



Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 10 July 2006*

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

6 July 2006

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

Dear Councillors

Community & Environment Committee Meeting – 10 July 2006

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 10 July 2006 at 6.00pm.**

Gary James
General Manager

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 26 June 2006	1
D2	Woollahra Traffic Committee Minutes – 4 July 2006	2
D3	Glenmore Road at Walker Avenue – Speed Hump – 884.G.06 – 900.G	11
D4	Aboriginal Dual Naming – 172.G	16

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

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 26 June 2006**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 26 June 2006 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 26 June 2006 be taken as read and confirmed.

Les Windle
Manager - Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Traffic Committee Minutes - 4 July 2006**
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.

Recommendation:

THAT the Recommendations contained in the minutes of the Woollahra Traffic Committee on Tuesday 4 July 2006 be adopted.

Warwick Hatton
Director – Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Council Committee Room, Double Bay, on Tuesday 4 July 2006 at 10.00am.

1. Attendances

Committee Members:

Present: Mr Warwick Hatton (Chairman) (Woollahra Municipal Council)
Mr Navin Prasad (Roads and Traffic Authority)
Snr Const David Cattell (Rose Bay Police - Traffic)
Ms Shelley de Courcy Lys (State Transit Authority)

Staff: Mr Alan Opera (Woollahra Municipal Council)
Mr Frank Rotta (Woollahra Municipal Council)
Ms Armodee Reece (Woollahra Municipal Council)

Also in Attendance:

Mr John McDonagh (Harbour View Park Residents' Group)

Apologies:

Ms Robyn Attuell (Clover Moore MP Representative)
Mr Scott Farlow (Peter Debnam MP Representative)

2. Minutes of Previous Meeting

The minutes of Meeting No.5/06 held in Council Chambers, Double Bay, on Tuesday 6 June 2006 were confirmed by Snr Const Dave Cattell.

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 Items / Correspondence

Email from Roy Bishop at Clover Moore's Electorate Officer:

Comments on Items Y3 and Y5 on behalf of Clover Moore (due to Robyn Attuell's absence).

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

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

Recommendation:

Item Y1-1: Kulgoa Lane, Bellevue Hill – Request for Parking Restrictions

1. That a 'No Stopping' (Arrow Left) sign be installed on the northern side of Kulgoa Lane, 6 metres east of the prolongation of the eastern boundary of Tarrant Avenue, Bellevue Hill.
2. That a 'No Stopping' (Arrow Right) sign be installed on the southern side of Kulgoa Lane, 6 metres east of the prolongation of the eastern boundary of Tarrant Avenue, Bellevue Hill.

Item Y1-2: Glenview Street, Paddington – Review of Parking Restrictions

1. That this item be deferred to the next Woollahra Traffic Committee for clarification from the RTA.

Item Y1-3: Carlisle Street, Rose Bay – Reinstatement of Parking Restrictions

1. That a 'No Parking' zone be installed from the existing stem 6.6 metres south west of the prolongation of the common boundary between Nos.12-14 Carlisle Street, across the driveways to both properties for a distance of 13.8 metres in a north westerly direction.

Item Y1-4: John Street, Woollahra – Application for Disabled Zone

1. That 'No Stopping' restrictions be introduced on the northern side of John Street, Woollahra from the prolongation of the eastern kerb line of Dorhauer Lane for a distance of 10 metres in an easterly direction.
2. That a 6 metres long 'Disabled Zone' be installed immediately east of the 'No Stopping' restrictions referred to above.
3. That the applicant be advised of Council's Procedure and conditions for Disabled Parking zones, including the requirement to renew these zones annually.

Item Y1-5: No.5 Billong Avenue, Vaucluse – Application for Disabled Zone

1. That the applicant be advised that the provision of a Disabled Zone in front of No.5 Billong Ave, Vaucluse is not approved for the following reasons:
 - i. Access to the site from Billong Ave can be achieved and there is adequate space on the site to provide an off-street car space.
 - ii. There is a garage on the site with access from Old South Head Road.
 - iii. The application is not in the name of a specific individual as required by Council's Guidelines for Disabled Parking zones.

