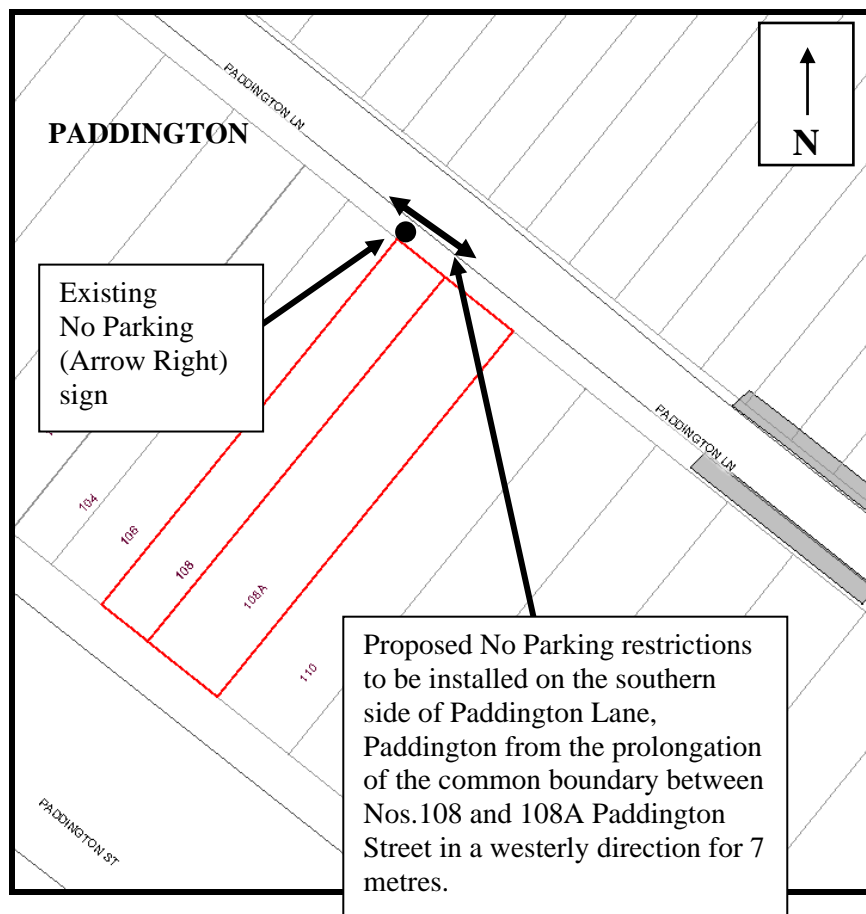
View from Darling Point Road, looking east along Thornton Street,
Darling Point



Item No.	Subject	File No.	Recommendation	Reason for Change	Existing Restrictions	Proposed Restrictions	Source of Funds
Y1-7	Paddington Lane, Paddington - Requested parking restrictions to provide vehicular access to garage.	351.	1. That No Parking restrictions be installed on the southern side of Paddington Lane, Paddington from the prolongation of the common boundary between Nos.108 and 108A Paddington Street in a westerly direction for 7 metres.	<ul style="list-style-type: none"> ▪ The owner of No.89 Windsor Street, Paddington has requested the extension of parking restrictions across the road from the garage to the above property off Paddington Lane. ▪ A site inspection reveals that there is a No Parking (Arrow Right) sign with no closing arrows on the southern side of Paddington Lane across the road from the garage serving this property. As the signage at this location appears to have been tampered with, it was decided to consider this situation on its merits with respect to vehicular access to this property and its neighbours. ▪ The installation of a No Parking zone on the southern side of Paddington Lane from the prolongation of the common boundary between Nos.108 and 108A Paddington Street in a westerly direction for 7 metres should restore reasonable vehicular access to the garages serving 89 & 91 Windsor Street. ▪ The above signposting will also provide an additional car space in this lane which would result in no nett loss of parking in this street. The only issue with reinstating this space could be the 2 pedestrian accesses adjacent to this space, however the distance between the kerb and the boundary appears to be generous enough for this not to be a problem ▪ A locality map and photographs are attached as an Annexure. 	•Nil	•No Parking	Council's Block Grant for Traffic Facilities

Annexure Y1-7a

Locality Map – Paddington Lane, Paddington



Annexure Y1-7b



Proposed No Parking restrictions to be installed on the southern side of Paddington Lane, Paddington from the prolongation of the common boundary between Nos.108 and 108A Paddington Street in a westerly direction for 7 metres.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **PROPOSED CAR SHARE LOCATION**
Author: Lorna Oliver – Traffic & Transport Planner
File No: 255.G/Car Share
Reason for Report: Approval for signage for car share facilities

Recommendation:

