

Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 7 April 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

3 April 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 – 7 April 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 7 April 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 24 March 2014	1
D2	Woollahra Local Traffic Committee Minutes – 1 April 2014 – 595.G 2014	2

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

R1	Review of Commercial Fitness Training Policy on Public Open Space – 172.G/fitness training	13
R2	Traffic Management Strategy – 900.G	29

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 24 March 2014**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 24 March 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 24 March 2014 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Local Traffic Committee Minutes – 1 April 2014**
Author: Shirlene Yee Yet, Team Leader Traffic and Transport
File No: 595.G 2014
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee

Recommendation:

- A. That the Recommendation Y1-Y8 contained in the minutes of the Woollahra Traffic Committee held on Tuesday 1 April 2014 be adopted.
 - B. That the Recommendation Z1 contained as an informal item in the minutes of the Woollahra Traffic Committee held on Tuesday 1 April 2014 be adopted.
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Shirlene Yee Yet
Team Leader Traffic and Transport

Tom O'Hanlon
Director Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Thornton Room, Council Chambers, Double Bay, on Tuesday 1 April 2014 at 10.00am.

1. Attendance

Committee Members:

Present:	Ms Shirlene Yee Yet (Chairperson)	(Woollahra Municipal Council)
	Mr John Giblin	(Gabrielle Upton MP Representative)
Staff:	Mr Frank Rotta	(Woollahra Municipal Council)
	Ms Deirdre Farrell	(Woollahra Municipal Council)
	Ms Carla Hetherington	(Woollahra Municipal Council)
Observer:	Mr Eric Graham	(Transport NSW – State Transit)
Apologies:	Ms Cathy Edwards-Davis	(Woollahra Municipal Council)
	Mr Stephen Brown	(Roads and Maritime Services)
	Mr Alex Greenwich MP	(Member for Sydney)
Also in Attendance:	Shan Cairncross	(Resident – Item Y1-1)

2. Minutes of Previous Meeting

The minutes of Meeting No.2/14 held in Council Chambers, Double Bay, on Tuesday 4 March 2014 were confirmed by Mr John Giblin.

3. Matters Arising from Minutes of Previous Meetings

The Sydney Buses Representative has requested that a meeting with the residents of Arthur Street, Bellevue Hill, be undertaken before the next Traffic Committee meeting.

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

Nil

5. Extraordinary Meetings

Nil

6. Late Correspondence

Item Y6: 14 Dumaresq Road, Rose Bay – Works Zone

Email received from Michael Alvaro (Alvaro Bros Builders) requesting reduction of Works Zone period to 12 weeks instead of 52 weeks.

The RMS and Police Representatives did not attend the meeting.

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 Restriction Changes**

Author: Frank Rotta – Traffic Engineer

File No: (Refer to Table 1)

Reason for Report: Various parking restriction changes throughout the Woollahra Council area.

Committee Vote: Unanimous Support

Recommendation:

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

Item Y1-1: Victoria Road, Bellevue Hill – Request for No Parking restrictions

Officer Recommendation:

That a ‘P Motor Bikes Only’ zone be installed on the western side of Victoria Road, Bellevue Hill from the southern side of the driveway to No. 166 Victoria Road to the northern side of the driveway to No. 168 Victoria Road, a distance of 2 metres (2 motor bike spaces).

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **Edgecliff Road, Woollahra – Parking Issues**

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: 149

Reason for Report: To respond to a Notice of Motion

Officer Recommendation:

- A. That based on feedback received from the Traders on Edgecliff Road between Bathurst Street and Adelaide Street, all the half hour parking bays be converted to one hour parking.
- B. That all the Traders be advised of Council’s decision.
- C. That Council’s Manager Compliance be requested to undertake regular enforcement along Edgecliff Road to ensure parking turnover.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **McAuley Primary School, Holy Cross Primary School & Reddam School (Primary) – Results of Schools Safety Audit**

Author: Deirdre Farrell – Traffic and Transport Engineer

File No: 255.G

Reason for Report: To present findings of School Safety Audits

Officer Recommendation:

- A. Advisory ‘School Drop Off Zone’ signs be installed at the existing School Drop off Zone for McAuley Primary School, Holy Cross Primary School & Reddam School (Primary).
- B. Request that Council’s Tree Maintenance Team cut back trees, foliage and tree roots to improve visibility, if appropriate at locations identified.
- C. Request that Council’s Team Leader Assets include upgrading the nature strip to remove the tripping hazard along the school pick-up / drop-off area in Carlisle Street in Council’s annual footpath upgrade program.
- D. Request Council’s Coordinator Regulatory Services to undertake regular enforcement of illegal parking in the school pick-up zone on Carlisle Street, Rose Bay.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **Glenview Street and Liverpool Street, Paddington – Kerb Extensions**

Author: Yonas de Silva – Team Leader Infrastructure Asset Management

File No: T148

Reason for Report: Request to approve the proposed kerb extensions

Officer Recommendation:

That the following works be approved for construction:

- A. Kerb extensions at the junction of Glenview Street and Liverpool Street Paddington.
- B. Two new kerb ramps across Liverpool Street at the junction of Glenview Street.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **377 New South Head Road (Kiaora Lane), Double Bay– Works Zone**

Author: Frank Rotta– Traffic Engineer

File No: 407.G

Reason for Report: Request for a Works Zone

Officer Recommendation:

- A. That approval be granted for a 13 metre long Works Zone to be temporarily installed for No. 377 New South Head Road, Double Bay. The proposed Works Zone is to be located on the northern side of Kiaora Lane, across the Kiaora Lane frontage to the development site and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The applicant shall provide information in the CMP showing that when the Works Zone is in use there will be a minimum 3m wide through lane available past the site so that neighbouring commercial properties are not adversely affected by the use of this Works Zone.
 - iii. The CMP for the works being approved by Council’s traffic/development engineer.
 - iv. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 52 weeks from April, 2014 (to be calculated from sign installation date).
 - v. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RMS’s Traffic Control at Works Sites manual.
 - vi. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council’s traffic engineer.
 - vii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - viii. Existing ‘No Parking’ restrictions shall be maintained outside of the Works Zone hours of operation.
 - ix. 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.
 - x. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - xi. This Works Zone is in an area zoned as Business General 3(a). The fee payable shall be in accordance with Council’s adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed.
 - xii. Payment of all appropriate security bonds required by the Development Consent for this property.
 - xiii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.
 - xiv. 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.
 - xv. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.

- B. That the applicant provide a minimum 7 days notification letter to all residents/commercial properties with frontage to Kiaora Lane within 50m of the development site, prior to commencing works, outlining the details of the work zone and providing a mobile phone number for the site manager.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **14 Dumaresq Road, Rose Bay – Works Zone**

Author: Frank Rotta– Traffic Engineer

File No: 407.G

Reason for Report: Request for a Works Zone

Officer Recommendation:

- A. That approval be granted for a Works Zone to be temporarily installed for No. 14 Dumaresq Road, Rose Bay. The proposed Works Zone is to be located on the western side of Dumaresq Road, from the northern side of the driveway to No.14 Dumaresq Road for a distance of 30 metres in a southerly direction (to the northern side of the driveway to No. 12 Dumaresq Road) and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The applicant shall provide information in the CMP indicating the largest trucks that will access this site and supply turning diagrams showing that these trucks can satisfactorily use the cul-de-sac at the northern end of Dumaresq Road to turn around so that they can exit onto New South Head Road in a forward direction.
 - iii. The applicant shall provide information in the CMP showing that when the Works Zone is in use there will be a minimum 3.2m wide through lane available past the site to the cul-de-sac bulb so that neighbouring properties are not adversely affected by the use of this Works Zone.
 - iv. The CMP for the works being approved by Council’s traffic/development engineer.
 - v. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 52 weeks from April, 2014 (to be calculated from sign installation date).
 - vi. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RMS’s Traffic Control at Works Sites manual.
 - vii. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council’s traffic engineer.
 - viii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - ix. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.

- x. 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.
 - xi. If required as part of the approved CMP, 12 metres of “No Parking, 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat” restrictions shall be installed on the eastern side of Dumaresq Road opposite the northern end of this Works Zone during the hours which the Works Zone is operational to allow for traffic to flow freely in this street.
 - xii. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - xiii. This Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council’s adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. The fee shall be calculated based on the loss of available parking on both sides of Dumaresq Road, ie. 25m on the eastern side and 12m on the western side (37metres). Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - xiv. Payment of all appropriate security bonds required by the Development Consent for this property.
 - xv. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.
 - xvi. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - xvii. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant provide a minimum 7 days notification letter to all residents in Dumaresq Road within 50m of the development site, prior to commencing works, outlining the details of the work zone and providing a mobile phone number for the site manager.

Committee Vote: Unanimous Support

Resolved to Recommend:

- A. That approval be granted for a Works Zone to be temporarily installed for No. 14 Dumaresq Road, Rose Bay. The proposed Works Zone is to be located on the western side of Dumaresq Road, from the northern side of the driveway to No.14 Dumaresq Road for a distance of 30 metres in a southerly direction (to the northern side of the driveway to No. 12 Dumaresq Road) and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The applicant shall provide information in the CMP indicating the largest trucks that will access this site and supply turning diagrams showing that these trucks can satisfactorily use the cul-de-sac at the northern end of Dumaresq Road to turn around so that they can exit onto New South Head Road in a forward direction.
 - iii. The applicant shall provide information in the CMP showing that when the Works Zone is in use there will be a minimum 3.2m wide through lane available past the site to the cul-de-sac bulb so that neighbouring properties are not adversely affected by the use of this Works Zone.
 - iv. The CMP for the works being approved by Council’s traffic/development engineer.
 - v. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 12 weeks from April, 2014 (to be calculated from sign installation date).

- vi. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RMS's Traffic Control at Works Sites manual.
 - vii. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council's traffic engineer.
 - viii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - ix. Existing unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - x. 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.
 - xi. If required as part of the approved CMP, 12 metres of "No Parking, 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat" restrictions shall be installed on the eastern side of Dumaresq Road opposite the northern end of this Works Zone during the hours which the Works Zone is operational to allow for traffic to flow freely in this street.
 - xii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - xiii. This Works Zone is in an area zoned as Residential 2(a). The fee payable shall be in accordance with Council's adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed. The fee shall be calculated based on the standard Works Zone rate for this area (that is 30m). Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - xiv. Payment of all appropriate security bonds required by the Development Consent for this property.
 - xv. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - xvi. Should the Works Zone be required for a period longer than the approved period, permission from the Director of Technical Services is required to extend the Works Zone.
 - xvii. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant provide a minimum 7 days notification letter to all residents in Dumaresq Road within 50m of the development site, prior to commencing works, outlining the details of the work zone and providing a mobile phone number for the site manager.

