

Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 28 July 2014*

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

24 July 2014

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 – 28 July 2014

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 28 July 2014 at 6.00pm.**

Gary James
General Manager

Additional Information Relating to Committee Matters

Site Inspection

Other Matters

Meeting Agenda

Item	Subject	Pages
1	Leave of Absence and Apologies	
2	Note Council resolution of 27 June 2011 to read late correspondence in conjunction with the relevant Agenda Item	
3	Declarations of Interest	

Items to be Decided by this Committee using its Delegated Authority

D1	Confirmation of Minutes of Meeting held on 14 July 2014	1
D2	Arthur Street, Bellevue Hill – Parking Restrictions – T.11	2
D3	Bellevue Road, Bellevue Hill – Traffic Calming – T.34	14
D4	Cultural Committee Minutes Report – 79.G Cultural Committee	53

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

R1	Woollahra Plaques Advisory Committee – Minutes of Meeting - 5 June 2014 – 474.G Plaques	57
----	---	----

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 14 July 2014**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 14 July 2014 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 14 July 2014 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Arthur Street, Bellevue Hill– Parking Restrictions**
Author: Shirlene Yee Yet – Team Leader Traffic and Transport
File No: T11
Reason for Report: To seek Council approval

Recommendation:

That Council approve the following:

- A. Install No Parking restrictions on a trial basis for two months
 - (i) on both sides of Arthur Street, between the driveways to No.26 and No.16 Arthur Street
 - (ii) on both sides of Arthur Street between the driveways to No.13 and No.1 Arthur Street
- B. Following the two months trial, a further report be prepared for the traffic committee discussing the impacts of the parking restrictions.
- C. Change the unbroken centreline linemarking between the driveways to No.26 and No.1 Arthur Street to broken centreline linemarking.
- D. Notify all the affected residents about the parking and linemarking changes.
- E. Council's parking rangers are to enforce the No Parking restrictions during the two month trial.

Background

The Community and Environment Committee at its meeting on 14 July 2014 considered the following recommendation in relation to parking bans in Arthur Street, Bellevue Hill:-

- A. *Install No Parking restrictions on a trial basis for two months*
 - (i) *on both sides of Arthur Street, between the driveways to No.26 and No.16 Arthur Street*
 - (ii) *on both sides of Arthur Street between the driveways to No.13 and No.1 Arthur Street*
- B. *Following the two months trial, a further report be prepared for the traffic committee discussing the impacts of the parking restrictions.*
- C. *Change the unbroken centreline linemarking between the driveways to No.26 and No.1 Arthur Street to broken centreline linemarking.*
- D. *Notify all the affected residents about the parking and linemarking changes.*
- E. *Council's parking rangers are to enforce the No Parking restrictions during the two month trial.*

The Committee resolved to defer their decision to allow more time to consider the recent community representation in relation to this proposal.

A letter was sent to all impacted residents notifying them that the Community and Environment Committee would consider this matter at its meeting scheduled for 28 July 2014.

Feedback from the Community

Council received many objections to the parking ban proposal. The main issues raised by the residents were as follows:-

- Residents felt that they were not properly consulted or given appropriate time to provide feedback.
- Removing parking would impact on the parking amenity of the residents by reducing parking opportunities for visitors, tradesmen, services, carers and less mobile residents and visitors.
- Arthur Street is used as a rat run and currently has a speeding problem. Removing parking will open up the street and encourage speeding and increased traffic volumes.
- Banning parking full time is overkill especially when the bus frequency is hourly and poorly patronised.
- There have not been any crashes along this section of Arthur Street over the last 30 years.
- Residents own more vehicles than off-street parking spaces eg four vehicles and two off-street spaces.
- Signs are unsightly and will impact on property values and amenity.

Residents have recommended the following solutions:-

- Smaller buses should be used on this route.
- Re-route the bus service.
- Mirrors should be installed on the blind bends.
- The road should be widened to allow parking.

Discussion

The STA have stated that the parked cars and blind corners could result in a head on collision. It is accepted that sight distance is poor within the bends. On-site inspections and swept paths using 'Autoturn', which is a traffic engineering software confirmed that buses need the bends clear of parked vehicles in order to stay on the right side of the road.

The issues raised by the residents are acknowledged, however in the short term there are no alternative solutions. The State Transit Authority has requested that the bus route along Arthur Street be made safe. It should be noted that in the event of a crash, the bus driver would be deemed at fault if the bus was on the wrong side of the road. While it is acknowledged that some residents may be inconvenienced by the parking bans, there is ample parking within reasonable walking distance. The parking bans are necessary for safety reasons.

Conclusion

Buses and Council's waste collection services provide valuable public service. These parking bans are essential to improve access and safety not only for these vehicles but for all road users.

It is recommended that the parking restrictions and linemarking changes be implemented on a trial basis.

Shirlene Yee Yet
Team Leader Traffic and Transport

Cathy Edwards-Davis
Manager – Engineering Services

Tom O’Hanlon
Director Technical Services

Annexures

1. Resident Notification Letter dated 17 July 2014
2. Traffic Committee Report – Arthur Street, Bellevue Hill – No Parking Restrictions dated 1 July 2014

Item No: D3 Delegated to Committee
Subject: **Bellevue Road, Bellevue Hill - Traffic Calming**
Author: Shirlene Yee Yet, Team Leader Traffic and Transport
File No: T34
Reason for Report: To provide additional information.

