



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 26 March 2007*

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).

Delegated Authority (“D” Items):

- Community Services and Programmes.
- Health.
- Liquor Licences.
- Fire Protection Orders.
- Residential Parking Schemes (surveillance and administration).
- Traffic Management (Traffic Committee Recommendations).
- Waverley/Woollahra Process Plant.
- 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 Meeting.
- 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 below.
- Library Services
- Licensing.
- Regulatory.
- Waste Minimisation

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 the 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, or which are not the subject of a Business Agenda (current or past).
- Matters reserved by individual Councillors, in accordance with any Council policy on "safeguards".
- Parks and Reserve Plans of Management (Strategies, Policies and Objectives)
- Residential Parking Schemes - Provision and Policies

Committee Membership:

7 Councillors

Quorum:

The quorum for a Committee meeting is 4 Councillors.

WOOLLAHRA MUNICIPAL COUNCIL

Notice of Meeting

22 March 2007

To: The Mayor, Councillor Keri Huxley, ex-officio
Councillors Anthony Boskovitz (Chair)
Tanya Excell (Deputy Chair)
Claudia Cullen
Marcus Ehrlich
Julian Martin
Andrew Petrie
Fiona Sinclair King

Dear Councillors

Community & Environment Committee Meeting – 26 March 2007

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 26 March 2007 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 12 March 2007	1
D2	Extraordinary Meeting Woollahra Traffic Committee Minutes -14 March 2007	2
D3	Approval of Water Savings Action Plan – 990.G	7

Items to be Submitted to the Council for Decision with Recommendations from this Committee

R1	Darling Point Traffic Study & Action Plan – 255.G Darling Point Traffic Study	10
R2	Lyne Park Change Rooms – 195.G	94

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 12 March 2007**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 12 March 2007 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 12 March 2007 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Extraordinary meeting**
Woollahra Traffic Committee Minutes - 14 March 2007
Author: Warwick Hatton, Director – Technical Services
File No: See Traffic Committee Minutes
Reason for Report: For the Committee to consider the recommendations of the Woollahra Traffic Committee (Extraordinary Meeting 2A/07).

Recommendation:

THAT the Recommendations contained in the minutes of the Woollahra Traffic Committee during its Extraordinary Meeting No.2A/07 held on Wednesday 14 March 2007, Items Y12-13 be adopted.

Warwick Hatton
Director – Technical Services

Woollahra Local Traffic Committee Minutes

An Extraordinary Meeting (No. 2A / 06) of the Woollahra Local Traffic Committee was held by phone and email on Wednesday 14 March 2007.

1. Attendances

Committee Members:

Present:	Mr Frank Rotta	(Woollahra Municipal Council)
	Mr Navin Prasad	(Roads and Traffic Authority)
	Snr Const David Peters	(Rose Bay Police - Traffic)
Staff:	Ms Armodee Reece	(Woollahra Municipal Council)

2. Minutes of Previous Meeting

Nil

3. Matters Arising from Minutes of Previous Meetings

Nil

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

Nil

5. Extraordinary Meetings

Nil

6. Late Correspondence

Nil

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

EXTRAORDINARY MEETING No.2A/07

Item No: Y12 Traffic Matters on Local Roads – Recommendation to C&E for Consideration

Subject: **No. 24 New South Head Road, Vaucluse – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt8

Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed along the frontage of 24 New South Head Road, Vaucluse. The length of the proposed Works Zone is to be 9 metres and incorporates the easternmost driveway of this property and is subject to the following conditions:
- i. Approval from the RTA to be obtained for a ‘Road Occupancy Licence’ and sighted by Council, before any Works Zone signs are installed.
 - ii. Any directive provided by the NSW Police Department is to be complied with.
 - iii. 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 16 weeks from 29 March, 2007 to 19 July, 2007.
 - iv. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site in accordance with the RTA’s Traffic Control at Works Sites manual.
 - v. Existing parking restrictions (unrestricted) are to be maintained outside of the Works Zone hours of operation.
 - vi. 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.
 - vii. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. 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.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.
 - x. 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.
 - xi. 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 adjacent residents by a letterbox drop of the conditions of the Works Zone.