- A. That subject to receipt of payment for the signage and permit:
- i. 10m of the statutory No Stopping be introduced on the western side of Edgecliff Road north of Albert Street.
 - ii. 5.5m of kerbside parking north of the No Stopping sign to be installed in (i) above be approved as a car share location for the pilot programme of car sharing in Woollahra.
 - iii. That the location be signposted as ‘No Parking Woollahra Council Authorised Car Share Vehicles Excepted Area CSEEDGE 1’
 - iv. That residents with frontages within 50m of the signage changes be notified.
-

Background:

On 19 December 2007, Council commenced a car share pilot programme in Woollahra. There are potentially significant environmental benefits to car sharing. These include reduced emissions and reduced car ownership. Additionally, by reducing the need for car ownership, car sharing can reduce congestion caused by parking. The purpose of the pilot programme is to evaluate the effectiveness of car sharing in achieving these outcomes in Woollahra.

Proposal:

It has been brought to Council’s attention that a car share facility has been operating informally in Edgecliff Road, Edgecliff and GoGet Carshare has been required to make an application to formalise this arrangement.

Car share locations are selected to minimize impact on residents while still providing the opportunity to realise the benefits of car sharing. For this reason, where possible, the spaces are not located directly outside a residential premises, are located in close proximity to public transport services and are not in areas requiring a high turnover of parking spaces (ie half hour or metered parking).

The recommended location for this car share space is on Edgecliff Road immediately north of the intersection Albert Street and Edgecliff Road (outside 428 Edgecliff Road). This location was selected as it is an area of unrestricted parking in close proximity to public transport services. While it is proposed to locate the facilities outside a residence, the affected residence is a single dwelling with a double garage, a 30m frontage to Edgecliff Road and a 22m frontage to Albert Street. It is considered that the impact on this residence would be minimal.

Reinforcement of the statutory No Stopping is recommended to avoid confusion which may occur if the space is installed close to the intersection without reinforcing signage.

A map detailing the location is attached as Annexure 1.

The identification for the car share vehicles is a sticker affixed to the car in a similar manner to the Residential Parking Permits and containing the following information:

- Council name
-

- Location
- Registration number
- Permit number
- Expiry Date
- Area identifier
- Council's contact information

Car Share operators are required to comply with Council's Car Share Policy.

The RTA has defined the following issues in its Car Share Technical Directive:

- Signage
- Location of spaces, where possible, to be outside non-residential properties
- Ease of identification of car share vehicles by enforcement officers
- Enforcement to be carried out by Council, not Police

These are addressed in turn below.

Signage

The proposed signage is 'No Parking Woollahra Council Authorised Car Share Vehicles Excepted Area CSEEDGE 1'. This is identical to the signage proposed in the RTA Car Share Technical Directive. Each car share vehicle is allocated a unique area identifier which is indicated on the signs as well as the sticker which is attached to the vehicle.

Location of spaces, where possible, to be outside non-residential properties

While it proposed to locate the space outside a residence, the space is located in an area of unrestricted parking and the affected residence is a single dwelling with a double garage, a 30m frontage to Edgecliff Road and a 22m frontage to Albert Street. The space is located within an area of high residential density as it is envisaged that residents will be the most frequent users of the scheme.

Ease of identification of car share vehicles by enforcement officers

Each car share vehicle is allocated a unique permit issued by Council.

Enforcement to be carried out by Council, not Police

Council's Enforcement Section is to be the contact point for enforcement issues.

Conclusion:

It is recommended that the location proposed for the pilot programme of car sharing be approved and that Council allocate each car share vehicle a unique permit which would be attached to the vehicle. The location should be signed 'No Parking Woollahra Council Authorised Car Share Vehicles Excepted Area CSEEDGE 1'. Reinforcement of the statutory No Stopping is recommended to avoid confusion which may occur if the space is installed close to the intersection without reinforcing signage.

Identification of Income & Expenditure:

For the purpose of the pilot program, an application for a car share space is treated as an application for a Residential Parking Permit. Adopted fees and charges apply and will be used to offset administration costs.

The cost of signage will be borne by the applicant.