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

Subject: **52 Victoria Street, Paddington – Works Zone**

Author: Frank Rotta– Traffic Engineer

File No: 407.G

Reason for Report: Request for a Works Zone

Officer Recommendation:

- A. That approval be for a 8 metre Works Zone to be temporarily installed for No. 52 Victoria Street, Paddington. The proposed Works Zone is to be located on the northern side of Victoria Street across the frontage of 52 Victoria Street and partially across the frontages of Nos 50 & 54 Victoria Street, and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The applicant shall provide information in the CMP showing that when the Works Zone is in use there will be a minimum 3m wide through lane available past the site so that neighbouring properties are not adversely affected by the use of this Works Zone.
 - iii. The CMP for the works being approved by Council’s traffic/development engineer.
 - iv. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 8 weeks from April, 2014 (to be calculated from sign installation date).
 - v. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RMS’s Traffic Control at Works Sites manual.
 - vi. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council’s traffic engineer.
 - vii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - viii. Existing Permit Parking restrictions shall be maintained outside of the Works Zone hours of operation.
 - ix. 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.
 - x. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - xi. This Works Zone is in an area zoned as Business Neighbourhood 3(c). 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.
 - xii. Payment of all appropriate security bonds required by the Development Consent for this property.
 - xiii. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.
 - xiv. 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.
 - xv. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.

- B. That the applicant provide a minimum 7 days notification letter to all residents/commercial properties within 50m of 52 Victoria Street, prior to commencing works, outlining the details of the work zone and providing a mobile phone number for the site manager.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

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

Subject: **88-90 Oxford Street, Woollahra – Works Zone**

Author: Frank Rotta– Traffic Engineer

File No: 407.G

Reason for Report: Request for a Works Zone

Officer Recommendation:

- A. That approval be granted for a 10.7metre Works Zone to be temporarily installed for No. 88-90 Oxford Street, Woollahra. The proposed Works Zone is to be located on the northern side of Oxford Street across the existing Loading Zone in front of No. 82 Oxford Street, Woollahra, and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The applicant shall provide Council with copies of a current Road Occupancy Licence (ROL) from the Transport Management Centre that states their approval for this use of Oxford Street as a Works Zone.
 - iii. The CMP for the works being approved by Council’s traffic/development engineer.
 - iv. The Works Zone is to operate between the hours of 10am – 3pm Mon-Fri for a period of 8 weeks from April, 2014 (to be calculated from sign installation date).
 - v. The existing Loading Zone at this location shall operate from 7.30am-10am, Mon-Fri (at present it operates from 7.30am-3pm, Mon-Fri).
 - vi. Suitable traffic control measures are to be put in place to manage truck movements to and from the construction site, and if necessary to and from the adjacent street system, in accordance with the RMS’s Traffic Control at Works Sites manual.
 - vii. The applicant shall provide and implement a Traffic Control Plan prepared by an RMS accredited traffic consultant to deal with use of the footpath/trucks/barriers/pedestrian protection to load and unload materials to and from the works site and for the general use of this Works Zone. This plan must be completed to the satisfaction of Council’s traffic engineer.
 - viii. A Permit to Stand Plant will be required for all concrete pours, deliveries and/or truck presences in relation to the construction works.
 - ix. Existing parking and clearway restrictions shall be maintained outside of the Works Zone hours of operation.
 - x. 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.
 - xi. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - xii. This Works Zone is in an area zoned as Residential 2(b). The fee payable shall be in accordance with Council’s adopted fees and charges applying to the period for which the approval is given, and must be paid prior to the Works Zone being installed.

- xiii. Payment of all appropriate security bonds required by the Development Consent for this property.
 - xiv. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - xv. 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.
 - xvi. Any alteration to the hours of operation of the Work Zone will require the approval of the Woollahra Local Traffic Committee.
- B. That the applicant provide a minimum 7 days notification letter to all residents/businesses in Oxford Street and adjoining streets within 50 m of the Works Zone, prior to commencing works, outlining the details of the work zone and providing a mobile phone number for the site manager.

Committee Vote: Unanimous Support

Resolved to Recommend:

Adopt the Officer Recommendation

8. Informal Matters - For discussion by committee members and recommended to Community and Environment Committee by Council Officers

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

Subject: **Ocean Street and Queen Street, Woollahra – Traffic Signal Improvements**

Author: Shirlene Yee Yet – Team Leader Traffic and Transport

File No: T337

Reason for Report: To update Council on issues relating to traffic signals upgrade

Recommendation:

- A. That Council write to the RMS requesting the RMS to investigate the operation of the signals at the Ocean Street and Queen Street intersection with the view to improving access for eastbound vehicles turning right from Queen Street into Ocean Street by providing a dedicated right turn phase.
- B. That the RMS be advised that since the RMS own and manage traffic signals infrastructure and has the in house expertise and data to investigate the impacts of proposed upgrades on the broader road network, any investigation and resulting upgrade works should be undertaken by the RMS.

9. Late Items

Nil

There being no further business, the meeting concluded at 10.25 am.