Item Y1-6: Brown Street, Paddington – Request for Linemarking

1. That a broken centreline be installed at the chicane in Brown Street between Dillon Street and Dillon Lane.

Item Y1-7: Cascade Street, Paddington – Provision of No Stopping restrictions

1. That 13.5m of No Stopping be introduced on the western side of Cascade Street south of the southern kerbline of Glenmore Road.
2. That it be noted that Council will install a set of transverse lines (vibra lines) in red, to be painted on the Cascade Street roadway on the approach to the Cascade Street / Glenmore Road / Hampden Street intersection in accordance with RTA standards.

Item No: Y2 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.
Subject: Sun Herald City to Surf 2006
Author: Frank Rotta – Traffic Engineer, Traffic & Transport
File No: 16.G
Reason for Report: To approve conditions for the running of the 2006 Sun Herald City to Surf.

Recommendation:

- A. That approval be granted for The Sun Herald City to Surf 2006 foot race, to be held on Sunday 13 August 2006, through the streets of the Woollahra Municipality, subject to the following conditions:
 - i. Approval of a Traffic Management Plan (TMP) by the RTA and Police.
 - ii. Road Closures – Details of the road closures, including the method and authorised persons to control and regulate these closures be submitted to Council by 21 July 2006 for consideration.
 - iii. Signage – full details of all signage proposed to be erected as part of the event, including height, clearance and fixing details, etc, prior to or during the event, being submitted to Council by 21 July 2006 for consideration.
 - iv. Television Camera Stands – Full details of all structures proposed to be erected on the public roadway as part of this event being submitted to Council for approval under the Roads Act by 21 July 2006.
 - v. Event Clean-Up – Assurance that the roadway is not opened to through traffic, until such time as cleaning has been satisfactorily completed is to be provided by the Sun Herald and the Police.

- vi. Advertising Road Closures and Event Details – Local residents being advised of the road closures, opening times etc by the Sun Herald. These advertisements are to be placed in the local paper prior to the event.
- vii. Waste Management Clean Up Costs - Sun Herald to pay for all clean up costs.
- viii. Insurance - Evidence of current Public Liability Insurance to the value of \$15 million for the event is to be submitted to Council by 21 July 2006.
- ix. On-Site Contact – The Police and Sun Herald to remain in contact with Council's nominated on-site contact person.
- x. Road / Street Cleaning – the Drink Supervisors being instructed, as part of their duties, to arrange for any empty drink cups to be swept or raked from the roadway towards the gutter during breaks, in between peak periods of the race event. The empty drink cup boxes are to be emptied into the Clean-Up Bins. Once the boxes are emptied, they are to be unfolded, flattened and then stacked for collection and recycling.
- xi. Drink Stations/ Clean Up Bins – the number and location of drink stations and clean up bins are to be provided to Council. All drink stations on New South Head Road are to be supplied with two bins on each side of the road. The last drink station on Old South Head should be supplied with two bins at the drink station site.
- xii. All bins to be placed on the footpath two (2) metres after the drink station. Council's co-ordinator being contacted prior to the race in relation to Council's requirements for bin locations and collection procedures.

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

Subject: **Boundary Street, Paddington – Traffic Management & Parking**

Author: Alan Opera – Team Leader, Traffic & Transport

File No: T51

Reason for Report: Barcom Avenue Park upgrade by City of Sydney includes Boundary Street traffic calming.

Note:

Written comments on this matter were received from Roy Bishop on behalf of Clover Moore in relation to this issue in the absence of an attending representative.

