

Community & Environment Committee

Agenda: *Community & Environment Committee*

Date: *Monday 13 May 2013*

Time: *6.00pm*

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask the Committee/Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Committee.
- If person(s) wish to address the Committee, they are allowed four (4) minutes in which to do so. Please direct comments to the issues at hand.
- If there are persons representing both sides of a matter (eg applicant/objector), the person(s) against the recommendation speak first.
- At the conclusion of the allotted four (4) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Committee from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Committee will debate the matter (if necessary), and arrive at a recommendation (R items which proceed to Full Council) or a resolution (D items for which the Committee has delegated authority).

Recommendation only to the Full Council (“R” Items)

- Such matters as are specified in Section 377 of the Local Government Act and within the ambit of the Committee considerations.
- Matters which involve broad strategic or policy initiatives within responsibilities of Committee.
- Matters requiring the expenditure of moneys and in respect of which no Council vote has been made.
- Matters delegated to the Council by the Traffic Authority of NSW.
- Matters not within the specified functions of the Committee,
- 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 (“D” Items)

- 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

9 May 2013

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

Dear Councillors

Community & Environment Committee Meeting – 13 May 2013

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Community and Environment Committee** to be held in the **Council Chambers, 536 New South Head Road, Double Bay, on Monday 13 May 2013 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 22 April 2013 | 1 |
| D2 | Woollahra Local Traffic Committee Minutes – 7 May 2013 – 595.G 2013 | 2 |
| D3 | Public Art Advisory Committee Minutes – 1160.G | 8 |
| D4 | Review of Community Development Programs & Projects – 79.G | 18 |
| D5 | Albermarle Avenue, Wilberforce Avenue, Rose Bay – 900.G | 44 |
| D6 | Road Sharing Education Programs – 900.G | 50 |
| D7 | Policy for Traffic Management & Parking near Schools, Preschools & Childcare Centres – 900.G | 63 |

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

Item No: D1 Delegated to Committee
Subject: **Confirmation of Minutes of Meeting held on 22 April 2013**
Author: Les Windle, Manager - Governance
File No: See Council Minutes
Reason for Report: The Minutes of the Meeting of Monday 22 April 2013 were previously circulated. In accordance with the guidelines for Committees' operations it is now necessary that those Minutes be formally taken as read and confirmed.

Recommendation:

That the Minutes of the Community and Environment Committee Meeting of 22 April 2013 be taken as read and confirmed.

Les Windle
Manager – Governance

Item No: D2 Delegated to Committee
Subject: **Woollahra Local Traffic Committee Minutes – 7 May 2013**
Author: Cathy Edwards-Davis, Manager Engineering Services
File No: 595.G 2013
Reason for Report: For the Committee to consider the recommendations of the Woollahra Local Traffic Committee

Recommendation:

That the Recommendations Y1-Y4 contained in the minutes of the Woollahra Traffic Committee held on Tuesday 7 May 2013 be adopted.

Cathy Edwards-Davis
Manager – Engineering Services

Tom O’Hanlon
Director Technical Services

Woollahra Local Traffic Committee Minutes

The meeting of the Woollahra Local Traffic Committee was held in the Thornton Room, Council Chambers, Double Bay, on Tuesday 7 May 2013 at 10.00am.

1. Attendance

Committee Members:

| | |
|------------|---|
| Present: | Ms Cathy Edwards-Davis (Chairperson) (Woollahra Municipal Council) Snr Const Kylie Kemp (Rose Bay Police - Traffic) |
| Staff: | Ms Shirlene Yee Yet (Woollahra Municipal Council) Mr Frank Rotta (Woollahra Municipal Council) Ms Carla Hetherington (Woollahra Municipal Council) Mr Colin De Costa (Woollahra Municipal Council) |
| Observer: | Mr Eric Graham (Transport NSW – State Transit) |
| Apologies: | Mr Navin Prasad (Roads and Maritime Services) Mr Alex Greenwich MP (Member for Sydney) Mr John Giblin (Gabrielle Upton MP Representative) Mr Tom O’Hanlon (Woollahra Municipal Council) |

Also in

Attendance: Mr Lachlan Haverd (Resident)

2. Minutes of Previous Meeting

The minutes of Meeting No.3/13 held in Council Chambers, Double Bay, on Tuesday 2 April 2013 were confirmed by Snr Const Kylie Kemp.

3. Matters Arising from Minutes of Previous Meetings

Nil

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

Nil

5. Extraordinary Meetings

Nil

6. Late Correspondence

The RMS Representative, Member for Sydney and Gabrielle Upton MP Representative did not attend the meeting. A copy of their votes has been distributed to the other committee members via email.

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: Norwich Road, Rose Bay – Request for additional parking

Officer Recommendation:

1. That an additional 5m (2 Spaces) of 90 degree angle parking be installed on the eastern side of Norwich Road, north of the northern kerbline in Richmond Road. (No Stopping Restrictions will be reduced to 8.5 metres).
2. That the double unbroken centrelines at this location be reduced by 5m.
3. That an additional 2.5m (1Space) of 90 degree angle parking be installed on the western side of Norwich Road, south of the southern kerbline in New South Head Road. (No Stopping Restrictions will still exceed 10 metres).
4. That the first 7.5m (3 Spaces) of 90 degree angle parking on the western side of Norwich Road, south of the southern kerbline in New South Head Road be signposted as ‘2P, 8:30am-6pm M-F 8:30am-12:30pm Sat.’

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: **No. 337A Edgecliff Road, Woollahra – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt19

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.337A Edgecliff Road, Woollahra. The proposed Works Zone is to be located on the eastern side Edgecliff Road from the ‘No Parking’ restrictions located 8 metres north of the driveway to this property for a distance of 10.5 metres in a northerly direction and is subject to the following conditions:

- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7am – 4pm Mon-Fri and 7.00am-1.00pm Sat for a period of 24 weeks from May, 2013 (to be calculated from sign installation date).
 - iii. 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.
 - iv. A Permit to Stand Plant will be required for every concrete pour, delivery and/or truck presence in relation to the construction works. A TCP prepared by and RMS accredited traffic consultant must accompany the Permit application and must cover all activities which occur on Council's road and footpath reserve. All traffic controllers involved with implementing this TCP shall also possess the applicable RMS accreditation and shall ensure that pedestrians and motorists can get past the works site safely at all times.
 - v. Unrestricted parking shall be maintained outside of the Works Zone hours of operation.
 - vi. 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.
 - vii. The applicant must inform Council's Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. 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. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council's discretion.
 - x. 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.
 - xi. 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 notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone no less than 7 days after payment for the Work Zone. The applicant must forward a copy of this notice to Council for approval, prior to distribution.

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: **16-22 Bay Street (Brooklyn Lane), Double Bay – Works Zone**

Author: Frank Rotta – Traffic Engineer

File No: 407.G Pt19

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.16-22 Bay Street, Double Bay on the eastern side of Brooklyn Lane from the prolongation of the common boundary between 16-22 Bay Street and 24-26 Bay Street, Double Bay for a distance of 15 metres in a southerly direction and is subject to the following conditions:
- i. Any directive provided by the NSW Police Department is to be complied with.
 - ii. The Works Zone is to operate between the hours of 7am – 5pm Mon-Fri and 7.00am-1.00pm Sat for a period of 20 weeks from May, 2013 (to be calculated from sign installation date).
 - iii. 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.
 - iv. A Permit to Stand Plant will be required for every concrete pour, delivery and/or truck presence in relation to the construction works.
 - v. Existing “No Parking” shall be maintained outside of the Works Zone hours of operation.
 - vi. 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.
 - vii. The applicant must inform Council’s Traffic Engineer when the project is completed and the Works Zone can be removed.
 - viii. This Works Zone is in an area zoned as Business 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. Should the Works Zone be required for a shorter period, application may be made for a pro-rata refund.
 - ix. Failure to comply with any of these conditions may result in the cancellation of the Works Zone at Council’s discretion.
 - x. 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.
 - xi. 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 notifies all residents and businesses whose property frontage is within 50 metres of the Works Zone.

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: **Neild Avenue, Paddington – Proposed Speed Hump By City of Sydney**
Author: Shirlene Yee Yet – Team Leader Traffic and Transport
File No: 324T
Reason for Report: To inform and seek Council’s approval for the proposed speed hump.

Officer Recommendation:

Council give in principle support to the City of Sydney for the installation of a speed hump midblock in Neild Avenue between Boundary Street and New South Head Road, Paddington subject to the following conditions:-

- i. The City of Sydney advise Council in writing once this proposal has been approved for funding.
- ii. The City of Sydney provide Council with a copy of the final detailed design plans of the speed hump for comment and sign off.

Committee Vote: Unanimous Support

Resolved to Recommend:

Council give in principle support to the City of Sydney for the installation of a speed hump midblock in Neild Avenue between Boundary Street and New South Head Road, Paddington subject to the following conditions:-

- i. The City of Sydney advise Council in writing once this proposal has been approved for funding.
- ii. The City of Sydney provide Council and State Transit with a copy of the final detailed design plans of the speed hump for comment and sign off.

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

Nil

9. Late Items

Nil

There being no further business, the meeting concluded at 10.27am.

Cathy Edwards-Davis
Chair

Item No: D3 Delegated to Committee
Subject: **Public Art Advisory Committee Minutes**
Author: Maria Lacey, Public Art and Cultural Development Officer
File No: 1160.G
Reason for Report: To table the minutes of the Public Art Advisory Committee meeting held on 10 April 2013.

Recommendation:

- A. THAT the minutes of the Public Art Advisory Committee meeting held on Wednesday 10 April 2013 be noted, including the selection of five designs to be painted on traffic signal boxes in the Municipality.
- B. THAT the Committee supports further investigation to incorporating four designs of Murray Rose Pool to be painted on the Murray Rose Pool (Redleaf) storage doors of the change room building.

Background:

This report outlines the Public Art Advisory Committee (PAAC) meeting held on 10 April 2013 (Annexure 1).