Item No: Y13 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **No.76-82 Bellevue Road (Cooper Park Road), Bellevue Hill – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt8

Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed to service No.76-82 Bellevue Road, Bellevue Hill. The length of the proposed Works Zone is 6 metres, and it is to be centrally located across the double driveway to the property in Cooper Park Road 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 26 weeks from 1 April, 2007 to 1 October, 2007.
 - iii. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site in accordance with the RTA's Traffic Control at Works Sites manual.
 - iv. Existing parking restrictions (unrestricted) 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. 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 adjacent residents by a letterbox drop of the conditions of the Works Zone.

Frank Rotta
Chair

Item No: D3 Delegated to Committee
Subject: **Approval of Water Savings Action Plan**
Author: Rebecca Peacock - Environmental Protection Coordinator
File No: 990.G
Reason for Report: Advise Council of the approval by the Minister for Water Utilities of the Water Savings Action Plan for Woollahra Municipal Council

Recommendation:

That the report on the approval of the Water Savings Action Plan for Woollahra Municipal Council be received and noted.

1. Background

The NSW Government released the *Metropolitan Water Plan for Sydney* (MWP) in late 2004 in response to the current drought and increasing uncertainties of future water supplies. The MWP highlights the fact that 'Sydney is using more water than is sustainable'.

The MWP and the introduction of the *Energy Administration Amendment (Water and Energy Savings) Act 2005* (the Act) allocates responsibility to the Department of Energy, Utilities and Sustainability (DEUS) to promote improvements in the water and energy efficiency of key businesses, local government and NSW government agencies. A key recommendation of the MWP and the Act is that local councils who are within Sydney Water's area of operations are legally required to develop a Water Savings Action Plan (WSAP). Draft WSAPs are to be submitted to the Minister of Utilities for approval prior to finalisation.

Council commenced work on the preparation of the draft WSAP in December 2005, with the formation of the water management project team. The team was formed to facilitate the investigations, plan preparation and the eventual implementation of the plan. The team consisted of Council staff from Strategic Planning, Property and Projects, Parks and Street Trees and Depot and Waste Services. Staff from the Finance and Public Open Space sections also contributed to the preparation of the plan.

The draft WSAP was prepared in accordance with the *Guidelines for Water Savings Action Plans* (guidelines) and in regular consultation with the DEUS Water Savings Specialists. The draft WSAP format followed the suggested format included in the guidelines.

The WSAP process involved the audit and investigation of facilities and consumption patterns, the calculation of site key performance indicators and comparisons with industry benchmarks. For nine of Council's top ten water using sites, current water usage is consistent with, or lower than, industry standards. Actions to further reduce water use have been nominated in the WSAP for each site.

The draft WSAP for Woollahra Council was presented to the Community and Environment Committee Meeting on the 26 June 2006 for endorsement by Council. At its meeting on 26 June 2006, the council resolved:

That the attached final draft Water Savings Action Plan attached to this committee report as annexure 2 be forwarded to the Minister of Utilities for approval.

The draft WSAP was forwarded to the Minister by 30 June 2006.

2. Status

DEUS wrote to Council on the 6 March 2007, advising that the WSAP for Woollahra Municipal Council was approved by the Minister for Utilities on 25 February 2007. The Minister approved the draft version endorsed by Council, without requiring additional work or amendments to be made. A copy of the correspondence from DEUS is attached as Annexure 1.

3. Implementation

The total cost to implement all of the actions in the WSAP is estimated to be \$15,500. The majority of actions relate to retro fitting Council's top ten water using sites and facilities with water efficient fixtures and devices.

Council has already implemented some of the actions listed in the WSAP through routine property maintenance and upgrades and involvement in the Sydney Water DIY Pilot Program. Implementation of the remaining actions has been included as a project in the Property Management section of the draft Management Plan 2007-2010. The implementation timeframe was prepared in consultation with the Manager Property and Projects.

Implementation of the WSAP will be reported annually in Council's State of the Environment Report, prepared as a part of Council's annual report requirements specified by the *Local Government Act 1993*. The first annual progress report will be submitted to DEUS on 30 June 2008. As required by the guidelines, the WSAP will be reviewed every four years. The WSAP for Woollahra Municipal Council expires on 25 February 2011.

