Agenda: Community & Environment Committee

Date: Monday 16 December 2013

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:

- 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 Roads and Maritime Services.
- 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:

- 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

5 December 2013

To:    Her Worship the Mayor, Councillor Toni Zeltzer ex-officio
Councillors    Deborah Thomas (Chair)
              Peter Cavanagh
              Anthony Marano
              Andrew Petrie
              Elena Wise
              Susan Wynne (Deputy Chair)
              Jeff Zulman

Dear Councillors

Community & Environment Committee Meeting – 16 December 2013

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 16 December 2013 at 6.00pm.

Gary James
General Manager
Additional Information Relating to Committee Matters

Site Inspection

Other Matters
## Meeting Agenda

<table>
<thead>
<tr>
<th>Item</th>
<th>Subject</th>
<th>Pages</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Leave of Absence and Apologies</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Note Council resolution of 27 June 2011 to read late correspondence in conjunction with the relevant Agenda Item</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Declarations of Interest</td>
<td></td>
</tr>
</tbody>
</table>

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

- **D1** Confirmation of Minutes of Meeting held on 25 November 2013
- **D2** Woollahra Local Traffic Committee Minutes – 3 December 2013 – 595.G 2013
- **D3** Woollahra Local Traffic Committee Minutes – 6 December 2013 – 595.G 2013
- **D4** Yarranabbe Park Steering Committee Meeting – 226.G MP
  
  **Note:** Annexure Distributed Under Separate Cover
- **D6** Draft Traffic Management Strategy – 900.G

**Items to be Submitted to the Council for Decision with Recommendations from this Committee – Nil ‘R’ Items**
Item No:          D1   Delegated to Committee
Subject:     Confirmation of Minutes of Meeting held on 25 November 2013
Author:           Les Windle, Manager - Governance
File No:            See Council Minutes
Reason for Report:     The Minutes of the Meeting of Monday 25 November 2013 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 25 November 2013 be
taken as read and confirmed.

Les Windle
Manager – Governance
Item No: D2  Delegated to Committee
Subject: Woollahra Local Traffic Committee Minutes – 3 December 2013

Author: Cathy Edwards-Davis, Manager Engineering Services
File No: 595.G 2013

Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee

Recommendation:

A. That the Recommendations Y1-Y5 contained in the minutes of the Woollahra Traffic Committee held on Tuesday 3 December 2013 be adopted.

B. That the Recommendation Z1 contained as an informal item in the minutes of the Woollahra Traffic Committee held on Tuesday 3 December 2013 be adopted.

C. That Council adopt the following Council officer recommendations:

That ‘No Parking’ restrictions be installed on the northern side of Buckhurst Avenue, across the driveways serving Nos 6 & 7 Buckhurst Ave, Point Piper.

With regards to item Y1-3 on the agenda, the Traffic Committee recorded a split vote. For this item, Council officers are recommending that the No Stopping restrictions at the intersection be less than 10 metres. This complies with the relevant legislation, the Australian Road Rules. However, it does not comply with the more stringent internal RMS policies.

Council staff are recommending that Council adopt the Council officer recommendation (as reflected in recommendation C above).

Should Council resolve to proceed with the Council officer recommendation, RMS and the Police may refer this matter to the Regional Traffic Committee for review and determination. Should the Regional Traffic Committee uphold an appeal by RMS or the Police, then Council has no further recourse.

Cathy Edwards-Davis
Manager – Engineering Services

Tom O’Hanlon
Director Technical Services
Woollahra Local Traffic Committee
Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Thornton Room, Council Chambers, Double Bay, on Tuesday 3 December 2013 at 10.00am.

Attendance
Committee Members:

Present: Ms Cathy Edwards-Davis (Chairperson) (Woollahra Municipal Council)
Mr Stephen Brown (Roads and Maritime Services)
Snr Const Corinne Dawes (Rose Bay Police)

Staff: Ms Shirlene Yee Yet (Woollahra Municipal Council)
Mr Frank Rotta (Woollahra Municipal Council)
Ms Deirdre Farrell (Woollahra Municipal Council)
Ms Carla Hetherington (Woollahra Municipal Council)

Observer: Mr Eric Graham (Transport NSW – State Transit)

Apologies: Mr Alex Greenwich MP (Member for Sydney)
Mr John Giblin (Gabrielle Upton MP Representative)

Minutes of Previous Meeting

The minutes of Meeting No.11/13 held in Council Chambers, Double Bay, on Tuesday 3 November 2013 were confirmed by Mr Stephen Brown and Frank Rotta.

Matters Arising from Minutes of Previous Meetings

Nil

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

Nil

Extraordinary Meetings

Nil
Late Correspondence

Item Y5: Bike Route Works 2013/2014
- Revised drawing 256G_13/14_002A submitted by Deirdre Farrell
- Comments received from BIKEast
- Email from a resident supporting the proposed bike ramp for the stairs at Marathon Road, Double Bay

Mr Alex Greenwich MP did not attend the meeting. A copy of his votes has been distributed to the other committee members via email.

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 Restriction Changes
Author: Frank Rotta – Traffic Engineer
File No: (Refer to Table 1)
Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Committee Vote: Majority Support

Recommendation:

That the recommendations of Item Y1-1 to Y1-3 contained in Annexure 1 be adopted.

Item Y1-1: Buckhurst Avenue, Point Piper – Parking restrictions

Officer Recommendation:

That ‘No Parking’ restrictions be installed on the northern side of Buckhurst Avenue, across the driveways serving Nos 6 & 7 Buckhurst Ave, Point Piper.