Public Art and Cultural Development Projects update:

1. Public Art Trust: The trust held its second meeting on 13 March 2013. The Trustees adopted the Collection Policy and Arts Strategy and will submit an application to the Cultural Gifts Program.
2. Review of PAAC: Draft Terms of Reference for a Cultural Development Committee was presented to PAAC. Further discussion will ensure at the next PAAC meeting on 17 July.
3. Any Other Business:
 - i. The sculpture *Egg Swing* is to be re-installed in April/May 2013.
 - ii. Two sculptures, *Flow* and *Francine* by Steve Coburn, have been offered on loan. The Committee will forward this matter to the Trust.
 - iii. The temporary work *The Wall* in Trumper Park will be de-installed in the end of April. The Committee is looking for a suitable work for this site.
4. Traffic Signal Box Project 2013: Five designs have been chosen for the 2013 Traffic Signal Box Project. The successful artists are: Kate Ritchie, Jannene Kyytsonen, Mark Hanham, Francesca Deane and Adam Long.
5. The Committee recommends that Linda Janssen's design submission for the Traffic Signal Box project, portraying the Murray Rose Pool, be considered to be painted onto storage doors or walls of the Murray Rose Pool (Redleaf) change room building following some further investigation of feasibility. This can be funded from existing operational funds for Public Art administration and is supported by Council's landlord.

Conclusion:

PAAC is satisfied with the development and progression of all the current projects and look forward to having five more designs painted onto traffic signal boxes in the municipality. PAAC also supports a change of the committee, including a new name and terms of reference reflecting its future focus of cultural development projects and programs. This matter will be further discussed at the July PAAC meeting and presented to Council for adoption.

Maria Lacey
Public Art and Cultural Development Officer

Kylie Walshe
Director Community Services

Annexures:

1. Minutes of the Public Art Advisory Committee Meeting, Wednesday 10 April 2013
2. Linda Janssen's Design submission.

Item No: D4 Delegated to Committee
Subject: **Review of Community Development Programs and Projects**
Author: Jacky Hony
File No: 79.G
Reason for Report: To provide a review of Community Services Community Development programs and projects along with future recommendations.

Recommendation:

- A. THAT the Community Services Community Development Review be noted.
- B. THAT the Community Development Review be compiled annually to provide a strategic review of the previous calendar year and presented to Council to allow recommendations to be incorporated into DPOP.

Background:

In recognition of the wealth of skills, knowledge and experience in the community, Woollahra Council has adopted an Asset Based Community Development (ABCD) approach to community building and to the role of facilitator of programs and services. This approach focuses on identifying the collective strengths, skills and assets within a community and building on these so as to create a stronger and more connected community. The ABCD model is based on the belief that all members of the community have abilities, talents and experiences to contribute to make their community a better place to live in.

Council is committed to providing, facilitating and supporting a range of community development activities, program and events in partnership with community members, organisations and groups so as to build community capacity. Demographic data informs the planning of community development work so as to maximise the impact of this work.

The 2011 Census indicates that while the majority of Woollahra residents are aged between 25 and 49 years, Woollahra is increasingly becoming a community of older people: there are fewer people aged 24 years and under as compared to Greater Sydney but more people aged 60 years and over (22.4% of the Woollahra population).

Woollahra has a relatively transient population: almost as many people moved between the years 2006 and 2011 as did not and, of these, most relocated into Woollahra from elsewhere. A high proportion of Woollahra residents live in flats or units. Furthermore, Woollahra has a higher percentage of sole person households as compared to Greater Sydney.

The Community Development Review 2013 (see Annexure 1) was compiled so as to enable a strategic review of current activities. The report outlines key projects, programs and activities undertaken by Council over the last 12 months that aim to improve community well-being for all residents and visitors to Woollahra. It is proposed that this become an annual review of the preceding calendar year, outlining past successes and identifying ways of improving how we interact and work with our community, so as to allow recommendations to be incorporated into the following year's Operational Plan.

Relationship to DPOP:

Council's adopted Delivery Program 2009 to 2013 and Operational Plan 2012/13 identify 5 themes and 11 goals of Council. Community development work predominantly falls under the 3 goals under theme 1 (community well-being) which are: goal 1 - a connected and harmonious community; goal 2 - a supported community; and goal 3 - a creative and vibrant community.

Theme 5 (community leadership and participation), goal 10 – working together, also identifies the need to plan for the future of Woollahra. This is achieved through Council’s Community Capacity Survey and the research undertaken to compile the Woollahra Social and Cultural Plan. Both of these documents have informed the community development activities that Council undertakes.

Council’s role in community development:

Council has been undertaking community development work for the Woollahra Municipality for many years. Community development strategies and priorities are identified through: outcomes of strategic and community planning studies; consultation with local residents, groups and service providers; analysis of Woollahra LGA’s past and current community profile; and analysis of Woollahra LGA’s community strengths and assets.

The Woollahra Social and Cultural Plan 2013 to 2023 (the *Plan*) identifies community development strategies and priorities that will be undertaken by Council over the next 10 years to meet set goals, be it as facilitator, advocate or provider of activities, events and services. The *Plan* was noted by Council in March 2013. The *Plan* was informed by the Community Capacity Survey 2012 that was noted by Council in November 2012.

Each of the projects, programs and events detailed in Annexure 1 are consistent with the current Delivery Program and Operational Plan and also with the draft Delivery Program 2013 to 2017 and draft Operational Plan 2013/14.

The Social & Cultural Plan review informs other strategic documents



Identification of Income & Expenditure:

No new funding is required to implement the activities as documented in Annexure 1, however it is recommended that there is a shift in resources to emerging priority areas, such as activities that target seniors or that address positive mental health.

Conclusion:

The Community Development Review 2013 was compiled so as to enable a strategic review of current activities. Future recommendations are: to discontinue 'media only' activities; to continue successful projects, programs and events; and to expand and enhance Easy PC, the Men's Chat Group, and the Primary Resources on Parenting program.

Council will continue to monitor Council's suite of community development actions and tasks through an annual report to Council reviewing the previous year's activities. This will enable any recommendations to be incorporated into the following year's Operational Plan.

Jacky Hony
Team Leader Community Development

Kylie Walshe
Director Community Services

Annexures:

1 Review of Community Development programs and projects 2013.

Item No: D5 Delegated to Committee
Subject: **Albermarle Avenue & Wilberforce Avenue, Rose Bay**
Author: Cathy Edwards-Davis, Manager Engineering Services
File No: 900.G
Reason for Report: Response to Notice of Motion

Recommendation:

That no further action be taken with regards to the installation of parking restrictions in Albermarle Avenue and Wilberforce Avenue, Rose Bay for the reasons outlined in the report.

Background

At the Council meeting on the 22 April 2012 the following was adopted:

That staff provide a report to the Community & Environment Committee with a view to implementing restricted parking for Albermarle Avenue and Wilberforce Avenue, Rose Bay. This restriction is to address the issue of boat and trailer parking so would be strategically implemented to have as little impact on residents as possible but cause boats and trailers to no longer park in these streets.

Investigation

Council staff have undertaken a number of site visits in Albermarle Avenue and Wilberforce Avenue in the past year. The following observations have been made:

- On the 22 February 2013, there were four boats and two trailers parked in Albermarle Avenue.
- On the 29 April 2013, there were four boats and one trailer parked in Albermarle Avenue. Of these, the following was observed:
 - Two boats were located outside of the 40 km/h School Zone. They were located on the south-western side of the road, opposite the school.
 - Two boats were located within the 40 km/h School Zone. They were located on the south-western side of the road, opposite the school.
 - One trailer was observed parked within the 5 Minute Parking zone which has been installed as a pick-up/ drop-off location for the school. This trailer was parked illegally and was reported to the Rangers for action.
- On the 29 April 2013, there were zero boats or trailers observed parked in Wilberforce Avenue.
- On the 7 May 2013, there were three boats and one trailer parked in Albermarle Avenue. Of these, the following was observed:
 - Two boats were located outside of the 40 km/h School Zone. They were located on the south-western side of the road, opposite the school.
 - One boat were located within the 40 km/h School Zone. It was located on the south-western side of the road, opposite the school.
 - One trailer was observed parked within the 5 Minute Parking zone which has been installed as a pick-up/ drop-off location for the school. This trailer was parked illegally and was reported to the Rangers for action.

- On the 7 May 2013, there were zero boats or trailers observed parked in Wilberforce Avenue.
- Council staff have not observed any increase in the overall number of boats and trailers in Albermarle Avenue and Wilberforce Avenue over the past year.
- The average occupancy rate for the parking in Albermarle Avenue is around 70%. This is considered reasonable for a predominantly residential street. In general, when considering whether to install parking restrictions, staff aim for a maximum average occupancy rate of 85%. This ensures that the valuable parking resource is being utilised and at the same time, residents can find a parking space when they return home.
- As with most schools, the congestion in Albermarle Avenue and Wilberforce Avenue is generally created by parents picking up and dropping off their children to the school. Outside of these two half-hour congested periods, Albermarle Avenue and Wilberforce Avenue are comparatively quiet, largely residential streets with minimal through traffic. Traffic counts were undertaken in May 2012. From midday – 1pm in Wilberforce Avenue there are 136 vehicles per hour. In comparison, in the PM peak 3pm – 4pm, there are 261 vehicles per hour, an increase of 92%. From midday – 1pm in Albermarle Avenue there are 178 vehicles per hour. In comparison, in the PM peak 3pm – 4pm, there are 328 vehicles per hour, an increase of 84%.
- Parents were observed to be walking with their children and crossing the road, from between parked vehicles.

Rose Bay Public School has the following facilities to assist in providing a safe environment for students as they are arriving and departing from the school:

- A “5 Minute Parking 8am – 9.30am 2.30pm – 4pm School Days” pick-up/ drop-off zone in Albermarle Avenue, adjacent to the school, which is approximately 80 metres long.
- A “Bus Zone 8am – 9.30am 2.30pm – 4pm School Days” for two buses in Albermarle Avenue, adjacent to the school.
- A “No Parking 8am – 9.30am 2.30pm – 4pm School Days” pick-up/ drop-off zone in Wilberforce Avenue, adjacent to the school, which is approximately 90 metres long.
- A marked pedestrian crossing, with kerb blisters, in Albermarle Avenue, near Albermarle Lane.
- A marked pedestrian crossing, with kerb blisters, in Wilberforce Avenue, near Spencer Lane
- A speed hump in Spencer Lane, to slow through vehicles on their approach to Wilberforce Avenue.