Recommendation:

That Council:

- A. Note the additional information provided in this report.
- B. Approve Option Z – Shopping Strip Traffic Calming for the detailed design and implementation.
- C. Approve Option D – Speed Humps and Intersection Treatments for detailed design and staged implementation.
- D. Approve the initial marking on the road pavement of the exact locations of speed humps to ensure abutting residents are informed prior to any speed hump installation.
- E. Approve that all the residents in Bellevue Road and abutting streets be informed of Council’s decision.
- F. Resolve that the recommendation from the Community & Environment Committee proceed to the Council meeting on the 28 July 2014 as a matter of urgency as it provides additional information to complement the report already being considered by Council.

Background:

A report detailing traffic calming options and resident feedback for Bellevue Road, Bellevue Hill was tabled at the Community and Environment meeting held on 14 July 2014. The recommendations of the report were as follows:-

- A. *That Council approve the traffic calming proposals Option D – Speed Humps and Intersection Treatments and Option Z – Shopping Strip Traffic Calming for detailed design and staged implementation.*
- B. *That the exact location of the speed humps be marked on the road pavement to ensure abutting residents are informed prior to any speed hump installation.*
- C. *That all the residents in Bellevue Road and abutting streets be informed of Council’s decision.*

Four residents who live in the vicinity of the proposed/recommended humps made representation to the Committee and strongly objected to the speed humps outside their homes.

The Committee resolved:

- A. That Council note the following Recommendations from the Traffic Committee in respect of this Item:
 - i. That Council approve the traffic calming proposals Option D – Speed Cushions and Intersection Treatments and Option Z – Shopping Strip Traffic Calming for detailed design and staged implementation.
 - ii. That the exact location of the speed cushions be marked on the road pavement to ensure abutting residents are informed prior to any speed hump installation.
 - iii. That all the residents in Bellevue Road and abutting streets be informed of Council’s decision.

- B. That consideration of the Traffic Committee's Recommendations be deferred to enable Councillors to review the traffic monitoring reports and for the Traffic Committee to consider alternative options.

The minutes also note:

Note: In accordance with Council's meeting procedures Item Y4 (Bellevue Road, Bellevue Hill – Traffic Calming) was called to full Council by Councillor Anthony Boskovitz prior to the commencement of the meeting as he believes there are options other than the proposed speed cushions that should be considered. (See Item R1)

Referring this matter to the Traffic Committee for consideration would delay the process. Given that Councillor Boskovitz has called this matter for consideration by full Council on the 28 July 2014, the additional information requested by the Community & Environment Committee has been provided to the Councillors in the report below in time for consideration by the Community & Environment Committee on the 28 July 2014. It is also recommended that the recommendation from the Community & Environment Committee be referred to Council as a matter of urgency on the 28 July 2014.

All the residents of Bellevue Road and abutting streets were sent a letter with an update following the C&E meeting. A copy of the letter is attached as Annexure 1.

History:

Relevant reports and recommendations to Council in relation to traffic calming issues in Bellevue Road since 2006 are summarised in the table below.

Year/Report	Background	Recommendation (at the time)
April 2006 LTC & C&E	The Bellevue Hill Traffic Study (2003) recommended that bicycle lanes be introduced in Victoria Road, O'Sullivan Road and Bellevue Road as part of the recommended traffic calming works.	Bike lanes to be implemented in Bellevue Road.
December 2008 LTC & C&E	In 1995 Arup Transportation Planning was commissioned by Woollahra Council to prepare a Local Area Traffic Management strategy for the Bellevue Hill area. One of the recommendations of the study was the installation of a pedestrian refuge near the shops located along Bellevue Road, between Kambala Road and Bulkara Road. The refuge was installed in 2000. The location for the refuge, outside Number 97 Bellevue Road, was chosen due to poor sight distance closer to the shops and was considered to be an ideal treatment in a good location for reducing speed in the area.	Whilst it was hoped that the traffic facilities introduced in 2006 would result in the reduction of speeds in Bellevue Road, speeds have only reduced 5-7 kph and vehicle speeds are still well above the desirable and legal limit (50 kph). It is considered therefore that additional measures should be introduced to reinforce the 50 kph speed limit, as detailed below: <ul style="list-style-type: none"> • Extension/installation of the unbroken centreline at all bends. • Installation of Raised Pavement Markers (RPMs) at 1, 2 and 10 metre intervals as per the attached plans. • The addition of "50" pavement marking and signage to support the 50km/h speed limit.

