

Item No: D Delegated to Committee
Subject: **Woollahra Traffic & Transport Strategy**
Author: Lorna Oliver - Traffic & Transport Planner
File No: 1067.G
Reason for Report: Review of Actions from Woollahra's Traffic & Transport Strategy

Recommendation:

- A. That the information in this report be noted.
- B. That Council adopt the following functional Road Hierarchy:
- i. Arterial Roads:
 - New South Head Road
 - Old South Head Road (South of New South Head Road)
 - Oxford Street (West of Ocean Street)
 - ii. Sub-Arterial Roads:
 - Old South Head Road (North of New South Head Road)
 - Ocean Street
 - Boundary Street / Barcom Avenue
 - O'Sullivan Road
 - Ocean Avenue / William Street
- C. That the Community Transport Forum on transport be reconvened, with Councillor involvement, to lobby for the following items:
- i. A commuter ferry service to Watson's Bay,
 - ii. An additional bus route servicing Watson's Bay, Vaucluse, Dover Heights and North Bondi and linking with the ferry service,
 - iii. To maintain and improve public transport services,
 - iv. Disability access at Edgecliff Station
 - v. Further investigation of Light Rail
- D. That the Mayor nominate Councillor representatives for the Community Transport Forum.

Background:

Woollahra's Traffic & Transport Strategy was adopted in July 2001. A review of the Implementation Strategy is included as a project in the 2005 - 2008 Management Plan. This report reviews progress on the actions identified in the Strategy and makes recommendations for ongoing implementation.

This report categorises the actions adopted in the Strategy in terms of their progress to date into the following eight categories: (1) Completed Actions, (2) Action to be finalised, (3) Implementation currently underway, (4) Implementation is underway but needs to be reinvestigated due to local objections, (5) Consultation underway, (6) Lobby Others, (7) Review, and (8) Commenced.

1. Completed Actions

Action item 4.3 Introduce trial for 50km/h speed limit in local areas

A 50km/h speed limit has been introduced on a permanent basis throughout local areas in Woollahra.

A 40 km/h zone is in place in Watson's Bay and has been approved for Paddington subject to safety audit of some elements.

A 40 km/h zone is currently being investigated for the Bellevue Hill Shopping Centre.

Action item 4.6 Conduct an audit of all signs and line markings and prepare maintenance program

This audit has been completed.

The RTA has issued a Technical Directive requiring the mandatory replacement of all No Standing signs to be completed by 6 December 2006. This is currently in progress, with No Standing being replaced with No Stopping or No Parking signs in accordance with the principles adopted by Council on 15 May 2006.

A maintenance program is being developed.

2. Action to be finalised

Action item 1.2 Adopt road hierarchy as a basis for planning and design

There are two types of Road Hierarchy. One is concerned with funding and the other with functionality.

Administrative classification is used for the allocation of funding and consists of three categories - State (100% RTA funding), Regional (shared funding arrangements, 50% RTA, 50% Local Council) and Local (100% funded by the Local Council). State Government controls the administrative classification of roads and reviews the classifications periodically. Councils are invited to make submissions during reviews and are able to make a submission at other times if there is a demonstrable need for review.

A functional Road Hierarchy is determined by the Council and is largely used for planning purposes. It generally consists of four categories, namely, Arterial, Sub-Arterial, Collector and Local.

Council has been using the functional road hierarchy for quite some time, however, it appears Council has not formally adopted it. The only record located on this item to date is a recommendation to adopt the road hierarchy, outlined in the Traffic & Transport Study, in the minutes of the Community Forum on transport issues held in December 2001.

It appears there was controversy around the time the Traffic & Transport Study was prepared about the status of Barcom Avenue, Paddington; Boundary Street, Paddington; Ocean Avenue, Double Bay and William Street, Double Bay. The final report determined that these roads were Sub-Arterial.

In order to regularise what is already Council practice, it is recommended that Council adopt the Road Hierarchy as detailed in the Traffic & Transport Study, with the exception of Syd Einfeld Drive which is no longer in Woollahra Municipality. This hierarchy is summarised in the following table:

- Arterial Roads:
- New South Head Road
 - Old South Head Road (South of New South Head Road)
 - Oxford Street (West of Ocean Street)
- Sub-Arterial Roads:
- Old South Head Road (North of New South Head Road)
 - Ocean Street
 - Boundary Street / Barcom Avenue
 - O'Sullivan Road
 - Ocean Avenue / William Street

3. Implementation currently underway

Action item 2.4 Prepare pedestrian management plans incorporating accessible facilities

A Pedestrian Access and Mobility Plan (PAMP) has been completed in Paddington. The study is to be reviewed and referred to Paddington Traffic Working Party for consideration. The next meeting is scheduled for June 15, 2006 and the Paddington PAMP is expected to be on the agenda. It will then be submitted to Council for adoption .