An examination of the RMS Accident Database reveals that between 2007 and 2011 (the latest information available) there was one accident in Wilberforce Avenue within the 40 km/h School Zone. This accident occurred 20 metres south of Spencer Lane. It involved a vehicle turning right and having an accident with a motorbike. The accident resulted in an injury to the motorbike rider.

There has been one accident in Albermarle Avenue within the 40 km/h School Zone. This accident occurred 200 metres north-west of Old South Head Road. It involved a vehicle hitting three parked vehicles. No injuries were sustained.

Discussion

As of the 7 May 2013, there was one trailer parked within the 5 Minute Parking zone in Albermarle Avenue. The NSW Police and Council’s Rangers have issued several infringements to this trailer on a number of occasions. With the exception of this trailer, the other boats in Albermarle Avenue are parked on the opposite side of the road from the school.

The pick-up/ drop-off zones for the school are located on the school side of the road and take up almost the entire frontage of the school, in both Albermarle Avenue and Wilberforce Avenue.

When dropping or picking up children in a vehicle, parents should do so from the school side of the road. Parents should be encouraging their children to leave the car from the “safety door” which is the rear kerbside door. Their children are therefore not required to be on the road carriageway or risk interaction with other cars.

Given that the existing pick-up/ drop-off zones for the school take up almost the entire frontage of the school on Albermarle Avenue and Wilberforce Avenue, there is minimal opportunity for boats and trailers to be legally parked within the immediate vicinity of the school.

For children who walk to school, they should be encouraged to use the marked pedestrian crossings which are located in both Albermarle Avenue and Wilberforce Avenue. Pedestrians (adults and children), where possible, should not cross the road from between parked vehicles, boats or trailers. Given that there are existing crossings in Albermarle Avenue and Wilberforce Avenue, which have kerb blisters and No Stopping restrictions, to ensure pedestrian visibility, there should be no need for pedestrians to cross the road adjacent to a parked boat or trailer.

It is understood that the boats and trailers in Albermarle Avenue may present an amenity issue for some residents. They are unsightly and they take up part of the valuable parking resource. However, given the existing access facilities provided in Albermarle Avenue and Wilberforce Avenue, as described above, the boats and trailers do not pose a safety hazard for the school.

Furthermore, the various surveys undertaken by Council staff have revealed that there is a reasonable amount of parking available in the street during the day for residents, parents and visitors. There does not therefore appear to be sufficient justification for the installation of parking restrictions based on existing parking occupancy rates.

Council has also received requests for resident parking in nearby streets, such as Newcastle Street, Faraday Avenue and O’Sullivan Road. Similarly to Albermarle Avenue and Wilberforce Avenue, these requests for parking restrictions are in response to concerns regarding boat and trailer parking. Parking occupancy surveys undertaken in these streets show occupancy rates of between 62 and 70%. The introduction of resident parking in these neighbouring streets is similarly not justified.

On the basis of the above discussion, it is recommended that no further action be taken with regards to the installation of parking restrictions in Albermarle Avenue and Wilberforce Avenue.

Traffic Committee

Notwithstanding the above recommendation, should the Councillors wish to pursue the installation of parking restrictions in Albermarle Avenue and Wilberforce Avenue, Rose Bay, then this matter must be referred to the Woollahra Traffic Committee for consideration.

The Transport Administration Act 1988 permits RMS to delegate some of its safety and traffic management functions to Council, such as the installation of parking restrictions. However, Council may exercise these delegations only after it has sought the advice of the Local Traffic Committee. The Local Traffic Committee consists of four voting members: Council, RMS, the NSW Police and the local State Member.

The minutes and recommendations of the Woollahra Traffic Committee are presented to the subsequent Community and Environment Committee for consideration.

Impact of Parking Restrictions

Notwithstanding the above recommendation, should the Councillors wish to pursue the installation of parking restrictions in Albermarle Avenue and Wilberforce Avenue, it is recommended that appropriate community consultation be undertaken to determine the residents' opinions with regards to the proposals.

RMS have Permit Parking Guidelines which recommend that resident parking permit schemes only be introduced following detailed parking occupancy surveys at various times of the day and night and following resident surveys.

Regulation 200 of the NSW Road Rules 2008 permits a registered trailer or boat trailer (less than 4.5 tonnes and less than 7.5 metres long) to park in a built-up area in accordance with any parking restrictions. In unrestricted parking areas these trailers and boat trailers may legally park for an indefinite period. Vehicles greater than 4.5 tonnes or longer than 7.5 metres may only stop in a built-up area for 1 hour.

Given the regulation above, the only means that Council currently has of controlling boats and trailers on residential streets is to implement parking restrictions. This may include restrictions such as:

| | Restrictions | Benefits | Negatives |
|---|---|--|--|
| 1 | "2 Hour Parking 9am – 6pm Mon – Fri Resident Permit Holders Excepted" | <ul style="list-style-type: none"> Boats would not be able to park for months on end This is Council's "standard" restriction for residential streets | <ul style="list-style-type: none"> Those residents not entitled to a permit would be subject to the 2 Hour restrictions Residents' visitors would be subject to the 2 Hour restrictions |
| 2 | "12 Hour Parking Permit Holders Excepted" | <ul style="list-style-type: none"> Boats would not be able to park for months on end This would allow residents, visitors and commuters to park for 12 hour periods | <ul style="list-style-type: none"> Residents who are not entitled to a permit and who generally leave their car at home during the week, and only use it on weekends, would be forced to move their car at least once a day. Enforcement would be difficult, because the parking officers do not generally work 12 hour shifts. |
| 3 | "12 Hour Parking Mon Permit Holders Excepted" | <ul style="list-style-type: none"> Boats would not be able to park for months on end This would allow residents, visitors and commuters to park for 12 hours on Mondays There would be unrestricted parking Tuesday to Sunday | <ul style="list-style-type: none"> Residents who are not entitled to a permit and who generally leave their car at home during the week, and only use it on weekends, would be forced to move their car at least once on Mondays. Enforcement would be difficult, because the parking officers do not generally work 12 hour shifts. |
| 4 | "1 Hour Parking 9am – 11am Mon Resident Permit Holders Excepted" and <i>unrestricted</i> at other times | <ul style="list-style-type: none"> Boats would not be able to park for months on end There would be unrestricted parking for all but 2 hours of the week Enforcement of these restrictions would be comparatively easy | <ul style="list-style-type: none"> This would force residents to move their vehicle at least once a week Some residents may forget to move their vehicle during this period each week and they may therefore receive an infringement |

All of the options listed above will remove boats from Albermarle Avenue and Wilberforce Avenue. However, the installation of restrictions is a very crude measure to address the issue of boats and trailers. When Council installs new parking restrictions, this has the impact of moving boats from one location to another nearby location, usually in the same street or “around the corner”.

It is anticipated that should Council resolve to install parking restrictions in Albermarle Avenue and Wilberforce Avenue, these boats will relocate to nearby streets.

Should the Councillors wish to pursue parking restrictions in Albermarle Avenue and Wilberforce Avenue, it is suggested that the surrounding streets of Newcastle Street, Faraday Avenue and O’Sullivan Road may also need to be surveyed.

Boat Trailer Working Group

As has been previously reported, Council’s Manager Engineering Services has been representing Council on the Boat Trailer Working Group which was set up by the Office of Boating Safety & Maritime Affairs, within Transport for NSW to investigate the issue of boats and trailers parked for long periods in residential streets.

A report regarding boat and trailer parking was considered at the Community & Environment Committee on the 4 February 2013. The Committee resolved:

That Council provides support to modify the Impounding Act 1993 such that “unattended” is defined as, “A vehicle which has been left unmoved in a public place for a period greater than three months. A vehicle may be considered unattended regardless of whether the vehicle is registered or otherwise”, or similar wording as appropriate.

The Working Group has prepared a Discussion Report and Options Paper dated March 2013. This report was presented to the Hon. Duncan Gay, Minister for Roads and Ports. It is understood that the Minister intends to place this report on public exhibition shortly.

It is hoped that the report and work undertaken by the Boat Trailer Working Group will result in appropriate legislation changes which will no longer allow boats and trailers to be left for long periods of time in residential streets.

Identification of Income & Expenditure

Nil

Conclusion

It is recommended that no further action be taken with regards to the installation of parking restrictions in Albermarle Avenue and Wilberforce Avenue, Rose Bay for the reasons outlined in the report.

Cathy Edwards-Davis
Manager Engineering Services

Tom O’Hanlon
Director Technical Services

Item No: D6 Delegated to Committee
Subject: **Road Sharing Education Programs**
Author: Cathy Edwards-Davis, Manager Engineering Services
File No: 900.G
Reason for Report: Response to Notice of Motion

Recommendation:

That the road sharing education programs outlined in the report be noted.