Committee Vote: Split Vote (The RMS and Police Representatives did not support the recommendation)

Resolved to Recommend:

Adopt the Officer Recommendation
Item Y1-2: Hargrave Lane, Paddington – Additional Residents Permit Parking Spaces

Officer Recommendation:

That an additional 3 (16m) of ‘2P 8am-11pm, Permit Holders Excepted, Area Pgtn 6’ parking spaces be installed on the southern side of Hargrave Lane, Paddington opposite Nos 23, 25 & 27 Hargrave Lane, Paddington.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

Item Y1-3: Underwood Street, Paddington – Motor Bike Parking

Officer Recommendation:

That a ‘P Motor Bikes Only’ zone be installed on the northern side of Underwood Street, Paddington from 8 metres west of the western kerbline of Bennetts Grove Avenue for a distance of 2 metres (2 motor bike spaces) in an easterly direction.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: Queen Street, Moncur Street, Spicer Street, Woollahra – Parking Changes

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: 422.G

Reason for Report: To report on the results of the community consultation on parking issues raised by the Queen Street & West Woollahra Association

Officer Recommendation:

A. That the 12m “1P 8am-9pm, Mon-Sat Permit Holders Excepted Area Pgtn 4’ zone outside No.56 Moncur Street not be converted to a “P 5 Minute 8am-6pm Mon-Fri, 1P 8am-9pm Sat’ zone and the “P15 Minute 9am-6pm Mon-Fri, 1P 8am-6pm Sat” outside No.91 Queen Street not be converted to “1P 8am-9pm, Mon-Sat Permit Holders Excepted Area Pgtn 4”.

B. That the unrestricted parking area on the western side of Moncur Street between Rush Street and Smith Street not be changed to “1P 8am-9pm, Mon-Sat Permit Holders Excepted Area Pgtn 4”.

C. That the four “½ P 9am-6pm Mon-Sun” bays on the western side of Spicer Street between Queen Street and Peaker Lane be converted to “1P 9am-6pm Mon-Sun” parking.
Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

---

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

Subject: Bathurst Street and Edward Street, Woollahra – Central Median Islands

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: T253

Reason for Report: Request to approve the installation of central median islands

Officer Recommendation:

That the following works be approved subject to community consultation:

A. The road studs delineating the central median islands and kerb blisters along Bathurst Street and Edward Street be removed.

B. Concrete median islands and associated “Keep Left” signage be installed on all the central median linemarked islands along Bathurst Street and Edward Street (excluding kerb blisters).

C. All faded BB linemarking between Edgecliff Road and Suttie Road be remarked.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

---

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

Subject: Boundary Road, Paddington – Pedestrian Crossing Safety

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: T253

Reason for Report: Request to improve pedestrian safety at the existing pedestrian crossing

Officer Recommendation:

A. That approval be given to construct a concrete island on the southern side of Boundary Street immediately west of the existing raised pedestrian crossing to comply with the minimum No Stopping requirements at the approach to the pedestrian crossing as per the attached concept design and subject to community consultation.

B. That the existing “No Stopping and 1/2P” sign located on the southern side of Boundary Street, immediately west of the pedestrian crossing be relocated 5m west to comply with the RMS minimum 7.5m No Stopping distance requirements.
C. That a “Pedestrian Crossing Ahead” warning sign be installed on the southern side of Boundary Street immediately east of Glenview Lane.

D. That zig-zag advanced pedestrian crossing ahead pavement markings be installed on southern side of Boundary Street at the approach to the pedestrian crossing.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

Item No: Y5 Traffic Matters on Local Roads – Recommendation to C&E for consideration.
Subject: Bike Route Works 2013/2014
Author: Deirdre Farrell – Traffic and Transport Engineer
File No: 256.G Bicycle Projects

Officer Recommendation:

That the works detailed in the plans listed below be approved for construction;

i. A2 New South Head Road, Vaucluse – (Dwg No. 256G_13/14_001)
ii. B20 Parsley Bay – (Dwg Nos. 256G_13/14_002 & 256G_13/14_003)
iii. A2 New South Head Road, Rushcutters Bay – (Dwg No. 256G_13/14_004)

Committee Vote: Unanimous Support

Resolved to Recommend:

A. That the works detailed in the plans listed below be approved for construction;
   iv. A2 New South Head Road, Vaucluse – (Dwg No. 256G_13/14_001)
   v. B20 Parsley Bay – (Dwg Nos. 256G_13/14_002 & 256G_13/14_003)
   vi. A2 New South Head Road, Rushcutters Bay – (Dwg No. 256G_13/14_004)
   vii. New bicycle ramp on Marathon Steps, Double Bay (No drawing provided)

B. That appropriate warning signs be installed at the bus stops to advise cyclists to slow down.
Informal Matters - For discussion by committee members and recommended to Community and Environment Committee by Council Officers

Item No: Z1 Traffic Matters on Local Roads – Recommendation to C&E for consideration.

Subject: Safety Issues at Various Intersections

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: T329

Reason for Report: Investigation at the request of Cr Kirilova on various safety issues

Recommendation:

A. That Council request the RMS to delineate the central median island on New South Head Road west of Bellevue Road, Double Bay.

B. That Council request the RMS for an update on Council’s recommendation to introduce an AM peak No Right Turn restriction from Bellevue Road into New South Head Road, Double Bay.

C. That Council request the RMS give consideration to facilitate a pedestrian crossing across Victoria Road at its intersection with New South Head Road, Double Bay.

Late Items

Nil

There being no further business, the meeting concluded at 10.30 am.

Cathy Edwards-Davis
Chair
Item No: D3 Delegated to Committee

Subject: Woollahra Local Traffic Committee Minutes – 6 December 2013

Author: Cathy Edwards-Davis – Manager, Engineering Services

File No: 595.G 2013

Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee (Extraordinary Meeting).

Recommendation:

A. That the recommendation contained in Annexure 1 as considered at the Extraordinary meeting of the Woollahra Traffic Committee held by email on 6 December, 2013 be adopted.