Recommendation:

- A. That the traffic facilities and signposting outlined in Plan No.LCP205 submitted by City of Sydney with the revision date 24 May 2006 be approved.
- B. That Council respond to Clover Moore MP and direct correspondence to the City Of Sydney advising that Woollahra Municipal Council is unable to maintain the number of resident parking spaces available as requested by her, due to the plans prepared by City Of Sydney which reduce the Resident Parking on the City Of Sydney side (northern side) of Boundary Street unless the City of Sydney is agreeable to a joint resident parking scheme.

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

Subject: **No. 28 John Street, Woollahra - Works Zone**

Author: Frank Rotta – Traffic Engineer, Traffic & Transport

File No: 407.G Pt7

Reason for Report: Request for a Works Zone

Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No.28 John Street, Woollahra. The length of the proposed Works Zone is 6 metres, and it is to be located on the northern side of John Street partially across the frontage of this property and partially across the frontage of property No.26 John Street, Woollahra from a point 2.6 metres west of the prolongation of the common boundary between No.28 and 30 John Street, Woollahra for a distance of 6 metres in a westerly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7.00am-4.00pm Mon-Fri for a period of 4 weeks commencing 17 July, 2006.
 - iii. Existing Resident Parking is to be maintained outside of the operational hours of the Works Zone and is to be extended by 1 car space immediately west of the Works Zone.
 - iv. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site.
 - 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 a residential area. 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 and business owners by a letterbox drop of the conditions of the Works Zone.

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

Subject: **Gurner Lane, Paddington – Changes to Traffic Conditions**

Author: Lorna Oliver – Traffic & Transport Planner

File No: 211.

Reason for Report: Improvements to pedestrian safety for access to Glenmore Road Public School

Note:

Written comments on this matter were received from Roy Bishop on behalf of Clover Moore in relation to this issue in the absence of an attending representative.

Recommendation:

- A. That Council consult with residents of premises with frontage to Gurner Lane regarding the proposed changed traffic arrangements and the results of this consultation process be reported to Council.
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Item No: Y6 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Temporary Traffic Signals – New South Head Road at the Vehicular Entrance to Lyne Park, Rose Bay**

Author: Greg Stewart – Manager, Public Infrastructure

File No: T329 / 195.G

Reason for Report: Council resolution

Recommendation:

- A. That the Committee could not reach agreement on this issue due to the RTA position in relation to the retention of these signals.
- B. That the Woollahra Traffic Committee note the community response in relation to this issue and recognise Council's intention to make representations to the Roads and Traffic Authority and the Minister for Roads for the permanent retention of the current temporary traffic signals in New South Head Road at the entrance to Lyne Park, Rose Bay, such to be provided at no cost to Council.
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Item No: Y7 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **2006 Australian Golf Open**

Author: Alan Opera – Team Leader - Traffic & Transport

File No: 219.G, 195.G

Reason for Report: To present a proposal for the Australian Golf Open to be held at the Royal Sydney Golf Club between 16 - 19 November 2006.

Recommendation:

- A. That the proposal by IMG to stage the 2006 Australian Golf Open at Royal Sydney Golf Club between 16-19 November 2006 be noted.
- B. That the final TMP for this event and proposed temporary changes to traffic and parking facilities for this event be considered at a future meeting of the Traffic Committee.

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

Subject: **Conversion of ‘No Standing’ Signposting – Watsons Bay**

Author: Frank Rotta – Traffic Engineer

File No: 255.G Pt6

Reason for Report: Upgrade of existing ‘No Standing’ signs in Watsons Bay and Vaucluse in accordance with RTA Directive

Recommendation:

- A. That in accordance with Council’s adopted principles for the conversion of No Standing, that the existing No Standing signs in Watsons Bay be upgraded to No Stopping or No Parking as detailed in Table 1:Watsons Bay.

Item No: Y9 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Conversion of ‘No Standing’ Signposting – Vaucluse**

Author: Frank Rotta – Traffic Engineer

File No: 255.G Pt6

Reason for Report: Upgrade of existing ‘No Standing’ signs in Vaucluse in accordance with RTA Directive

Recommendation:

- A. That in accordance with Council’s adopted principles for the conversion of No Standing, that the existing 59 No Standing signs in Vaucluse be upgraded to No Stopping or No Parking as detailed in Table 1:Vaucluse.