Background:

At the Council meeting on the 25 March 2013 it was resolved:

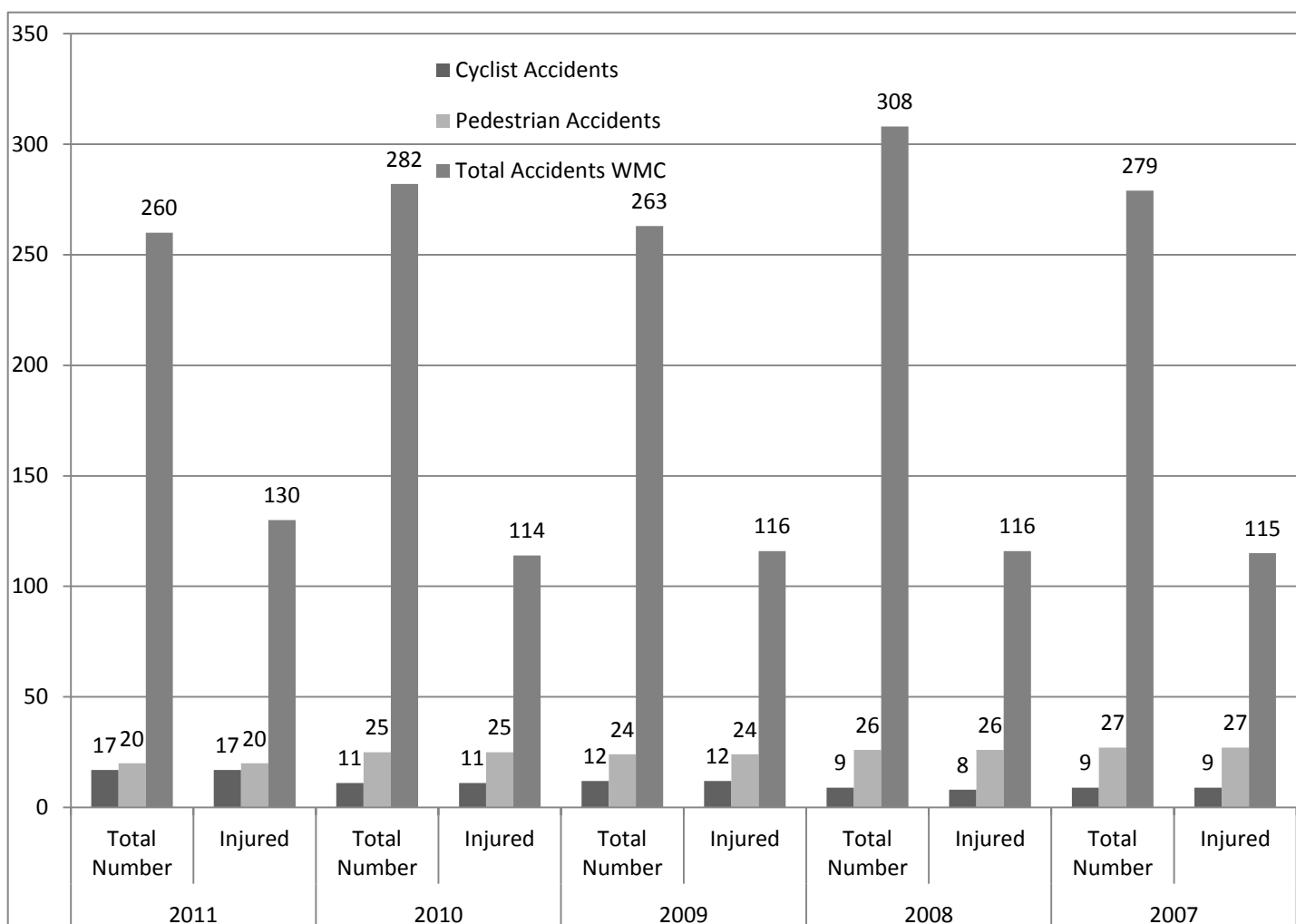
That a report be submitted to the Community & Environment Committee outlining a program to educate cyclists, motorists and pedestrians on road sharing and safety within our Municipality and further promote to residents the location of bike routes within Woollahra.

The road is there for all road users, motorists, bicycle riders and pedestrians, to share. To ensure safety and accessibility, all mode users need to respect each other. By following some simple rules, the road is made safer for all users and travelling becomes less stressful.

When travelling on the road, it is important to be aware of other road users and what they are doing. By adopting a “defensive manner”, such as constantly scanning the road and surrounding environment for changes, recognising hazards and taking avoidance action, everyone’s safety can be increased.

Accident Statistics

An examination of the RMS Accident Database was undertaken to identify the total number of accidents that occurred in the years 2007 to 2011 (the latest information available), the number of accidents that involved cyclists and pedestrians and the number of accidents that resulted in an injury. The results of this study are shown in the graph on the following page.



As well as the injury accidents shown, there was one fatality accident per year in 2007, 2008 and 2009. The fatality accidents did not involve pedestrians or cyclists.

The ABS Census reveals that in 2006, bicycles were utilised by 0.68% of Woollahra residents to journey to work. In 2011, this rose to 1.24%. The graph above demonstrates that on average, 4.2% of accidents in Woollahra involve cyclists. It is unknown how many total journeys (not just work journeys) are undertaken by cyclists in the Woollahra area. However, it would appear that statistically, cyclists are more likely to be involved in an accident when compared with other modal options.

All 122 accidents involving pedestrians between 2007 and 2011 resulted in an injury. 57 of the 58 accidents involving cyclists resulted in an injury. In comparison, 591 (42.5%) of the total 1,392 accidents that occurred in Woollahra resulted in an injury. These figures demonstrate that cyclists and pedestrians are vulnerable road users, who have a high chance of injury if they are involved in an accident.

Road Rules

Motorists & Bicycle Riders

Bicycles are considered a “vehicle” under the Australian Road Rules and they must therefore follow the same rules which apply to cars and other vehicles (unless given a specific exemption). The following is a list of road rules which are particularly pertinent to motorists and bicycle riders in NSW, when sharing the road with others:

- Vehicles must travel at the posted speed limit. In built up areas, the default speed limit (unless signage states otherwise) is 50 km/h.
- The speed limit in marked Shared Zones is 10 km/h. Vehicles must give way to pedestrians.
- The speed limit in High Pedestrian Activity areas is 40 km/h. Motorists should be aware that there are high numbers of pedestrians and they should be prepared to stop for pedestrians, if required.
- Vehicles must give way at pedestrian crossings. Motorists should drive at a speed that allows the vehicle to safely stop in advance of the pedestrian crossing.
- Vehicles must give way to pedestrians when entering or exiting a driveway.
- When turning right at an un-signalised T-intersection, vehicles must give way to any pedestrians.
- Vehicles must give way to pedestrians where there is a flashing yellow arrow at a signalised marked pedestrian crossing.
- Vehicles must give way to pedestrians if there is any chance of colliding with them.
- Vehicles must not overtake or pass a vehicle that is stopping or slowing at a pedestrian crossing.
- All vehicles must obey traffic lights, Stop signs and Give Way signs.
- Motorists must not drive under the influence of drugs or alcohol.

Motorists

The following is a list of road rules which are particularly pertinent to motorists in NSW, when sharing the road with others:

- Roads are not exclusively for cars. Motorists must drive with consideration and share the road with other road users, including other motorists, pedestrians and bicycle riders.
- Bicycles are permitted to take up an entire travel lane. Motorists should not expect bicycles to move to the road shoulder in order to allow motorists to overtake. Motorists should change lanes when overtaking bicycle riders on multi-lane roads and allow at least a one metre gap when overtaking bicycle riders in a single lane situation.
- Motorists should check their mirrors and over their shoulder for bicycle riders before opening the door to exit their vehicle. It is illegal to cause a hazard to any bicycle rider, pedestrian or another vehicle by opening a door or getting out of a vehicle.
- Motorists may only park in marked bays within Shared Zones.
- It is unlawful to queue across intersections.

Bicycle Riders

The following is a list of road rules which are particularly pertinent to bicycle riders in NSW, when sharing the road with others:

- Bicycle riders must wear an approved bicycle helmet, properly fitted and fastened to their head. This applies to all bicycle riders, regardless of age.
- Bicycles must be fitted with a bell, horn, or similar warning device.

- Bicycles must be fitted with at least one working brake.
- If riding at night, bicycles must be fitted with the following:
 - A steady or flashing white light that is clearly visible for at least 200 metres.
 - A flashing or steady red light that is clearly visible for at least 200 metres from the rear of the bike.
 - A red rear reflector that is clearly visible for 50 metres when light is projected onto it by a vehicle's headlight on low beam.
- Cyclist must maintain control of their bike at all times. It is an offence to ride with both hands off the handlebars, feet off the pedals or to carry anything which prevents them from having control.
- Cyclists may ride in Transit Lanes and Bus Lanes.
- Cyclists may not ride in Bus Only Lanes.
- Children less than 12 years of age, and an accompanying adult if supervising a child, are permitted to ride a bicycle on the footpath.
- Cyclists may ride two abreast, no more than 1.5 m apart.
- Cyclists may overtake on the left hand side of stopped or slow moving vehicles.
- Cyclists may turn right from the left hand lane of a multi-lane roundabout; however they must give way to traffic exiting the roundabout before them.
- Cyclists may travel on road shoulders.
- Cyclists may not cross the road at un-signalised pedestrian crossings.
- Cyclists may not cross the road at signalised crossings unless there are special bicycle lights.
- Bicycle lanes are indicated by a special sign. Where bicycle lanes are provided, riders must use them whenever practicable.
- Cyclists must give a hand signal when merging into the right lane or when turning right.

Pedestrians

The following is a list of road rules which are particularly pertinent to pedestrians in NSW, when sharing the road with others:

- Pedestrians must always use a marked pedestrian crossing or signalised pedestrian crossing, if there is one within 20 metres.
- Pedestrians must cross the road via the shortest route possible, and not stay on the road any longer than is necessary.
- Pedestrians do not have right of way at a pedestrian refuge island; pedestrians must wait for a break in the traffic. Pedestrian refuges are installed to allow pedestrians to cross busier roads in two stages.

Road Safety Best Practice

The following tips are not necessarily legislated. However, they represent road safety best practice:

Motorists & Bicycle Riders

- Vehicles and bicycles should be serviced regularly.
- Motorists and bicycle riders should look out for pedestrians who may be difficult to see and whose behaviour may be unpredictable. Motorists and bicycle riders should be ready to stop for pedestrians at all times.
- Motorists and bicycle riders should never assume that they have been seen by pedestrians.
- Motorists and bicycle riders should not travel whilst fatigued.

Motorists

- Motorists should keep a three second gap between themselves and the vehicle in front. This should be increased to four seconds in poor weather.
- Bicycle riders are more difficult to see than cars, especially at night. Take care to check for bicycle riders in mirrors and blind spots.
- Children on bicycles can be unpredictable, motorists should be prepared to slow down and stop.
- Sometimes a bicycle can travel as fast or faster than a car, particularly in slow-moving traffic. Never underestimate their speed and do not obstruct their route by moving quickly in front of them. Remember that it takes longer for a bicycle to stop than a car at the same speed.