4. Conclusion

Council has reduced the amount water used annually by 66% from 2002/2003 figures, through the implementation of a number of water saving actions and the introduction of water restrictions. In 2002/2003, Council used 113,021kL of potable water, whilst in 2005/2006 Council used 38,666kL of potable water. Implementation of the actions included in the WSAP will reduce Council's water use by a further 5,610kL per year.

Rebecca Peacock
Environmental Protection Coordinator

Chris Bluett
Manager Strategic Planning

ANNEXURE:

1. Copy of the correspondence from DEUS dated 6 March 2007.

Item No: R1 Recommendation to Council
Subject: **Darling Point Traffic Study and Action Plan**
Author: Frank Rotta – Traffic Engineer
File No: 255.G Darling Point Traffic Study
Reason for Report: Consideration of the Darling Point Traffic Study and Action Plan and the submission from the Darling Point Society.

Recommendation:

- A. That the findings of the Darling Point Precinct Traffic Study dated July, 2005 be noted.
- B. That the Action Plan (revised 26 March 2007) as detailed in Annexure 1 of this report be adopted.
- C. That the Darling Point Society be consulted from time to time as investigations are being carried out on specific actions.

Background

The Darling Point Precinct Traffic Study was presented to the Woollahra Traffic Committee in December, 2006. The Darling Point Society requested deferral of the item to enable a submission to be prepared. Subsequently at the Community and Environment Committee meeting held on 29 January, 2007, it was resolved to defer consideration of the Study so as to allow the Darling Point Society to make a submission. This submission was received on 2 February 2007.

A copy of the Darling Point Precinct Traffic Study is attached as Annexure 2.

A copy of the report prepared by Council officers on this study and presented to the Traffic Committee in December 2006 is attached as Annexure 3.

A copy of the Darling Point Society's submission is attached as Annexure 4.

The revised action plan for traffic management of the Darling Point precinct is attached as Annexure 1.

Darling Point Society Submission And Comments

This report summarises the relevant sections of the Darling Point Society's submission and then provides comments for consideration by Council. The action plan included in the previous report has been amended, as appropriate, to reflect changes which are now recommended as a result of the submission made by the Darling Point Society. Amendments to the action plan are shown in italics.

The Study – General

The Darling Point Society held a "straw poll" in December, 2006 and determined that 80% of Darling Point residents were uncertain of what the speed limits were throughout this area. The Society has stated that only 10% of residents were aware that the speed limit was 50 kph throughout the precinct and it considers that a lack of speed limit signage at primary entry points to the precinct may be contributing to excessive speeds in certain streets.

It is pointed out that current legislation (The Australian Road Rules) states that if not signposted, the default regulatory speed limit in streets in an urban area is 50 kph. This has been the situation throughout Sydney since 24 October 2003. The RTA, which is the responsible authority for speed limits and relevant signposting, considers that signposting of the 50 kph limit in an urban situation is not necessary. The RTA has indicated, however, that it has no objection to Council installing 50 kph signposting if Council considers that a need exists and if Council bears the cost of signposting.

The Study has identified that there is a speeding problem in New Beach Road, Mona Road and Darling Point Road with significant numbers of motorists travelling in excess of 50 kph. It is therefore proposed that 50 kph signage be introduced at strategic locations in these streets (See Actions A2, A8 & A16 in the Action Plan).

Mona Road

The Society considers Mona Road to be a residential street with some commercial use and not a collector road. The Society strongly opposes any recommendation to alter the functional reclassification of Mona Road from local road to collector road for the following reasons:

- The horizontal and vertical alignment, the width of road carriageway, and the parking of vehicles makes any increase in traffic on this road undesirable.
- Any upgrading of the functional classification would cause more traffic to use this road which would then lead to a further upgrading of the classification.
- Traffic queues in this street at New South Head Road cause vehicles to perform dangerous U-turn manoeuvres in order to double back to use Darling Point Road.
- The left and right turn lanes for vehicles exiting Mona Road into New South Head Road creates a situation where vehicles illegally turn right from Mona Road into New South Head Road and then conflict with two lanes of traffic wishing to turn left into Glenmore Road at the same time. The Society would like to see a physical barrier installed to stop this manoeuvre occurring.

