



# Community & Environment Committee

**Agenda:** *Community & Environment Committee*

**Date:** *Monday 12 October 2009*

**Time:** *6.00pm*

## **Outline of Meeting Protocol & Procedure:**

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

## **Recommendation only to the Full Council (“R” Items)**

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee,
- Matters reserved by individual Councillors in accordance with any Council policy on "safeguards" and substantive changes.
- Parks and Reserves Plans of Management (Strategies, Policies and Objectives).
- Residential Parking Schemes - Provision and Policies.

## **Delegated Authority (“D” Items)**

- Community Services and Programs.
- Library Services
- Health.
- Licensing.
- Liquor Licences.
- Regulatory.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waste Minimisation.
- To require such investigations, reports or actions as considered necessary in respect of matters contained within the Business Agendas (and as may be limited by specific Council resolution).
- Confirmation of the Minutes of its Meetings.
- Any other matter falling within the responsibility of the Community and Environment Committee and not restricted by the Local Government Act or required to be a Recommendation to Full Council as listed above.
- Statutory reviews of Council's Delivery Program and Operational Plan.

**Committee Membership:**

7 Councillors

**Quorum:**

The quorum for a Committee meeting is 4 Councillors.

# WOOLLAHRA MUNICIPAL COUNCIL

## Notice of Meeting

8 October 2009

To: His Worship The Mayor, Councillor Andrew Petrie ex-officio  
Councillors Sean Carmichael (Chair)  
Anthony Boskovitz  
Nicola Grieve  
Susan Jarnason  
Greg Medcraft  
Isabelle Shapiro  
Susan Wynne (Deputy)

Dear Councillors

### **Community & Environment Committee Meeting – 12 October 2009**

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 12 October 2009 at 6.00pm.**

Gary James  
General Manager

# **Additional Information Relating to Committee Matters**

**Site Inspection**

**Other Matters**

## Meeting Agenda

| Item | Subject                        | Pages |
|------|--------------------------------|-------|
| 1    | Leave of Absence and Apologies |       |
| 2    | Late Correspondence            |       |
| 3    | Declarations of Interest       |       |

### **Items to be Decided by this Committee using its Delegated Authority**

|    |  |   |
|----|--|---|
| D1 | Confirmation of Minutes of Meeting held on 28 September 2009       | 1 |
| D2 | Woollahra Local Traffic Committee Minutes – 6 October 2009 – 595.G | 2 |

### **Items to be Submitted to the Council for Decision with Recommendations from this Committee – (Items R1-R2)**

|    |  |    |
|----|--|----|
| R1 | Woollahra Bicycle Strategy 2009 and Review of Bike Plan 2000 – 256.G | 12 |
| R2 | Tree Management Policy - 262.G                                       | 44 |

**Item No:** D1 Delegated to Committee  
**Subject:** **Confirmation of Minutes of Meeting held on 28 September 2009**  
**Author:** Les Windle, Manager - Governance  
**File No:** See Council Minutes  
**Reason for Report:** The Minutes of the Meeting of Monday 28 September 2009 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

**Recommendation:**

That the Minutes of the Community and Environment Committee Meeting of 28 September 2009 be taken as read and confirmed.

Les Windle  
Manager – Governance

**Item No:** D2 Delegated to Committee  
**Subject:** **Woollahra Local Traffic Committee Minutes – 6 October 2009**  
**Author:** Warwick Hatton –Technical Services  
**File No:** 595.G 2009  
**Reason for Report:** For the Committee to consider the recommendations of the Woollahra Local Traffic Committee.

**Recommendation:**

THAT the Recommendations Y1-Y8 contained in the minutes of the Woollahra Traffic Committee held on Tuesday 6 October 2009 be adopted.

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**Warwick Hatton**  
**Director - Technical Services**

# Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 6 October 2009 at 10.00am.