Shirlene Yee Yet
Chair

Item No: R1 Recommendation to Council
Subject: **Review of Commercial Fitness Training Policy on Public Open Space**
Author: Paul Fraser, Team Leader – Open Space & Recreation Planning
File No: 172.G/fitness training
Reason for Report: To discuss the submissions received on the review of the Commercial Fitness Training Policy and recommend approval for the updated policy.

Recommendation:

- A. That Council note the recommended changes to the Commercial Fitness Training Policy related to submissions received during the public exhibition process.
- B. That Council adopt the Commercial Fitness Training Policy 2014 (Annexure 1).

Background:

Our foreshore, parks and reserves are highly valued by the local community. Woollahra Municipal Council encourages physical activities in our open space to promote health and well-being, and manage them to safeguard the enjoyment of our public open spaces by all members of the community.

On 22 July 2013 Council's Community and Environment Committee resolved the following:

- A. *That Council place the draft amended Commercial Fitness Training Policy on Public Open Space 2013 on public exhibition for 28 days and invite submissions to be further considered by Council.*
- B. *That it be noted that a new fee structure is proposed from \$260 per 2 years to \$200 per year which is included in the policy to be placed on exhibition.*
- C. *That in the interim a review of all registered personal trainers be undertaken to ensure all are properly registered and aware of their responsibilities in following the Conditions of Hire.*
- D. *Council's regulatory staff to undertake regular patrols of the main parks used by trainers and if conditions are not adhered to issue fines as applicable.*

The draft Commercial Fitness Training Policy on Public Open Space 2013 was placed on public exhibition from 4 September 2013 for a period of 28 days. Submissions were received up until 2 October 2013. This was advertised by notices in the Wentworth Courier, a letter was distributed to all previously registered fitness trainers and adjoining residents of parks, information was provided on Council's website and signage within parks used by Fitness Trainers.

Discussion:

Council received ten submissions (summary as Annexure 2) during the public exhibition period. All submissions were from residents.

A summary of the submissions received and Council's responses are referred to below:

Parking

Four submissions raised concerns about the lack of parking along New Beach Road and the trailers that Fitness Trainers use to store equipment that are parked on the road. The submissions stated that priority for parking should be given to residents along New Beach Road and that Fitness Trainers are taking up valuable parking spaces for storing equipment in trailers.

Council Response

During organised sports activities on Council's open space or during the peak times for fitness training, street parking does experience an increased demand. Although this demand can be quite significant in some areas such as New Beach Road (for Rushcutters Bay Park) the parking usually returns to normal after a short period of time. It should be noted that the entirety of New Beach Road is in high demand most of the time with residential parking restrictions implemented on the property side to give parking priority to residents. At this location there are a large number of competing activities including, Rushcutters Bay Park, Cruising Yacht Club, marina facilities, community facilities, Yarranabbe Park (24hr off-leash dog area) and a popular viewing point for harbour sightseeing. The fitness trainers operate at a period (6am-9am) between the turnover of resident and business parking demands, for example most residents are leaving for work while business operators and customers are arriving. As such, the parking demand of park users during these hours do not greatly impact on the parking demands of the surrounding residents and business operators.

Policy conditions include:

- *Participant and spectator vehicles must not be parked on Council's parks or reserves or upon grass verges or footpaths.*
- *Do not block private or public driveways. All parking of equipment trucks must comply with the signage existing in the street. No exceptions will be made.*

In relation to the parking of trailers on public roads, Council's Traffic Department indicates that trailers that are registered and legally parked cannot be moved or issued with a Penalty Infringement Notice. If a trailer is not registered or is parked illegally fines and impounding can occur. At the time of writing this report there were two trailers parked along New Beach Road which were registered.

The current policy states that if breaches of conditions occur then those breaches will be investigated and may result in the termination of a permit.

Noise generated by Fitness Training

There were six submissions that raised issues about the noise generated from Fitness Trainers at Yarranabbe Park and Rushcutters Bay Park. There has also been one CRM which related to noise from Fitness Trainers at Rushcutters Bay Park in the past 6 months. The main concerns that were raised were that Fitness Trainers were operating early in the morning disturbing local residents with boxing classes and the like. Some complaints raised concerns about training commencing before 6am and that Council Rangers do not start work until 7am, therefore no patrols are undertaken. The concerns also stated that noise generating activities were being conducted too close to neighbouring properties causing a nuisance to some residents.

Council Response

Council staff do receive a small number of noise complaints that stem from Fitness Trainers. The major complaint is that the training is conducted in the early morning or is too close to residential properties. The impacts of noise can be far greater in small residential parks, however the main concerns from this review related to Rushcutters Bay Park.

It is recommended that the wording in the policy (Page 4) in relation to restrictions is amended as follows;

Start times:

*Fitness activities will generally be permitted from 6am. Noise generating fitness activities such as boxing, use of kick pads and voice commands **are required to be located 40m away from residential properties***

*In small parks & reserves noise generating fitness activities **will only be permitted after 8:00am.***

Note: Council reserves the right to determine what parks are deemed large enough for these types of activities.

Finish times:

Fitness activities will be permitted up to 8.00pm.