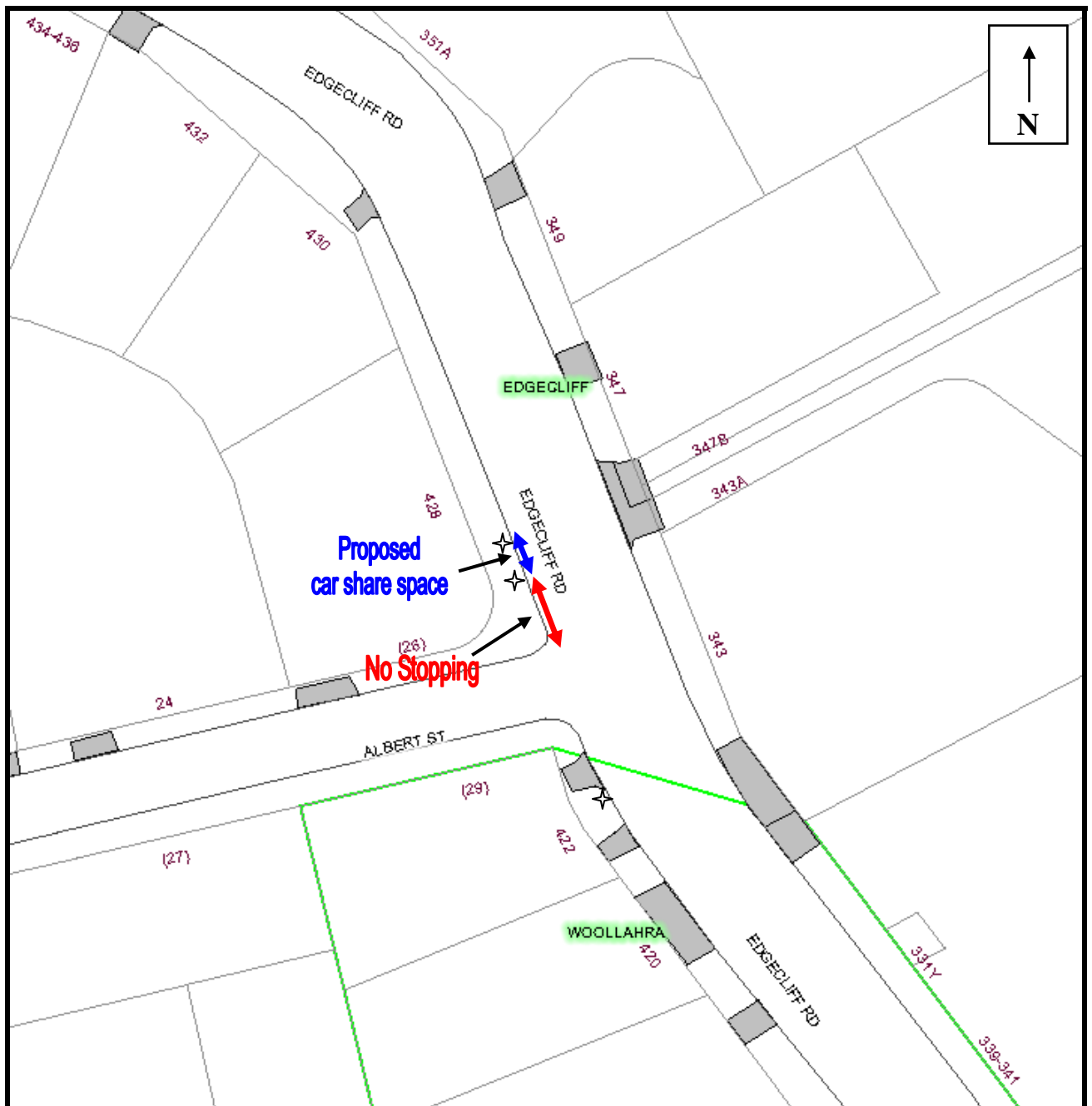
Annexures:

1. Map of proposed location.
2. Application from GoGet

Annexure 1

Map showing proposed locations of Car Share Spaces

1. Edgecliff Rd, Edgecliff (outside 428)



Annexure 2



Thursday, 10 April 2008
Attn: Lorna Olivier
Woollahra Council
536 New South Head Road
Double Bay 1360

Dear Ms Olivier,

As discussed, attached is a pod request letter for the Edgecliff Area.

We feel strongly that Edgecliff, being a dense area with significant on street parking issues, will be a good carshare area. We are in a great position to be able to service new and existing members in the area.

I anticipate requesting extra parking from the council in this area within 1-3 month period as the service grows.

Lorna, as we discussed on the phone, I hoping that this letter will arrive within your deadline for the next council meeting. I am anticipating getting some onsite pictures before mid next week, and welcome your feedback on our proposed location.

Speak to you soon,

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Nic Lowe", with a long horizontal line extending to the right.