Bicycle Riders

- Cyclists should consider installing rearview mirrors, to allow them to see traffic behind and to improve safety when changing lanes.
- Cyclist should consider wearing a high visibility vest and installing safety arm reflectors and flags to increase their visibility to other road users.
- Cyclists should ride in a predictable manner that does not require other road users to react suddenly.
- Cyclists should plan their route using quieter streets, bicycle paths or shared paths, wherever possible.
- When using a shared pedestrian/bicycle path, cyclists should keep to the left and give way to pedestrians. Cyclists should use their bell or horn, if needed, to avoid collision. Cyclists should be particularly careful around elderly pedestrians, young children and dogs, as they may be unpredictable. Cyclists are responsible for travelling at a speed that is suitable for their own safety and which ensures the safety of any pedestrians they encounter.
- Where possible, cyclists should travel about a metre away from the kerb to avoid debris and from parked cars to avoid opening doors.
- Cyclists should be on the lookout for potential hazards such as debris on the road and potholes.
- Cyclists should avoid riding in motorists' blindspots.
- Cyclists should obtain bicycle insurance against personal injury and against damage caused to other people or their property (members of organisations such as BicycleNSW often receive insurance as part of their membership).

Pedestrians

- Avoid walking on the road; the footpath or nature strip is a safer location. If the road is the only alternative, face the oncoming traffic and stay as far to the side of the road as possible.
- Check both ways for turning vehicles around intersections and before you step off the kerb.
- Wait until traffic is stopped before crossing at traffic lights on the green walk signal.
- Never cross the road from behind a parked vehicle.
- Never assume an approaching driver has seen you and will stop for you.
- Remember that vehicles take longer than usual to stop in wet and slippery conditions.
- Avoid using a mobile phone or music player when crossing the road.
- When walking on a shared path be aware that cyclists can travel much faster and may suddenly appear around a corner or behind you.
- When using a shared pedestrian/bicycle path, pedestrians should keep to the left. Pedestrians should move off the path, to the left, should they wish to stop. Dogs should be kept on a short lead and kept under control.

Education of Cyclists, Motorists and Pedestrians on Road Sharing and Safety

Information on road sharing and safety for various groups, including bicycle, motorists and pedestrians is not unique to the Woollahra municipality.

RMS has a Centre for Road Safety whose aim is to develop practical solutions which reduce death and injury on NSW roads while taking into account our changing road user community and environment.

The NSW Centre for Road Safety has the following key responsibilities:

- Funding and developing targeted road safety programs and campaigns
- Collating and analysing crash statistics
- Assessing speed camera effectiveness
- Development and reviewing speed zone policies to ensure safety
- Allocating flashing lights outside schools in high crash risk areas
- Funding targeted police operations and programs
- Developing best practice road safety policies for design, building and maintenance of the road network
- Testing new road safety technologies
- Producing road safety education material for schools and local communities
- Improving vehicle standards for new vehicles and promoting the uptake of safer vehicles
- Developing awareness campaigns to improve road user behaviour

In general, RMS would prefer that Councils utilise the same road safety messages and resources which have been developed by RMS. This helps to ensure consistency in the road safety message across NSW.

RMS and the NSW Centre for Road Safety already have a number of road safety education programs in place which aim to educate cyclists, motorists and pedestrians on road sharing and safety. These education programs are applicable to Woollahra and NSW in general.

Transport for NSW has developed a NSW Road Safety Strategy 2012-2021. The purpose of this Strategy is to establish the direction of road safety in NSW for the next 10 years. The Strategy is set in the context of the current and future policy operating environments of Transport for NSW. Transport for NSW is the lead agency for road safety in NSW, and therefore will lead and coordinate road safety interventions across State Government, Local Government, stakeholders and the community. The Strategy identifies a number of education programs which are to be developed and undertaken in NSW. Primarily these education programs will be delivered by RMS and the NSW Centre for Road Safety.

Programs

The following table outlines existing and future planned programs to educate motorists, cyclists and pedestrians on road sharing and safety within Woollahra:

| Program | Agency | Comments |
|--|---------|--|
| All Road Users | | |
| Create a road safety section on Council's website. Promote and educate the community on the relevant road safety legislation and road safety best practice, as outlined above in the report, through Council's website. | Council | Council staff will undertake this project in 2013. |
| Continue to provide a road safety section on the RMS website. Promote and educate the community on the relevant road safety legislation and road safety best practice, as outlined above in the report, through the RMS's website. | RMS | This is an existing program (rta.nsw.gov.au/roadsafety). |
| Promote and educate the community on the relevant road safety legislation and road safety best practice, as outlined above in the report, through advertising (television, cinemas, metropolitan newspapers, radio). The current advertisement campaigns include: <ul style="list-style-type: none"> • Speeding (Don't rush and point-to-point speed cameras) • Enhanced Enforcement • Alcohol and drugs (Plan B) • Driver fatigue (Wake up to the signs) • Seat belts (Clip every trip) • Child restraint (Authorised restraint fitting stations) • Motorcycles (Safe cornering) | RMS | This is an existing program (rta.nsw.gov.au/roadsafety/Advertisingcampaigns). |
| Continue to implement the Road Safety Education Program, as run in NSW Schools. This program provides curriculum resources to be used as a teaching aid in schools. The program includes a variety of information on road safety, including improving bicycle skills, safe pedestrian behaviours and encouraging the use of active transport. | RMS | This is an existing program (rta.nsw.gov.au/roadsafety/children/schoolroadsafety/roadsafetyeducationprogram & bicycleinfo.nsw.gov.au/riding_safely/road_safety_education_program). |

| Program | Agency | Comments |
|---|----------------------------|---|
| <p>Continue to implement, evaluate and update regular 'Share the Road' activities to encourage mutual respect among road users, including:</p> <ul style="list-style-type: none"> • Educating the public on road rules affecting all types of road users. • Enabling cyclists to obtain online advice about quiet street route alternatives to major roads. • Promoting safe behaviour by cyclists towards pedestrians and wheelchair users on shared paths with signage and pavement markings to reinforce pedestrians' right-of-way. • Providing information to minimise conflicts between cyclists and high-speed traffic on motorways where breakdown lane cycling is permitted. • Liaising with transport industry associations, unions and operators to understand the road-sharing needs of cyclists, trucks, buses and taxis and develop strategies to reduce conflicts. | NSW Centre for Road Safety | This is an existing program (bicycleinfo.nsw.gov.au/drivers_sharing_the_road_with_cyclists). |
| <p>Continue to develop and distribute appropriate brochures to educate people on road safety issues.</p> <p>RMS have the following brochures currently available:</p> <ul style="list-style-type: none"> • Shared Zones • Share and be aware: travelling together safely | RMS | This is an existing program (myrta.com/myResources). |
| Distribute RMS brochures on road safety issues, as appropriate. | Council | RMS provide road safety brochures to Councils for free. |
| Support education on safe cycling and walking practices in the road traffic environment. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Continue to develop and refine the road safety education program in schools for Kindergarten to Year 12 and early childhood programs to highlight key road safety issues that is developmentally appropriate. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Improve data, initiatives and communications to reduce low speed run over crashes (e.g. driveway crashes). | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Motorists | | |
| <p>Investigate ways to increase learner and novice driver understanding of cyclists' needs, including:</p> <ul style="list-style-type: none"> • Appropriate coverage in the Driver Knowledge Test. • Information and assistance provided through driving instructors to students who may benefit from additional training in this area. | NSW Centre for Road Safety | This is identified as a program for the NSW Centre for Road Safety in the NSW BikePlan 2010. |

| Program | Agency | Comments |
|--|---------------|--|
| Continue to undertake roadside checks (eg. random breath tests), which act as a visual reminder to motorists that road safety matters will be enforced. | NSW Police | This is an existing program. |
| Develop revised education communications and programs to address drink driving including alcohol interlocks. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Implement the over-arching speed camera strategy to guide effective speed enforcement activities, including improved communications with the community around speed cameras and locations, annual reporting of speeding crash trends, revenue and infringements. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Address the wide-spread social acceptability of speeding through the continued development and implementation of public education campaigns. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Develop a strategy to address mobile phone use, including strengthening enforcement and communication about its danger. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Cyclists | | |
| Continue to provide a copy of the Woollahra Bicycle Strategy 2009 on Council's website to highlight the existing and proposed bicycle facilities throughout Woollahra. | Council | This is an existing program. |
| Continue to provide RMS, Sydways, UBD and other commercial street directories with information on bicycle facilities throughout Woollahra, where requested. These organisations then use this information on the maps that they produce. | Council | Council provides this information on request. |
| Continue to develop and support the "Cycleway Finder" app which provides information on cycle infrastructure across NSW. It is available for viewing on desktop computers and mobile devices (smart phone, ipad). | RMS | This is an existing program (bicycleinfo.nsw.gov.au/maps/cycleway_finder). |

| Program | Agency | Comments |
|--|----------------------------|---|
| <p>Continue to develop and distribute appropriate brochures to educate people on road safety issues.</p> <p>RMS have the following brochures currently available:</p> <ul style="list-style-type: none"> • Always wear a helmet when you ride or skate • A guide to safe cycling • Riding in groups • Cycling to work • Bike maintenance guide • Getting around by bike • Heads up on helmets • NSW BikePlan • Why should I cycle? • How to fit your helmet • A handbook for bicycle riders | RMS | This is an existing program (myrta.com/myResources). |
| Distribute RMS brochures on road safety issues, as appropriate. | Council | RMS provide road safety brochures to Councils for free |
| <p>Promote and educate the community on the relevant road safety legislation and road safety best practice, as outlined above in the report, through advertising (television, cinemas, metropolitan newspapers, radio). The current advertisement campaign for bicycles is:</p> <ul style="list-style-type: none"> • Bicycles (Bicycle helmet safety) | RMS | This is an existing program (rta.nsw.gov.au/roadsafety/Advertisingcampaigns). |
| Develop a Bicycle Riding Skills Manual for teachers of senior primary and high school students. | NSW Centre for Road Safety | This is identified as a program for the NSW Centre for Road Safety in the NSW BikePlan 2010. |
| Provide NSW Police and local Councils with cycling policy and safety advice for distribution to community groups. | NSW Centre for Road Safety | This is identified as a program for the NSW Centre for Road Safety in the NSW BikePlan 2010. |
| Offer train-the-trainer support to community groups, equipping accredited practitioners to pass on cycling proficiency skills to novice adult riders. | RMS | This is identified as a program for RMS in the NSW BikePlan 2010. |
| Investigate a national standard for the accreditation of adult cycle proficiency training and/or trainers, and establish if required. | RMS | This is identified as a program for RMS in the NSW BikePlan 2010. |
| Facilitate new and inexperienced adult cyclists' contact with local bicycle user groups which can provide appropriate advice and support based on their knowledge of local cycling conditions and may operate their own 'Bike Buddy' and/or commuter 'Bike Bus' initiatives. | RMS | This is identified as a program for RMS in the NSW BikePlan 2010. |