Item No: Y10 Traffic Matters on Local Roads – Recommendation to C&E for Consideration.

Subject: **Conversion of ‘No Standing’ Signposting – Paddington**

Author: Frank Rotta – Traffic Engineer

File No: 255.G Pt6

Reason for Report: Upgrade of existing ‘No Standing’ signs in Paddington in accordance with RTA Directive

Recommendation:

- A. That in accordance with Council’s adopted principles for the conversion of No Standing, that the existing 584 No Standing signs in Paddington be upgraded to No Stopping or No Parking as detailed in Table 1:Paddington.
-

There being no further business, the meeting concluded at 11.10am.

Warwick Hatton
Chair

Item No: D3 Delegated to Committee
Subject: **Glenmore Road at Walker Avenue – Speed Hump**
Author: Alan Opera
File No: 884.G.06 900.G
Reason for Report: This report was called by a resolution of Council.

Recommendation:

1. That the existing facility in Glenmore Road immediately south of Walker Avenue be retained, subject to amendment (2) below.
2. That advance warning pavement markings be introduced on both approaches to the raised pedestrian crossing subject to the approval of the Woollahra Traffic Committee.
3. That Council write to the petitioners and affected property owners in the vicinity of the existing raised pedestrian crossing advising of the reasons for Council's decision to retain this facility.

Background:

At the Council meeting held on 29 May 2006 Councillors Huxley and Comino put the following notice of motion which was adopted by Council:

“That a report be brought urgently to Community & Environment Committee that investigates the removal of the speed hump, constructed as part of the CCT and RTA works, on Glenmore Road at the corner of Walker Street and the replacement of this speed calming device with a more appropriate speed calming measure. The current speed hump is one of the most extremely intrusive devices in the Woollahra Municipality and is causing substantial damage to adjacent heritage properties, damage to cars, and an unacceptable level of noise as cars and trucks hit the hump at all times of the day and night.”

Also at this meeting a petition was tabled on the same subject. The petition was in the following terms:

*“To Whom it May Concern
We, the undersigned, demand that the speed hump and crossings opposite 430 Glenmore Road, Edgecliff be removed as soon as possible. The stated reasons for its installation were to slow traffic down, to provide a deterrent to increased road usage by ‘through’ traffic and to make crossing into Trumper Park safer..... As residents of the Glenmore Road area and/or as residents of Paddington who are affected by the road changes in Glenmore Road, we demand a solution to the traffic problems that is acceptable to the local community.”*

Council resolved that:

“The petition lie on the table for fourteen (14) days and be considered in conjunction with the Notice of Motion (on the Council agenda) from Councillor Huxley.”

The “speed hump” in question is a raised pedestrian crossing located across Glenmore Road immediately south of its intersection with Walker Avenue. This crossing replaced a pedestrian refuge that was present at this same location for several years.

This raised pedestrian facility represents part of the Local Area Traffic Calming (LATM) measures which were introduced by the RTA in Glenmore Road under conditions 59 and 60 of the approval granted to the Cross City Tunnel (CCT). These measures were ordered as ancillary works by the Minister of Planning following submissions from Woollahra Council and its residents that through traffic in Paddington would escalate as a result of the opening of the Cross City Tunnel. These measures were specifically designed to restrict through traffic and to ensure that alternative routes for traffic wishing to avoid the CCT toll are relatively unattractive.

This raised pedestrian crossing was initially constructed in November 2005. Following complaints from Council and local residents that the structure was excessively steep and that it had not been constructed in accordance with approved design standards the structure was modified by the RTA in late December 2005.

Issues:

Since the introduction of LATM works in Paddington, Council has received numerous complaints varying from specific complaints about the design of individual facilities, as is the case with the current petition, to broader complaints about general traffic problems relating to the Cross City Tunnel. Individual traffic facilities should not be considered in isolation as it is the combined purpose of all of these measures to reduce vehicle speeds in local streets and to make local streets in Paddington unattractive to motorists wishing to avoid the CCT toll.

