



Woollahra Local Traffic Committee

Tuesday 5 March 2024
10.00am

Agenda

Woollahra Local Traffic Committee:

The Woollahra Traffic Committee is not a Committee of Woollahra Municipal Council, but a Committee set up as a requirement of Transport for NSW (TfNSW).

Council has been delegated certain powers from TfNSW with regard to traffic matters upon its local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, each of whom has a single vote only.

The members are:

1. NSW Police
2. Transport for NSW (TfNSW)
3. State Member of Parliament (for the location of the issue to be voted upon)
4. Woollahra Municipal Council

All Traffic Committee recommendations are referred to Council's Finance, Community & Services Committee for adoption and approval.

If Council wishes to proceed contrary to the recommendations of the Traffic Committee, the TfNSW and Police have the right to appeal Council's decision before the Regional Traffic Committee. Council must notify the TfNSW and the Police and give them 14 days to decide whether they propose to lodge an appeal on the matter in question.

Any action relative to any issue under appeal to the Regional Committee must then cease until the matter is determined.

The Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask Traffic Committee members and Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda and discuss items which have been called upon by member(s) of the public in the gallery.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Traffic Committee.
- If person(s) wish to address the Traffic Committee, they are allowed three (3) minutes in which to do so. Comments should be directed to the issues at hand.
- If there are persons representing both sides of a matter (e.g. supporter/objector), the objector speaks first.
- At the conclusion of the allotted three (3) 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 Panel 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 Traffic Committee will discuss the matter (if necessary), and arrive at a resolution.

Woollahra Local Traffic Committee Membership: NSW Police, Transport for NSW (TfNSW), State Member of Parliament (for the location of the issue to be voted upon) and Woollahra Municipal Council.

Quorum: 2 Panel members

Woollahra Municipal Council

Notice of Meeting

28 February 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 5 March 2024
Meeting No. 2**

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Woollahra Local Traffic Committee** to be held in the **Tarralbe Room (Committee Room), 536 New South Head Road, Double Bay, on Tuesday 5 March 2024 at 10.00am.**

Regards,

Emilio Andari
Manager – Engineering Services

Woollahra Local Traffic Committee Agenda

Item	Subject	Page
1.	Opening	
2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 6 February 2024	
5.	Matters arising from Minutes of Previous Meeting	
6.	Woollahra Local Traffic Committee recommendations not adopted or amended by Woollahra Council Finance, Community & Services Committee	
7.	Extraordinary Meeting – Nil	
8.	Late Correspondence	
Traffic & Parking Matters on Local Roads		
9.	Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration	
	Y1 Victoria Road, Bellevue Hill - Traffic Calming Measures and Cycleway Treatments Design Plan - 24/30711.....	6
	Y2 Adelaide Lane, Woollahra - No Stopping Restrictions - 24/34725	13
	Y3 Etham Avenue, Darling Point - No Stopping, Australia Post Vehicles Excepted Restrictions - 24/35150	17
10.	Items for Discussion by Committee Members	
	Z1 Transport for NSW Funded Projects Status - 24/34817	21
11.	General Business	

Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration

Item No: Y1
Subject: VICTORIA ROAD, BELLEVUE HILL - TRAFFIC CALMING MEASURES AND CYCLEWAY TREATMENTS DESIGN PLAN
Author: Ever Fang, Traffic & Transport Engineer
Approver: Emilio Andari, Manager Engineering Services
File No: 24/30711
Purpose of the Report: To improve traffic conditions, pedestrian and cyclist safety and local amenity
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT the design plan for the proposed traffic calming measures and cycleway treatments in Victoria Road, between Rivers Street and Bundarra Road, Bellevue Hill (as per attached Attachment 1 – Design Plan) be approved.

Executive Summary:

Council has applied and secured funding under the Australian Government Black Spot Funding Program to introduce traffic calming measures and improve cycleway treatments along Victoria Road, between Rivers Street and Bundarra Road, Bellevue Hill.

To further improve traffic safety and local amenities, Council has allocated funding under the 2023/24 Traffic Capital Works Program to upgrade the intersection of Bundarra Road and Victoria Road, Bellevue Hill.

Proposed traffic calming measures and intersection upgrades are in line with the treatments identified in the Woollahra Traffic Management Strategy 2014. The strategy provides rationale and recommended actions to address local traffic issues and support sustainable transport. In particular, the Strategy identifies that Victoria Road consists of high vehicle speeds which requires traffic calming to address vehicle speeds, cyclist and pedestrian safety and community concern along the corridor, including its intersection with Bundarra Road, Bellevue Hill.

The design plan has been finalised for the proposed measures together with the consultation and are presented in this report for consideration.