| Program | Agency | Comments |
|---|---------------|--|
| Develop programs and communications to support bicycle riders to increase usage of helmets, riding skills and confidence, bicycle maintenance and visibility. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Investigate opportunities to enhance signage on and around popular bicycle cycling routes to highlight their presence to drivers. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Develop communication and awareness campaigns to promote safety of bicycle riders with other road users. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Conduct bicycle surveys to gain insights into unsafe behaviours of bicycle riders. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Pedestrians | | |
| Continue to provide RMS, Sydways, UBD and other commercial street directories with information on pedestrian facilities throughout Woollahra, where requested. These organisations then use this information on the maps that they produce. | Council | Council provides this information on request. |
| Develop communications and awareness campaigns to promote safety with pedestrians and other road users. | RMS | This is identified as a program for RMS in the NSW Road Safety Strategy 2012-2021. |
| Continue to develop and distribute appropriate brochures to educate people on road safety issues. RMS has the following brochure currently available: <ul style="list-style-type: none"> • Pedestrian safety | RMS | This is an existing program (myrta.com/myResources). |
| Distribute RMS brochures on road safety issues, as appropriate. | Council | RMS provide road safety brochures to Councils for free. |

Unfunded Programs

The following table outlines potential future programs to educate motorists, cyclists and pedestrians on road sharing and safety within Woollahra:

| Program | Agency | Comments |
|--|---------------|---|
| All Road Users | | |
| Promote and educate the community on the relevant road safety legislation and road safety best practice, as outlined above in the report, through advertising (local newspaper, roadside advertising). | Council | This program is not currently funded or identified in the draft budget for 2013/14. |
| Hire a Road Safety Officer and participate in the Road Safety Program, in conjunction with RMS. The role of the Road Safety Officer is to: <ul style="list-style-type: none"> • Coordinate the development and implementation of a Road Safety Strategy and Action Plan. • Contribute to Council's objective of having a safe and effective road system. • Development and delivery of community education campaigns designed to achieve improved levels of road safety. • Ensure both road and pedestrian safety measures are introduced in Woollahra where appropriate and implement safety programs in order to encourage behavioural change, improve knowledge and raise road safety awareness in all road users in Woollahra. | Council & RMS | This program is not currently funded or identified in the draft budget for 2013/14. |
| Motorists | | |
| Conduct workshops for supervisors of learner drivers. The intention of these workshops is to provide parents and carers with information on road safety issues, which they can pass on to their children when teaching them to drive. | Council | This program is not currently funded or identified in the draft budget for 2013/14. |
| Cyclists | | |
| Prepare an Eastern Suburbs Cycling Map which highlights the existing and proposed bicycle facilities throughout the Eastern Suburbs. | Council | This would need to be undertaken in conjunction with Waverley Council and possibly the City of Sydney. This program is not currently funded or identified in the draft budget for 2013/14. |
| Provide cycling skills training which is aimed at equipping novice riders with the skills and confidence to ride a bicycle, particularly on busier city streets. The courses are run by various expert organisations such as AustCycle. | Council | This program is not currently funded or identified in the draft budget for 2013/14. |

The list of existing and future programs as identified above shows that there are ample road safety training programs and information provided by the State Government. It would be difficult to justify dedicating additional resources to the unfunded projects listed above given the budget constraints currently faced by Council.

Promotion of the Location of Bike Routes

The above tables include suggestions for promoting the location of bicycle routes, including:

- Continue to provide a copy of the Woollahra Bicycle Strategy 2009 on Council's website to highlight the existing and proposed bicycle facilities throughout Woollahra.
- Prepare an Eastern Suburbs Cycling Map which highlights the existing and proposed bicycle facilities throughout the Eastern Suburbs (this is currently unfunded).
- Continue to provide RMS, Sydways, UBD and other commercial street directories with information on bicycle facilities throughout Woollahra, where requested. These organisations then use this information on the maps that they produce.
- The RMS "Cycleway Finder" app provides information on cycle infrastructure across NSW. It is available for viewing on desktop computers and mobile devices (smart phone, ipad).

Identification of Income & Expenditure:

The necessary expenditure is outlined in the report. As noted, some of the programs are not currently funded.

Conclusion:

The road is there for all road users, motorists, bicycle riders and pedestrians, to share. The report details a number of existing and future programs to educate motorists, cyclists and pedestrians on road sharing and safety within Woollahra.

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

Item No: D7 Delegated to Committee
Subject: **Policy for Traffic Management and Parking near Schools, Preschools and Childcare Centres**
Author: Cathy Edwards-Davis, Manager Engineering Services
File No: 900.G
Reason for Report: Response to Notice of Motion

Recommendation:

- A. That Council place the attached draft Policy for Traffic Management near Schools, Preschools and Childcare Centres on public exhibition for 28 days and write to all schools to alert them to the draft Policy.
- B. That should comments be received in relation to the draft Policy for Traffic Management near Schools, Preschools and Childcare Centres during the exhibition period, that these be reported to the Community & Environment Committee.
- C. That Council staff undertake a road safety audit of all schools within the Woollahra Municipality, in consultation with the school and the school's parent group, and report the findings to the Woollahra Traffic Committee and subsequently to the Community & Environment Committee.

Background

At the Council meeting on the 11 March 2013 it was resolved:

- A. That Council develop a policy for traffic management and parking, in the vicinity around schools, preschools and child care centres. Any assessment and community consultation process in the development of this policy should include representatives of the various schools such as parents, administrative or teaching staff. Consideration should be given to the facilities themselves providing some of the resources to apply the new policy as well as advice Council can provide to the facilities as to additional actions they can take to support safety and access through enhanced parking and traffic management practices.
- B. That a report on the findings and recommendations and draft policy be brought to council within 6 months.

Children are vulnerable road users, particularly those aged less than ten years old. Children may be easily distracted, too short to be seen by drivers, unable to identify dangers, unable to judge vehicle speeds and they may tend to act impulsively.

Road crashes account for 61% of all accidental deaths among children aged under 15 years (Centre for Road Safety). There were 279 casualties aged 5 to 16 years in school zones in NSW during operating hours between 1998 and 2008. 61% of the casualties were pedestrians (NSW Parliament).

The road transport network in Sydney has changed significantly over the last few decades, with major increases in vehicle ownership, vehicle use and community perceptions as to the dangers relating to road use. Students are increasingly travelling out of the area to attend school, they are expected to carry more equipment and there are increasing concerns about child personal safety (eg. stranger danger). On an average weekday, 54.4% of people travelling to education and childcare in Sydney do so in a private vehicle (Bureau of Transport). A self-perpetuating cycle has developed. As more children are driven to school, creating congestion at the school gate, there is a perception amongst some parents that it is increasingly unsafe for their own child to walk or catch public transport to school.

Anecdotally it would appear that the majority of safety issues which are created at schools are caused by parents of children at the schools. The Deputy Director-General, Schools, from the Department of Education reported to the NSW Parliament Road Safety Committee, "...one of the continuing frustrations is trying to change the adult behaviour around the school. Adults sometimes illegally park around school areas, reducing the visibility for young children who are attempting to cross the road." Further, the Catholic Education Commission told the Committee, "It is a major challenge for all school communities to try to educate parents about safe areas to park, reiterating the parking legislation and reinforcing positive parent behaviour in picking up and dropping off students."

Existing Schools, Preschools and Childcare Centres

The following is a list of schools, preschools and childcare centres in the Woollahra Municipality:

| | Name | Suburb | Description |
|----|--|---------------|----------------------------|
| 1 | Ascham School | Edgecliff | Primary & Secondary School |
| 2 | Ballykin at Rose Bay | Rose Bay | Long Day Care & Preschool |
| 3 | Bellevue Hill Public School | Bellevue Hill | Primary School |
| 4 | Bo-Peep Kindergarten | Rose Bay | Preschool |
| 5 | Cherubs Child Care | Rose Bay | Long Day Care |
| 6 | Cranbrook School | Rose Bay | Primary School |
| 7 | Cranbrook School | Bellevue Hill | Secondary School |
| 8 | Double Bay Public School | Double Bay | Primary School |
| 9 | Emanuel Woollahra Preschool | Woollahra | Preschool |
| 10 | Glenmore Road Public School | Paddington | Primary School |
| 11 | Holy Cross Primary School | Woollahra | Primary School |
| 12 | Jane's Place | Vaucluse | Long Day Care |
| 13 | Kambala | Rose Bay | Primary & Secondary School |
| 14 | Kincoppal Rose Bay Junior School | Vaucluse | Primary School |
| 15 | Kincoppal Rose Bay | Rose Bay | Secondary School |
| 16 | Kristin's Possum Preschool | Rose Bay | Preschool |
| 17 | KU Peter Pan Preschool | Paddington | Preschool |
| 18 | McAuley Primary School | Rose Bay | Primary School |
| 19 | Mickey Mouse Kindy | Rose Bay | Family Day Care |
| 20 | Paddington Church of Christ Kindergarten | Paddington | Preschool |
| 21 | Reddam House – Woollahra Campus | Woollahra | Primary & Secondary School |
| 22 | Rose Bay Public School | Rose Bay | Primary School |
| 23 | The Scots College Preparatory School | Bellevue Hill | Preschool |
| 24 | The Scots College | Bellevue Hill | Primary & Secondary School |
| 25 | SDN Paddington Children's Education and Child Care | Paddington | Long Day Care & Preschool |
| 26 | Sir Philip Baxter Child Care Centre | Woollahra | Long Day Care & Preschool |

| | Name | Suburb | Description |
|----|---|---------------|---------------------------|
| 27 | St Mark's Preschool | Darling Point | Preschool |
| 28 | St Michael's Preschool | Vaucluse | Preschool |
| 29 | St Stephen's Children's Centre | Bellevue Hill | Long Day Care & Preschool |
| 30 | Sydney Grammar School Edgecliff Preparatory School | Paddington | Primary School |
| 31 | The Third Bear Playschool | Woollahra | Long Day Care & Preschool |
| 32 | The Third Bear Preparatory School – Rose Bay | Rose Bay | Long Day Care & Preschool |
| 33 | Thumbelina Day Care Centre | Edgecliff | Long Day Care & Preschool |
| 34 | Vaucluse Little School | Vaucluse | Long Day Care & Preschool |
| 35 | Vaucluse Public School | Vaucluse | Primary School |
| 36 | Woollahra Public School | Woollahra | Primary School |

It is likely that some of these existing facilities will be subject to future development applications for modifications and expansion. It is also likely that Council will receive development applications for new schools, preschools and childcare centres.