B. That the location plan provided by the applicant indicating the proposed restrictions and truck parking arrangements contained in Annexure 2 be noted.

Cathy Edwards-Davis
Manager - Engineering Services

Tom O’Hanlon
Director - Technical Services

Annexure 1

6 Dumaresq Road, Rose Bay – Works Zone:

A. That approval be granted for a Works Zone to be temporarily installed for No. 6 Dumaresq Road, Rose Bay. The proposed Works Zone is to be located on the western side of Dumaresq Road, from the northern side of the driveway to No.6 Dumaresq Road for a distance of 13.6 metres in a southerly direction and is subject to the following conditions:

i. Any directive provided by the NSW Police Department is to be complied with.

ii. The applicant shall apply for and receive a Road Occupancy Licence from the Transport Management Centre (Transport for NSW) when there are any operations carried out which impact on New South Head Road.

iii. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 33 weeks from December, 2013 (to be calculated from sign installation date).

iv. 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 RMS’s Traffic Control at Works Sites manual.

v. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council’s traffic engineer.

vi. The CMP for the works being approved by Council’s traffic section.

vii. The Section 138 Roads Act application (including stormwater modifications) for the required roadworks being approved by Council’s Engineering Services department.
viii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.

ix. “No Parking, 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat” restrictions shall be installed on the western side of Dumaresq Road from the southern side of the Works Zone to the northern side of the driveway to No.4 Dumaresq Road during the hours which the Works Zone is operational to allow for traffic to flow freely and exit this street onto New South Head Road.

x. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.

xi. 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.

xii. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.

xiii. 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. The fee shall be calculated based on the loss of available parking on the western side of Dumaresq Road, ie.18.6 metres. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.

xiv. Payment of all appropriate security bonds required by the Development Consent for this property.

xv. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.

xvi. 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.

xvii. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.

B. That the applicant provide a minimum 7 days notification letter to all residents in Dumaresq Road, prior to commencing works, outlining the construction methodology, details of the work zone and providing a mobile phone number for the site manager.
Annexure 2

Architect’s Plan indicating the proposed restrictions and truck parking arrangements:
Item No: D4  Delegated to Committee  
Subject: Yarranabbe Park Steering Committee Meeting

Author: Bruce Rann  
File No: 226.G MP
Reason for Report: To note the minutes from Yarranabbe Park Steering Committee Meeting held on 12 November 2013.

Recommendation:

That Council note the attached minutes from the Yarranabbe Park Steering Committee Meeting which was held on 12 November 2013.
Yarranabbe Park Steering Committee

Notes from Meeting Held On Tuesday 12 November 2013

Present:

Deborah Thomas  Chair
Toni Zeltzer  Mayor
Anthony Marano  Councillor
Charlotte Feldman  Community Representative, Darling Point Society (DPS)
Joe Meagher  Guest of DPS
Caitlin Moffat  Open Space Planner
Bruce Rann  Manager, Open Space and Trees

Apologies:

Dennis Rabinowitz  Rushcutters Bay Park Enhancement Group
Tom O’Hanlon  Director Technical Services

Meeting commenced 5:00pm

1. Introduction by the Chair, Councillor Thomas

Councillor Thomas welcomed the attendees and noted the apologies.

2. Adoption of the previous minutes

The minutes from the previous meeting were adopted.

3. Business arising from the previous minutes

Bruce Rann advised the group that the playground shade sails had been raised with him by Kate Prendergast.
Bruce showed the group some new images of shade sails.
The group agreed that the designs were nearing (but not quite at) completion and advised staff to pursue final designs and quotes, hopefully for installation this summer.
The group requested that the shade sails should be in the colour “ecru” to match the nearby yacht sails.

4. Tree planting update

Bruce Rann advised the committee that the public feedback on the new trees had been largely positive and that the trees were settling in well and starting to grow.

Bruce advised that the watering regime was being carefully monitored to maximize growth potential over the spring/summer period.

5. Seating

Caitlin Moffat presented some design options for new seating in the park.

Although the group had discussed seats with black metal at the last meeting it was decided that we will move forward with silver metal seats as they are more readily available and match the furniture in other parts of Yarranabbe Park and in other surrounding parks and streets.

The group decided that having the metal changed to black would be too time consuming and not good value for money.

The group asked Caitlin to progress seat installation for this summer.

6. Bore water

Bruce Rann advised the committee that the quote for 6 spear points and one bore pump was in the vicinity of $35K.

This type of bore would greatly reduce the need for town water in the park and would keep the park green at all times.

The group agreed that this irrigation project was a high priority and that staff should proceed with the bore asap.

7. Northern plaza

The committee received a presentation from Mr Joe Meagher, a resident who lives near Yarranabbe Point. This presentation was against the proposed stairs into the harbour near this point.

The committee agreed that Mr Meagher raised some valid safety issues and that any future designs of the plaza and stairs would have to pay careful consideration to safety issues before proceeding.
8. Ecologically sensitive design options

This agenda item was deferred as Councillor Kirillova was not in attendance.

Councillor Thomas advised that she would ask Cr Kirillova to present on this topic at the next meeting.

9. General business

There was no general business at this time

10. Actions

The group asked for staff to progress the seating, shade sails and bore water projects as soon as possible and that any final designs could be approved by the group by email before the next meeting.

10. Next Meeting

To be advised

Bruce Rann  
Manager – Open Space and Trees

Tom O’Hanlon  
Director – Technical Services

Annexures:

1 - Minutes from the Yarranabbe Park Steering Committee Meeting 12 November 2013.
Item No: D5  Delegated to Committee

Subject: Sustainability Task Force 2013

Author: Chris Munro, Team Leader Environment & Sustainability

File No: 1142.G Ecological Sustainability Task Force

Reason for Report: To circulate the minutes from recent Ecological Sustainability Taskforce Meetings.