## 1. Attendances

### Committee Members:

|            |                              |                                     |
|------------|------------------------------|-------------------------------------|
| Present:   | Mr Warwick Hatton (Chairman) | (Woollahra Municipal Council)       |
|            | Mr Navin Prasad              | (Roads and Traffic Authority)       |
|            | Const Louise Tsolakis        | (Rose Bay Police - Traffic)         |
|            | Mr Roy Bishop                | (Clover Moore MP Representative)    |
| Staff:     | Mr Frank Rotta               | (Woollahra Municipal Council)       |
|            | Mr Daniel Pearse             | (Woollahra Municipal Council)       |
|            | Mr Paul Davidson             | (Woollahra Municipal Council)       |
|            | Mr Alan Opera                | (Woollahra Municipal Council)       |
|            | Ms Armodee Reece             | (Woollahra Municipal Council)       |
| Apologies: | Ms Robyn Attuell             | (Clover Moore MP Representative)    |
|            | Mr John Giblin               | (Peter Debnam MP Representative)    |
| Observer:  | Mr J Giblin                  | (Harbour View Park Residents Group) |

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## 2. Minutes of Previous Meeting

The minutes of Meeting No.08/09 held in Council Chambers, Double Bay, on Tuesday 1 September 2009 were confirmed by Mr N Prasad and Const L Tsolakis.

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## 3. Matters Arising from Minutes of Previous Meetings

Nil

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## 4. Local Traffic Committee recommendations not adopted or amended by Woollahra Council Community & Environment Committee

1.  
Nil

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## 5. Extraordinary Meetings

Nil

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## 6. Late Correspondence

Nil



## **7. Traffic Matters on Local Roads – Recommendation to C&E for Consideration**

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

**Committee Vote:** Unanimous Support

### **Recommendation:**

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

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### **Item Y1-1: Cambridge Avenue, Vaucluse – Relocation of Giveway linemarking**

**Committee Vote:** Unanimous Support

### **Recommendation:**

1. That the information included in this report be noted.

### **Item Y1-2: Carlisle Street, Rose Bay – Stop sign treatment**

**Committee Vote:** Unanimous Support

### **Recommendation:**

1. That a 'Stop sign ahead' warning sign be installed at a visible location to the east of the subject Stop sign/line as shown in Annexure Y1-2.
2. That the linemarking at this location be repainted as required.
3. That the history of the existing restrictions at this intersection be reviewed and the additional signage and linemarking be monitored as to their effectiveness.

### **Item Y1-3: Hamilton Street, Rose Bay – No Parking restrictions**

**Committee Vote:** Unanimous Support

### **Recommendation:**

1. That No Parking restrictions be installed on the eastern side of Hamilton Street from 24.5 metres south of the southern kerblines of Carlisle Street, Rose Bay in a southerly direction for 10 metres.
2. That the writer be advised that the removal of parking on either side of Hamilton Street for a distance of 40 metres from Carlisle Street is not considered warranted as the visual widening of this section of roadway would contribute to higher speeds for vehicular traffic thereby negating any perceived safety improvements at this location.

**Item Y1-4: Streatfield Road, Bellevue Hill – Parking restrictions**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That the existing No Parking zone on the eastern side of Streatfield Road, Bellevue Hill be extended from 1 metre north of the prolongation of the common boundary between Nos.22 and 24 Streatfield Road in a southerly direction to the southern side of the southern driveway to No.24 Streatfield Road (a distance of 15.6 metres).

**Item Y1-5: Magney Street, Woollahra – Signage adjustment**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That the '2P 8am-6pm, PHE Wool 2' (Arrow Right) sign located on the western side of Magney Street just south of the driveway to No. 193 Edgecliff Road, Woollahra be moved 19.6 metres in a northerly direction to just north of the driveway to No.2 Magney Street, Woollahra.

**Item Y1-6: Edgecliff Road, Edgecliff – No Parking restrictions**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That 20 metres of No Parking restrictions be installed on the eastern side of Edgecliff Road from the northern side of the driveway to No. 343 Edgecliff Road for a distance of 20 metres in a southerly direction to 1.5 metres south of the driveway to No. 339 Edgecliff Road, Edgecliff.

**Item Y1-7: Thornton Street, Edgecliff – Relocation of existing signposting**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That the existing "2P 8am-6pm ARVE Area Edg1 (Arrow Left)" and "No Parking (Arrow Right) sign located to the south of the driveway to No.58 Thornton Street be relocated 3.2 metres in a southerly direction in conjunction with the construction of a driveway crossover servicing No.56 Thorne Street, Edgecliff.

**Item Y1-8: Broughton Street, Paddington – Disabled Parking zone**

**Committee Vote:** Unanimous Support

**Recommendation:**

1. That a 'Disabled Zone' be installed on the southern side of Broughton Street just west of the No Stopping zone to Broughton Street's intersection with Union Street, for a distance of 5.2 metres in a westerly 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.
3. That the Disabled Zone revert to Resident Permit Parking when it is no longer required.