Mona Road is classified as a local road and it is not intended to reclassify this road as a collector road. The Study does however state that Mona Road currently functions as a collector road and, because of the limited access opportunities for residents of Darling Point, it will continue to function as a collector road unless Council takes steps to physically discourage traffic from using this street. If such steps were to be taken then it would be expected that traffic volumes would increase on alternative streets, namely, Darling Point Road and Loftus Road/New Beach Road, and neither of these roads could reasonably cater for this additional traffic. Furthermore it is extremely unlikely that the RTA would approve such action as traffic congestion would increase at the intersections of Darling Point Rd/New South Head Road and New Beach Road/New South Head Road. Any alteration to the status of this road from local to collector would therefore simply recognise the current function of this road.

The Society's submission refers to congestion and queuing at the intersection of Mona Road and New South Head Road. As stated by the Society, congestion at this intersection is partly caused by the fact that there is only one right turn lane from Mona Road on to New South Head Road. The dangerous scenario of two lanes of vehicles turning right as described in the Society's submission would not occur if motorists in the left turn only lane in Mona Road did not break the law and turn right at this location. The introduction of a physical barrier to prevent the illegal right turn from the kerb-side lane in Mona Road would require reconstruction of the intersection and the traffic signals and is not considered practical.

It must be noted that the congestion at the traffic signals arises from the RTA's policy of not permitting more than one turning lane when this is in conflict with a pedestrian crossing phase. This policy follows standard traffic engineering practice and is adopted for pedestrian safety reasons.

Priority flow at the traffic signals favours New South Head Road as the major arterial route. Congestion cannot be relieved in Mona Road without increasing congestion and delays in New South Head Road. This matter will, however, be referred to the RTA for further investigation into the phasing of these traffic signals (See Action A11).

The Society is also concerned about pedestrian phase timing for pedestrians crossing New South Head Road at the above traffic signals, as well as at the newly installed pedestrian traffic signals opposite the Edgecliff Centre. The Society is concerned that these pedestrian phase sequences do not provide adequate time for pedestrians to cross this road. These matters will also be referred to the RTA for investigation.

Darling Point Road

The Society considers that well lit and signposted pedestrian crossings are required in Darling Point Road north of Marathon Road, at Loftus Road, and south of St Marks Road. They regard the pedestrian refuge at Mitchell Street to be unsatisfactory and suggest that it be replaced by a pedestrian crossing.

The Society further considers that there are parking problems in Darling Point Road and that there should be angle parking introduced in this street in a staggered manner to alleviate the parking shortage and to improve traffic calming in this street. The Society states that they have received informal advice that the carriageway width at this location is only one metre short of that which is required to provide 90 degree angle parking in a street.

Australian Standard A.S.2890.5 specifies a minimum carriageway width of 16.5 metres for a two-way street with 90 degree angle on one side of the street and parallel parking on the other side of the street. A.S. 2890.5 also specifies a minimum carriageway width of 14.2 metres for a two-way street with 90 degree angle on one side of the street and no parking on the other side of the street. Darling Point Road has a road carriageway of variable width between 11.4 and 12.8 metres. Using the wider dimension of 12.8 metres, then the deficiency in width is not 1.0 metres as stated by the Society but is either 3.7 metres or 1.4 metres depending on whether parallel parking is retained or not.

Whilst 30, 45 or 60 degree angle parking requires less carriageway width, this parking is far less efficient and will result in no net gain in on-street parking if parallel parking is not retained on the opposite side of the street. Additionally angle parking at less than 90 degree is potentially hazardous on streets with high traffic volumes.

The introduction of angle parking would necessitate a reduction in the width of one or both footpaths which is neither desirable nor practical.