Both Council's adopted notice of motion and the tabled petition indicate dissatisfaction with the existing facility based on alleged physical damage and perceived noise problems. The adopted notice of motion calls for the existing facility to be replaced with 'more appropriate traffic calming measures' whilst the tabled petition calls for removal of the raised pedestrian crossing and for replacement with facilities which are 'acceptable to the local community'. Neither proposal for the replacement or removal of the existing facility is factually based on the existing facility not achieving its intended goal to reduce vehicle speeds. Both the petition and the notice of motion however recognise that traffic calming and speed control are required in this section of Glenmore Road.

Contrary to the adopted notice of motion the existing facility is constructed to standard specifications. It is acknowledged that this raised crossing was initially constructed at grades steeper than standard when it was introduced in November 2005. This error, however, was quickly rectified in December 2005 when the RTA reconstructed the crossing to comply fully with standard specifications.

The sole intent of this traffic facility is to discourage through traffic in Glenmore Road by restricting vehicle speeds, and to this end this facility has been highly successful. Vehicle speeds at this location have reduced progressively from 85th percentile speeds of 55 k.p.h. prior to the construction to 29 k.p.h. seven months after the construction (June 2006). Mean vehicle speeds (i.e. 50th percentile speeds) recorded in June 2006 are 22 k.p.h. which clearly shows that the majority of vehicles at this location are travelling below the recommended speed of 25 k.p.h.

Although this facility was constructed as a direct consequence of the approval of the Cross City Tunnel, the importance of this individual facility to traffic calming throughout the Paddington precinct should not be underestimated. Council's current proposals for a 40K zone, Pedestrian Access and Mobility Plan (PAMP) initiatives and for Local Area Traffic Calming (LATM) in Hargrave Street and Cascade Street are all interrelated and interdependent. All of these measures are aimed at producing an overall reduction in vehicle speed in Paddington to promote pedestrian access and safety and to discourage through traffic in Paddington. With these goals in mind, it is therefore considered inappropriate to remove the existing facility unless an alternative facility or facilities can be introduced which will successfully reduce vehicle speeds.

It is possible to investigate numerous facilities or combinations of facilities at numerous locations in Glenmore Road between New South Head Road and Cascade Street which will provide some degree of traffic calming. The effectiveness of each of these proposals is however of principle concern as discussed below:

A full kerbed roundabout is not possible at the intersection of Glenmore Road and Walker Avenue as insufficient turning room is available for large vehicles. A roundabout could only be constructed at this intersection if it is constructed as a mountable structure.

The major disadvantage of any type of roundabout at this location is that this would in effect be a mid-block roundabout and vehicle speeds would not be significantly reduced. In essence motorists would drive through the roundabout as fast as the design permits as they would not have to give way to turning traffic from side streets. To reduce speeds it would be necessary to construct islands at all entries to the roundabout to provide suitable vehicle deflection. These islands would however be constructed as mountable kerb and therefore vehicle speeds could not be suitably controlled.

A roundabout would result in the loss of at least four parking spaces and will necessitate a significant reduction in footpath widths at this intersection. Additionally, pedestrian safety will be compromised as a roundabout is not a pedestrian friendly traffic facility.

Relocation of the existing type of facility is physically possible but does not represent best traffic principles or best value. The current facility is located as close to mid-distance between New South Head Road and Cascade Street as is possible without representing a traffic hazard in itself. Whilst geographically the mid-distance location would ideally be between 442-450 Glenmore Road (i.e. approximately 190 metres from New South Head Road and 190 metres from Cascade Street), the horizontal curve south of Artlett Street imposes severe sight distance problems.

It should be noted that the current facility is located at a recognised pedestrian desire line being the location of the previous pedestrian refuge which provided access through Trumper Park from the Edgecliff Centre to Walker Avenue.