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**Item No:** Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Jersey Road at Paddington Street, Paddington – Signposting Alterations at Pedestrian Crossing**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 445.G Paddington Traffic

**Reason for Report:** Proposed signposting alteration to pedestrian crossing.

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That 8.6 metres of 'No Stopping' be installed on the eastern side of Jersey Road (at Paddington Street), Paddington just north of the pedestrian crossing at this location.
- B. That the kerb blister at this location be extended to 2 metres of the No Stopping signage referred to in Part A above.

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**Item No:** Y3 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Lawson Street / Glenmore Road Intersection, Paddington – Request for Pedestrian Crossing**

**Author:** Frank Rotta – Traffic Engineer

**File No:** T276 / 255.G

**Reason for Report:** Request for report on installation of pedestrian crossing at Lawson Street / Glenmore Road intersection.

**Committee Vote:** Majority Support – NSW Police did not support this recommendation

**Recommendation:**

- A. That a pedestrian crossing be introduced in Lawson Street at Glenmore Road, Paddington for the reasons detailed in this report.
- B. That the pedestrian crossing be raised due to vehicle speeds and driver behaviour at this location.

**Item No:** Y4 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

**Subject:** **Cooper Street, Double Bay – Request for Investigation of Potential Traffic Calming Measures in Cooper Street, Double Bay**

**Author:** Daniel Pearse – Traffic Engineer

**File No:** T80.

**Reason for Report:** Notice of Motion - Request to investigate the possibility of introducing traffic calming in Cooper Street, Double Bay/

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That no traffic calming measures be introduced in Cooper Street, Double Bay as traffic speeds and volumes are within acceptable levels for a residential street.
- B. That Cooper Street be monitored over the next twelve months for any substantial increase in vehicle speeds or volumes.

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**Item No:** Y5 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Rose Bay Police Station, Wunulla Road, Rose Bay – Request for Keep Clear Linemarking**

**Author:** Frank Rotta – Traffic Engineer

**File No:** T505

**Reason for Report:** Request for Keep Clear Signage and Pavement marking to provide uninterrupted vehicular access for police vehicles to and from the station.

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That “KEEP CLEAR” road markings be installed on both sides of Wunulla Road across from the driveway to the Rose Bay Police Station in Wunulla Road, Rose Bay as indicated by RTA TD9926, attached in Annexure 2.

**Item No:** Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **New South Head Road at Newcastle Street And Dover Road, Rose Bay - Proposal to Widen Footpath**

**Author:** Paul Davidson – Team Leader, Traffic and Transport Engineer

**File No:** T349

**Reason for Report:** To advise Traffic Committee members and Council of the proposal and proposed action

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That the concept design for a widened footpath in New South Head Road at Dover Road and Newcastle Street, Rose Bay be approved and that a detailed design be prepared and submitted to the RTA for Blackspot Funding in 2010/11 or 2011/2012.

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**Item No:** Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **Clovelly Street, Watson Bay – Temporary Signage Alteration for Bondi to Watsons Bay Challenge**

**Author:** Daniel Pearse – Traffic Engineer

**File No:** 37.G Traffic

**Reason for Report:** Request for the provision of temporary traffic control and parking restrictions in Watsons Bay, adjacent to Dunbar House to facilitate the pick-up of Surf Skis and Surf Boats at the conclusion of the event.

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That Council approve the “Traffic, Transport & Pedestrian Management Plan – Bondi to Watsons Bay Challenge”, subject to the following amendments and conditions:
- i. No approval is granted for the storage of boat trailers on the grounds adjoining Dunbar House. All reference to the storage of boat trailers on these grounds must be deleted from the Traffic Management Plan.
  - ii. A clear 1.5m width allowance for pedestrian traffic along Marine Parade and the footpath between Marine Parade and Dunbar House must be maintained at all times.
  - iii. The applicant must supply and erect all barriers and traffic signs necessary for the control of vehicle and pedestrian movements and remove them at the completion of the event.
  - iv. The event organisers must notify all residents in the southern leg of Marine Parade and Clovelly Street in writing of the temporary traffic measures to be implemented within their respective streets. The notification must specify details of the traffic control / parking restrictions (including extent and length), the purpose for which they are being implemented, the duration the measures will be implemented and contact details of the event organiser.