The Darling Point Precinct Traffic Study suggested the provision of a pedestrian friendly traffic calming device in Darling Point Road, south of Marathon Road near the bus stop. This was in response to requests for a pedestrian crossing at this location due to the close proximity of the bus stop and the pre-school. The Darling Point Society's requests for pedestrian crossings at this and other locations in Darling Point Road cannot, however, be supported as the pedestrian and vehicular volume warrants for these facilities cannot be met at any of these individual locations. Additionally, limited sight distance due to the reverse horizontal curves in this section of Darling Point Road would preclude the installation of the requested pedestrian crossings on safety grounds.

It must be noted that the speeding problems identified by the study in Darling Point Road occur to the north of Greenoaks Ave and therefore are attributable to local traffic and not to through traffic. It is considered that local residents' knowledge of the curves could in fact be contributing to speeding and therefore to accidents at this location.

The study recommendations in relation to speed reduction in Darling Point Road are limited to an unbroken centreline in this street. It is considered that a pedestrian refuge just south of St Marks Road and a traffic calming device and associated linemarking at either Yarranabbe Road or Marathon Road would further reduce vehicle speeds and therefore improve both pedestrian and vehicle safety in this section of the street (See Action A17).

The Society states that there are too many tourist coaches entering the precinct and causing noise and vibration problems for residents. This matter requires further investigation as to the number of coaches, the necessity to exclude them and the means by which they could be excluded from the precinct. The study recommends the investigation of provision of a coach loading area near McKell Park and the prohibition of coach parking along the rest of Darling Point Road (See Action A20).

It should be noted that the Bondi Explorer is a regular service run by Sydney Buses and uses the bus stops and zones used by public transport buses.

Greenoaks Avenue/Mona Road intersection

The Society states that the roundabout at this location causes confusion to locals and visitors and that many accidents occur which are minor, and are not reported and therefore do not show up on Council's database of accident statistics.

The Society has recommended that:

- Council enlarge the roundabout to include Darling Point Road, Mona Road and Greenoaks Avenue.
- Mona Road motorists who wish to make a right turn into Darling Point Road be made to initially turn left and use the newly formed larger roundabout. Mona Road motorists who wish to turn left would still turn left.
- Motorists from Greenoaks Avenue who wish to turn right into Mona Road should enter the larger roundabout and be seen to clearly have "right of way" over north bound Darling Point Road motorists. Southbound Darling Point Road motorists who wish to enter Mona Road would have "right of way" over north bound Darling Point Road motorists.
- Signage at this intersection should be improved.

It is considered that the suggestion by the Darling Point Society to ban the turn right from Mona Road into Darling Point Road and force traffic through the roundabout has merit and could be simply achieved by rationalising the splitter islands and signage at this location and without enlarging the roundabout (See Action A21). The Society's suggestion that the right turn from Darling Point Road into Mona Road should be banned and that the roundabout should be increased in size to make Mona Road an additional leg of the roundabout is not considered practical. These are two separate intersections, namely, Darling Point Road/Mona Road and Darling Point Rd/Greenoaks Avenue which are clearly offset. The geometry of these intersections does not permit a larger roundabout to be constructed which would be safe and which would reduce confusion for motorists. In fact the resultant approach angles of the four legs of the intersection would further increase motorists' confusion at this traffic facility.

The signage, both advisory and statutory, will be investigated in conjunction with any alterations at this intersection (See Action A22).

New Beach Road

The Society agrees with resident concerns about speeding, parking and pedestrian crossings in this street.

As with Darling Point Road, the Society has received incorrect advice that the carriageway width at this location is only one metre short of that which is required to provide 90 degree angle parking in a street and considers that the introduction of angle parking in this street in a staggered manner would alleviate the parking shortage as well improve traffic calming in this street.

New Beach Road south of Yarranabbe Road has a carriageway width of 12.8 metres. As previously stated, A.S.2890.5 specifies a minimum carriageway width of 16.5 metres for a two-way street with 90 degree angle on one side of the street and parallel parking on the other side of the street. A.S. 2890.5 also specifies a minimum carriageway width of 14.2 metres for a two-way street with 90 degree angle on one side of the street and no parking on the other side of the street. The existing carriageway of New Beach Road is therefore too narrow by either 3.7 metres or 1.4 metres depending on whether parallel parking is retained or not.