	<p>This refuge was, however, subsequently removed due to strong and sustained objections from the resident of Number 97.</p>	<ul style="list-style-type: none"> • The construction of a Flat Top road hump at the existing pedestrian refuge opposite Tarrant Avenue and House No. 150. • The construction of a concrete median between 100 and 106 Bellevue Road.
<p>February 2010 LTC & C&E</p>	<p>This report detailed the previous history in relation to excessive speeds, vehicles crossing over the centreline of the road and the requests for pedestrian crossings in this street. Prior to consulting with the residents it was decided to first liaise with Sydney Buses and BikeEast and gain their concurrence before seeking resident feedback on the proposal. Following preliminary acceptance of the proposal from Sydney Buses and BikeEast, the residents of Bellevue Road were consulted in December, 2009 and requested to provide written submissions to Council on the proposal by 15 January, 2010.</p>	<p>Staged Traffic Management Action Plan:- Stage 1: Roundabouts at:</p> <ul style="list-style-type: none"> • Bellevue Road / Fairweather Street Intersection. • Bellevue Road / Bulkara Road / Streatfield Road Intersection <p>Stage 2: Speed Humps 5 Of</p> <ul style="list-style-type: none"> • Across Bellevue Road, just west of the eastern building line of Kambala Road. • Across Bellevue Road, opposite the centre of March Street, which is a closed Road. • Across Bellevue Road, opposite the large tree outside No. 152 Bellevue Road. The property on the northern side of Bellevue Road (2B Tarrant Avenue) is a high level property which would not be effected by noise from the speed hump. • Across Bellevue Road, between the driveways of Nos 142B and 151 Bellevue Road. No.151 is a high level property while the living areas of No. 142b Bellevue Road are below the roadway. • Across Bellevue Road, just east of the driveway to No.136 Bellevue Road. No.139 is a high level property while the living areas of No.136 Bellevue Road are below the roadway. • Across Bellevue Road, just west of the driveway to No. 111 Bellevue Road. No. 111 is a high level property while No. 112 Bellevue Road across the road has heavy planting on its boundary in the vicinity of the proposed speed hump.

The bicycle lanes, linemarking and two roundabouts have been installed, as previously recommended, in the section of Bellevue Road between New South Head Road and Riddell Street.

Traffic Speed and Volume Data:

The traffic speed and volume data recorded in Bellevue Road are detailed in the tables below. Traffic counts were undertaken using automatic tube counters. The 85th percentile speed is the speed at which 85% of the vehicles were travelling at or under. The volumes have been recorded as 24 hour and hourly volumes.

Traffic Data Recorded In August 2008

House No.	Northbound 85 th Percentile Speed kph	Southbound 85 th Percentile Speed kph
85	58	57
108	55	48
130	53	56
157	59	59

Traffic Data Recorded In July 2012 & July 2014

Location House No.	Northbound		Southbound		Northbound		Southbound	
	August 2012		August 2012		July 2014		July 2014	
	Speed kph	24 Hour Volume	Speed kph	24 Hour Volume	Speed kph	24 Hour Volume	Speed kph	24 Hour Volume
142C					56	3501	58	3059
131	50	3799	49	4605	54	3892	55	3293
108	50	3913	51	2846	49	3806	49	4484
98	48	4592	47	5040	49	3863	48	4438
54					52	3948	50	4368
85	55	4368	57	4262				
101	49	2497	50	2237				

24 Hour Traffic Data for counts taken on 17 July 2014

Time	142C Bellevue Rd North of Yamba Rd				98 Bellevue Road Near Shops			
	Northbound		Southbound		Northbound		Southbound	
	Speed Kph	Volume Veh/hr	Speed Kph	Volume Veh/hr	Speed Kph	Volume Veh/hr	Speed Kph	Volume Veh/hr
2400	58	38	60	52	50	41	52	53
100	58	34	59	21	50	33	53	23
200	60	14	63	15	49	15	53	14
300	56	8	61	6	50	9	55	7
400	58	6	58	3	56	5	48	3
500	59	18	57	9	53	14	47	8
600	58	51	60	23	53	49	51	29
700	57	152	59	87	49	171	51	66
800	57	404	58	168	48	491	48	143
900	53	435	57	231	48	638	48	269
1000	56	326	57	184	48	348	49	222
1100	57	269	57	185	48	270	49	198

1200	57	259	57	201	48	282	48	214
1300	55	208	58	149	47	273	48	239
1400	57	193	58	166	49	213	49	202
1500	55	256	58	231	48	265	48	250
1600	55	290	57	265	48	285	48	334
1700	56	232	58	257	48	244	49	339
1800	56	215	58	299	49	210	49	341
1900	56	198	59	301	49	200	50	327
2000	57	134	58	207	49	129	50	223
2100	57	102	58	152	49	122	51	160
2200	58	81	59	126	50	78	52	129
2300	56	58	59	88	52	56	51	87
2400	58	35	59	29	52	37	50	36

Local Area Traffic Management:

The primary aim of Local Area Traffic Management (LATM) is to change driver behaviour, both directly by physical influence on vehicle operation, and indirectly by influencing the driver's perceptions of what is appropriate behaviour in that street. The objective of LATM is to reduce traffic volumes and speeds in local streets to increase liveability and improve safety and access for pedestrians and cyclists.

LATM involves the use of physical devices, streetscaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation in order to create safer and more pleasant streets in local areas.

The need for LATM usually arises from:

- an intent to reduce traffic-related problems
- a need to modify transport behaviour
- orderly traffic planning and management
- a desire to improve the community space
- a desire to improve environmental, economic and social outcomes
- traffic impacts associated with new development.

The following principles are reflected when choosing suitable traffic treatments:

- Measures should reflect the environment, character and historical significance of the area
- Prioritise measures which improve pedestrian, bicycle and public transport passenger safety and accessibility
- Avoid measures which have a significant impact on parking.

An analysis of traffic volumes and speeds, together with input from the stakeholders generally informs the selection of the most suitable traffic control devices.

Two types of control devices are 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 to LATM schemes include:

- Road closures
- Restriction/ channelization

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.