Nic Lowe
Co-Founder
GoGet CarShare

Phone: 1300 769 389
Fax: 02 8211 5119
Email: info@goget.com.au
www.goget.com.au

PO Box 1009
Newtown
NSW 2042
Sydney, Australia

ABN 39 102 892 679



Join



Reserve by
the hour



Cars parked
nearby



Drive



Proposed locations for Edgecliff area

1. Location 1: Corner Edgecliff and Albert Rd
 - a. Requested zone shown by red marking.
 - b. Feeder street from mixed use area
 - c. Middle of high density residential
 - d. Well lit
 - e. 2P resident excepted zone plus unrestricted parking zone
 - f. Very close to multiple bus routes (north and south)
 - g. Issues
 - i. Existing informal, resident supported GoGet Pod.
 - ii. Car is currently being parked on Albert Street due to higher parking availability, but that location is not optimal from a visibility standpoint.



Location: Edgecliff - Albert St

This pod is located on Albert St, near the Edgecliff Road end, as close as possible to 422 Albert

2.

Item No: Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: **VICTORIA ROAD, BELLEVUE HILL - SCOTS COLLEGE – BUS ZONE RELOCATION**
Author: Lorna Oliver – Traffic & Transport Planner
File No: 255.G / T470
Reason for Report: Request for staged signage changes

Recommendation:

- A. That the proposed staging of the bus zone relocation and the inclusion of the pick-up and drop off zones at Scots College in Victoria Road, as detailed in Drawing IN90158/SK-102 Amendment E, be approved.
- B. That the associated signposting and linemarking shown on the above plans be approved.
- C. That the cost of all works related to this facility be borne by the developer.

Background:

At its meeting of 6 February 2007, the Traffic Committee recommended:

- A. *“That Council note the RTA’s approval of the proposed relocation of the traffic signals as documented on drawings SK-001 AMDT ‘D’ and 7000.499.VV.1973.*
- B. *That the associated signposting and linemarking shown on the above plans be approved.*
- C. *That the cost of all works related to this facility be borne by the developer.”*

The school has now requested that the approved works be staged to allow construction of a proposed new higher wall adjacent to the area proposed for the new east bus stop. The purpose of delaying the relocation of the eastern bus stop is to maintain safety for the students during construction of the wall, and to avoid the precarious situation of having a steep drop on the other side of the existing wall in the proposed new bus stop area. The school anticipates a construction time of six months.

It was considered that it would be prudent to retain the existing pick-up and drop off zone for the eastern campus and to provide an additional pick-up and drop off zone for the western campus in conjunction with these works.

Proposal:

The new proposal is to stage the relocation works such that the western bus stop would be moved initially with the eastern bus stop being relocated on completion of the wall.

On the western side of the road, the bus stops will be relocated as previously approved and a new 18m pick-up and drop-off zone for the western campus will be introduced. The time of operation for the School Bus Zone has been altered to allow for the school buses to collect students who have been engaged in after school activities.

On the eastern side of the road the No Stopping for the traffic lights, the 30m pick-up and drop-off zone and the disability parking space will be relocated in a similar manner to the approved plans, however the eastern bus stop will remain in its current location pending the works on the school wall. On completion of the works the eastern bus stop will also be relocated.

Conclusion:

It is recommended that the proposed staging of the bus zone relocation and the inclusion of the pick-up and drop off zones at Scots College in Victoria Road, as detailed in Drawing IN90158/SK-102 Amendment E and the associated signposting and linemarking be approved. The cost of all works are to be borne by the developer.

Identification of Income & Expenditure:

All costs are to be borne by the developer.

Annexures:

1. Photo of the school wall near the proposed bus stop
2. Plan detailing the existing and approved signage
3. Plan detailing the proposed staging of the bus zone relocation

Annexure 1



Item No: Y4 Traffic Matters on Local Roads – Recommendation to C&E for consideration.
Subject: **TURF TO SURF – PROPOSED BIKE WEEK EVENT**
Author: Lorna Oliver – Traffic & Transport Planner
File No: 256.G Bicycle Projects
Reason for Report: Information about a proposed event involving Woollahra, Waverley and Randwick councils.

Recommendation:

A. That the information about the proposed 2008 ‘Surf to Turf’ event be noted.

Background:

Woollahra, Waverley and Randwick councils are planning a joint ‘Surf to Turf’ Bike Week event to be held at Centennial Park on Sunday 28 September, 2008. The emphasis of this event is community fair celebration of cycling for the whole family. To introduce the event, each Council is planning a small guided ride into Centennial Park from their Local Government Area (LGA).

The RTA’s Transport Operations Planner, Pedro Molina, viewed the routes and asked for a meeting to be convened between the RTA, Local Police and Council Staff for further discussion. This meeting was held on Thursday 13 March, 2008 at Randwick Council’s Administrative Building. At this meeting the event was identified as a Level 4 event by the RTA.

Proposal:

The Woollahra guided ride is planned to travel from Double Bay along Ocean Avenue and Ocean Street into Centennial Park. The aim is to create a relaxed, family-friendly ride under normal traffic conditions. For this reason the group size has been limited.