The introduction of angle parking would necessitate a reduction in the width of one or both footpaths which is neither desirable nor practical.

The Society also considers that pedestrian crossings are preferable to pedestrian refuges as the precinct is residential in nature with priority given to pedestrians at the expense of motorists. However, the Society would accept use of pedestrian refuges in an integrated traffic calming approach with a number of crossing points including the Yacht Club and Marina areas.

The RTA warrant for pedestrian crossings would not be met anywhere along New Beach Road and therefore these facilities cannot be implemented. While the provision of a number of pedestrian crossing points is favoured by the Darling Point Society the reality is that pedestrians cross at the closest location to where their cars are parked or to where they live. There is no centralised crossing point or major pedestrian desire lines where a pedestrian crossing or crossings could be installed. The provision of numerous pedestrian refuges to try to capture the majority of pedestrians would seriously impact on the level of on-street parking in New Beach Road with between four and eight spaces being lost at each and every location.

The need for traffic calming in this street is recognised and therefore it is proposed to further investigate the provision of pedestrian refuge(s) or other traffic calming devices in New Beach Road in the vicinity of the Cruising Yacht Club. This will provide some relief for pedestrians as well as a general speed reduction in this street and will achieve a reasonable balance between the pedestrian safety, parking demand and traffic calming needs for this street (See Action A3).

Loftus Road

The Society supports the introduction of a local 40 km/h zone supported by adequate signage including "Light Traffic Thoroughfare".

The traffic study indicates that the 85th percentile speed in Loftus Road is 39 kph. This is well below the statutory speed limit of 50 kph and therefore there is no need to implement a 40 kph zone in this street. It appears that the road characteristics (i.e. width and vertical alignment) are already effective in limiting vehicle speeds in this street.

The provision of a Light Traffic Thoroughfare designation for this street is not considered to be warranted as most heavy traffic using this street would be traffic which is either delivering goods to or removing goods from this street. It should be noted that heavy vehicle traffic which has a destination in Loftus Road would still be permitted even if the street was designated as a Light Traffic Thoroughfare.

Sutherland Crescent

The Society considers that traffic safety is an issue in Sutherland Crescent due to numerous “blind corners” in the street and recommends that the residents be canvassed to determine whether one-way traffic should be introduced.

Sutherland Crescent is a low volume local street which is only used by residents and service vehicles. There is no unusual incidence of through traffic, heavy traffic or commuter traffic and there is no accident history in this street. (Note: No accidents have been reported in Sutherland Crescent between 1996-2007).

The carriageway at 8.0 metres width is narrow for a two-way street with parking on both sides, however, the street has very low traffic volumes and the narrow carriageway serves to limit vehicle speeds. Although the carriageway is narrow ample opportunity exists for vehicles to pass with safety at the numerous driveways in this street.

The introduction of one-way traffic as suggested is not considered appropriate. Invariably the introduction of one-way traffic leads to faster speeds and increased inconvenience to residents. Given the existing low volumes and speed of traffic and the absence of an accident history it is not recommended that one-way traffic be introduced.

Greenoaks Avenue

The Society refers to the new development being completed in this street and notes that this will result in additional residential traffic volumes. The issue of additional traffic created by the new residential development in this street is, however, a minor one with an insignificant number of daily and peak hour vehicular trips generated.

The Society has requested the provision of 2 Hour Residents Permit Parking in Greenoaks Avenue. Although many residences already have off-street parking the demand for residents parking should be investigated further (See Action A23).

The Society also considers that this street is a local road and not a collector road and that through traffic should be discouraged from using this street. The Society states that if Greenoaks Avenue is considered to be a critical by-pass route for traffic avoiding congested intersections along New South Head Road then the Society considers it necessary for Council to improve the road characteristics either by removal of on-street parking or by increasing the road width to potentially dual carriageway in both directions or double/single lanes with alternating AM/PM restrictions. The Society has also requested better signage to ensure vehicles are parked correctly along this street particularly opposite the unbroken centreline areas where parked vehicles cause passing motorists to illegally cross the double lines in order to safely pass the parked vehicles.