Removal of the existing facility and the construction of two similar facilities between New South Head Road and Cascade Street either side of the curve at Artlett Street is also physically possible. At equal distance from the curve to Cascade Street and to New South Head Road these two facilities should be located between 426-430 Glenmore Road (i.e. similar to the current position) and between 537-543 Glenmore Road. The existing facility could be located further south but the effectiveness of the facility lessens rapidly as distance between the stop sign at Cascade Street and the new facility decreases. This proposal is possible but would present no advantage over the existing facility which already reduces speeds to below 40 k.p.h. Additionally this proposal would incur an additional loss of up to three parking spaces and would, as above, relocate a recognised pedestrian facility.

The introduction of chicanes and/or thresholds at existing grades could be constructed in Glenmore Road at various locations. The major disadvantage of these facilities is that they are less effective at reducing vehicle speeds than raised facilities. To be effective these facilities would have to extend considerable distances to create suitable deflection of vehicles and therefore in a narrow street such as Glenmore Road would result in substantial loss of on-street parking. These facilities are expensive to construct and would be less effective in reducing speeds in Glenmore Road.

Considerations:

The existing facility was constructed at nil cost to Council having been funded by the CCT Consortium as condition of approval for the Cross City Tunnel. The CCT Consortium considers that its obligations in respect of Conditions 59 and 60, to introduce traffic calming in Glenmore Road, have now been met and therefore any removal, relocation, or other treatment which may be subsequently adopted by Council would have to be funded and completed by Council. Neither the CCT Consortium nor the RTA will fund or partly fund any alteration to the current facility.

Indicative cost for removal of the existing facility and restoration of the road pavement is \$6,000. Indicative cost for a new facility of the same type is \$24,000, plus any costs for service and drainage alterations at the new location. Indicative cost for a roundabout at this location is \$65,000, plus any costs for service and drainage alterations.

It is possible that any changes to this facility may place in jeopardy the CCT Consortium's obligations under Condition 61 of the consent which is to monitor and mitigate the impacts of intrusive traffic over the next three years. Council may by altering this facility be diminishing its ability to demand remedial action in the whole of Paddington (not just in Glenmore Road) if through traffic problems do emerge over the next three years. The CCT Consortium may successfully argue that increased traffic impacts are related to Council's decision to remove/relocate a traffic calming facility which was operating as designed.

It should also be noted that the current location of this raised pedestrian crossing provides a pedestrian facility at a recognised location. The previous pedestrian refuge was sited at this location as a direct result of demand for pedestrian access through Trumper Park between the Edgecliff Centre and Walker Avenue. Based on this recognised pedestrian demand at Walker Avenue, relocation of the existing facility or the construction of a facility which is less pedestrian friendly would not be appropriate and would represent a traffic hazard as pedestrians would continue to cross at the present location with less safety.

Council has no evidence of damage to property or vehicles and has previously referred such matters to the RTA which constructed this facility. The issue of damage can be considered as two separate issues namely, damage which is said to have occurred in November-December 2005 when the facility was constructed at steeper grades, and damage which is said to have occurred since late-December when the facility was corrected to standard grades. In respect of claims for damage to either vehicles or to property, all complaints have been directed to the RTA and are matters to be resolved between the property owner and the RTA.

The issue of noise generated by vehicles speeding over the facility and damage to the roadway are additional issues which have been raised, although it is noted that both issues have waned to some degree as average vehicle speeds across the facility have reduced over the past six months. Traffic counts conducted in June 2006 show that less than 2% of vehicles are exceeding 50 k.p.h. across the facility. Depending on the time of the day between 90-98% of all vehicles are crossing the existing facility at speeds of less than 40 k.p.h. and 75%-90% of all vehicles are travelling at speeds of 30 k.p.h. or less.

It should be noted that issue of noise is frequently raised with the introduction of traffic facilities designed for speed reduction and that the relocation of this facility to another location, or the introduction of any other traffic calming device at another location, will in all likelihood generate complaints from residents adjacent to that facility.