Discussion On Traffic Treatments



Geometric Controls


<p>Flat-Top Road Humps A flat-top road hump or raised table is a raised surface approximately 75-100 mm high and typically with a 2m to 6 m long platform ramped up from the normal level of the street</p> <p><i>Example: Goodhope Street, Paddington</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Slows vehicles to about 20 - 25 km/hr at the device. · When used in series reduces vehicle speeds along the entire length of the street. · Is relatively inexpensive. · May discourage through traffic. · If used as a Wombat crossing, provides a designated pedestrian crossing place and improves pedestrian safety. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · May increase vehicle noise through braking, accelerating and vertical displacement. · May adversely affect emergency and commercial vehicles. · May only be used on relatively straight and flat streets away from intersections. · Doesn't overcome 'gun barrel' effect on long straight roads. · Sydney Buses will not generally allow the installation of these on bus route 	
<p>Wombat Crossings Wombat crossings are generally in the form of a flat top road hump with a marked pedestrian crossing on the raised flat surface. Though similar to flat top road humps, wombat crossings give priority to pedestrians while flat top road humps give priority to vehicles.</p>	<p>Advantages As above</p>	<p>Disadvantages As above</p>	

<p><i>Example: Greenoaks Avenue, Darling Point</i></p>			
<p>Watts Profile Road Humps A watts profile road hump is a speed reduction device with a curved profile extending across the roadway. Road humps are typically 70mm to 120mm high with a total length of 3m to 4m.</p> <p><i>Example: Pine Hill Avenue, Double Bay</i></p>	<p>Advantages As above</p>	<p>Disadvantages As above</p>	
<p>Speed Cushions Road cushions are another form of road hump that occupies only part of the carriageway. Road cushions are designed to be more sympathetic to cyclists, buses, and commercial vehicles than a standard full width road hump.</p> <p><i>Example: Mona Road, Darling Point</i></p>	<p>Advantages As Above – Least Impact on Buses, which are able to “straddle” the road cushion.</p>	<p>Disadvantages As above</p>	
<p>Lane Narrowings Lane narrowings involves narrowing of the trafficable carriageway to reduce speeds, improve delineation and in some cases minimising pedestrian crossing distances.</p> <p><i>Example: Manning Road, Double Bay</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Well spaced mid-block islands reduce speeds along the length of a street. · They provide a refuge for pedestrians and cyclists crossing the street. · When landscaped, mid-block islands may visually enhance the residential streetscape. · They are easily negotiable by large vehicles (such as fire trucks). · They prevent vehicles from overtaking others. · Flexibility in design allows buses and commercial traffic to be accommodated. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · Reduction of on-street parking space. [CED1] · May create a squeeze point for cyclists. · Their effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection. · If Landscaped: Maintenance required by Council as it is not part of the nature strip. · Prohibit or limit access and movement from driveways. · May require kerb and footpath realignment in narrow streets. · Not effective at reducing through traffic. 	

<p>Kerb Extensions Kerb extensions are similar to lane narrowings in that they narrow the trafficable carriageway reducing vehicle speeds, improving delineation and minimising pedestrian crossing distances.</p> <p><i>Example: Ormond Street, Paddington</i></p>	<p>Advantages As above No loss of parking if installed within the 10 metres statutory No Stopping at intersections</p>	<p>Disadvantages As above</p>	
<p>Median Islands Median islands are similar to lane narrowings and kerb extensions narrowing the trafficable carriageway and reducing vehicle speeds, improving delineation and minimising pedestrian crossing distances.</p> <p><i>Example: Median Island with kerb extensions Court Road, Double Bay</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Providing a refuge for pedestrians and cyclists crossing the street. · Separating vehicles in opposing traffic lanes thereby reducing the probability of head on collisions. · Preventing vehicles from overtaking others. · Flexibility in design allows buses and commercial traffic to be accommodated. · May visually enhance the street through landscaping. · Can be relatively low cost to install. · May reduce vehicle speeds. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · May require significant amounts of parking to be removed. · May create a bicycle squeeze point if not appropriately catered for in the design. · They have limited speed and traffic reduction benefits. · If raised treatments are used they may prohibit or limit access and movement from driveways. 	
<p>Pedestrian Refuge Islands Pedestrian refuge islands provide a safe crossing point for pedestrians and can be combined with a number of LATM devices including kerb extensions.</p> <p><i>Example: Pedestrian refuge island with kerb extensions Darling Point Road, Darling Point</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Providing a refuge for pedestrians and cyclists crossing the street. · Separating vehicles in opposing traffic lanes thereby reducing the probability of head on collisions. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · May require significant amounts of parking to be removed. · May create a bicycle squeeze point if not appropriately catered for in the design. · They have limited speed and traffic reduction benefits. · If raised treatments are used they may prohibit or limit access and movement from driveways. 	
<p>Slow Points A slow point is a series of kerb extensions on alternating or opposite sides of a roadway, which narrow and/or angle the roadway. Slow points are intended to reduce vehicle speeds and can be either one or two lanes wide and can be angled.</p>	<p>Advantages</p> <ul style="list-style-type: none"> · Reduces speed near the device. · When used in series it is effective in reducing overall speed. · Imposes minimal inconvenience to local traffic. · Provides a landscaping opportunity. · Can be installed on a 	<p>Disadvantages</p> <ul style="list-style-type: none"> · Reduction of on-street parking space. · May create a squeeze point for cyclists. · Their effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection. · Loss of on-street parking. · If landscaped: Maintenance required by Council as it is not part of 	