Educational Establishments DCP 2012

Council adopted an Education Establishments DCP on the 22 August 2012, which aims to achieve the rational and orderly development of educational establishments within the Municipality of Woollahra. This plan advocates a balance between providing buildings to meet the educational needs of the community, whilst protecting the amenity of the location and minimising impacts on neighbouring land.

With regards to arrival and departure, section 2.6 of the DCP outlines the following:

Objectives

- O1. To provide a safe and effective circulation network that prioritises pedestrians and provides for cars, disabled access, emergency vehicles and servicing vehicles;
- O2. To minimise conflict between vehicles and pedestrians, particularly at entrances;
- O3. To encourage staff and students to use public transport;
- O4. To minimise the impact of students arriving and departing on the surrounding community.

Controls

- C1. Pedestrian access is to be provided to all frontages that adjoin the public domain. All pedestrian access must be segregated from vehicular access with clearly defined paths;
- C2. Pedestrian areas are to be provided at key entry points to accommodate concentrations of pedestrians e.g. parents pick up time;
- C3. Equitable access is to be provided in accordance with the requirements of Council's Access DCP;
- C4. New educational establishments must provide an internal driveway for vehicles that are picking-up and dropping-off students;
- C5. Major development of existing establishments should wherever feasible provide an internal driveway for vehicles that are picking-up and dropping-off students.

Requirements

- R1. Any major proposal must as part of the development application, provide a traffic and pedestrian management plan (TPMP).

The objective of the TPMP is to identify potential impacts to the surrounding road network, specifically in relation to pedestrian safety and vehicle traffic, and to recommend a course of action to address these impacts. The TPMP is to be prepared by a suitably qualified traffic consultant.

The report must address at a minimum:

- (a) The age and number of students;
- (b) Measures to enhance pedestrian safety when entering or crossing roads;
- (c) Pedestrian desire lines;
- (d) Public buses, school buses and lay-by areas;
- (e) Measures to encourage the use of sustainable means of transport;
- (f) Strategies to discourage students from driving to school;
- (g) Strategies to minimise the impact of students arriving and departing (such as staggering school start and finish times and minimising the use of amplified devices);
- (h) The numbers and type of vehicles used to transport students to and from school;
- (i) An analysis of the surrounding road network;
- (j) Provision of drop off/pick up areas;
- (k) Parking (see section 2.7).

With regards to parking and servicing, section 2.7 of the DCP outlines the following:

Objectives

- O1. To provide the required off-site parking for staff, visitors, delivery/service/emergency vehicles and tertiary students, while having regard to pedestrian safety;
- O2. To provide parking spaces for people with a disability;
- O3. To provide bicycle parking;
- O4. To ensure that all servicing, including that associated with a community use of the site, is sufficient and does not negatively impact on the neighbourhood.

Controls

- C1. All car parking and servicing arrangements (including proposals for a community use) are to be provided in accordance with the Woollahra Parking Development Control Plan including Parking Rates (as well as rates for Off-street loading and servicing facilities);
- C2. The design of parking on-site and servicing must comply with all the relevant Australian Standards;
- C3. Provisions are to be made on-site for service and emergency vehicles;
- C4. In addition to parking for staff and visitors, on site car parking for students is to be provided at tertiary institutions and is to be provided at a rate of one car space per 10 students¹;
- C5. Parking for disabled persons should be provided at a minimum rate of one car space per 50 car spaces or part thereof. The design and location of this parking is to comply with the relevant Australian Standard;
- C6. Secondary Schools and Tertiary education establishments should provide dedicated secure bicycle parking at the following rates:
 - 5% of staff numbers;
 - 10% of full time student numbers;at a central location with associated changing rooms and showers;
- C7. Any excess or shortfall from the above requirements in C1-C6 will be considered with regard to the alternatives proposed by a qualified traffic consultant. To justify any variation from the Council's requirements, traffic reports should assess the requirement for parking generated by staff and students based on; the educational establishments location; catchment and proximity to public transport and use rates.

Child Care Centre DCP 2006

Council adopted a Child Care Centre DCP on the 19 April 2006, which was prepared as a direct response to fulfil the need for additional child care centres, as identified in the Children's Services Strategy. The development controls have been specifically designed so that an assessment of the overall 'public interest' is given adequate consideration in the assessment of development applications.

With regards to traffic, parking and access, section 2.5 of the DCP outlines the following:

Objectives

- O1. To ensure a safe environment for pedestrians (especially children), motorists and cyclists surrounding the child care centre.
- O2. To ensure adequate drop-off and pick-up and parking which does not detrimentally affect the availability of on-street parking to surrounding properties.
- O3. To ensure that vehicular access to and from the site does not detrimentally affect the traffic safety of surrounding properties.

Controls

- C1. The number of on-site car spaces shall be in accordance with Council's Parking Development Control Plan.
- C2. On-site parking must be designed to comply with Australian Standard AS 2890.1:2004.
- C3. On-site vehicular movements must be separated from pedestrian access by safety fencing, gates or other means.
- C4. Provision should be made, where possible, for on-site drop-off and pick-up and for a one-way drive through driveway. Within the driveway, provision should be made for a parking/passing bay.
- C5. Where on-site parking, drop-off/pick-up area, or one-way driveway cannot be provided due to site constraints, adequate on-street parking for dropoff/ picking-up and parking must be demonstrated.
- C6. A Traffic Management Plan prepared by a suitably qualified traffic engineer/ company shall be submitted with the development application.
- C7. All new child care centres shall comply with the access requirements contained within Council's Access DCP.

Policy for Traffic Management and Parking near Schools, Preschools and Childcare Centres

The aim of any road safety regime is to reduce trauma and injury. There are various protection systems and speed management strategies to prevent and reduce risks of injury and death in the event of a crash. These include:

- Road safety infrastructure
- Speed management
- Observation and supervision
- Road safety education and awareness raising
- Road rules enforcement and penalties for non-compliance
- Research based interventions to identify the most cost-effective solutions for particular situations
- Land use planning

Attached is a draft policy, which by its very nature has to be generalised. The precise treatments deployed at a particular school, preschool or childcare centre will be selected subject to a review of the individual traffic environment and local issues.

Roles and Responsibilities

Council can play a strong role in improving and promoting road safety near schools, preschools and childcare centres in Woollahra. However, traffic and parking management around schools is a shared responsibility. The following groups all have roles and responsibilities:

- Council
- Schools, preschools and childcare centres
- Parents and carers with children attending schools, preschools and childcare centres
- Roads and Maritime Services
- Education agencies
- NSW Police
- Public transport providers

The attached draft policy outlines the various responsibilities attributed to the above groups.

Some of specific responsibilities will be discussed in further detail below.

Road Safety Infrastructure

Engineering treatments to enhance pedestrian safety are designed to improve access, reduce crossing distances and improve visibility for drivers and pedestrians. Traffic calming devices also slow traffic flow and raise driver awareness to the presence of pedestrians on the road. Such devices may include:

- Marked pedestrian crossings
- Raised pedestrian crossings (wombat crossings)
- Roundabouts
- Chicanes
- Speed humps
- Full or partial road closure to reduce vehicle volumes on the road
- Pram ramps and kerb extensions
- Pedestrian refuge islands
- Pedestrian fencing, to force people to cross at safer locations

The optimal treatment is total physical separation between pedestrians and vehicles. However, this is generally not practical or cost-effective.

It should be noted that Council has a limited budget for traffic calming works. Traffic projects are planned on an annual basis. As part of its Traffic Strategy, Council undertakes a review of the priorities for traffic projects each year. The traffic strategy implementation procedure adopts a methodology that allows the community's high priority traffic projects to be ranked according to a number of criteria, including safety, resident amenity, pedestrian amenity, through traffic control, public transport benefits and equity.

Pick-up/ Drop-off Zones

Different interest groups will always have differing opinions with regards to parking restrictions. Council must attempt to find a compromise between the various members of the community. In general, schools request that pick-up/drop-off zones be extended. In contrast, the local residents would generally like a reduced pick-up/ drop-off zone for the school.

The length of the pick-up/ drop-off zone will not generally be increased. However, Council will generally modify the parking restrictions (eg. No Parking, 5 Minute Parking or 15 Minute Parking restrictions) of the existing pick-up/ drop-off zone at the school's request. Changes to the parking restrictions must be approved through the Woollahra Traffic Committee.

Council's Education Establishments Development Control Plan and Child Care Centre Development Control Plan require schools, preschools and childcare centres to provide on-site pick-up/ drop-off zones for new development and for major redevelopments.

Enforcement

There is a need to enforce parking restrictions near schools, preschools and childcare centres, particularly where offences create safety concerns (eg. parking across a pedestrian crossing, double parking, parking across a driveway).

Consultation

The Notice of Motion mentioned the need for community consultation.