Once the implementation of the Paddington PAMP has commenced, the need for similar studies in other areas will be reviewed.

3.9 Provide facilities for better bicycle travel (implement "Woollahra Bike Plan" in stages)

The Woollahra Bike Plan is being implemented in stages. Percentages completed to date are as follows. This includes works scheduled for completion by 30 June 2006*.

- Route 1: 80%
- Route 3: 95%
- Route 4: 80%
- Route 5: 100%
- Route 6: 40%
- Route 8: 100%
- Route 9: 100%*
- Route 10: 100%
- Route 34: 100%*
- Route 38: 100%*

This represents approximately 30% of the total bike routes and 35% of the priority bike routes. The priority route implementation figure appears low because none of Route 2 has been implemented to date and it is the longest priority bicycle route. This route is particularly difficult to implement because the majority of the route is on New South Head Road. Alternatives to this route are currently being investigated. A report will be presented to the Bicycle Working Party once this investigation has been completed.

The figure of 30% of bicycle route works completed has increased from 19.2% at the close of the 2004/5 financial year, due to additional funding in the subsequent budget.

Action item 5.1 Implement pay parking schemes

Paid parking has been introduced in Double Bay and Oxford Street. Paid parking has been considered in Rose Bay in consultation with business representatives but has not progressed. Preliminary surveys of parking demand and occupancy in Bondi Junction, Queen Street, Woollahra and Lyne Park have been commenced, however, further study of these areas will be required to assess whether pay parking is the appropriate treatment measure for these locations.

Action item 5.2 Review on-street parking control limits including accessible parking provisions

On-street parking control limits are being reviewed in conjunction with Residents Parking Review (see 5.5). Accessible parking provisions are currently addressed on a case by case basis. In April 2006 there were 50 on-street disabled parking spaces. Seventeen formal requests have been received in the current financial year (up to April 2006). A draft Disabled Persons Parking procedure has been prepared.

A report outlining the draft Disabled Persons Parking Policy will be prepared for the Traffic Committee in the near future.

Action item 5.4 Initiate action to provide parking facilities for tour buses and coaches

The principal demand for coach parking is at Watsons Bay. A master plan has been developed for Military Rd. This is proposed to be implemented in stages as funding is available. An investigation is to be conducted of tourist bus demand in New Beach Road.

Action item 5.5 Review current Resident Parking Scheme and other permit schemes

Parking occupancy and demand surveys have been completed for Edgecliff/Bondi Junction, Woollahra and Paddington. Further surveys are planned for Double Bay, Darling Point, Rose Bay and Watsons Bay. It is planned to appoint consultants to analyse this data. Edgecliff/Bondi Junction has been identified as the top priority for this work.

Action item 2.1 Review existing land use plan and zoning to favour desired transport modes at all planning levels

The current LEP sets multi-dwelling housing zone and higher residential densities in and around the major transport nodes – e.g. Edgecliff and Bondi Junction Bus-Rail interchanges. A Residential DCP review occurred in 2002-2003 including residential densities. Minor increases in density were included in Old South Head Road, Rose Bay. No further increases are proposed. A review of Double Bay Centre DCP in 2000-2002 resulted in review of base floor space ratios. Mixed residential and non-residential development are allowed and promoted in the Centre.

These actions have led to increased density at nodes. It is also required to decrease parking demand and consequently provision at the nodes. To do this, there needs to be reasonable alternatives to private car ownership. This means that public transport services need to be frequent and reliable and ‘Active Travel’ needs to become a more viable option. Car-sharing facilities are a recent development aiming to reduce the level of private car ownership.

Public Transport is inadequate in Woollahra, and this is already a subject of lobbying. This can be increased when the Community Transport Forum is reconvened (See Action item 3.2 in Section 6 below).

Bicycle lanes are being implemented in the Municipality and the Paddington PAMP is to be approved shortly. These measures will lead to increased ‘Active Travel’ in the Municipality. Additionally, car-sharing facilities reduce the demand for parking and an approach has been made to Council to establish a car-sharing facility here. This will be the subject of another report to Council.

The Traffic & Transport Strategy states that the aim of Action item 2.1 is not to reduce the amount of off-street parking provided in residential developments as this is not considered to be an effective way of reducing private car ownership.

Action item 2.3 Develop guidelines for pedestrian facilities planning and design incorporating accessible facilities

This item relates to pedestrian facilities within buildings and access from the street.

In June 1995 Council adopted the "Woollahra Development Control Plan for Access to and Within Buildings". This plan applied to all new buildings and to alterations to existing buildings involving works which relate to access to or within the building.