<p><i>Example: Single-lane angled slow point Ormond Street, Paddington</i> (Aerial photo source: NearMap)</p>	<ul style="list-style-type: none"> · trial basis with spiked kerbing. · Provides a shorter crossing distance for pedestrians. · May improve the visibility of pedestrians and vehicles. · Relatively low cost. · Can help to delineate and protect parking spaces. · Has relatively little effect on emergency vehicles. 	<ul style="list-style-type: none"> · the nature strip. · Prohibit or limit access and movement from driveways. · May require kerb and footpath realignment in narrow streets. · Not effective at reducing through traffic. 	
<p>Chicanes Chicanes are used to provide a slow point for traffic at locations where speeds are a problem but noise associated with Speed Humps and related measures would be unacceptable.</p>	<p>Advantages</p> <ul style="list-style-type: none"> · Reduction of vehicle speeds in the vicinity of the slow point. · When used in series, reduces vehicle speeds over the entire length of a street. · May discourage through traffic. · They are easily negotiable by large vehicles except under heavy traffic conditions. · Imposes minimal inconvenience to local residents. · Increases pedestrian safety. · Provides landscaping. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · Contrary to driver expectation if used in isolation. · Restrictive for service and emergency vehicles. · Reduction of on-street parking space. · Increased traffic noise due to braking and acceleration at the device. · Can be hazardous for cyclists at squeeze points. · Curb realignment and landscaping can be costly, especially if there are drainage issues. · If these devices are sufficiently wide to cater for buses, they become much less effective at slowing car speeds. 	
<p>Road Closures Diversion treatments such as full or half road closures are physical means of redirecting vehicle movements or eliminating through traffic volumes.</p> <p><i>Example: Half Road Closure</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Reduces traffic volumes. · Reduces conflicts points when used at an intersection. · Pedestrian safety is increased. · Eliminates non-local traffic. · Can accommodate pedestrian, cyclist and/or bus access. · Provides landscaping opportunities. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · May restrict or reduce accessibility for local residents. · Traffic may be diverted to other adjacent local streets without closures resulting in increased traffic volumes in those streets. · May restrict access by emergency vehicles. · Will increase travel times for some road users. · May reduce the availability of on-street parking. · Not an appropriate treatment on a collector road such as Bellevue Road. 	

<p>Roundabouts A roundabout is an effective form of intersection control and reduces the relative speeds of conflicting vehicles by providing impedance to all vehicles entering the roundabout. <i>Example: Single lane, three leg roundabout Bellevue Road/ Fairweather Street, Bellevue Hill</i> (Aerial photo source: NearMap)</p>	<p>Advantages</p> <ul style="list-style-type: none"> · They reduce the number of conflicts points in an intersection. · They reduce vehicle speeds through the intersection. · They provide orderly and continuous flow of traffic and clarify priority and simplify decision making. · They are generally aesthetically pleasing if well landscaped. · They enhance safety compared to traffic signals. · They can minimise queuing at the approaches to the intersection · They are less expensive to operate than traffic signals. · Reduces severity of accidents. · Provide an inexpensive-to-operate traffic control as an alternative to a traffic signal. · Handle a high proportion of U-turns. · Increases the visibility of the intersection. · Clarifies the priority of traffic movements. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · They may be restrictive for some larger service and emergency vehicles unless the roundabout is mountable. · They may require the elimination of some on-street parking. · Landscaping must be maintained by Council. · Relatively expensive especially if land needs to be acquired. · May increase traffic noise due to braking and acceleration. · Can be difficult to negotiate by cyclists and pedestrians. 	
<p>Bicycle Shoulder Lanes Bicycle shoulder lanes are one-way facilities which are shared between parked cars and cyclists. Bicycle shoulder lanes narrow the available carriageway width thereby reducing vehicle speeds as well as providing a dedicated facility for cyclists. <i>Example: Shared bicycle shoulder lanes Edgecliff Road</i></p>	<p>Advantages</p> <ul style="list-style-type: none"> · Increases cyclist safety. · Improves accessibility and connectivity of the bicycle network. · Can be used to narrow the width of traffic lanes. · Promotes the use of alternative modes of transport. 	<p>Disadvantages</p> <ul style="list-style-type: none"> · Separate facilities may be expensive. · Facilities may be incompatible with other LATM devices. 	

<p>Speed Trailer This device is mainly used on our residential streets, predominantly collector roads, to reinforce the blanket 50 km/hr urban speed limit.</p> <p>The radar mounted on the speed warning trailer detects an oncoming vehicle's speed which is displayed on the message board with a road safety message/speed limit sign.</p>	<p>Advantages</p> <ul style="list-style-type: none"> · A reduction in vehicle speeds in the vicinity of the device. · Does not restrict motorists. 	<p>Disadvantages:</p> <ul style="list-style-type: none"> · Less effective in slowing vehicles than a physical device. · On-street parking can prevent effective placement of device. · Council does not currently own such a device. This would need to be hired. · Whilst effective in the short term, they become considerably less effective over time. 	
---	---	---	---

Regulatory Controls

Signage

Regulatory signs inform motorists of, and often create statutory requirements, eg right of way at intersections, speed limits, prohibition of vehicle movements at intersections and control of standing or parking of vehicles.