Recommendations:

That Council:

Note the minutes of the Ecological Sustainable Taskforce Meeting held on 30 October 2013.

Background

On 23 March 2009 Council resolved to establish an Ecological Sustainability Task Force reporting to the Community & Environment Committee.

The role of the Task Force is to review and recommend Council strategy in relation to sustainability initiatives and policies in the areas of:

A. Water
B. Energy
C. Public Transport
D. Waste Management
E. Carbon reduction.

Membership of the Ecological Taskforce includes 5 Councillors, the Chair and staff as appointed by the Mayor.

Toni Zeltzer  Mayor
Katherine O’Regan  Deputy Mayor
Anthony Marano  Chair, Councillor
Greg Levenston  Councillor
Elena Kirillova  Councillor
Elena Wise  Councillor
Tom O’Hanlon  Director Technical Services
Bruce Rann  Manager Open Space and Trees
Chris Munro  Team Leader Environment & Sustainability

Meeting Minutes

The minutes of the Sustainability Task Force meeting held on 30th October 2013 have been attached to this report as Annexure 1.

Presentations given by Chris Munro and Robert Brewster at the meeting have been attached as Annexure 2 and Annexure 3.
Chris Munro
Team Leader
Environment & Sustainability

Bruce Rann
Manager
Public Open Space

Tom O’Hanlon
Director Technical Services
Item No: D6  Delegated to Committee
Subject: Draft Traffic Management Strategy
Author: Shirlene Yee Yet, Team Leader Traffic and Transport
File No: 900.G
Reason for Report: To seek Council’s approval for community consultation on the draft strategy.

Recommendation:

A. That Council support the recommendations of the draft Traffic Management Strategy for the purposes of public consultation.

B. That the attached draft Traffic Management Strategy be placed on public exhibition for 28 days, commencing from February 2014.

C. That the results of the public consultation and final Traffic Management Strategy be reported to the Community & Environment Committee for endorsement.

Background:

A Councillor Briefing was held on the 25 November 2013 in relation to the draft Traffic Management Strategy. GTA Traffic Consultants gave a presentation detailing the purpose of the strategy, the methodology used and their findings and recommendations. The issues raised by Councillors at this briefing session are discussed at the end of this report.

The previous Woollahra Traffic and Transport Strategy was adopted by Council in 2001 and since this time many of the recommendations and actions identified in this strategy have been implemented. Council currently spends approximately $400,000 per annum on traffic capital works projects.

Council receives many requests for funding of various traffic devices in numerous locations. Each community sees its own problems as requiring “immediate action” and as being essential for the safety or amenity of its members. Due to budget constraints it is important that projects and requests are prioritised taking into consideration safety, residential amenity, pedestrian safety, through traffic control, equity and value for money.

GTA Consultants were commissioned by Council to assist with the development of a strategy to inform and assist in the management of traffic issues in the Woollahra municipality, including a prioritised 10–20 year traffic capital works program for the road network managed by Council.

The aim of the strategy is to identify the existing traffic and transport issues within the local government area (LGA) and to recommend ways to improve the negative impacts of traffic on amenity, safety and access, with safety and reducing the frequency and/or severity of road crashes being the main priority.

This new strategy is intended to provide a researched basis on which to inform the direction of future traffic capital works projects, funding bids to State and Federal Government for crash countermeasures (blackspot funding) and other initiatives to improve the safety of Woollahra’s road network for all road users.
As the title implies, this document provides a strategic direction. It is therefore envisaged that further work would be required in terms of detailed investigation of the identified issues, further development of appropriate countermeasures (where practicable) and design of appropriate traffic calming facilities, in consultation with the community.

**Methodology**

**Summary**

An extensive assessment was undertaken to identify projects using traffic speed and volume data, crash data, community complaints and requests and existing local traffic issues. The projects identified were assessed and prioritised using criteria for a needs based assessment and opportunistic assessment. A ranking spreadsheet was then developed to quantify the assessment and prioritise the projects. The flow chart below details the overall assessment process.

![Assessment Process Flow Chart](image)

**Assessment Tool and Ranking**

A Local Area Traffic Management (LATM) assessment tool and ranking spreadsheet has been developed as the central component of the Traffic Management Strategy to provide a replicable method of prioritising precincts and corridors for LATM treatments in Woollahra. The spreadsheet incorporates the opportunistic and needs based assessment processes outlined below with inputs based on three key data sources: vehicle speeds, crashes and community demand.

The projects were assessed using the following two assessment types:-
- Needs Based Assessment
- Opportunity Assessment
Needs Based Assessment

The needs based assessment aimed to identify where traffic treatments were required based on three key factors:

- high vehicle speeds based on traffic count data
- vehicle crash locations
- community demand, i.e. known problem locations reported to Council by residents and members of the community.

Two other factors which also influence where traffic treatments are required:

- high traffic volumes based on traffic count data
- proximity to activity centre locations and areas of high pedestrian activity (schools, shopping, community facilities).

The needs based assessment reflected traffic calming principles and prioritised measures which improve pedestrian and public transport passenger safety and accessibility, while avoiding measures which have a significant impact on parking.

Opportunistic Assessment

The opportunistic assessment sought to identify locations where traffic treatments could be incorporated into previously identified and programmed works which include:

- Funded works - delivery program and operational plan.
- Capital Programs - future five year capital works program (pavement and kerbs)
- Activity Centre/ Commercial Centre/ Streetscape Upgrades
- Major Developments

Incorporating traffic calming works into programmed works can result in significant cost savings in scheme design, construction and traffic management.

Traffic Boundaries

A key component in the development of the traffic management strategy was determining local traffic area boundaries. This process was undertaken in line with Austroads Guide to Traffic Management Part 8 using arterial and sub-arterial roads as boundaries.