- v. All costs and resources associated with the event and the implementation of the approved Traffic Management Plan must be borne by the applicant.
  - vi. That a marshal be provided to ensure that all competitors carrying boats from the beach to the loading area in Clovelly Street use exiting footpaths and do not use the grassed areas of Robertson Park.
  - vii. That the Traffic Control Plan - TCP1 (specifying the traffic control measures to be implemented when a vehicle and their trailer are reversing to the boat ramp in Marine Parade) be revised by an RTA accredited Traffic Engineer/ Controller to comply with the RTA's document, "Traffic Control at Worksites Manual" and AS 1742.3. The TCP must clearly show and specify the location of traffic control signage, advance warning signs and consideration for pedestrian traffic on the adjoining footpath. The revised TCP is to be resubmitted and approved by Council's Traffic Engineer. All traffic controllers used must be RTA-accredited.
  - viii. The Event Organiser provide necessary insurances and security bonds to Council.
  - ix. The Event Organiser must obtain a Police Permit from Rose Bay Police for the temporary road/ lane closure associated with the traffic control measures to be implemented for vehicles reversing into the boat ramp adjoining Vaucluse Yacht Club.
- B. That a temporary No Parking zone be implemented in Clovelly Street for the period of 6am to 1pm on the day of the event. The zone is to commence from an existing No Parking (Right Arrow) sign located on the eastern side of the driveway servicing Dunbar House and extending 40m in an easterly direction and is subject to the following conditions:
- i. The event organiser must pay all costs associated with the installation and removal of the restricted parking signs.
  - ii. A laminated sign clearly informing of the commencement of the No Parking zone must be securely attached to each sign at least 24 hours prior to its implementation.
  - iii. The Event Organiser must allocate a traffic marshal from 6am on the morning of the event to patrol the proposed No Parking zone.
  - iv. The Event Organiser must ensure that temporary parking restrictions are to be fully covered ("bagged") outside the hours of operation.

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**Item No:** Y8 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

**Subject:** **650 New South Head Road, Rose Bay – Works Zone**

**Author:** Frank Rotta – Traffic Engineer

**File No:** 407.G Pt13

**Reason for Report:** Revision to a previously approved Works Zone

**Committee Vote:** Unanimous Support

**Recommendation:**

- A. That approval be granted for a Works Zone to be temporarily installed for No.650 New South Head Road, Rose Bay. The proposed Works Zone is to be located on the northern side of New South Head Road from the eastern side of the driveway to No. 648 New South Head Road for a distance of 11 metres in an easterly direction 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 25 weeks (to be calculated from the sign installation date).
  - 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. Existing parking restrictions (1P 8.30am-6.00pm Mon-Fri, 8.30am-12.30pm Sat) are 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. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
  - viii. 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.
  - ix. 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.
- C. That the applicant obtain a Road Occupancy Licence from the RTA's Traffic Management Centre.

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## 8. Late Items

### **New South Head Road at Wolseley Road, Point Piper**

NSW Police asked if a No Right Turn restrictions could be investigated for city-bound traffic on New South Head Road turning into Wolseley Road, Point Piper during morning peak hour services. Police advise that vehicles carrying out this manoeuvre cause a substantial disruption to morning peak traffic flows, and Police have experienced problems getting to emergency situation because of this blockage. It was suggested that this turn could be carried out by motorists at the Wunulla Road intersection, where there is a right turn lane, during any morning peak ban of the right turn into Wolseley Road. Council staff suggested there may be room in this area to create a right turn bay instead of banning the turn. The matter will be investigated by the RTA.

### **New South Head Road, Rose Bay between Wunulla Road and O'Sullivan Road**

NSW Police advise their Highway Patrol have identified a speeding issues along New South Head Road, Rose Bay generally between Wunulla Road and O'Sullivan Road both east and west bound where the lane widths vary, giving drivers the perception that they can speed without obstruction in the kerb-side lane. Police have asked whether linemarking to narrow the over-width lanes can be introduced. The matter will be investigated by the RTA.

**Brown Street at McDonald Street, Paddington**

NSW Police advise that they have problems enforcing the current Stop sign restrictions in Brown Street due to its location and the design of the intersection. They advise they have received numerous requests for the Stop sign to be enforced, as no vehicles appear to obey this restriction. This Stop sign is considered part of the 40kph self-enforcement. Council Traffic staff will review Police comments on the intersection and carry out a review of the intersection.