Warning signs are used to alert drivers to hazardous or potentially hazardous conditions which may not be apparent or discernable owing to road geometry or environmental conditions. Warning signs advise the driver of conditions which require caution and possibly a reduction in speed for their own safety and that of other drivers and pedestrians. They may also be used as an advance warning of a traffic control device, eg pedestrian crossing, STOP sign, and traffic signals, where visibility to the device is severely restricted. Warning signs may be accompanied by an advisory speed sign.

Parking signs are used to advise motorists of where they can park and for what period of time. They also include parking zones for specific vehicle use, disable parking and clearways. These signs are used for the layout of on-street parking and car parks.

Advantages:

- Provide drivers with appropriate instructions in order to drive safely and to help enforce the road rules.

Disadvantages:

- Too many signs in one location may lead to an overload of information.

Pavement markings

Pavement markings are all the lines, symbols, patterns, messages, numerals, or other devices set in the pavement or applied or attached to the pavement or kerb to regulate, warn or guide traffic.

They may act as a supplement to other road devices but often they are the only effective way to convey certain regulations and warnings to drivers.

Advantages:

- Convey information to the driver often continuously, eg as longitudinal lines without diverting his/her attention from the roadway.

Disadvantages:

- May not be clearly visible if the road is wet or dusty.
- Subject to traffic wear and usually require frequent on going maintenance.
- May be obscured by traffic.
- Effect on skid resistance requires a careful choice of materials.
- Cannot be used on unsealed roads.

Police Enforcement

Advantages:

- A reduction in vehicle speeds in the area of enforcement.
- Inexpensive to implement

Disadvantages:

- Less effective in slowing vehicles than a physical device.
- Short term improvement only for the period immediately after the enforcement.

Case Studies To Demonstrate Effectiveness of Traffic Treatments

Epping Road, Double Bay:

A number of years ago Council implemented a traffic calming scheme in Epping Road between Manning Road and Forest Road, Double Bay. This scheme consisted of a number of kerb blisters and short median islands to narrow the effective carriageway widths in both directions. Over time motorists become used to these blisters and speed counts taken in March, 2007 indicated that speeds in this section of road increased and further action was necessary to reduce these speeds down to satisfactory levels.

In August 2009, a report was tabled at the Traffic Committee meeting recommending that speed humps be implemented at the existing kerb extension traffic treatment along Epping Road. The speeds recorded were as follows:-

South Bound		North Bound	
85 th Percentile Speed	59 kph	85 th Percentile Speed	54 kph
Percentage > 50kph	49.5%	Percentage > 50kph	24%
Percentage > 60kph	10%	Percentage > 60kph	2.5%

Three speeds humps were installed in Epping Road in November 2010.

The table below details traffic speeds recorded in 2007, 2008 and 2011. The data demonstrates that the speed humps were effective as the speeds reduced by almost 10kmh after the speed humps were installed.

Date		Mar 07	Apr 08	Apr 08	Speed humps introduced in November 2010	Mar 11	Mar 11	Nov 11	Nov 11
Address		No. 48	No. 28	No. 48		No. 28	No. 48	No. 28	No. 48
Bidirectional Speed	85%	57 kph	56 kph	57 kph		47 kph	47 kph	49 kph	48 kph
Southbound Speed	85%	54 kph	54 kph	52 kph		47 kph	47 kph	49 kph	46 kph
% > 50 kph		24%	24.6%	18.0%		2.8%	3.0%	8.9%	2.7%
% > 60 kph		2.5%	2.6%	1.5%		0.2%	0.2%	0.5%	0.2%
Southbound Speed	85%	59 kph	57 kph	60 kph		47 kph	48 kph	48 kph	49 kph
% > 50 kph		49.5%	36.9%	55.5%		2.8%	4.7%	5.0%	9.5%
% > 60 kph		10.0%	5.8%	13.2%		0.2%	0.2%	0.3%	0.3%

In June 2011, after receiving complaints from abutting residents about noise, the speed hump located midblock in the street was removed. The speed humps at the other two treatments at the entrance to the street remain.

Darling Point Local Area Traffic Management

Rubber speed cushions were installed in Mona Road in 2010. The table below shows the speeds of traffic recorded before and after the installation of the speed cushions at No. 42 Mona Road.

	85 th Percentile Speed Before (2008)	85 th Percentile Speed After (2010)
Northbound	57kph	40kph
Southbound	55kph	46kph

The speed humps were placed in Mona Road due to problems caused by vehicles exceeding the speed limit. As can be seen by the resultant speeds in close proximity to the subject location these speeds have dropped considerably and well below the speed limit for this street.

Conclusion:

It is acknowledged that some residents who live next to the proposed speed cushions have raised strong objections.

The above information has been provided to assist the Committee in forming a view on the traffic issues in Bellevue Road and traffic calming options proposed in the attached Traffic Committee report dated 1 July 2014.

Given that Councillor Boskovitz has called this matter for consideration by full Council on 28 July 2014, the additional information requested by the Community & Environment Committee has been provided to the Councillors in this report in time for consideration by the Community & Environment Committee on 28 July 2014. It is also recommended that this additional information be referred to Council as a matter of urgency on 28 July 2014.