This DCP was repealed in 2004 when the "Access Development Control Plan" came into force in February 2004. The DCP affects certain types of residential, industrial, commercial and retail development, including certain alterations and additions. The DCP specifies access and facility requirements and when adaptable housing is required. This DCP also applies to all new Council buildings and facilities and adaptable housing.

Action item 3.8 Improve access (including accessible facilities) to ferry terminals and operation of ferry service

Council adopted a Disability Action Plan (DAP) for ferry wharves to be implemented in stages. In this plan, Lyne Park Wharf was due to be completed in 2006-7. The DAP is on hold at present as the State Government has recently announced its intention to take over ferry wharves and the timing and details of the transfer are currently being discussed.

The operation of ferry services is to be included on the Community Transport Forum agenda (see Action item 3.2 in Section 6 below).

Anecdotal evidence indicates that the Rose Bay commuter service is satisfactory and that a commuter service at Watson's Bay and a bus route, servicing Watson's Bay, Vacluse, Dover Heights and North Bondi, that links with the ferry service, are desirable. Ideally these services would have integrated ticketing.

Blue Moon, on behalf of Woollahra Council, is presently conducting a survey of commuters using the Rose Bay ferry. A report will be prepared when the survey results are available.

4. Implementation is underway and needs to be reinvestigated due to local objections

Action item 4.4 Implement local traffic calming strategy

Local traffic management programs have been implemented in Glenmore Road and Neild Avenue. Hargrave Street and Cascade Street have been approved and are to be implemented in conjunction with the implementation of the 40kph Zone through Paddington. Additional schemes are being investigated in Darling Point, Hopetoun Avenue, Bellevue Hill and the Bellevue Road Shopping Centre. There have been a number of local objections to the schemes and it is possible that the strategy needs rethinking. The Traffic & Transport Study identified an approximately equal number of residents supporting and opposing traffic calming measures. It is possible that the number of residents opposing traffic calming measures has increased. It is planned to further investigate this matter.

Additional areas were identified for Local Area Traffic Management (LATM) works as part of the Cross-City Tunnel project and Council has received objections in respect of these measures. These matters will be investigated as part of the on-going review of the impact of the Cross-City Tunnel on the Woollahra Municipality.

5. Consultation underway

Action item 5.3 Review current parking code and develop long term strategy for reduction of parking provisions

The aim of this item was to support long term reduction of parking provisions. The project has included in the 2005-2008 Management Plan under the Environmental Planning Cost Centre. It has commenced and is being managed by Strategic Planning staff. The project outline has been prepared and a review of the Traffic & Transport Study has been completed. Further liaison between Planning and Technical Services is planned to progress this matter.

The Traffic & Transport Strategy states that the aim of Action item 5.3 is not to reduce the amount of off-street parking provided in residential developments as this is not considered to be an effective way of reducing private car ownership.

Action item 1.3 On-going review of Council's Transport Strategy

This Action is the subject of this report.

Action item 3.3 Investigate need for bus shelters and information display incorporating accessible facilities

Bus shelter prototype design is under review. A Councillor briefing is scheduled for May 30, 2006.

The State Transit Authority in conjunction with Council, is about to commence a review of bus stops on routes serviced by accessible buses. As part of this study the number, location and condition of disability ramps at bus stops along these routes are to be identified.

Action item 3.10 Undertake disabled access audits and make recommendations for accessible facilities generally (develop fully integrated accessible transport system)

This item is to be carried out in conjunction with Action item 3.3 above.

6. Lobby Others

Action item 3.2 Review bus operations, route strategy, frequencies and timetable and incorporate accessible facilities

In order to improve bus services provided by the State Transit Authority, Council formed a Community Transport Forum in December 2001 to lobby to maintain and improve services. As bus services remain inadequate, it is considered that reconvening of the Community Transport Forum on transport issues, with Councillor involvement, would be a good vehicle for pursuing this matter. The Community Transport Forum previously convened included Councillors, and representatives of local members, the various transport, community and business stakeholders, and adjacent LGA's.

Action item 3.5 Investigate operational and accessible performance of Edgecliff Interchange including disabled access

CityRail owns the Edgecliff Interchange. Despite written requests from Council to the Minister for Transport, priority has not been given to providing disabled access at Edgecliff. Further lobbying of the State Government is required. It is considered that this matter should continue to be pursued and that the Community Transport Forum referred to in Action item 3.2 above would be appropriate for this purpose.

Action item 3.6 Initiate action pertaining to improvements to the Eastern Suburbs Line incorporating accessible facilities

See Action item 3.5 above.