**Hargrave Street, Paddington**

NSW Police advised their Highway Patrol have identified excessive speed along Hargrave Street, in contravention of the 40kph area. They advise some physical devices to reduce speeds are required. Council officers advise this is an on-going matter, and staff believe they are close to reaching an agreement with Sydney Buses on the introduction of speed cushions along this street.

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**Item No:** R1 Delegated to Committee  
**Subject:** **Woollahra Bicycle Strategy 2009 and Review of Bike Plan 2000**  
**Author:** Paul Davidson – Traffic & Transport Team Leader  
**File No:** 256.G  
**Reason for Report:** To report on community consultation for the Woollahra Bicycle Strategy 2009 and Review of the Bike Plan 2000

**Resolved:**

1. That the Woollahra Bicycle Strategy 2009 be adopted.
2. That implementation of the various projects of the Woollahra Bicycle Strategy 2009 be the subject of further reports to the C&E Committee.

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**Background:**

In 2008 Council commissioned GTA Consultants to review the progress made with implementation of the Woollahra Bike Plan 2000 and to develop a bicycle strategy for future implementation. The draft report by GTA Consultants, entitled the Woollahra Bicycle Strategy 2009, was presented to the C&E Committee meeting held on the 10 August 2009 and it was resolved:

*“That the draft Woollahra Bicycle Strategy 2009 and Review of the Bike Plan 2000 be placed on public exhibition.”*

The report to C&E on 10 August 2009 is attached to this report as Annexure 1. The Executive Summary of the Woollahra Bike Plan 2000 is attached as Annexure 2. Full copies of the Woollahra Bike Plan 2000 are available on Council’s website.

The Strategy was exhibited in the Sydney Morning Herald, the Wentworth Courier and on Council’s website, from Thursday 3 September 2009 to Thursday 24 September 2009.

**Review of Public Exhibition Comments**

Council received a total of ten submissions including nine submissions from Woollahra residents and a submission from BIKEast.

The key issues raised have been identified and are listed in the table below, together with a review of the comments received. The key issues are Route Design, Route Planning and Co-ordination, Route Promotion and Community Education, Public Liability and Risk, Route Development, Route Facilities, Works Program, Funding/Cost and Route Safety. Each of these issues have been systematically addressed in the Woollahra Bicycle Strategy 2009 (see comments below).

| Key Issues                              | Respondent   | Respondents' Views & Recommendations   | Comments  |
|---|--|--|---|
| <b>Route Design</b>                     | Ms Maria Walsh   | <ul style="list-style-type: none"> <li>Close roads and make them "Bike Only".</li> </ul>   | The strategy of "Every Street a Cycling Street" means that fewer streets will need to be modified as bike routes thereby reducing the amount of civil works, linemarking and signposting required to facilitate bike travel across the Municipality.  |
|   | Dr Sue Britton, Warren Moss, Adrian Boss/BikEast Inc             | <ul style="list-style-type: none"> <li>Provided shared walking/bike paths to minimum width standards.</li> </ul>   | Detailed design consideration .Widths to be in accordance with RTA – NSW Bicycle Guidelines and Austroads Part 14 – Bicycle.  |
|   | Jacob Schwartz, John O'Neill, Con Kotis, Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Supplement bike paths with traffic management, traffic calming &amp; wider application of vehicle speed reduction to 40km/hr</li> </ul>                   | The speed limit in Paddington has been reduced to 40km/hr and supplemented with traffic calming devices. It is proposed to extend this into West Woollahra, but requires RTA approval.  |
|   | Hylda Rolfe, Con Kotis   | <ul style="list-style-type: none"> <li>Various route/site specific design considerations including, traffic calming grades and minimum cycle lane widths</li> </ul>                              | Detailed design consideration .Widths to be in accordance with RTA – NSW Bicycle Guidelines and Austroads Part 14 – Bicycle   |
|   | Adrian Boss/BikEast Inc  | <ul style="list-style-type: none"> <li>Provide additional bike parking &amp; lockers at shopping centres, parks &amp; public transport interchanges</li> </ul>                                   | The Strategy proposes developing cycle facilities at/to public transport interchanges and urban villages. The Strategy provides for the inclusion of cycle facilities and giving due consideration to bicycle transport in road design and construction, in maintenance programs.   |
| <b>Route Planning and Co-ordination</b> | Adrian Boss/BikEast Inc  | <ul style="list-style-type: none"> <li>The Strategy should seek to gain the RTA's support and commitment to construction, management &amp; maintenance of bike routes on State Roads.</li> </ul> | The strategy describes the bike route capability and Council will follow the routine avenues available to attract RTA's support. The NSW cycleway network stretches through metropolitan Sydney. The RTA is committed to ensuring provisions are made for bicycles in all new major infrastructure and maintenance works. |