The LGA has been divided into 13 local traffic areas and 27 local traffic precincts.

Local Traffic Areas

The local traffic area boundaries coincide with Council administrative boundaries of wards and suburbs where possible, however the overriding determinant of local traffic areas is the road network. The 13 proposed local traffic area boundaries are shown in Figure 2.
Local Traffic Precincts

Local traffic precincts are areas within a local traffic area where specific local traffic problems are likely to occur. Local traffic precincts were developed using the local traffic areas shown in Figure 2 as overall boundaries. The 27 local traffic precincts developed as part of the process are shown in Figure 3. The codes assigned to the precincts refer to local traffic areas the precincts were derived from, i.e. precincts PA-1, PA-2 and PA-3 were derived from the Paddington (A) local traffic area.
Assessment Spreadsheet

The assessment spreadsheet provides quantitative results enabling local traffic precincts and corridors to be ranked to directly inform the selection and prioritisation of LATM projects in Woollahra and in turn the appropriate allocation of Council resources.

The assessment tool and ranking spreadsheet have been developed to be a ‘live’ and replicable system that can be updated annually once new speed, crash and community concern data is available. This spreadsheet can be easily updated to yield the current year’s scores and rankings by:

- Replacing the oldest year of vehicle speed and crash data with the most recent year’s data to enable five year analysis (i.e. replacing 2007 data with 2012 data).
- Including the current year of community concerns and complaints.
- Updating the opportunistic assessment based on updated capital works programs, action plans and major developments.

Assessment Results

Following the assessment and ranking system described above, Table 1 summarises the selection and prioritisation of LATM projects in Woollahra LGA and in turn the allocation of Council resources.
<table>
<thead>
<tr>
<th>Rank</th>
<th>Precinct/Corridor Typology</th>
<th>Precinct/Corridor Name</th>
<th>Needs Based Assessment Score</th>
<th>Opportunistic Assessment Score (5/5)</th>
<th>Combined Needs &amp; Opportunistic Score (SS/55)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>High Vehicle Speed Score (23/23)</td>
<td>Crash Score (18/18)</td>
<td>Community Demand Score (9/9)</td>
<td>Total (50/50)</td>
</tr>
<tr>
<td>1</td>
<td>Corridor</td>
<td>Edgecliff Road</td>
<td>22</td>
<td>18</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Corridor</td>
<td>Bellevue Road</td>
<td>23</td>
<td>16</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>Corridor</td>
<td>Hopetoun Avenue</td>
<td>20</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>Corridor</td>
<td>Glenmore Road</td>
<td>15</td>
<td>17</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>Precinct</td>
<td>Woollahra-Double Bay 1 (WDB-1)</td>
<td>18</td>
<td>10</td>
<td>6</td>
</tr>
<tr>
<td>6</td>
<td>Corridor</td>
<td>Victoria Road</td>
<td>13</td>
<td>15</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>Precinct</td>
<td>Rose Bay (RB)</td>
<td>19</td>
<td>8</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Corridor</td>
<td>Newcastle Street</td>
<td>21</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Precinct</td>
<td>Bellevue Hill B-2 (BHB-2)</td>
<td>10</td>
<td>11</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>Precinct</td>
<td>Double Bay (DB)</td>
<td>14</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>11</td>
<td>Precinct</td>
<td>Darling Point 1 (DP-1)</td>
<td>16</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>12</td>
<td>Precinct</td>
<td>Woollahra A-1 (WA-1)</td>
<td>11</td>
<td>9</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>Corridor</td>
<td>Jersey Road</td>
<td>8</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>14</td>
<td>Corridor</td>
<td>Queen Street</td>
<td>4</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>15</td>
<td>Precinct</td>
<td>Vaucluse A (VA)</td>
<td>12</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>16</td>
<td>Corridor</td>
<td>Darling Point Road</td>
<td>0</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>17</td>
<td>Precinct</td>
<td>Paddington B-3 (PB-3)</td>
<td>9</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>18</td>
<td>Corridor</td>
<td>New Beach Road</td>
<td>0</td>
<td>13</td>
<td>5</td>
</tr>
<tr>
<td>19</td>
<td>Precinct</td>
<td>Bellevue Hill B-1 (BHB-1)</td>
<td>5</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>20</td>
<td>Precinct</td>
<td>Paddington B-2 (PB-2)</td>
<td>0</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>21</td>
<td>Precinct</td>
<td>Darling Point 2 (DP-2)</td>
<td>0</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>22</td>
<td>Precinct</td>
<td>Watsons Bay (WB)</td>
<td>0</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>23</td>
<td>Precinct</td>
<td>Point Piper (PP)</td>
<td>0</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>24</td>
<td>Precinct</td>
<td>Woollahra A-2 (WA-2)</td>
<td>0</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>25</td>
<td>Precinct</td>
<td>Woollahra-Double Bay 2 (WDB-2)</td>
<td>0</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>26</td>
<td>Precinct</td>
<td>Woollahra-Doubel Bay 3 (WDB-3)</td>
<td>0</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>27</td>
<td>Precinct</td>
<td>Woollahra B-1 (WB-1)</td>
<td>0</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>28</td>
<td>Precinct</td>
<td>Paddington A-2 (PA-2)</td>
<td>0</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>29</td>
<td>Precinct</td>
<td>Woollahra B-3 (WB-3)</td>
<td>0</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>30</td>
<td>Precinct</td>
<td>Bellevue Hill A-1 (BHA-1)</td>
<td>0</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>31</td>
<td>Precinct</td>
<td>Vaucluse B-1 (VB-1)</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>32</td>
<td>Precinct</td>
<td>Paddington B-1 (PB-1)</td>
<td>0</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>33</td>
<td>Precinct</td>
<td>Paddington A-1 (PA-1)</td>
<td>0</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>34</td>
<td>Precinct</td>
<td>Vaucluse B-2 (VB-2)</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>35</td>
<td>Precinct</td>
<td>Bellevue Hill A-2 (BHA-2)</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>36</td>
<td>Precinct</td>
<td>Paddington A-3 (PA-3)</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>37</td>
<td>Precinct</td>
<td>Woollahra B-2 (WB-2)</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
</tbody>
</table>

Table 1: Assessment Results – Prioritised Locations
Possible Traffic Treatment Options

An analysis of traffic volumes and speeds, together with input from the stakeholders generally guides the selection of the most suitable traffic control devices. There are two types of traffic control devices available - regulatory and geometric. Regulatory controls can be used as alternatives to or in addition to the geometric controls where necessary.