In addition to this recommendation the Policy includes the following conditions relating to noise restrictions:

- *Must not create any noise from training activities that unreasonably disturbs other users and adjacent residents.*
- *No sound amplification of any kind is to be used including loud hailers or megaphones.*
- *Noisy activities will be directed to areas of public open space that do not immediately adjoin residential properties.*

The annual permit will allow Council to gain an improved communication system between Council and the Fitness Trainers and will provide Council with an up to date database to communicate conditions more effectively and responsively. During the implementation of the new policy Council staff will undertake an information giving process to all trainers.

Running groups/fitness training on streets

Two submissions stated that certain Fitness Trainers are using local streets as training areas with clients instructed to run up the pathways of roads or on the roads themselves. They stated that this is done early morning and causes disturbances to the residents living on these streets.

Council Response

The Fitness Training Policy relates to the management of Fitness Trainers utilising Council's parks and open spaces. Noise generated from public use of streets should be directed towards the Police as a nuisance complaint. As part of Council's improved consultation with Fitness Trainers staff will advise all Fitness Trainers to resist utilising public roads and footpaths for their own safety and for the amenity of neighbouring residents.

Limit the number of permits

There were three submissions received requesting that licences are limited at various parks.

Council Response

Patrols conducted by Council staff during the review period, indicated that the peak times for group training were from 6am – 8am whereby general recreation by the public was not overly affected. The Policy has been developed giving consideration to any real or perceived alienation of public open space and to help manage potential conflicts. Restrictions are in place for larger fitness groups from using smaller parks, groups cannot train for more than 2 consecutive hours and there is a maximum of 20 people per group.

Generally, the parks that are being utilised for commercial training are large parks with ample room for the general public to use at any given time.

Current policy conditions include:

- *Must only operate in the locations specified in the licence agreement/approval.*
- *Must not exceed the maximum numbers specified on the permit.*
- *Must respect the use of public spaces by other members of the community and not adversely impact upon them through offensive behaviour.*

As part of the approval process of new permits, Council will review each permit application in regards to its location, size of group and training times. From time to time it may be determined that permits are not issued for a given period if complaints and issues arise at a particular park. This statement is recommended to be included in the Policy.

Permit Fees

There were two submissions that raised the issue of fees. Both had conflicting views of whether or not the proposed new fee structure was too low or too high. One stated that the increase of fees may discourage trainers from operating thereby affecting ratepayers ability to keep fit and the other stated that fees should be increased.

Council Response

The proposed yearly registration fee of \$200 per year is comparable or slightly lower than other nearby Sydney councils. The fee covers administration costs only for issuing permits and the communication with trainers throughout the year.

Exclusion from Café areas

Council staff have recently held talks with some café operators operating on Council Land regarding the disturbance of some Fitness Trainers operating classes within or close by to their Licensed area. It was reported that this causes disturbances to café clients and in some incidents a loss of trade.

Council Response

It is recommended that we include Cafés as an excluded area in the Policy.

Conclusion:

The attached summary of community submissions outlines issues raised in submissions and where applicable indicates proposed amendments to the advertised Policy. The Policy, with recommended amendments as identified in Annexure 1, is submitted to Council for adoption with the discussed amendments.

Council will continue to manage commercial fitness training activities on public open space with the assistance of the approved Policy. Council Rangers will be involved in the implementation of the new policy and the continual regulation of the conditions.

Paul Fraser
Team Leader - Open Space & Recreation Planning

Bruce Rann
Manager – Open Space & Trees

Tom O’Hanlon
Director – Technical Services

Annexures:

1. Commercial Fitness Training Activities on Public Open Space (2014)
2. Summary of public exhibition submissions

Item No: R2 Recommendation to Council
Subject: **Traffic Management Strategy**
Author: Shirlene Yee Yet, Team Leader Traffic and Transport
File No: 900.G
Reason for Report: To update Council on feedback received from the community on the draft strategy.

Recommendation:

That Council adopt the Woollahra Traffic Management Strategy dated March 2014.

Background:

At the Community & Environment Committee meeting on the 12 December 2013 Council resolved:

- A. That Council support the recommendations of the draft Traffic Management Strategy for the purposes of public consultation.
- B. That the attached draft Traffic Management Strategy be placed on public exhibition for 28 days, commencing from February 2014.
- C. That the results of the public consultation and final Traffic Management Strategy be reported to the Community & Environment Committee for endorsement.

A previous report dated 16 December 2013 provides background to the development of the Traffic Management Strategy and is attached as Annexure 1.

The aim of the strategy is to identify the existing traffic and transport issues within the local government area (LGA) and to recommend ways to improve the negative impacts of traffic. This new strategy is intended to provide a researched basis on which to inform the direction of future traffic capital works projects, funding bids to State and Federal Government for crash countermeasures (blackspot funding) and other initiatives to improve the safety of Woollahra's road network for all road users.

Community Consultation

Methodology

The following consultation methods were used to ensure that the Community and relevant stakeholders were notified about the draft strategy and invited to provide feedback. The consultation process commenced on 3 February and closed on 3 March 2014.

1. Councillors were notified about the commencement of the consultation via the weekly Councillor Bulletin.
2. The draft strategy was placed on Council's webpage under "Have Your Say".
3. Advertisements were placed in two editions of the Wentworth Courier on 12 February and 19 February 2014.