Cyclists participating in the ride will be required to register in advance. The group size would be limited at twenty, eighteen participants and two Certified Ride Leaders. In the unlikely event that there should be more than eighteen registrants in Woollahra, an additional group would be created with a staggered departure time. It would also contain two Certified Ride Leaders. A maximum of 40 riders (i.e. 2 groups) will be permitted. The Certified Ride Leaders will be positioned at the head and tail of each group. Before departure the Certified Ride Leaders will remind the group of their obligations under the Australian Road Rules.

As Ocean Avenue is steep, it is anticipated that a number of the riders will choose to walk their bicycles on the footpath along Ocean Avenue crossing as pedestrians at New South Head Road and Edgecliff Road. These cyclists will commence cycling again in Ocean Street after the intersection with Edgecliff Road, where the gradient is gentler. The Certified Ride Leader at the tail will remain with this group. The Certified Ride Leader at the head will guide the group who were able to cycle up the steep grade. The groups will rejoin at the first set of traffic signals at which it is practical to do so in Ocean Street. The event will be well managed by Certified Ride Leaders at the front and rear of the group and Police assistance is not considered necessary.

The only bus service which travels along this route is the 200. The current timetable shows that the first service leaves from Bondi Junction at 9am and that there is one service in each direction per hour. As the 200 service will only share the same route as the cyclists along Ocean Street, which

has a more favourable grade than Ocean Avenue, it will be relatively easy to schedule the departure of the guided ride to ensure that the service is not disrupted.

The cyclists will dismount at the intersection of Ocean and Oxford Streets and walk their bicycles across the intersection to the entry of Centennial Park. Once inside the park the group will commence cycling again.

Conclusion:

The ride has been designed to provide the opportunity for a relaxed, family-friendly ride under normal traffic conditions. This is to give residents the opportunity to experience cycling on the road in a realistic setting, to build confidence in the cyclists ability to ride on the road.

Identification of Income & Expenditure:

Nil

Annexures:

Nil

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: No. 5 LITTLE COMBER STREET, PADDINGTON – WORKS ZONE
Author: Frank Rotta – Traffic Engineer
File No: 407.G Pt11
Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.5 Little Comber Street, Paddington. The proposed Works Zone is to be located on the southern side of Little Comber Street, from the No Parking sign in front of No.3 Little Comber Street, in an easterly direction for 6 metres and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 5 weeks from 19 May, 2008 to 22 June, 2008.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Residents Permit Parking (currently 1P 8.00am-11.00pm ARVE Pgtn 1) is to be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Background:

The applicant has requested that a 6 metre long Works Zone be installed along the frontage of Nos.3 & 5 Little Comber Street, Paddington.

The applicant has requested that the Works Zone:

- Be 6 metres long in front of the development property.
- Operate Monday to Friday 7.00am-4.00pm and Saturdays, 7.00am-1.00pm for a period of 5 weeks from 19 May, 2008.

Refer to Annexure 1 for a locality map.

Existing Conditions:

Existing conditions at the location of the proposed Work Zone are summarised as follows:

- Little Comber Street is an extremely narrow 2 way carriageway (6.2 metres wide) with a parking lane on each side of the road.
- Little Comber Street is a local road which is utilised by local residents and shoppers and is closed to traffic at its western end.
- The requested Works Zone will cover the majority of the frontage to this property and the part of the frontage to No 3 Little Comber Street.
- The requested Works Zone will result in the temporary loss of one (1) resident permit parking space (current resident parking restrictions: 1P 8.00am-11.00pm ARVE Pgtn 1).

Proposal:

The frontages of No.5 Little Comber St and the properties either side of this property are approximately 4 metres long As such it is not possible to have a Works Zone entirely in front of any particular property. As parking is a premium in this street the most economical scenario is to have the Works Zone adjacent to the No Parking Zone for a distance of 6 metres at the closed end of Little Comber Street. This location is generally in front of No.5 Little Comber Street, while encroaching over the frontage to No. 3 Little Comber Street. .

The requested Works Zone will result in the temporary loss of one (1) Resident Permit parking space during Works Zone hours.

The applicant has been made aware that should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.