Geometric Controls

Geometric controls suitable for LATM schemes include:
- Road closures
- Restriction/ channelisation
- T-Intersection priority
- Thresholds, both at entries and mid-block locations
- Staggered T-intersection
- Carriageway narrowing
- Slow points
- Speed Humps
- Kerb Extensions
- Wombat Crossings
- Roundabouts
- Medians
- Pedestrian crossings, refuges/ mid-block islands.

Regulatory Controls

Regulatory signs are used to regulate the movement of traffic by indicating where or when a legal requirement applies. Failure to comply with regulatory signs constitutes an offence. Signage as well as linemarking can be used to regulate traffic movements and/ or calm traffic. It may discourage speeding, prevent vehicle conflicts, and prevent through traffic from short-cutting along a street. The primary aims of signs and linemarking are to aid in the safe and orderly movement of traffic.

Recommended Traffic Treatments

There are a wide range of LATM treatments currently in place on local roads within the Woollahra LGA. Table 2 details the recommended program of LATM works in the top ten ranked local traffic corridors and precincts in the Woollahra LGA.

The supplementary actions recommended for each of the corridors and precincts are based on the full range of data analysed as part of the study and in particular crash data, and speed and volume data and are subject to detailed engineering design. The treatments recommended are not exhaustive and when proposals are prepared, other options such as speed humps or slow points may be presented to the community for comment.

The indicative costs of these supplementary actions are based primarily on LATM device construction costs outlined in Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management. A full list containing all 37 local traffic corridors and precincts is contained in Appendix F of the draft strategy.
<table>
<thead>
<tr>
<th>Rank/Priority</th>
<th>Precinct/Corridor Type</th>
<th>Precinct/Corridor Name</th>
<th>Recommended Supplementary Actions</th>
<th>Indicative Construction Cost of Supplementary Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Corridor</td>
<td>Edgecliff Road</td>
<td>Kerb extensions and pedestrian refuges at the following 10 priority-controlled intersections: Albert Street, Rosemont Avenue, Trelawney Street/ Roslyndale Avenue, Wellington Street, Stanley Street, Wallis Street, Magney Street, Vernon Street, Rowe Street, Kendall Street. Signalised Intersection Upgrades: Grosvenor Street, Junction Street and Adelaide Street. Kerb extensions, pedestrian refuges and linemarking upgrades at 2 roundabouts: Harkness Street/ Newland Street, Bathurst Street. Signalised mid-block intersection upgrade (adjacent to Holy Cross Primary School and Reddam House) Bicycle Safety Treatments: Bicycle shoulder lane linemarking and green coloured surfacing at intersections to improve delineation and alleviate pinch points.</td>
<td>$400,000</td>
</tr>
<tr>
<td>2</td>
<td>Corridor</td>
<td>Bellevue Road</td>
<td>Kerb extensions and pedestrian refuges at the following 8 priority-controlled intersections: Fairfax Road, Yamba Road, Arthur Street, Kambala Road, Cooper Park Road, Rosslyn Street, Rivers Street, Riddell Street Bicycle Safety Treatments: Bicycle shoulder lane linemarking to improve delineation and alleviate pinch points.</td>
<td>$320,000</td>
</tr>
<tr>
<td>3</td>
<td>Corridor</td>
<td>Hopetoun Avenue</td>
<td>Kerb extensions, kerb ramps and pedestrian refuges at 9 intersections: Wentworth Road, The Crescent (x2), Cambridge Avenue, Wharf Road, Russell Street, Gladstone Street, Salisbury Street, Robertson Place. Kerb extensions, pedestrian refuges and linemarking upgrades at 2 roundabouts: Serpentine Parade and Fitzwilliam Road. Bicycle Safety Treatments: Refresh bicycle shoulder lane and mixed-traffic (PS-2 symbol) linemarking as well as green coloured surfacing at intersections to improve delineation and alleviate pinch points.</td>
<td>$360,000</td>
</tr>
</tbody>
</table>