| Key Issues                                     | Respondent              | Respondents' Views & Recommendations   | Comments  |
|--|-------------------------|--|---|
|  | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>The integration of bicycle initiatives into practice, policies &amp; planning instruments is recommended (e.g. LEP's, DCP's, DA's).</li> </ul>  | The strategy envisages integrated policies and planning instruments. It provides for the inclusion of cycle facilities and giving due consideration to bicycle transport in road design and construction, in maintenance programs and in development of planning policies and controls. |
|  | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Recommends foreshores &amp; tourist routes as an extension of the Sydney Harbour Cycleway concept.</li> </ul>   | The foreshore has many cliff faces, rocky outcrops & sensitive landscapes with private land ownership adjoining the tidal mark. The foreshore route is not a practical proposal and would be prohibitively expensive to build and maintain.   |
|  | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Recommends co-operation with inner city councils &amp; State Government Ministers regarding pedestrian &amp; bicycle issues, and connectivity with inner Sydney &amp; neighbouring cycle networks.</li> </ul> | The strategy envisages appropriate consultation with adjoining LGA's – City of Sydney, Randwick City & Waverley Municipality has been and will continue to be undertaken.   |
|  | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Recommends that the Bicycle Working Party be retained.</li> </ul>   | The Bicycle Working Party will continue as a partner in ongoing development of the Woollahra Bicycle Strategy 2009.   |
| <b>Route Promotion and Community Education</b> | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Raise community awareness of opportunities for bicycle riding &amp; safe bicycling (e.g. maps, road rules) promotion</li> </ul>   | The Strategy recognizes the need for educational programs, including a ride-to-school strategy to develop sustainable travel habits and cycling confidence from a young age.  |
|  | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Promote neighbouring Councils' bike education programs</li> </ul>   | The Strategy takes into account the City of Sydney Cycle Strategy & Action Plan: 2007-2017, the Waverley Bike Plan 1999, the SSROC Regional Bicycle Network Plan, and the East Sydney Sub-Regional Plan.  |
| <b>Public Liability and</b>                    | Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Resolve public liability risk associated with community group fun rides.</li> </ul>   | Not relevant to the bike strategy as these are Special Events   |

| Key Issues               | Respondent                             | Respondents' Views & Recommendations   | Comments  |
|--------------------------|--|--|---|
| <b>Risk</b>              | Hylda Rolfe                            | <ul style="list-style-type: none"> <li>Potential insurance consequences with proposal to mix passive and active park users or disabled people.</li> </ul>                                | The strategy includes a minimal number of shared routes and recognises the competition for limited road and footpath space between motorists, pedestrians and cyclists. These issues will be considered at detail design phase.   |
| <b>Route Development</b> | Adrian Boss/BikEast Inc                | <ul style="list-style-type: none"> <li>Carry out bike route audits with BIKEast when new traffic management (e.g. Pedestrian Crossings) &amp; maintenance works are proposed.</li> </ul> | Council practice is to consult stakeholders when undertaking new & maintenance works.   |
|                          | Adrian Boss/BikEast Inc                | <ul style="list-style-type: none"> <li>Set priorities to connect local neighbourhood facilities and activities</li> </ul>  | A feature of the strategy is to promote bicycle travel for short trips by residents to and from local shopping precincts as well as journey to work routes  |
|                          | Adrian Boss/BikEast Inc                | <ul style="list-style-type: none"> <li>Target routes that give combined regional, sub-regional and local connectivity</li> </ul>   | The strategy focuses on completing Regional Routes and providing inter-connectivity with other LGA's  |
| <b>Route Facilities</b>  | Mr Boaz Magal, Adrian Boss/BikEast Inc | <ul style="list-style-type: none"> <li>Increase cycle-friendly facilities (e.g. parking &amp; lockers)</li> </ul>  | The Strategy proposes developing cycle facilities at/to public transport interchanges and urban villages.   |
| <b>Works Program</b>     | Adrian Boss/BikEast Inc                | <ul style="list-style-type: none"> <li>Set implementation targets and priorities for bike routes</li> </ul>  | The Strategy removes redundant routes and removes or defers routes which are difficult or costly to achieve in the short to medium term. The strategy identifies short-term and long term works and plans to incorporate bike routes and facilities into Council's infrastructure renewal and maintenance programs. |
|                          | Adrian Boss/BikEast Inc                | <ul style="list-style-type: none"> <li>Monitor, maintenance and response to reported hazards &amp; defects</li> </ul>  | Council is responsible for local and regional road maintenance and has road maintenance systems that respond to callouts and a regular road maintenance works program. RTA has road maintenance systems for State roads   |