4. Hard copies of the strategy were placed at Council's Customer Services area and Double Bay Library.
5. The following people and organisations were contacted informing them about the strategy and inviting feedback:-
 - The Hon. Malcolm Turnbull, MP Minister for Communications and Federal Member for Wentworth
 - The Hon. **Gabrielle Upton** MP, Minister for Sport and Recreation and Member for Vaucluse
 - Mr Alex Greenwich MP, Independent Member for Sydney
 - Paddington Society
 - Queen Street & West Woollahra Association
 - Rose Bay Chamber of Commerce
 - Paddington Business Partnership
 - Double Bay Partnership
 - Rose Bay Police
 - Roads and Maritime Services
 - State Transit Authority
 - BIKEast
 - A number of residents who had written in about various traffic issues were also advised.

Community Feedback

Four submissions were received; one from the RMS and three from residents.

The RMS had queries relating to recommendations in relation to traffic signals. The RMS have been advised that the recommendations are only a guide and the RMS will be approached for advice when individual projects are assessed in detail.

A summary of the 3 submissions from local residents are detailed below:-

1. Safety Issues - Rose Bay Primary School
A request to undertake a road safety audit for the streets in the vicinity of Rose Bay Primary School.
2. Nield Avenue –request to “green” the area between Gosbell Lane and the pedestrian crossing and extend the existing kerb extension at the pedestrian crossing.
3. Manning Road – request for traffic calming measures along Lough Park.

The above requests relating to specific streets and solutions will be added to the current list of traffic projects and will be prioritised with all the projects in the traffic facilities list.

At the Community and Environment Committee meeting on the 9 September 2013, Council resolved to undertake a road safety audit at all schools within the Woollahra Municipality. Rose Bay Primary School was audited in 2009 and 2012. Rose Bay Primary School is scheduled to be the subject of another audit in October 2014.

Council staff have commenced an audit of all pedestrian facilities within the Woollahra Municipality. The purpose of this audit is to prioritise upgrade works to ensure that over time, all pedestrian facilities meet the current safety standards. The pedestrian crossing at the intersection of Nield Avenue and Gosbell Lane will be examined as part of this project.

A traffic calming device will be installed at the intersection of Manning Road and Patterson Street, as part of the Kiaora Lands development project. These works will occur within the next few months. Further, Manning Road, which is part of the Woollahra Double Bay 1 Precinct (WDB-1) is already identified in the Traffic Management Strategy as the fifth priority project.

Based on the feedback received, no major changes are required for the strategy. The priority list also remains unchanged.

The strategy has been finalised and is attached as Annexure 2.

Priority Projects

Table 1 summarises the prioritised list of LATM projects in Woollahra LGA following a detailed assessment based on traffic data, community demand and input, proximity to activity centres and high pedestrian areas, Council's delivery and operational plans, programmed future capital works and actions plans from relevant strategies. Incorporating traffic calming works into programmed works can result in significant cost savings in scheme design, construction and traffic management.

Rank	Precinct/ Corridor Typology	Precinct/ Corridor Name Refer to Figure 1 which details location on a map	Needs Based Assessment Score				Opportunistic Assessment Score (5/5)	Combined Needs & Opportunistic Score (55/55)
			High Vehicle Speed Score (23/23)	Crash Score (18/18)	Community Demand Score (9/9)	Total (50/50)		
1	Corridor	Edgecliff Road	22	18	8	48	5	53
2	Corridor	Bellevue Road	23	16	7	46	5	51
3	Corridor	Hopetoun Avenue	20	14	4	38	5	43
4	Corridor	Glenmore Road	15	17	5	37	5	42
5	Precinct	Woollahra-Double Bay 1 (WDB-1)	18	10	6	34	5	39
6	Corridor	Victoria Road	13	15	4	32	5	37
7	Precinct	Rose Bay (RB)	19	8	2	29	5	34
8	Corridor	Newcastle Street	21	9	1	31	2	33
9	Precinct	Bellevue Hill B-2 (BHB-2)	10	11	5	26	5	31
10	Precinct	Double Bay (DB)	14	5	6	25	5	30
11	Precinct	Darling Point 1 (DP-1)	16	1	7	24	5	29
12	Precinct	Woollahra A-1 (WA- 1)	11	9	1	21	5	26
13	Corridor	Jersey Road	8	12	2	22	2	24
14	Corridor	Queen Street	4	12	2	18	5	23
15	Precinct	Vaucluse A (VA)	12	4	2	18	5	23
16	Corridor	Darling Point Road	0	9	8	17	5	22
17	Precinct	Paddington B-3 (PB-3)	9	4	3	16	5	21
18	Corridor	New Beach Road	0	13	5	18	2	20
19	Precinct	Bellevue Hill B-1 (BHB-1)	5	2	3	10	5	15
20	Precinct	Paddington B-2 (PB-2)	0	5	3	8	5	13
21	Precinct	Darling Point 2 (DP-2)	0	5	3	8	5	13
22	Precinct	Watsons Bay (WB)	0	5	1	6	5	11
23	Precinct	Point Piper (PP)	0	5	1	6	5	11
24	Precinct	Woollahra A-2 (WA- 2)	0	4	2	6	5	11
25	Precinct	Woollahra-Double Bay 2 (WDB-2)	0	3	2	5	5	10
26	Precinct	Woollahra-Double Bay 3 (WDB-3)	0	5	0	5	5	10
27	Precinct	Woollahra B-1 (WB-1)	0	4	1	5	5	10
28	Precinct	Paddington A-2 (PA- 2)	0	2	3	5	5	10
29	Precinct	Woollahra B-3 (WB-3)	0	3	1	4	5	9
30	Precinct	Bellevue Hill A-1 (BHA-1)	0	1	3	4	5	9
31	Precinct	Vaucluse B-1 (VB-1)	0	2	2	4	5	9
32	Precinct	Paddington B-1 (PB-1)	0	3	0	3	5	8
33	Precinct	Paddington A-1 (PA- 1)	0	2	1	3	5	8
34	Precinct	Vaucluse B-2 (VB-2)	0	1	2	3	5	8
35	Precinct	Bellevue Hill A-2 (BHA-2)	0	1	0	1	5	6
36	Precinct	Paddington A-3 (PA- 3)	0	0	1	1	5	6
37	Precinct	Woollahra B-2 (WB-2)	0	0	1	1	5	6