Although the Darling Point Society recommends reclassification of this road from collector to local road status, the fact remains that other than New South Head Road this is the only road which physically connects Double Bay to Darling Point.

As stated by the Society Council officers are currently investigating the signage and linemarking in Greenoaks Ave to improve traffic safety within this street. Council conducted a Road Safety Audit (RSA) for Greenoaks Avenue in late 2002, and a number of its recommendations were included as part of the action plan. These recommendations have now been revised as part of this report and will be considered in more detail in a proposal to be considered at the April Traffic Committee meeting. This item will incorporate numerous traffic measures including edge lines, new centrelines and painted medians, and raised thresholds along similar lines to those suggested by the Darling Point Society.

At the Community and Environment Committee meeting held on 12 February 2007 it was resolved inter alia that:

“That longer term options for Greenoaks Avenue be investigated as part of Council’s consideration of the Darling Point Traffic Study”.

One of these longer term options is the option to widen the carriageway of Greenoaks Avenue to improve conditions for through traffic. Widening of Greenoaks Avenue is not favoured as this will involve extensive loss of parking, considerable costs, possible land acquisitions, and will produce a considerable increase in vehicle speeds and volumes. It is important to note that the perceived dangers and narrowness of the existing road contributes to the low 85th percentile speed (39 kph) in Greenoaks Avenue.

The parking situation in front of the pre-school is the subject of a recent Council resolution at its February meeting and is reflected in the action plan (See Action A24).

The provision of concrete mountable islands and a solid pedestrian refuge at the top of the steps to Ocean Avenue, as recommended by the Study, is not considered warranted and has been deleted from the action plan.

General

The Society has stated that there are substantial parking problems in the precinct due to commuters, especially in Mona Road near New South Head Road, and that some of these problems could be alleviated by improved public transport, by co-operation between local businesses and transport and parking companies to promote Park/Drive/Ride facilities, or by proactive or retroactive planning controls on businesses in the area.

The Darling Point precinct is covered by three residents parking schemes (RPS), namely, Area 7 – Darling Point, Area 12 – Rushcutters Bay and Area 6 – Double Bay. These schemes cover over 70% of the entire precinct and are invaluable in providing preferential on-street parking for residents. The effectiveness of these schemes is dependant on both enforcement and the relevance of the parking restrictions. If parking problems exist within an established RPS then appropriate action is to increase enforcement and/or to reduce the length of restrictions (e.g. from 2 hour to 1 hour), so as to force long-stay non-residents from the area. These issues will be examined as part of an on-going review of resident parking schemes.

With respect to the Society’s comments on parking generated by commercial activity in Mona Road, it is pointed out that developments in Darling Point are covered by the Woollahra Residential Development Control Plan (2003). This DCP is current and adequately addresses the traffic and parking generation of developments within this precinct. Retrospective planning control is not practical.

Council is at present examining the concept of car share facilities as a means of reducing car ownership and thereby improving the parking situation for residents. This innovative concept is currently being considered for the Paddington area with Council having recently called for expressions of interest. If car share facilities prove to be worthwhile then it would be practical to consider this type of facility for the Darling Point precinct.

CONCLUSION

The Darling Point Precinct Traffic Study completed in 2005 identified a number of traffic problems within the Darling Point precinct and proposed a number of traffic management actions to alleviate these problems. This report has reassessed the recommendations of this study taking into account comments provided by the Darling Point Society. As a result an action plan has been developed which will provide comprehensive traffic management for the precinct. This action plan is attached as Annexure 1 of this report.

The action plan summarises the proposed measures to be introduced to alleviate or minimise the impact of traffic in the Darling Point precinct with each measure being given a priority rating (High, Medium or Low) based on the severity of the problem. It is recommended that the high priority items be implemented as soon as possible, the medium priority items should be implemented within twelve months of Council approval, and the low priority items should be undertaken within 2-3 years, as funds become available.

A number of the 30 recommended actions within the Action Plan will require further investigation, consultation and design.

Allocation has been made in the 2007/2008 draft budget for the introduction of the high and medium priority items of the action plan.