Whilst these figures show that a significant proportion of motorists are observing the signposted recommended speed, it is apparent that further improvement can still be made to reduce vehicle speeds and therefore it is recommended that advanced warning pavement markings (“Zig-Zags”) be introduced on both approaches to the raised pedestrian crossing. These markings will provide further warning to motorists on the approaches to this facility of both the traffic speed control and of the pedestrian activity at this location.

Summary:

The existing facility is acting as intended in providing a significant reduction of vehicle speeds in Glenmore Road. Although alternative facilities could be installed these facilities would be expensive to construct, would be at Council’s expense, and would provide only equal or lesser traffic calming in Glenmore Road. Additionally, any action by Council to alter existing traffic calming measures may lessen Council’s future ability to demand remedial action in the whole of Paddington if through traffic problems do emerge over the next three years. It is therefore recommended that the existing facility in Glenmore Road immediately south of Walker Avenue be retained.

Although the existing facility has proven successful in reducing vehicle speeds in Glenmore Road it is noted that further improvement is possible and therefore it is recommended that advance warning pavement markings on both approaches to the raised pedestrian crossing be referred to the Woollahra Traffic Committee for consideration.

The issue of damage to property or vehicles is considered to be a matter between the owners and the RTA as the constructing authority, and it is recommended therefore that owners be advised that matters of damage resulting from the construction of this facility should be directed to the Roads and Traffic Authority for consideration.

Identification of Income & Expenditure:

Cost of introducing advance warning pedestrian markings will be costed to Council’s Block Grant for Traffic Facilities.

Cost of any alterations or removal to the existing facility and construction of a new facility would be borne fully by Council and is not funded in the 2006/2007 budget.

Alan Opera
Traffic Team Leader

Warwick Hatton
Director – Technical Services

Item No: D4 Delegated to Committee
Subject: **Aboriginal Dual Naming**
Author: David Sheils - Manager Public Open Space
File No: 172.G
Reason for Report: To update Council on a Notice of Motion seeking information regarding Aboriginal naming of sites in Woollahra

Recommendation:

- A. That Council accept the Geographical Names Board's proposed approach to continue to investigate the Aboriginal dual naming of South Head using known 'inner' South Head names and update Council when a proposal is determined; and.
- B. That Council not seek to dual name other Woollahra LGA Sydney Harbour locations in the immediate future.

Background:

Council at its meeting of 4 August 2004, adopted a Notice of Motion which included in part:

"2. in recognition of the importance of Woollahra's aboriginal heritage and history and the continuing connection of the Gadigal people to their traditional land in Woollahra, calls for a report to be brought before the Community and Environment Committee, compiled in consultation with the LALC, ESORA and traditional owners, identifying traditional Aboriginal naming of sites and localities within Woollahra;"

An update report addressing this resolution was presented to the Community and Environment Committee meeting of 15 November 2006 (Annexure 1).

Following this report we pursued the Geographical Names Board's (GNB) offer to explore further dual naming opportunities and report this matter to Council when the Board had progressed this matter further. The Board has experience consulting with relevant local Aboriginal groups, government departments, historians and linguists. To date the GNB has adopted 21 Sydney Harbour dual names with 20 of these names provided in Annexure 1 of the 15 November 2004 report (attached to this report).

On 9 June 2006, we received correspondence from the GNB (Annexure 2). In summary the Board is investigating opportunities to dual name North and South Head. The majority of land at South Head is managed by NSW National Parks and Wildlife Service, the Department of Defence and Council manages Gap Park. The Board is considering naming South Head using recorded Aboriginal names for the inner South Head (as opposed to known names for the ocean or 'outer' side of South Head).

Recorded Aboriginal names for the inner South Head predate those known for 'outer' South Head and include:

*"a Burra. Wa-ra (Southwell D. 1788)
b. Bara woory (Dawes 1790)
c Barraory (Vocabulary ..ca 1790-92)"*

The GNB now seeks Council's agreement to their proposed approach to investigate a dual name for South Head based upon those known for 'inner' South Head.