Discussion:

Site location & road network

Street Name	Victoria Road
Section	Between Rivers Street and Bundarra Road
Carriageway Width (m)	12.1-13.6
Carriageway Type	Two-way road with one travel lane, bicycle shoulder lane and kerbside parking lane in each direction
Classification	Local
85th Percentile Speed (km/h) March 2014	47.7
Vehicles Per Day (vpd)	5886
Reported Crash History (5 year period)	Four (4) crashes recorded, including three (3) runoff road on curves and one (1) head-on collision, resulting in two (2) serious injuries and two (2) moderate injuries
Heavy Vehicle Volume (%)	4.2
Parking Arrangements	Sections of unrestricted parking on both sides of the road.

Design Plans

A detailed design plan for the traffic calming measures and cycleway treatments in Victoria Road, between Rivers Street and Bundarra Road, Bellevue Hill, are shown in Attachment 1.

The proposed work includes the following:

- Installation of concrete median islands and pavement marking in Victoria Road which includes realignment of the existing bicycle lane;
- Realignment of the existing kerb and gutter in Victoria Road and relocation of the existing 'No Parking' sign;
- Pavement marking of on-road cycleway lane to highlight the designated cycle lane across the intersections at Rivers Street and Bundarra Road;
- Installation of double dividing (BB) line with associated pavement marking in Rivers Street approaching the intersection;
- Installation of 'No Stopping' sign in Victoria Road at Rivers Street to reinforce the statutory 10 metre 'No Stopping' restrictions;
- Installation of kerb extensions in Bundarra Road at Victoria Road which includes a new staircase and streetscape landscaping;
- Installation of kerb ramps and additional concrete footpath in line with the new kerb alignment; and
- Relocation of the existing 'Give Way' control in Bundarra Road with associated signs and line markings.

This proposal will result in a net gain of two (2) legal on-street parking in Victoria Road, Bellevue Hill. The proposed traffic calming measures and cycleway treatments are anticipated to improve traffic conditions, pedestrian and cyclist safety and local amenities (refer to Attachment 1 – Design Plan).

All current vehicular accesses to adjoining properties will be retained. Swept paths of the standard 85th percentile vehicle, and waste vehicles (garbage trucks) have been tested as part of the design and are satisfactory.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter as well as a copy of the design plan was sent on 7 February 2024 to the owners and occupiers of the affected properties in Victoria Road and March Street. A total of 156 letters were distributed and in addition, the proposal was advertised by hanging corflute signs to capture visitors to the area. The closing date for comments ended on 25 February 2024. A total of five (5) submissions have been received regarding this proposal, including three (3) objections, one (1) support and one (1) support in principle with some concerns on the proposed design.

The opposing submissions raised that the installation of centre median islands would have adverse impacts on vehicle manoeuvrability along Victoria Road, which accommodates larger vehicles including school buses and coaches. Concerns were also raised regarding access to properties along the route.

It should be noted that the proposal includes sections of concrete median islands with associated pavement line marking to ensure access to all neighbouring properties are maintained as per NSW Road Rules.

It should also be noted that TfNSW's Design of Road and Streets Guide stipulates, inter alia:

'Traffic lanes for buses or where bus routes are planned should be minimum 3.2m wide where possible for signposted speeds up to and including 50km/h, or minimum 3.5m wide where possible for signposted speeds at 60km/h and above.'

Victoria Road is a local collector road with a speed limit of 50km/h. In this regard, at sections where centre median islands (including chevron line marking) are proposed, a minimum of 3.5m travel lane is provided to ensure unimpeded access and safe operations for buses. Swept path analysis have also been undertaken which demonstrate successful and efficient vehicular movements of larger trucks including waste vehicles.

Other submissions were related to the proposed treatments near the two intersections at Bundarra Road and Rivers Street. It was indicated that the existing power pole and the Gum Tree at the corner of Bundarra Road would obstruct sight lines for turning vehicles. It was also suggested that a roundabout be introduced at Rivers Street as vehicles are travelling at speed along Victoria Road.

It should be noted that, whilst the proposal does not include relocation of the existing power pole or the Gum Tree, the proposed kerb extensions including additional 1.2m-wide footpath widens the distance between the road carriageway and the power pole and the tree. This will improve sight distance and ensure turning traffic are kept clear of the obstructions. Sufficient turning distance is provided with a minimum of 3.9m in width for the travel lane to accommodate turning movements for larger vehicles. Swept path analysis have also tested manoeuvrability of garbage trucks at this location and are satisfactory.