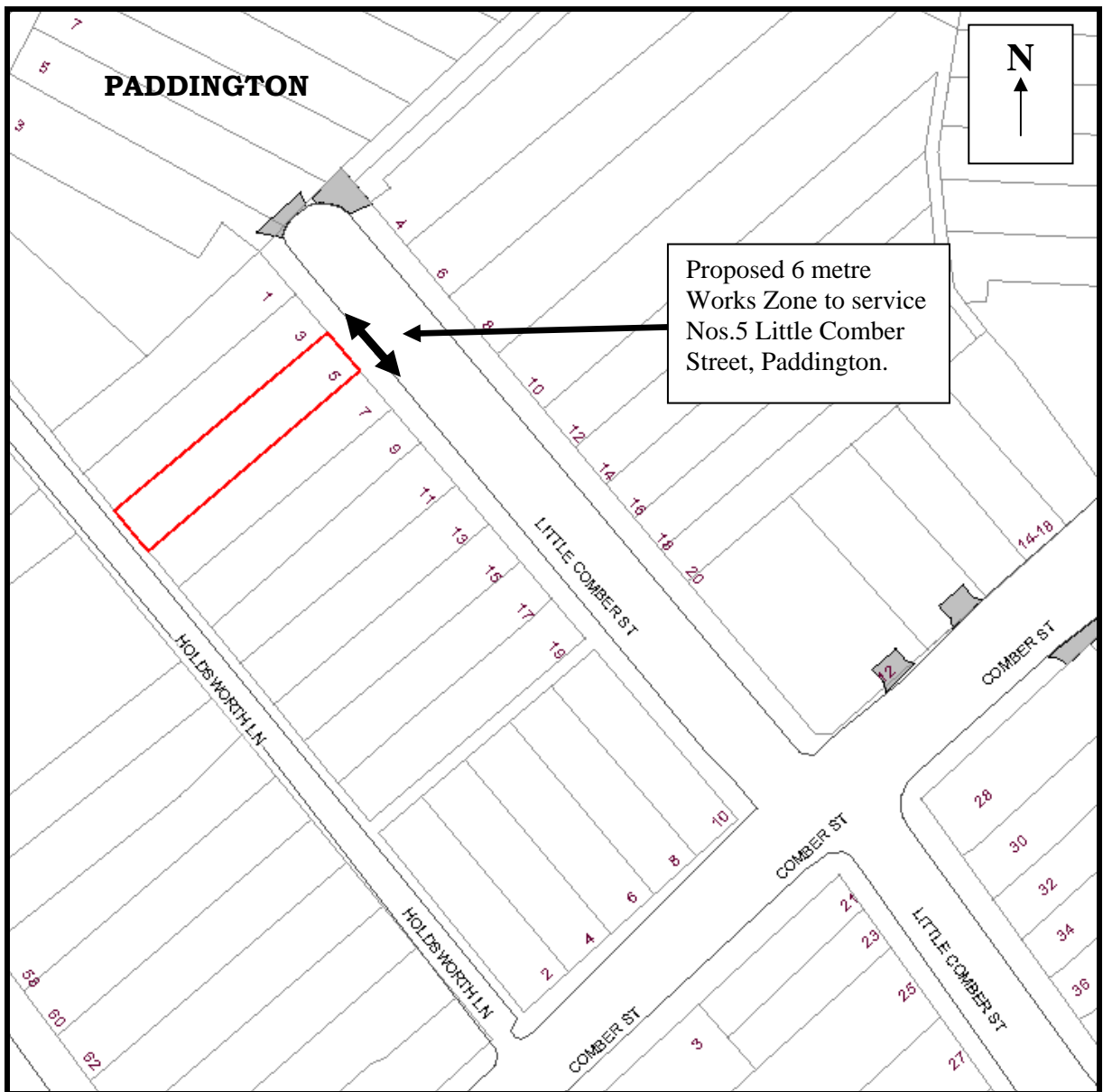
Identification of Income & Expenditure:

The installation of signs will be costed against the fee received for the Works Zone.

Annexures:

1. Locality Map
 2. Photographs
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Annexure 1



Annexure 2



Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: No. 2 ETHAM AVENUE, DARLING POINT – WORKS ZONE
Author: Frank Rotta – Traffic Engineer
File No: 407.G Pt11
Reason for Report: Request for a Works Zone

Recommendation:

- A. That the application for a Works Zone to serve the development at No.2 Etham Avenue, Darling Point not be approved.
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Background:

A condition of development consent for the above property requires the applicant to apply to Council for the provision of a Works Zone to service this development.

Issues:

The applicant has submitted an application for this zone to satisfy the development consent for the property. The applicant's builder advises in an email of 24 April, 2008, that:

“This project involves addition of one bedroom and an attic conversion within roof space. Consequently there is no concrete (no pumps and no concrete trucks). The bulk materials used for this project are:-

- * Bricks – around 2,000, will be manhandled within property upon delivery.*
- * Timber – 2 or 3 bulk deliveries, some manhandled and 1 or 2 craned to roof area.*
- * Steel – 4 or 5 steel beams (around 200 kg each) will be craned to required position within property.*

** Gyprock – manhandled within property.*

Each time the crane will be used, will be for 2 or 3 hours. On these occasions we can arrange for a daily permit.