Table 1: Prioritised Locations

Figure 1 details the precinct/corridor areas on a map.

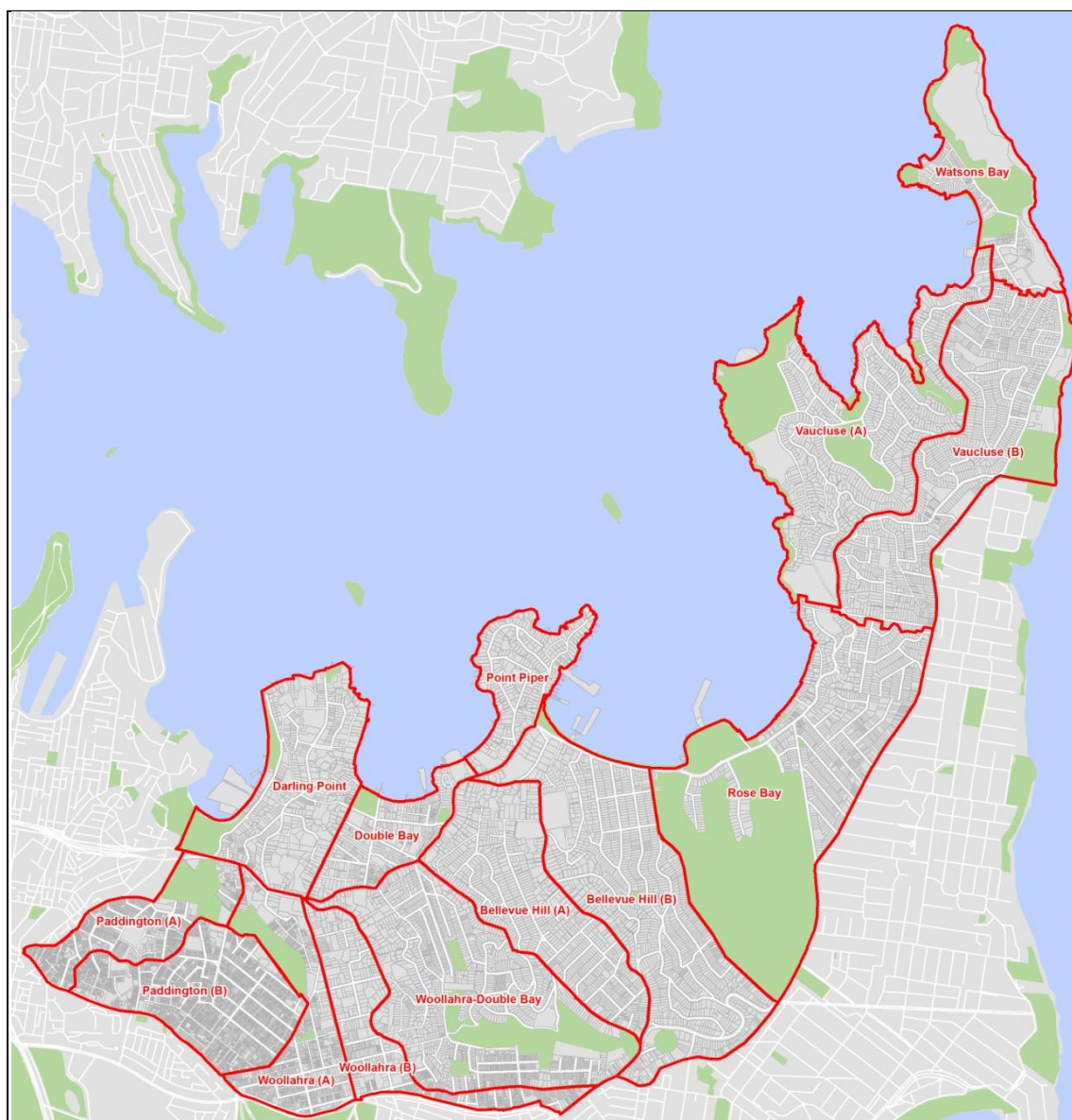


Figure 1: Local Traffic Areas

Top 10 Recommended Projects

Table 2 details the recommended program of LATM works in the top ten ranked local traffic corridors and precincts in the Woollahra LGA.

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

The indicative costs of these supplementary actions are based primarily on LATM device construction costs outlined in Austroads Guide to Traffic Management, Part 8: Local Area Traffic Management. A full list containing all 37 local traffic corridors and precincts is contained in Appendix F of the strategy.