| Key Issues          | Respondent   | Respondents' Views & Recommendations   | Comments  |
|---------------------|--|--|---|
| <b>Funding/Cost</b> | John O'Neill, Warren Moss, Adrian Boss/BikEast Inc   | <ul style="list-style-type: none"> <li>Seek alternative funding</li> </ul>   | The Strategy identifies alternative funding sources e.g. RTA (Austlink, Black Spot), Australian Government Infrastructure & Jobs Funds, Sport & Recreation etc.   |
|                     | John O'Neill, Warren Moss, Adrian Boss/BikEast Inc   | <ul style="list-style-type: none"> <li>Current funding levels are inadequate and cost insignificant compared to other council expenditure</li> </ul> | The strategy provides cost estimates for short and long-term. Levels of funding will be commensurate with Councils works program budget allocation and funds obtainable from other sources.   |
| <b>Route Safety</b> | Dr Sue Britton, John O'Neill, Warren Moss, Con Kotis | <ul style="list-style-type: none"> <li>A cycle path on a roadway adjacent to parked vehicles is considered unsafe.</li> </ul>                        | The strategy has been developed in accordance with RTA – NSW Bicycle Guidelines, Austroads Part 14 – Bicycle, and the NSW Bicycle Guidelines 2003. Marked lanes uphill when space permits and shared roadway downhill. These issues will be considered at detail design stages for individual routes. |
|                     | Hylde Rolfe, Warren Moss                             | <ul style="list-style-type: none"> <li>Mixing bikes with passive and active park users or disabled people considered unsafe</li> </ul>               | The Strategy minimises shared bike paths. It provides for some recreational routes in parks which will provide for safe and family friendly cycling by providing separation line marking and signage.   |
|                     | John O'Neill   | <ul style="list-style-type: none"> <li>Reduce motor vehicle speed limit on roads with bike paths</li> </ul>  | The urban speed Limit is 50km/hr & is set by the RTA. Council will pursue changes to speed limits and provide traffic management facilities to control speeds, if necessary. (e.g. Paddington 40km/hr & PAMP). Police enforcement can be requested on a case by case basis.                           |
|                     | Con Kotis  | <ul style="list-style-type: none"> <li>Introduce speed limits for cyclists on shared footpaths</li> </ul>  | This would be difficult to enforce but could be raised with the RTA.  |

The suggestions to increase shared pedestrian/bicycle paths or to create additional separate bike paths are not considered practical in most locations due to difficult topography, fixed road formation or road reserve widths and existing land use boundaries. One of the Woollahra Bicycle Strategy's key aims is to improve accessibility for cyclists at a reasonable cost whilst minimising construction works.

The Strategy's proposal for mixed on-road bicycle paths - "Every Street a Cycling Street" - are consistent with the RTA's NSW Bicycle Guidelines, Austroads and the NSW Bicycle Guidelines 2003. It is proposed that bike traffic be encouraged on local roads with fewer streets being modified as bike routes thereby reducing the amount of civil works, linemarking and signposting required to facilitate bike travel across the Municipality.

The site specific design issues raised in the public comments are not generic to every site and will need to be taken into consideration as individual designs are undertaken.

### **Summary:**

The issues raised through the public display of the draft Woollahra Bicycle Strategy 2009 do not require any specific amendments to the Strategy as each of these issues has been systematically addressed by the draft strategy. It is recommended that the draft Woollahra Bicycle Strategy 2009 now be adopted by Council as final.