Consequently there will be no obstruction of footpath, no double parking and no oversized vehicles. The current garage will be used for storing materials and owner's and/or builder's vehicles.”

Conclusion:

The applicant's builder has indicated that on the infrequent occasions where a crane is required he would submit a Permit to Stand Plan which is the appropriate application for this activity.

Since all of the loading and unloading of materials will be carried out on-site and as the applicant has no objection to the application being denied, it is considered that the application to install a Works Zone in front of No.2 Etham Avenue, Darling Point should not be approved.

Identification of Income & Expenditure:

Nil

Annexures:

Nil

Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration
Subject: Nos.11A & 13-17 FULLERTON STREET, WOOLLAHRA – WORKS ZONE
Author: Frank Rotta – Traffic Engineer
File No: 407.G Pt9
Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for Nos.11A & 13-17 Fullerton Street, Woollahra. The proposed Works Zone shall extend from the southern side of the driveway to No.13-17 Fullerton Street, Woollahra in a southerly direction for 15 metres and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri and 7.00am-1.00pm Sat for a period of 41 weeks from 19 May, 2008 to 16 March, 2009.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Unrestricted parking is to be maintained outside of the Works Zone hours of operation.
 - v. The applicant must ensure that the traffic lanes, footpaths and driveways, adjacent to the Works Zone, remain free of obstruction at all times during the construction.
 - vi. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - vii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - viii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - ix. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - x. Should the Works Zone be required for additional hours of operation on any particular day, any amendment will require the approval of the Woollahra Traffic Committee.
- B. That the applicant notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.
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Background:

A 23 metre long Works Zone was considered by the Woollahra Traffic Committee at its August, 2007 meeting and subsequently approved by Council. The applicant has requested that a Works Zone be shortened from 23 metres to 15 metres as the contractor believes that this length is more than sufficient to cater for the needs of this project. The Works Zone would be installed in Fullerton Street, Woollahra in front of the Wolper Hospital located on the south-eastern corner of the intersection Trelawney Street and Fullerton Street, Woollahra.

The applicant has requested that the Works Zone:

- Be shortened to 15 metres.
- Operate Monday to Friday 7.00am-4.00pm and Saturdays, 7.00am-1.00pm for a period of 41 weeks from 19 May, 2007.

Refer to **Annexure 1** for a locality map.

Existing Conditions:

The existing conditions at the location of the proposed Work Zone are summarised as follows:

- Fullerton Street is a 2 lane undivided carriageway approximately 12 metres wide.
- Fullerton Street is a lightly trafficked road which does not cater for through traffic.
- Parking at this location is utilised by the local residents and can be difficult to find at certain times of the day.
- The requested Works Zone will result in the temporary loss of four (4) parking spaces.

Proposal:

The applicant has requested the provision of a 15 metre Works Zone between the two driveways to the Wolper Hospital in Fullerton Street, Woollahra. The distance between the 2 driveways was measured at 25 metres. This Works Zone will therefore result in the temporary loss of 3 parking spaces and the retention of 2 parking spaces between these 2 driveways.

The applicant has been made aware that should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.