Warwick Hatton
Director Technical Services

Frank Rotta
Traffic Engineer

ANNEXURES:

1. Action Plan.
2. Darling Point Precinct Traffic Study.
3. Report prepared by Council officers on this study and presented to the Traffic Committee in December 2006.
4. Submission by Darling Point Society.

Item No: R2 Recommendation to Council
Subject: **Lyne Park change rooms**
Author: David Sheils - Manager Public Open Space
File No: 195.G
Reason for Report: To report to Council results of the winter season change room survey and recommend works be undertaken to make available the change rooms for the 2007 winter sports season.

Recommendation:

- A. That the change rooms at Lyne Park be refurbished and made available for use by sportsground users and the works to be funded from park revenue.
- B. That the modifications to the Budget to fund these works be addressed in the March Budget Review.

Background:

On 13 June 2006, Council adopted the following Motion:

“That a Report be brought to the Community and Environment Committee addressing the structure at the Western end of Lyne Park Rose Bay (comprising toilets and change sheds) such report to deal with the following:

- 1. upgrading the toilets and change sheds to an appropriate standard, with a view to their being used by school and private sporting groups hiring the playing fields at Lyne Park.*
- 2. whether a canteen and/or small café with seating can be located at the north eastern end of the structure including tables & chairs on the concrete forecourt facing the playing fields.”*

A report was presented to the Community and Environment Committee, 27 November 2006, addressing these two points. With this report, a concept design was prepared which illustrated retention of the change room facilities, improved public toilets and the provision of a kiosk and outdoor dining area. In consideration of the report, Council, at its meeting of 12 December 2006, resolved:

- “A. That a report be prepared for Council identifying public amenity / café redevelopment opportunities for the Lyne Park including a preferred redevelopment option. This report will include estimated cost expenditure and potential returns to Council for each option.*
- B. That the report have regard to the survey results on the demand for use of change rooms and toilet facilities.”*

This report addresses part B of the resolution. Part A is being investigated and a separate report, which explores redevelopment options including consideration of toilet adequacy at Lyne Park, will be presented to Council in June this year.

Consultation:

In February this year, we distributed 62 survey forms to sportsground hirers, including schools and sporting clubs. The survey sought to identify change room and other sporting requirements for the 2007 winter season. Ten surveys were returned to Council.

Results of the survey

Scots College, Scots Preparatory, Maccabi Rugby Club, Kambala and Eastern Suburb Rugby Union Football Club are confirmed hirers of Lyne Park this winter season. Scots College and Maccabi Rugby Club confirmed they would seek to use change room facilities at Lyne Park if the facilities were made available.

Scots College (comprising 52 teams) Mon to Thu 3:30pm to 5:00pm Sat – 8:00am to 1:00pm (every second weekend) <i>[ave 8.5 hrs of use each week]</i>	Maccabi Rugby Club (one confirmed team) Wed – 5:00pm to 8:00pm Sat – 2:00pm to 5:00pm (every second weekend) <i>[ave 4.5 hrs of use each week]</i>
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From this result, a high demand for change room facilities is demonstrated by Scots College. Maccabi Rugby Club, which has a single senior team, also indicated interest in using the change room facilities if available. It is noted that until this season, Scots College had not sought use of change room facilities at Lyne Park.

We also received requests from other sportsground users for alterations or improvements to change rooms at other sporting venues such as the provision of additional power points, storage space, minor repairs and cleaning which we are addressing.

Identification of Income & Expenditure:

The estimated cost to bring the existing change rooms at Lyne Park into working order is estimated to be \$13,000. Works required include provision of new taps, water saver shower heads, electrical work and installation of an ‘on-demand’ gas hot water system. No funds are currently identified in this year’s budget to cover these works.

However, this year our park revenue is greater than forecast due, in part, to income received from the hiring of Lyne Park for event parking for the Australian Open Golf. Therefore the opportunity exists for Council to fund the change room renovations from park revenue. If this approach is supported by Council, these works could commence now and the change rooms made available for use in May for winter season sportsground users. Modifications to the Budget to reflect this change could be addressed in the March Budget Review.

David Sheils
Manager Public Open Space

Warwick Hatton
Director Technical Services

ANNEXURES:

Nil