Action item 3.7 Initiate action to investigate Light Rail proposals as a long term strategy

Light Rail is not currently favoured by the State Government. Further lobbying of the Minister for Transport is required. This is a current issue in the wider Sydney context and should be pursued.

An Inner-City Councils Forum of Traffic and Transport Staff has been established with City of Sydney and Waverley Councils to discuss transport issues and Light Rail has been discussed with these councils. Waverley and Randwick Councils are supportive of Light Rail. City of Sydney has advocated the extension of the light rail network from central station to Circular Quay and is open to discussing further lobbying.

Action item 3.4 Investigate feasibility for community bus service incorporating accessible facilities

The most pressing case for a new route is servicing Watson's Bay, Vaucluse, Dover Heights and North Bondi and linking with the ferry service. The STA is the principal provider of bus services in the Municipality. It is recommended that the Community Transport Forum lobby the STA for this service to be implemented as an additional route or routes. If this is not successful then Council could investigate the feasibility of a community bus route servicing this area.

Action item 4.2 Prepare investigations and implementation plans for T2 Transit Lanes and transit priority signal system

Lobbying of Transport Dept is required. It is planned to include this item in the agenda for the recently established Inner-City Councils Forum of Traffic and Transport Staff to formulate a co-ordinated approach (See Action item 3.7 above).

Action item 4.1 Investigate improvement options for intersections currently operating with long delays

Consultation with RTA is to continue with respect to the Cross City Tunnel. Anecdotal evidence suggests the RTA has made significant changes to a number of intersections in the Municipality. Until such a time as tolling arrangements and traffic patterns have stabilised, Council is not able to action this item further.

This has been discussed with other councils and will be on the agenda of the recently established Inner-City Councils Forum of Traffic and Transport Staff (See Action item 3.7 above).

7. Review

Action item 2.2 Review existing Development Control Plan and S94 plan

Precinct-based DCPs have been prepared for Watson's Bay, Woollahra Heritage Conservation Area and Paddington. Car parking controls are included. Due to the nature and size of subdivision patterns and due to conservation principles, provision of on-site parking in these areas is not mandatory. A new Section 94 Plan was prepared and adopted in 2003. Car parking contributions are received for future parking requirements of the Double Bay and Rose Bay Commercial Centres.

Action item 5.6 Develop staged Parking management implementation program

This will be done as the analysed data from the current and planned parking surveys becomes available and will be the subject of a future report to the Urban Planning Committee.

8. Commenced

Action item 3.1 Investigate and implement bus priority measures including Transit/Bus lanes and signal priority

There is a conflict between parking for retail purposes and for overall community benefit. As the benefit is considered to be debatable in locations where Bus lanes are under-utilised, and as surrounding councils are dealing with the same issues, it is planned to include this item in the agenda for the recently established Inner-city Councils Forum of Traffic and Transport Staff to formulate a co-ordinated approach.

Action item 4.5 Initiate action to investigate feasibility for car-pooling

An approach has been made to Council by a commercial operator to establish a car-sharing facility within the Municipality. This matter is under investigation and will be the subject of a further report which will include options for Council to consider.

Action item 1.1 Establish 'Community Transport Forum'

This forum was established and one meeting was held. It is recommended to reconvene this forum with the agenda items identified in this report. It is considered that a Community Transport Forum with Councillor involvement would be a good vehicle for further lobbying of the State Government to progress some of the items in this study.

Identification of Income & Expenditure:

Many of these items are included in the Budget and Management Plan. Any projects requiring additional funding will be the subject of a further report.

Conclusion:

This report details Council's progress on the actions identified in Woollahra's Traffic & Transport Study, 2001.

Council has not formally adopted the Road Hierarchy detailed in the Traffic & Transport Study and summarised in this report. It is considered that this hierarchy is appropriate for the Municipality and should be adopted with the exception of Syd Einfeld Drive which is no longer in the Woollahra Municipality.

Further investigation of the desirability of local traffic calming strategies is planned.

Formulating a co-ordinated approach to the following items has been added to the agenda of the recently established Inner-city Council's Forum of Traffic and Transport Staff:

- T2 Transit Lanes and a transit priority signal system
- Bus priority measures including Bus lanes and signal priority
- Formulating a co-ordinated approach to addressing intersection operation with the RTA.
- Light Rail options

It is recommended that a Community Transport Forum be reconvened, with Councillor involvement, to lobby for the following items:

- i. A commuter ferry service to Watson's Bay,
- ii. An additional bus route servicing Watson's Bay, Vaucluse, Dover Heights and North Bondi and linking with the ferry service,
- iii. To maintain and improve public transport services,
- iv. Disability access at Edgecliff Station
- v. Further investigation of Light Rail



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Annexures:

Nil