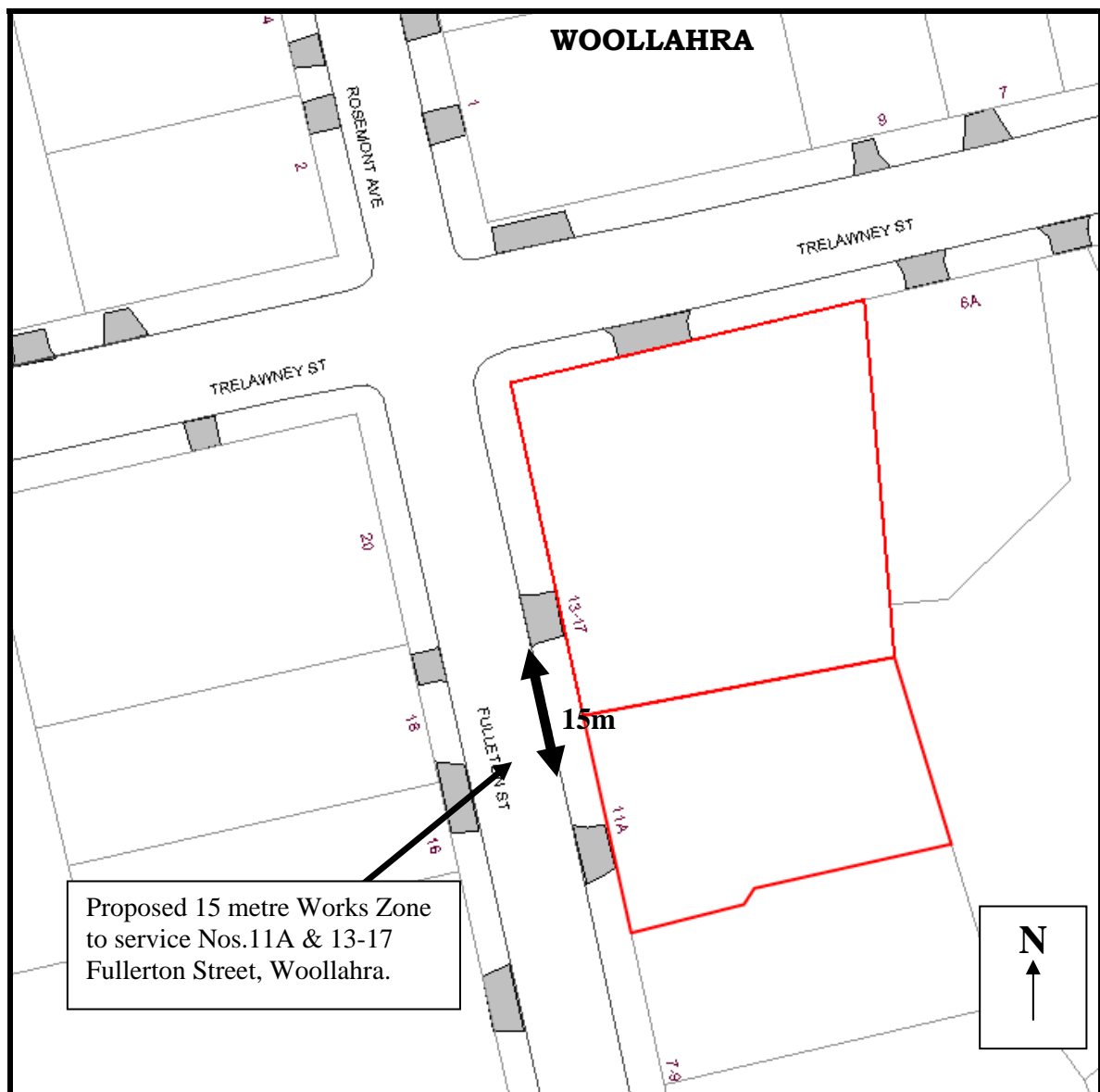
Identification of Income & Expenditure:

The installation of signs will be costed against the fee received for the Works Zone.

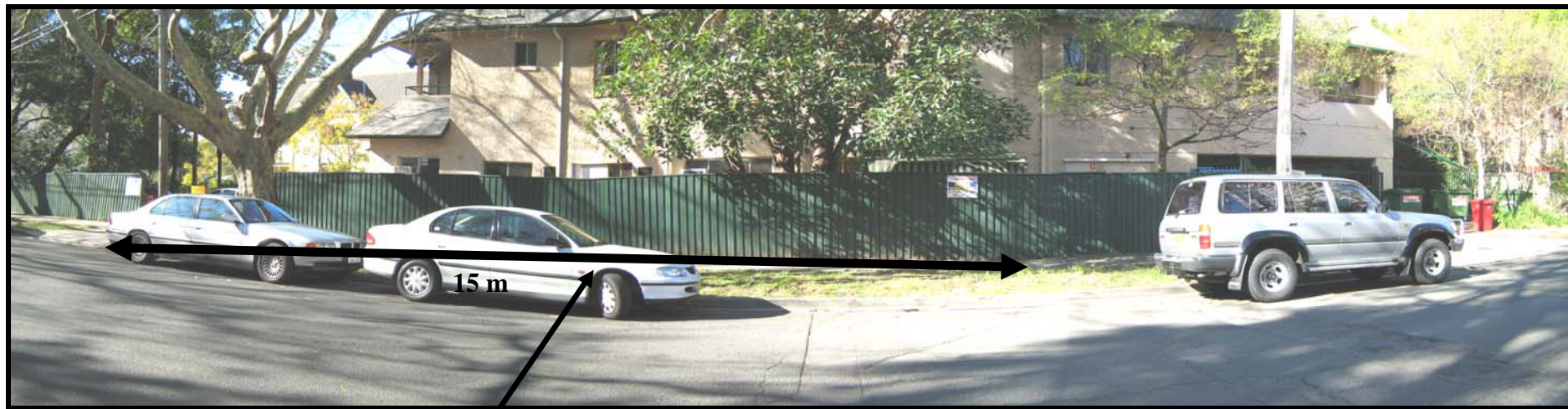
Annexures:

1. Locality Map
 2. Photographs
-

Annexure 1



Annexure 2



Proposed 15 metre Works Zone
to service Nos.11A & 13-17
Fullerton Street, Woollahra.