Paul Davidson  
Traffic & Transport Team Leader

Warwick Hatton  
Director Technical Services

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### **Annexures:**

- 1. Copy of report to C&E Committee - 10 August 2009**
- 2. Draft Woollahra Bicycle Strategy 2009 Executive Summary**

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There being no further business, the meeting concluded at 12.20pm.

**Warwick Hatton**  
**Chair**

**Item No:** R2 Recommendation to Council  
**Subject:** **Tree Management Policy**  
**Author:** Bruce Rann - Manager Open Space and Trees  
**File No:** 262.G  
**Reason for Report:** To respond to a Council Resolution

**Recommendations:**

1. That the attached draft Woollahra Tree Management Policy be adopted by Council.

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**Background**

On Monday 27 April 2009 at the Community and Environment Committee Meeting Council resolved that the Woollahra Tree Management Policy be developed around the agreed Aim, Objectives and Principles.

Following this Community and Environment Committee meeting the Vegetation Management Working Party (VMWP) was convened and has met on two occasions to consider drafts of the policy. The VMWP membership comprises:

**Councillors**

Councillor Howe (Chairperson)  
Councillor Grieve  
Councillor Plater  
Councillor Zelter  
Councillor Wynne  
Councillor Edelman

**Industry Experts**

Dr. Jane Tarren, Senior Lecturer, University of Technology Sydney;  
Professor Helen Armstrong, Adjunct Professor, University of Western Sydney;  
Judy Fakes, Senior Lecturer, Ryde TAFE;  
Ian Innes, Director of Park Assets, Centennial Parklands; and  
Dr. Peter Valder, Senior Lecturer, Sydney University (retired).

The Vegetation Management Working Party held two meetings on 11 June (**see annexure 1 – key issues**) and 23 July 2009 (**see annexure 2 – key issues**). At these meetings Council staff received many suggestions for inclusions in the Policy and several of the VMWP members also provided written submissions on the draft Policy.

Following the second VMWP meeting version 5 of the draft Policy was sent out to 15 community groups. The community groups chosen represented most of Woollahra's community groups with the exception of those which are specifically business or safety related.

The community group meeting was held on 11 August 2009, with each of the community groups being asked to send one representative to comment on, and/or make a submission on the draft Policy (**see annexure 3 – key issues**)

The groups invited were:

- Bellevue Hill Residents' Action group
- Darling Point Society
- Double Bay Residents' Association
- Edgecliff Preservation Society
- Harbour View Residents' Group
- Paddington Action Committee
- Paddington Society
- Paddington Village Residents' Community
- Point Piper Residents'
- Queen Street and West Woollahra Association
- Rose Bay Residents' Association Inc.
- Rushcutters Bay Park Enhancement Group
- Vacluse Progress Association
- Watsons Bay Society
- Woollahra History and Historical Society

The groups who sent representatives to the meeting were:

- Double Bay Residents' Association
- Rose Bay Residents' Association
- Harbour View Residents' Group
- Vacluse Progress Association
- Darling Point Society

During August, Woollahra's senior tree management and maintenance staff were also asked for comments on aspects of the draft relating to their specific areas of expertise.

Following this period of consultation, a new working draft (version 6) was developed, and from this document a more comprehensive update (version 7) was produced and distributed to the VMWP members plus all the community groups for comment.

The comments we have received on version 7 have been supportive, however, there have been further suggested changes (**see annexure 4 – key issues**). As can be seen at each stage of consultation many constructive suggestions have been incorporated into new drafts of the Policy.

The incorporation of the most recent comments has produced the latest draft, **version 8 (annexure 5)** which is now being recommended for adoption by the Community and Environment Committee.

### **Conclusions:**

The Tree Management Policy has been developed around the Aim, Objectives and Principles which were agreed on at the Community and Environment Committee Meeting on Monday 27 April 2009. The Tree Management Policy has been the subject of considerable consultation and has undergone a number of revisions based on feedback from Councillors, staff, industry experts and community groups.

The Tree Management Policy will guide staff, Councillors and residents who need to make or understand decisions about managing and maintaining public and private trees in our local government area.

Bruce Rann  
Acting Manager Public Open Space and Trees

Warwick Hatton  
Director Technical Services



## POLITICAL DONATIONS DECISION MAKING FLOWCHART FOR THE INFORMATION OF COUNCILLORS