Shirlene Yee Yet
Team Leader Traffic and Transport

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

Annexures:

Resident Update Letter Dated 18 July 2014

Traffic Committee Report – Bellevue Road, Bellevue Hill - Traffic Calming Dated 1 July 2014

Summary of Resident Feedback

Item No: D4 Delegated to Committee
Subject: **Cultural Committee Minutes Report**
Author: Maria Lacey, Public Art and Cultural Development Officer
File No: 79.G Cultural Committee
Reason for Report: To table the minutes of the Cultural Committee meeting held on 16 July 2014

Recommendation:

THAT the minutes of the Cultural Committee meeting held on Wednesday 16 July 2014 be noted.

Background:

This report outlines the Cultural Committee meeting held on 16 July 2014, with the minutes of this meeting provided as Annexure 1.

Presentation from Critical Path on Programs

Critical Path's Director Margie Medlin presented the organisation's activities to the Committee and provided a tour of the Drill Hall.

Cultural Committee Projects update:

1. Traffic Signal Box Project 2014 de-brief following the successful completion of the project in May 2014 and aim to select boxes for the 2015 project at the Cultural Committee's November meeting.
2. Progress report of the 2014 Artists in Residence community engagement projects following from the extensive presentation of the artists' practises and community projects at the April 9 Cultural Committee meeting (including Artist in Residence Afternoon Tea).
3. Woollahra Public Art Trust activities in relation to artwork loans, *Kimono* by Keving Norton, and donations, *Burden* by Paul Hopmeier.

Conclusion:

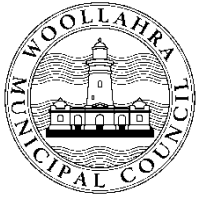
The majority of the Cultural Committee Meeting on 16 July 2014 was allocated to engage with Critical Path's Director Margie Medlin and the activities of this organisation and occupancy of the Drill Hall. This meeting was deliberately scheduled to occur at the Drill Hall in Rushcutters Bay to give the Committee a valuable opportunity to meet one of Council's creative partners and visit the space.

Maria Lacey
Public Art and Cultural Development Officer

Kylie Walshe
Director Community Services

Annexures:

1. Minutes of the Cultural Committee Meeting, Wednesday 16 July 2014.



Cultural Committee Minutes

**Drill Hall, New Beach Road, Rushcutters Bay
Wednesday 16 July 2014**

**All correspondence to:
Cultural Development
PO Box 61
Double Bay NSW 1360**

**Phone: 02 9391 7102
Fax: 02 9391 7044**

Email: cultural.development@woollahra.nsw.gov.au

TABLE OF CONTENTS

1	Present & Apologies	21
2	Matters arising from previous minutes	21
3	Presentation from Critical Path on Programs.....	21
4	Traffic Signal Box Project 2014 – Update.....	22
5	2014 Artist in Residence – Update	22
6	Public Art – Update	22
7	Any Other Business	22
8	Date of Next Committee Meeting: Wednesday 17 September at 3.00pm.....	22

Cultural Committee Minutes

**Minutes of the Meeting held on
Wednesday 16 July 2014 at 3pm**

1 Present & Apologies

Present:

Councillor Luise Elsing (Acting Chair)	
Simon Chan	Community Representative
Janis Lander	Community Representative
Maisy Stapleton	Community Representative

Staff:

Jo Jansyn	Cultural Development Coordinator
Maria Lacey	Public Art and Cultural Development Officer

Apologies:

Councillor Susan Wynne	
Councillor Deborah Thomas (Chair)	
Kylie Walshe	Director Community Services
Isabelle Shapiro	Community Representative
Marlene Antico	Community Representative
Lulu Pinkus	Community Representative
Ian Plater	Community Representative
Nicole Shrimpton	Community Representative

2 Matters arising from previous minutes

Matters from previous Minutes will be discussed as separate Agenda items.

3 Presentation from Critical Path on Programs

Director of Critical Path Margie Medlin provided the Committee with an overview of Critical Path's presence in the Drill Hall and partnership with Woollahra Council. A range of material was distributed to the Committee to reflect the objectives, activities and programs of Critical Path, underlining the organisation's mission of providing choreographic development opportunities for the dance sector. Opportunities for further engagement with the community were discussed, such as Critical Path's involvement in library's 'Tea Topic' series. Councillor Elsing congratulated Critical Path on their 2013 presentation and showcase for Councillors and suggested that further opportunities of this kind would be a valuable way to inform the community of their activities and free programming. It was suggested that some of the marketing material could be made more verbally accessible for the general public. A branding workshop to review Critical Path's marketing plan is to occur on 17 July with the hope of creating a stronger communications and marketing direction for the organisation. In the current climate of funding insecurity, Critical Path is exploring ways to attract more philanthropic benefactors. It was suggested that Critical Path should approach organisations such as the Nelson Meers Foundation.

ACTION: Janis Lander to forward details to Margie Medlin in relation to the Nelson Meers Foundation.