SUB-TOTAL $520,000

SUB-TOTAL $320,000

SUB-TOTAL $325,000

SUB-TOTAL $385,000
<table>
<thead>
<tr>
<th>Rank/ Priority</th>
<th>Precinct/ Corridor Typology</th>
<th>Precinct/ Corridor Name</th>
<th>Recommended Supplementary Actions</th>
<th>Indicative Construction Cost of Supplementary Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Corridor</td>
<td>Glenmore Road</td>
<td>Bus friendly raised platforms on approaches to 7 priority-controlled intersections: South Street, Walker Avenue, Cambridge Street, Flinton Street, Campbell Avenue, Liverpool Street, Gipps Street</td>
<td>$210,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kerb extensions and pedestrian refuges across 6 wide priority-controlled intersections: South Street, Walker Avenue, Cambridge Street, Flinton Street, Liverpool Street &amp; Gipps Street.</td>
<td>$240,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$450,000</strong></td>
</tr>
<tr>
<td>5</td>
<td>Precinct</td>
<td>Woollahra-Double Bay 1 (WDB-1)</td>
<td>Bus friendly raised platforms on approaches to 20 intersections along: Carlotta Road, Manning Road, Kiaora Road and Epping Road.</td>
<td>$600,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Kerb extensions and pedestrian refuges across 10 wide priority-controlled intersections along: Carlotta Road, Manning Road, Kiaora Road and Epping Road.</td>
<td>$400,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bicycle Safety Treatments: Bicycle shoulder lane and mixed-traffic (PS-2 symbol) linemarking to improve delineation and alleviate pinch points.</td>
<td>$5,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$1,005,000</strong></td>
</tr>
<tr>
<td>6</td>
<td>Corridor</td>
<td>Victoria Road</td>
<td>Kerb extensions at 6 wide priority-controlled intersections: Rose Bay Avenue, Aston Gardens, Cranbrook Road, Drumalbyn Road, March Street and Rivers Street.</td>
<td>$240,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Bundarra Road intersection:</strong> Kerb ramp and footpath widening (eastern side of Bundarra Road), pedestrian refuge across Bundarra Road.</td>
<td>$40,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>Birriga Road intersection:</strong> Footpath widening and new kerb ramp (northern side), pedestrian refuge across Victoria Road.</td>
<td>$40,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Bicycle Safety Treatments: Refresh bicycle shoulder lane and mixed-traffic (PS-2 symbol) linemarking to improve delineation and alleviate pinch points.</td>
<td>$5,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td><strong>SUB-TOTAL</strong></td>
<td><strong>$325,000</strong></td>
</tr>
</tbody>
</table>
Table 2: Top 10 Priority Projects

<table>
<thead>
<tr>
<th>Rank/Priority</th>
<th>Precinct/Corridor Typology</th>
<th>Precinct/Corridor Name</th>
<th>Recommended Supplementary Actions</th>
<th>Indicative Construction Cost of Supplementary Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Precinct</td>
<td>Rose Bay (RB)</td>
<td>Kerb extensions and pedestrian refuges across 10 wide priority-controlled intersections along: Norwich Road, Dover Road and Hamilton Street. Bicycle Safety Treatments: Bicycle shoulder lane and mixed-traffic (PS-2 symbol) linemarking to improve delineation and alleviate pinch points.</td>
<td>$405,000</td>
</tr>
<tr>
<td>8</td>
<td>Corridor</td>
<td>Newcastle Street</td>
<td>Kerb extensions and pedestrian refuges at 5 priority-controlled intersections: Wilberforce Avenue, Richmond Road, Albermarle Avenue, Faraday Avenue and Old South Head Road. Footpath construction: Formalise footpath along western side to provide missing link between Old South Head Road and Albermarle Avenue (approximately 550m). Bicycle Safety Treatments: Refresh bicycle shoulder lane linemarking to improve delineation.</td>
<td>$227,000</td>
</tr>
<tr>
<td>9</td>
<td>Precinct</td>
<td>Bellevue Hill B2 (BHB-2)</td>
<td>Kerb extensions and pedestrian refuges at 10 wide priority-controlled intersections along: Latimer Road, Boronia Road and Blaxland Road. Kerb ramps and pedestrian refuges at 3 roundabouts: Birriga Road/Benelong Crescent, Birriga Road/Bundarra Road, Drumalbyn/Bundarra Road Bicycle Safety Treatments: Refresh bicycle shoulder lane and mixed traffic linemarkings along Birriga Road to improve delineation.</td>
<td>$435,000</td>
</tr>
<tr>
<td>10</td>
<td>Precinct</td>
<td>Double Bay (DB)</td>
<td>Kerb extensions and pedestrian refuges at 2 priority-controlled intersections: Ocean Avenue/Cross Street and South Avenue/ Cooper Street.</td>
<td>$485,000</td>
</tr>
</tbody>
</table>

Following community consultation in early 2014, the draft strategy will be finalised and presented to Council for consideration and adoption.
Once Council adopts the Strategy, concept plans/proposal for public consultation will be prepared for the highest ranking projects.

Following resident consultation and based on feedback received, detailed designs will be prepared for the highest ranking projects within Council’s annual budget or the proposal will be modified or the proposal will be abandoned. If a particular project has to be abandoned, the next priority project will be brought forward.

The prioritised list will be used as “living” document and sites identified by council officers and requests received from the community will be investigated against the criteria and added to the list on an ongoing basis.

The project list and priorities will be reviewed annually as part of the budget preparation process. In planning for 2014-2015 financial year, detailed traffic calming options for the top two priorities, Edgecliff Road and Bellevue Road are currently being developed.

**Allocation of Budget for Projects**

Funding for projects will generally be distributed equitably over Council Wards each year. The traffic capital work budget is generally $400,000 a year. Larger projects will be divided into stages and undertaken over a few financial years. For example, while Edgecliff Road is the highest priority project, the cost for the entire project is estimated at $400,000. This project will be divided into stages so that other priority projects for example, Bellevue Road or a traffic calming project outside a school could be undertaken.

**Arterial Roads and Collector Roads**

Reviewing the history of all crashes (damage only, injury, fatal), the majority have occurred on arterial roads and Council’s collector roads.

Council will continue to focus on the streets under its direct control, working through the sites with highest incidences of all crashes, and to endeavour to identify appropriate countermeasures. Sites with higher injury crashes will receive more priority. The outputs of this process will provide the basis for a capital works program targeted at achieving the greatest overall reduction in crashes.

However, perceptions regarding the safety of local streets remain a reality that Council will need to respond to. The recommended ranking system, whereby Council streets are prioritised for attention on the basis of traffic speed, volume and crash history and other objective criteria will prove beneficial in helping to address these perception issues.