Rank/ Priority	Precinct/ Corridor Typology	Precinct/ Corridor Name	Recommended Supplementary Actions	Indicative Construction Cost of Supplementary Actions
1	Corridor	Edgecliff Road	Kerb extensions and pedestrian refuges at the following 10 priority-controlled intersections: Albert Street, Rosemont Avenue, Trelawney Street/ Roslyndale Avenue, Wellington Street, Stanley Street, Wallis Street, Magney Street, Vernon Street, Rowe Street, Kendall Street.	\$400,000
			Signalised Intersection Upgrades: Grosvenor Street, Junction Street and Adelaide Street.	\$75,000
			Kerb extensions, pedestrian refuges and linemarking upgrades at 2 roundabouts: Harkness Street/ Newland Street, Bathurst Street.	\$30,000
			Signalised mid-block intersection upgrade (adjacent to Holy Cross Primary School and Reddam House)	\$10,000
			Bicycle Safety Treatments: Bicycle shoulder lane linemarking and green coloured surfacing at intersections to improve delineation and alleviate pinch points.	\$5,000
			SUB-TOTAL	\$520,000
2	Corridor	Bellevue Road	Kerb extensions and pedestrian refuges at the following 8 priority-controlled intersections: Fairfax Road, Yamba Road, Arthur Street, Kambala Road, Cooper Park Road, Rosslyn Street, Rivers Street, Riddell Street	\$320,000
			Bicycle Safety Treatments: Bicycle shoulder lane linemarking to improve delineation and alleviate pinch points.	\$5,000
			SUB-TOTAL	\$325,000
3	Corridor	Hopetoun Avenue	Kerb extensions, kerb ramps and pedestrian refuges at 9 intersections: Wentworth Road, The Crescent (x2), Cambridge Avenue, Wharf Road, Russell Street, Gladstone Street, Salisbury Street, Robertson Place.	\$360,000
			Kerb extensions, pedestrian refuges and linemarking upgrades at 2 roundabouts: Serpentine Parade and Fitzwilliam Road.	\$20,000
			Bicycle Safety Treatments: Refresh bicycle shoulder lane and mixed-traffic (PS- 2 symbol) linemarking as well as green coloured surfacing at intersections to improve delineation and alleviate pinch points.	\$5,000
			SUB-TOTAL	\$385,000

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

Rank/ Priority	Precinct/ Corridor Typology	Precinct/ Corridor Name	Recommended Supplementary Actions	Indicative Construction Cost of Supplementary Actions
7	Precinct	Rose Bay (RB)	Kerb extensions and pedestrian refuges across 10 wide priority-controlled intersections along: Norwich Road, Dover Road and Hamilton Street.	\$400,000
			Bicycle Safety Treatments: Bicycle shoulder lane and mixed-traffic (PS-2 symbol) linemarking to improve delineation and alleviate pinch points.	\$5,000
			SUB-TOTAL	\$405,000
8	Corridor	Newcastle Street	Kerb extensions and pedestrian refuges at 5 priority-controlled intersections: Wilberforce Avenue, Richmond Road, Albermarle Avenue, Faraday Avenue and Old South Head Road.	\$200,000
			Footpath construction: Formalise footpath along western side to provide missing link between Old South Head Road and Albermarle Avenue (approximately 550m).	\$250,000
			Bicycle Safety Treatments: Refresh bicycle shoulder lane linemarking to improve delineation.	\$2,000
			SUB-TOTAL	\$427,000
9	Precinct	Bellevue Hill B2 (BHB-2)	Kerb extensions and pedestrian refuges at 10 wide priority-controlled intersections along: Latimer Road, Boronia Road and Blaxland Road.	\$400,000
			Kerb ramps and pedestrian refuges at 3 roundabouts: Birriga Road/Benelong Crescent, Birriga Road/Bundarra Road, Drumalbyn/Bundarra Road	\$30,000
			Bicycle Safety Treatments: Refresh bicycle shoulder lane and mixed traffic linemarkings along Birriga Road to improve delineation.	\$5,000
			SUB-TOTAL	\$435,000
10	Precinct	Double Bay (DB)	Kerb extensions and pedestrian refuges at 2 priority-controlled intersections: Ocean Avenue/Cross Street and South Avenue/Cooper Street.	\$80,000

Table 2: Top 10 Priority Projects

Implementation of Strategy Priorities and Process

Once Council adopts the Strategy, concept plans/proposals will be prepared for public consultation for the highest ranking projects.

Following resident consultation and based on feedback received one of the following may occur:

- detailed designs will be prepared for the highest ranking projects within Council's annual budget or
- the proposal will be modified or
- the proposal will be abandoned. If a particular project has to be abandoned, the next priority project will be brought forward.

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

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

Allocation of Budget for Projects

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

Project Estimates

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

Identification of Income & Expenditure:

The annual budget for traffic facilities is generally \$400,000.

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

Conclusion:

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

As the title implies, this document provides a strategic direction. It is therefore envisaged that further work would be required in terms of detailed investigation of the identified issues, further development of appropriate countermeasures (where practicable) and design of appropriate traffic calming facilities, in consultation with the community.

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

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

It is recommended that Council adopt the recommendations of the Woollahra Traffic Management Strategy.

Shirlene Yee Yet
Team Leader Traffic and Transport

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

Annexures:

Community & Environment Committee Report dated 12 December 2013
Woollahra Council Traffic Management Strategy March 2014

Political Donations – matters to be considered by Councillors at Meetings