4 Traffic Signal Box Project 2014 – Update

The Committee was informed of the successful completion of the 2014 Traffic Signal Box project. It was concluded that the project should aim to continue next year and that appropriate boxes for the 2015 project be selected at the November meeting. The completed 2014 boxes can be viewed at Council's webpage:

http://www.woollahra.nsw.gov.au/community/arts_and_culture/public_art_projects/traffic_signal_box_project

5 2014 Artist in Residence – Update

A short update on each of the 2014 artists' community engagement project was provided to the Committee. Questions arose in regards to the program's evaluation processes and how feedback from past artists should be considered in relation to subsequent selection processes of artists. The Committee identified that the evaluation process should include four relevant points to assess the program's success:

1. Artists' feedback to Council on their residency
2. Publicity
3. Residencies relevance to career development
4. Community participation (attendance numbers)

The information and evaluation from the 2013 Artist in Residence is to be re-circulated to the Committee.

ACTION: Cultural Development Coordinator to re-circulate the evaluation information from 2013 to the Committee.

6 Public Art – Update

The Committee was provided with an update on the Woollahra Public Art Trust activities. It was advised that the donated sculpture *Burden* by Paul Hopmeier had successfully been installed in Foster Park in beginning of June. A further art loan work *Kimono* by Kevin Norton is to be installed on Windsor Street in end of July, replacing the loan work *Sitting Pretty* by the same artist. The Committee was also informed that artwork loan *Horse at Water* by Nic Fiddian Green currently on display in Halls Lane Reserve, Woollahra is to be replaced in November by another work, possibly by the same artist, selected by the Woollahra Public Art Trust.

7 Any Other Business

Councillor Elsing requested that the Terms of Reference for the Cultural Committee be emailed to her as this document was adopted and circulated prior to her role as a Committee member.

ACTION: Public Art and Cultural Development Officer to email Terms of Reference document to Councillor Elsing.

8 Date of Next Committee Meeting: Wednesday 17 September at 3.00pm

Next meeting will be taking place at the EJ Ward Paddington Community Centre to give the Committee opportunity to visit the location for the Artist in Residence program.

Item No: R1 Recommendation to Council
Subject: **Woollahra Plaques Advisory Committee - Minutes of Meeting 5 June 2014**
Author: Joan Ruthven - Library Community Programs Team Leader
File No: 474.G Plaques
Reason for Report: To table the minutes of the Woollahra Plaques Advisory Committee meeting held on Thursday 5 June 2014.

Recommendations:

- A. That the minutes of the Woollahra Plaques Advisory Committee meeting held on Thursday 5 June 2014 be noted and endorsed.
- B. The recommendations of the Woollahra Plaques Advisory Committee regarding the selection of nominations for 2014 Woollahra Council Plaque Scheme be adopted - Sir Daniel Cooper, Sir John Hay, Rose Scott and Christina Stead.

Background:

This report outlines the meeting held by the Woollahra Plaques Advisory Committee (WPAC) on 5 June 2014 (see Annexure 1).

Key discussion points at the Woollahra Plaques Advisory Committee (WPAC)

The key matters discussed at the meeting included:

- The selection of the following four nominations for the 2014 Woollahra Plaque Scheme are: (see Annexure 2).
 1. **Sir Daniel Cooper** – Merchant and philanthropist.
He was the Speaker of the first parliament of New South Wales.
Preferred wording for plaque:
Sir Daniel Cooper
1821-1902
Merchant and philanthropist
lived here.
 2. **Sir John Hay**– Pastoralist and parliamentarian.
He established a 5½ acre experimental garden in Double Bay.
Preferred wording for plaque:
Sir John Hay
1816-1892
Pastoralist and parliamentarian
established a 5½ acre experimental garden here
 3. **Rose Scott** – Advocate for women’s rights and social reformer.
She was one of the key figures in the movement committed to the universal suffrage and a general improvement in the condition of women.
Preferred wording for plaque:
Rose Scott
1847-1925
Advocate for women’s rights and social reformer
Lived here at the house Lynton (demolished)

4. **Christina Stead** - Novelist and short story writer.
She was a significant international twentieth century author who drew on her memories of Watsons Bay for several of her works.
Preferred wording for plaque:
Christina Stead,
1902-1983
Novelist and short story writer
lived here

The Advisory Committee agreed to retain the other short listed nominations for Donald Friend and Margaret Olley as proposals for future consideration, but recommended that the nomination for Michael Tuite, be withdrawn as it is unlikely to warrant recommendation in the future. Letters will be sent to all nominees advising of the outcome of the selection for the 2014 Woollahra Plaque Scheme. The preferred wording for the plaques was confirmed by the Advisory Committee via email.

Launch date:

At the meeting the unveiling schedule of the Woollahra Council Plaque Scheme for 2014 was discussed and recommended by Committee members that it be staged over the ensuing 12 month period with the plaque for either Rose Scott or Christina Stead being unveiled on International Women's Day. Discussion of dates for the unveiling of the other plaques was held over to the next meeting.

Conclusion:

The Woollahra Plaques Advisory Committee had a successful meeting in shortlisting nominations. The next date for the Committee meeting is Thursday 6pm, 30 October 2014.

Joan Ruthven
Library Community Programs Team Leader

Vicki Munro
Manager, Library & Information Services



Kylie Walshe
Director, Community Services

Annexures:

1. Minutes of the Woollahra Plaques Advisory Committee meeting, Thursday 5 June 2014.
2. List of seven recommended shortlisted Woollahra Plaque Scheme nominations.

Political Donations – matters to be considered by Councillors at Meetings