Roads and Maritime Services (RMS) officers bid for funding for safety improvements on State roads on an annual basis. Council will also continue to work closely with the RMS to improve the safety of the State Road network in terms of identifying issues for investigation by the RMS.

**Issues Raised and Discussed At Councillor Briefing on 25 November 2013**

**Crash Data Accuracy and Background**

Detailed crash analysis was undertaken for the most recent five year period that complete data was available provided by the RMS for 2007 to 2011. A total of 1,279 vehicle crashes were recorded in Woollahra in the five year period analysed, 505 of which (39%) occurred on the local and collector road network.
The severity of crashes in Woollahra LGA was also investigated. The RMS crash data uses three severity categories for reporting crashes:

- fatal
- injury
- non-injury (towaway).

Figure 4 summarises the severity of recorded crashes in Woollahra LGA from 2007 to 2011.

As shown in Figure 4, three fatality crashes were recorded in the five year period analysed. Two of these occurred on the arterial road network (New South Head Road and Oxford Street), while one fatality crash occurred on Edgecliff Road, a collector road. The crash on Edgecliff Road involved two vehicles travelling in the same direction and occurred in the vicinity of an intersection. Excessive speed was a contributing factor in the accident which resulted in one fatality and one injury.

The more recent fatal crashes were not included in the current crash data analysis as this information has not been released by the RMS. A crash analysis will be taken on a yearly basis with new data as they become available.

Traffic Volumes and Impact on Assessment

The needs based assessment was undertaken using high vehicle speeds, high crash locations and community demand factors.

While traffic volumes were not used a separate factor in the needs based assessment, traffic volumes do impact on the speeds, number of crashes and environmental amenity of a local area. For example, roads with high traffic volumes would generally have a high number of crashes recorded or roads with high traffic volumes would result in more complaints from local residents.

The environmental capacity of an area is determined by the impact of a number of traffic and road layout characteristics including the volume of traffic, vehicle speed, road width, gradient and the proportion of heavy vehicles. Environmental capacity considerations are relevant to residential areas, some retail precincts and educational precincts where pedestrian safety and amenity are of primary concern.
The **RMS Guide to Traffic Generating Developments** (2002) sets out the recommended environmental capacity performance standards for residential streets based on a functional road classification. These standards relate mainly to streets with direct access to residential properties and are summarised in Table 3.

<table>
<thead>
<tr>
<th>Road class</th>
<th>Road type</th>
<th>Maximum Speed (km/hr)</th>
<th>Maximum peak hour volume (veh/hr)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local</td>
<td>Access way</td>
<td>25</td>
<td>100</td>
</tr>
<tr>
<td></td>
<td>Street</td>
<td>40</td>
<td>200 environmental goal</td>
</tr>
<tr>
<td>Collector</td>
<td>Street</td>
<td>50</td>
<td>300 environmental goal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>500 maximum</td>
</tr>
</tbody>
</table>

Table 3: Environmental Capacity of Roads

A comparison of recorded traffic volumes along a sample of residential roads in Woollahra LGA against RMS environmental capacity standards, showed that the peak hour traffic volumes on a sample of roads in Woollahra LGA, were found to exceed the environmental capacity standards for maximum peak hour volumes as outlined in Table 3 above. This is not uncommon in eastern Sydney where residential frontages are located along ‘major’ Local Roads and Collector Roads.

### Project Estimates

The projects and recommended treatments have been provided to give Council a starting point in developing detailed traffic calming options. For each project a few options may be developed and placed on public exhibition for community comment. As such traffic treatments and costs may change. The costs provided for the various traffic projects are indicative only. Firm costs will be prepared once detailed designs are prepared for the projects following resident consultation.

### Identification of Income & Expenditure:

The annual budget for traffic facilities is generally $400,000. The Traffic Management Strategy will help prioritise this funding.

Council will also continue to bid for annual Federal and State Blackspot Funding and any other funding opportunities.

### Conclusion:

The traffic strategy procedure uses a methodology that allows the community’s high priority traffic projects to be ranked according to a number of criteria. This allows for funding to be promptly reallocated from a delayed project to the next highest ranked project.

It is intended that the priorities recommended in the Draft Traffic Management Strategy for traffic capital works will be considered and reviewed on an annual basis, as part of the budget process.

By maintaining the traffic management strategy process, especially with the constant review, Council can be confident that, over time, most traffic related issues can be equitably addressed.

It is recommended that Council place the draft Traffic Management Strategy on public exhibition.
Annexures: Draft Woollahra Council Traffic Management Strategy
Political Donations – matters to be considered by Councillors at Meetings

Matter before Committee or Council Meeting

Did the applicant, owner (if not the applicant) or someone close to the applicant make a donation in excess of $1,000 that directly benefited your election campaign? (Code of Conduct Cl 4.16b)

No

Did the applicant or someone close to the applicant make a donation less than $1,000 that directly benefited your election campaign? (Code of Conduct Cl 4.2)

No

Yes

Action
Declare a significant non-pecuniary conflict of interest, absent yourself from the meeting and take no further part in the debate or vote on the matter (Code of Conduct Cl 4.16b)

Do you believe the political contribution creates a significant non-pecuniary conflict of interest for you? (Code of Conduct Cl 4.23)

No

Yes

Action
Consider appropriate action required.
This could include limiting involvement by:
1. participating in discussion but not in decision making (vote),
2. participating in decision making (vote) but not in the discussion
3. not participating in the discussion or decision making (vote)
4. removing the source of the conflict

Action
Participate in debate and vote on the matter

Is the matter before the meeting a Planning Matter?

No

Yes

Staff to record decision process (motions/amendments) and Division of votes for the determinative resolution or recommendation in the meeting minutes.

Staff to record decision process (motions/amendments) and Division of votes for the determinative resolution or recommendation in the meeting minutes.