Consultation with schools, preschools and childcare centres is currently undertaken on an individual basis. This allows Council staff to investigate and audit the specific traffic and parking issues at a school, preschool or childcare centre and address these concerns directly. Road safety issues around schools are usually identified by staff, parents and local residents and reported to Council. This is to be expected as they are on-site on a regular basis. Council staff have undertaken the following investigations in the past few years:

| School | Suburb | Investigations/ Actions |
|-----------------------------|---------------|--|
| Ascham School | Edgecliff | <p>The school has an on-site pick-up/drop-off zone, which largely works well. There is some concern about localised queuing on New South Head Road, near the entrance and exit to the on-site pick-up/drop-off zone.</p> <p>Council staff undertook a comprehensive investigation of the pick-up/drop-off zone in February 2013. The removal of parking on New South Head Road is not supported, as it will not improve the overall network congestion issues on New South Head Road, which is constrained by the efficiency of the intersections.</p> |
| Bellevue Hill Public School | Bellevue Hill | <p>In 2010, the Bellevue Hill Public School executive and P&C requested an extension of the pick-up/drop-off zone to improve safety. Council staff implemented this parking change. At the same time, the school and P&C implemented a strategy to formally manage the pick-up/drop-off zone.</p> |

| School | Suburb | Investigations/ Actions |
|-----------------------------|---------------|---|
| Cranbrook Junior School | Rose Bay | <p>Traffic management was investigated as part of the DA. The school has an on-site pick-up/drop-off zone for at least 50 vehicles. This operates efficiently. The school has a traffic management plan in place, which works well.</p> <p>The School has recently requested that the pedestrian signals on the western side of intersection New South Head Road/ Kent Road be removed, to improve egress from Kent Road onto New South Head Road. This is not supported by Council or the RMS. Council staff have agreed to meet with the school to investigate other improvements, rather than removing this pedestrian facility</p> |
| Cranbrook School | Bellevue Hill | <p>Council officers met with the school in late 2012 to discuss options to improve traffic flow during school pick-up/drop-off times. As a result, Council staff have made modifications to the parking restrictions. A proposal to install a pedestrian refuge to improve pedestrian safety at the intersection of Rose Bay Avenue and Victoria Road has been placed on Council's Traffic Facilities Strategy list for consideration for funding in future financial years.</p> |
| Double Bay Public School | Double Bay | <p>In 2011, Council staff undertook a detailed study in response to the school's request to assist with pedestrian amenity and access. A comprehensive pedestrian amenity plan was developed.</p> <p>Half of the recommendations from this plan have been implemented (two raised pedestrian crossings, one at-grade pedestrian crossing and pram ramps). New pedestrian crossings at the intersection of William Street and Bay Street are currently under construction and should be completed by June 2013.</p> <p>The other pedestrian improvements have been placed on Council's Traffic Facilities Strategy list for consideration for funding in future financial years.</p> |
| Glenmore Road Public School | Paddington | <p>Council has been liaising with the Principal over the last few years to improve the pick-up/drop-off zone and safety for children around the school.</p> <p>In 2004 and 2007, Council made modifications to the parking restrictions near the school, in response to requests from the school. In 2004, Council installed a number of warning signs and constructed new pram ramps.</p> <p>In January 2013, Council officers prepared a report to the Traffic Committee recommending the installation of children's warning signs in Gurner Lane. The signs have since been installed.</p> |

| School | Suburb | Investigations/ Actions |
|---------------------------------|-----------|--|
| Holy Cross Primary School | Woollahra | In 2008, Council staff worked with the Principal and parent group to improve the pick-up/drop-off zone. Council staff are in on-going discussions with the school regarding the management of this pick-up/drop-off zone. The school has access to a signalised pedestrian crossing in Edgecliff Road. |
| Kambala | Rose Bay | A comprehensive traffic management plan was developed and approved five years ago as part of the school's DA. The plan has been implemented. The parking facilities within the site have been expanded and an indented bay has been provided to accommodate student pick-up/ drop-off fronting the site. |
| Kincoppal Rose Bay | Rose Bay | <p>Council officers met with the school's safety officer in 2012. In response to this meeting, a raised pedestrian crossing was approved and installed in Vacluse Road in 2013. Council staff supported the school's request for a flashing 40km/h school zone sign in Vacluse Road, which was recently approved by RMS.</p> <p>As required by their DA, the school introduced an on-site pick-up/drop-off zone a few years ago. The pick-up/drop-off zone works efficiently.</p> |
| McAuley Primary School | Rose Bay | <p>Due to the unusual road and footpath levels in Carlisle Street, there is insufficient street frontage and limited accessibility to the school site. Council has assisted the school with as much parking as feasible taking into consideration the competing needs of the local area.</p> <p>In late 2011, staff met on-site with the Principal to review the pick-up/ drop-off manoeuvres for the school. The school undertook to provide road safety information to parents on the safest means for parents to approach the school and pick up their children.</p> <p>The pedestrian crossing, adjacent to the school, was upgraded to a wombat crossing in 2011.</p> |
| Reddam House – Woollahra Campus | Woollahra | <p>Council was successful in negotiating an internal pick-up/drop-off zone within the school grounds, as part of a recent DA. This will be constructed when the school acts on the approved DA. The school has access to a signalised pedestrian crossing in Edgecliff Road.</p> <p>It is understood that the School has developed a draft Traffic Management Plan, although this has not been submitted to Council as yet.</p> <p>Council has recently received a resident complaint regarding congestion in nearby streets Fern Place, Magney Lane and Icasia Lane. It is recommended that Reddam House be prioritised for a road safety audit.</p> |

| School | Suburb | Investigations/ Actions |
|--|---------------|--|
| Rose Bay Public School | Rose Bay | Council Officers undertook an extensive review of the traffic and parking arrangements around the Rose Bay Public School in 2011. This review was undertaken in consultation the Principal and parents group. As a result of this study, Council has made a number of changes to the parking restrictions in the area and has installed traffic calming in Spencer Lane. Staff are having ongoing discussions with the school in relation to some minor matters. |
| The Scots College | Bellevue Hill | As part of the school's DA, a comprehensive Traffic and Parking Management Plan was negotiated and has since been implemented. Council's Traffic team have recommended an internal site pick-up/ drop-off zone and expansion of the off-street parking as part of previous DAs. Future DAs may require an internal site pick-up/ drop-off zone and expansion of the off-street parking. |
| Sydney Grammar School Edgecliff Preparatory School | Paddington | No issues regarding traffic or parking have been raised by the school. A few years ago, some residents raised concerns about queuing issues near the school. These issues have since been resolved. |
| Vaucluse Public School | Vaucluse | No issues regarding traffic or parking have been raised by the school or local community in recent years. |
| Woollahra Public School | Woollahra | Council implemented parking changes, in consultation with the Principal. No significant development has occurred which would warrant further traffic or parking changes near the school. |
| Childcare centres | | The majority of childcare centres either have appropriate off-street parking or designated on-street parking for pick-up/ drop-off. Council staff have not received any significant correspondence or complaints with regards to traffic and parking issues near childcare centres. |

It is recommended that Council staff continue to consult with schools, preschools and childcare centres on an individual basis. It is felt that this is more effective than consulting with schools, preschools and childcare centres based on a generalised policy.

It is therefore recommended that Council staff commence a road safety audit at all schools. This audit should be undertaken in consultation with the school's staff and parent groups. It is recommended that this audit process prioritise primary schools in the first instance, before moving onto high schools. Council staff will aim to audit six schools per year. The outcomes of the investigation and any recommendations for improvements will be referred to the Woollahra Traffic Committee and subsequently to Council's Community & Environment Committee.

Roads & Maritime Services

It is understood that RMS are in the process of reviewing the warrants for pedestrian crossings. The RMS warrants require a minimum number of vehicles and pedestrians to be using a particular location in order to justify the installation of a pedestrian crossing. Currently, a pedestrian crossing may be installed near a school based on a “reduced” warrant. That is, a crossing may be approved for installation, at a location near a school, where there is a smaller number of pedestrians and vehicles.

Childcare Centres

The RMS Centre for Road Safety has noted that the risk at childcare centres is greatly reduced when compared with schools. The reason for this is that children are required by law to be accompanied into the centres and to be signed in by a parent or carer and therefore the children are never exposed on their own to the traffic environment. They do not have the same risk as school children, who may independently walk or catch public transport to school.

The State Government has therefore resolved not to extend the 40 km/h School Zone restrictions to include childcare centres.

Sustainable Transport Plan

Anecdotally it would appear that the majority of safety issues which are created at schools are caused by parents of children at the schools.

One of the most effective ways to reduce traffic congestion and improve safety around schools is to reduce the number of cars going to and from the school. Schools that prepare and publish a Sustainable Transport Plan will encourage parents to think about alternative options for getting to and from the school.

References

Bureau of Transport Statistics, Transport for NSW, *Household Travel Survey*, Bureau of Transport Statistics, June 2010

Joint Standing Committee on Road Safety (Staysafe), *Inquiry into School Zone Safety* (Report 1/55), Parliament of New South Wales, March 2012

Local Government Association of South Australia, *Car Parking and Traffic Management around Public Schools*, Local Government Association of South Australia, December 2009 (final version)

RMS NSW Centre for Road Safety, *Safe School Travel: Information for Parents*, NSW Government (RTA/Pub. 10.243A Stock No 45094514), August 2010

Staysafe Committee, *Traffic Control and Safety in the Vicinity of Schools*, Parliament of New South Wales, December 2002

Western Australia Local Government Association, *Guidelines for Road Safety Around Schools*, Western Australia Local Government Association, February 2007

Identification of Income & Expenditure

As outlined in the Policy, Council’s budgetary commitment includes:

- The provision of staff resources to undertake traffic and parking investigations and road safety audits
- Funding for traffic calming, subject to prioritisation through the annual traffic strategy review process
- Funding for signage and linemarking, from the RMS block grant
- Funding for bus stop furniture, through the annual bus stop prioritisation process
- Funding for infrastructure renewal, subject to priorities outlined in the capital works program
- The provision of staff resources and equipment to trim street trees

Conclusion

Traffic and parking management around schools is a shared responsibility. The attached draft Policy for Traffic Management near Schools, Preschools and Childcare Centres outlines these responsibilities. It is recommended that Council place the Policy on exhibition.

It is recommended that Council continue to work cooperatively with schools, preschools and childcare centres and that a road safety audit be undertaken at all schools, on a prioritised basis.

Cathy Edwards-Davis
Manager Engineering Services

Tom O'Hanlon
Director Technical Services

Annexures:

Draft Policy for Traffic Management near Schools, Preschools and Childcare Centres

Political Donations – matters to be considered by Councillors at Meetings