In recent discussions between this report's author and the Secretary of the GNB, it has also been indicated that, with the exception of North and South Head, the Board will not be pursuing other dual naming in the Sydney Harbour region in the immediate future as its priorities are now focused on areas outside the Sydney region.

If however Council wished to pursue further dual naming, the Board may, when time permitted, undertake further research. As reported to Council previously, the Australian Museum has provided some examples of possible 83 dual naming locations throughout Sydney of which ten are located in the Woollahra LGA (Table 1).

Table 1. Aboriginal Place Names

Source: www.livingharbour.net/aboriginal/place_names_chart.htm

Present name	Aboriginal name	Reference	Historical name/description
Rushcutters Bay	Kogerah	Huntington 1873	Rushcutter Bay
Darling Point	Yaranabe	'Sydney Cove' 1878a	Darling Point
Near Watsons Bay on South Head or Point Piper	Woo-la-ra, Willárrá, Wallàra	Southwell 1788a, Larmer 1832, Mitchell ca 1848	The Look-Out, Point Piper
Rose Bay	Pannerong, Pan-ner-rong, Ginnagullah	Anon ca 1790-1792, Collins 1798, Huntington 1873	Rose Bay
Steele Point (Shark Point)	Burrowwo, Burrowway	Larmer 1832, Mitchell ca 1848	Rocky Point south of Vaucluse
Vaucluse Point (Bottle and Glass Point)	Móring, Moring	Larmer 1832, Mitchell ca 1848	Vaucluse Point
Watsons Bay [Kutti Beach]	Kutti	Larmer 1832, Mitchell ca 1848	Siddons & Watson's Residences
Laings Point, or Watsons Bay	Mit-ta-la, Metallar, Ku-bung hárrá, Kubungarra	Southwell 1788, Anon ca 1790-1792, Larmer 1832, Mitchell ca 1848	The Green Point west of Camp Cove, Lang's Point; Laings Point
South Head [inner]	Burra.wa-ra, Bara woory ? [writing unclear], Barraory	Southwell 1788a, Dawes 1790-1791, Anon ca 1790-1792	Inner South Head, South Head
South Head [outer]	Tar-ral-be	Anon ca 1790-1792	South Head

Of these names Vaucluse Point (Bottle and Glass Point), Steele Point (Shark Point) and Laings Point are managed by the NSW National Parks and Wildlife Service (NPWS). Therefore it would be appropriate that for these sites, the NPWS pursue dual naming opportunities should the Service support this approach.

Other suggested possible names from Table 1 include:

Rushcutters Bay is *Kogerah*

Near Watsons Bay or Point Piper is *Woo-la-ra*, *Willárrá*, or *Wallàra*

Therefore to avoid potential public confusion with the suburb names Kogarah and Woollahra, it is not recommended that dual naming be pursued at these locations.

Three other sites are already acknowledged with Aboriginal names being:

1. Yarranabbe Park extends to Darling Point;
2. Kutti Beach, Watsons Bay; and
3. Pannerong Park which is located adjacent to Rose Bay shopping centre.

At these three sites the opportunity exists for Council to install interpretive signage outlining the Aboriginal origins of the name.

Conclusion:

It is therefore recommended that Council concur with the GNB's proposal to continue to research the dual naming of South Head using known names for 'inner' South Head, with the view to seeking an update from the Board following their investigations.

When considering the potential for public confusion associated with dual naming at other Woollahra LGA sites as outlined in the report, or where existing localities exist in the LGA with Aboriginal names, it is not recommended that Council pursue other dual names at this time.

David Sheils
Manager Public Open Space

Warwick Hatton
Director Technical Services

Annexures:

1. Community and Environment Committee Report 15 November 2004 (incl. Annexures)
2. Correspondence from Geographical Names Board received 9 June 2006