Council's Traffic Engineers note that the installation of centre median islands and realignment of bicycle lane will reduce the width of road carriageway along Victoria Road and can effectively reduce vehicle speeds and therefore improve traffic safety for all road users along the route, including turning vehicles at the intersections. Double barrier dividing (BB) line and chevron line markings are proposed in Rivers Street to increase delineation and further improve traffic safety. One new 'No Stopping' restriction will be signposted in Victoria Road to reinforce the 10 metre statutory requirement to deter illegal parking and improve sightlines at this location.

Policy Implications:

Nil.

Financial Implications:

The traffic calming measures and cycleway treatments along Victoria Road will be funded by under the Australian Government Black Spot Funding Program.

The intersection upgrades in Bundarra Road at Victoria Road will be funded by the 2023/2024 Traffic Capital Works Program.

Resourcing Implications:

Nil.

Conclusion:


Based on the above, it is recommended that the design plan of the proposed traffic calming measures and cycleway treatments in Victoria Road, between Rivers Street and Bundarra Road, Bellevue Hill (as per attached Attachment 1 – Design Plan) be approved to improve traffic conditions, road safety and local amenities.

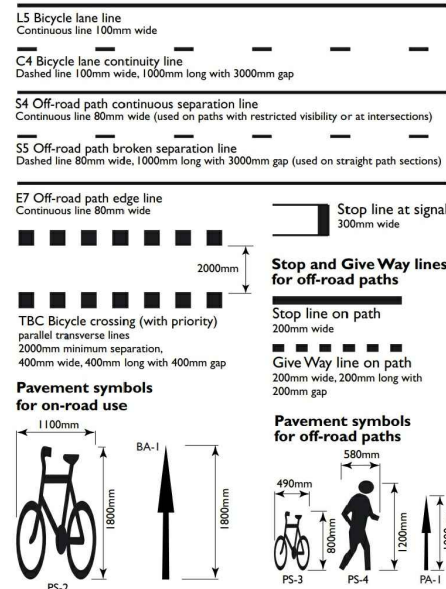
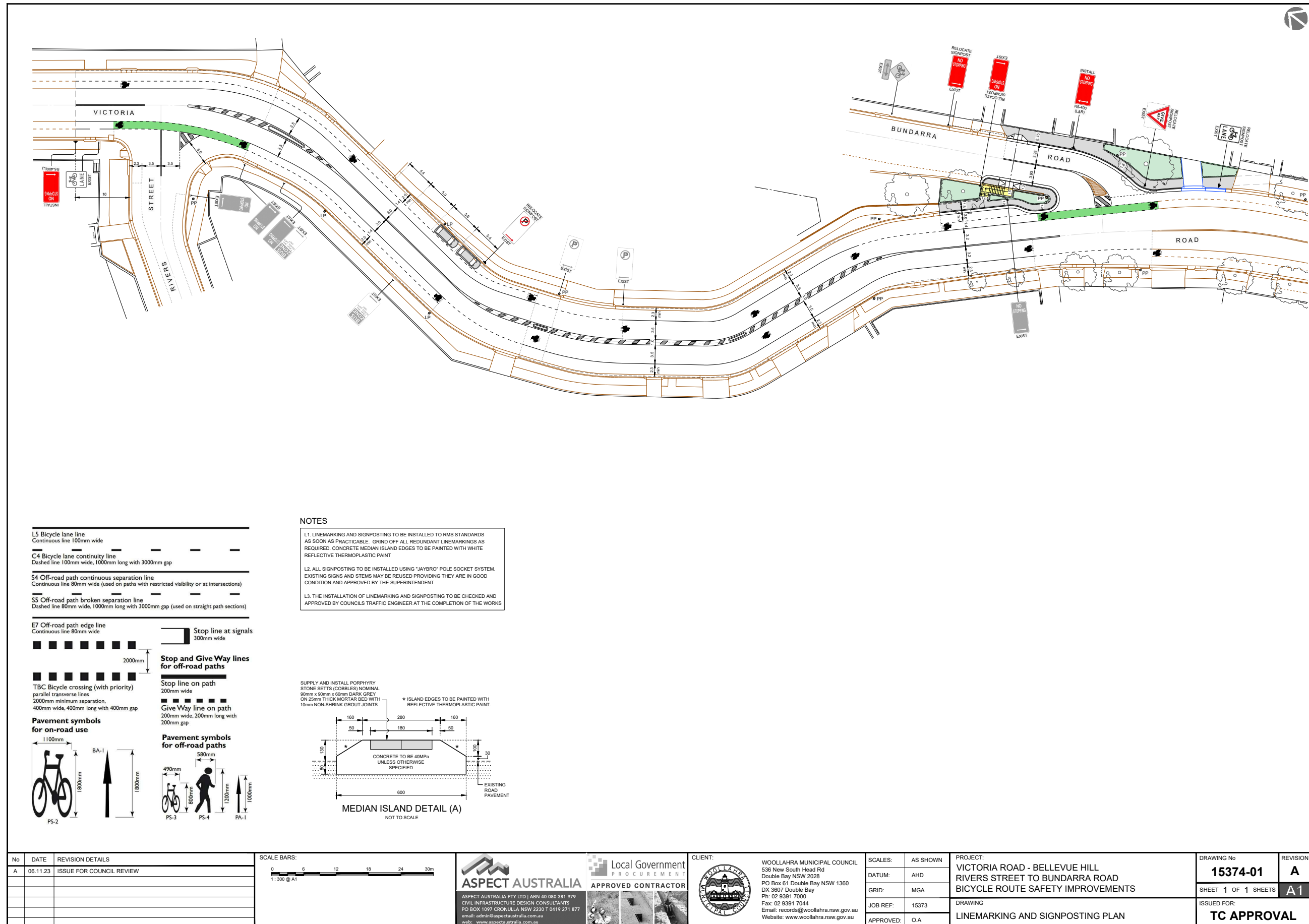
Identification of Income & Expenditure:

The traffic calming measures and cycleway treatments along Victoria Road will be funded by under the Australian Government Black Spot Funding Program.

The intersection upgrades in Bundarra Road at Victoria Road will be funded by the 2023/2024 Traffic Capital Works Program.

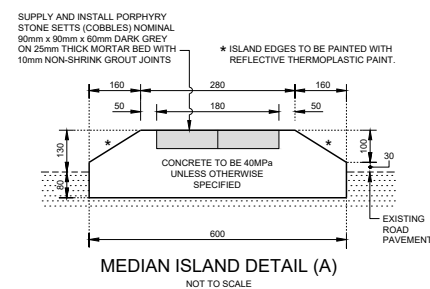
Attachments

1. Design Plan - Traffic Calming Measures and Cycleway Treatments in Victoria Road, between Rivers Street and Bundarra Road, Bellevue Hill [↓](#) 

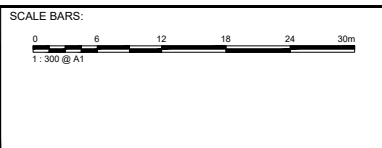


NOTES

- L1. LINEMARKING AND SIGNPOSTING TO BE INSTALLED TO RMS STANDARDS AS SOON AS PRACTICABLE. GRIND OFF ALL REDUNDANT LINEMARKINGS AS REQUIRED. CONCRETE MEDIAN ISLAND EDGES TO BE PAINTED WITH WHITE REFLECTIVE THERMOPLASTIC PAINT
- L2. ALL SIGNPOSTING TO BE INSTALLED USING "JAYBRO" POLE SOCKET SYSTEM. EXISTING SIGNS AND STEMS MAY BE REUSED PROVIDING THEY ARE IN GOOD CONDITION AND APPROVED BY THE SUPERINTENDENT
- L3. THE INSTALLATION OF LINEMARKING AND SIGNPOSTING TO BE CHECKED AND APPROVED BY COUNCILS TRAFFIC ENGINEER AT THE COMPLETION OF THE WORKS



No	DATE	REVISION DETAILS
A	06.11.23	ISSUE FOR COUNCIL REVIEW



ASPECT AUSTRALIA
ASPECT AUSTRALIA PTY LTD | ABN 40 080 381 979
CIVIL INFRASTRUCTURE DESIGN CONSULTANTS
PO BOX 1097 CRONULLA NSW 2230 T 0419 271 877
email: admin@aspectaustralia.com.au
web: www.aspectaustralia.com.au

Local Government PROCUREMENT
APPROVED CONTRACTOR

CLIENT: WOOLLAHRA MUNICIPAL COUNCIL
536 New South Head Rd
Double Bay NSW 2028
PO Box 61 Double Bay NSW 1360
DX 3607 Double Bay
Ph: 02 9391 7000
Fax: 02 9391 7044
Email: records@woollahra.nsw.gov.au
Website: www.woollahra.nsw.gov.au

SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	15373
APPROVED:	O.A

PROJECT:	VICTORIA ROAD - BELLEVUE HILL RIVERS STREET TO BUNDARRA ROAD BICYCLE ROUTE SAFETY IMPROVEMENTS
DRAWING	LINEMARKING AND SIGNPOSTING PLAN

DRAWING No	REVISION
15374-01	A
SHEET 1 OF 1 SHEETS	A1
ISSUED FOR:	TC APPROVAL

Item No: Y2
Subject: ADELAIDE LANE, WOOLLAHRA - NO STOPPING RESTRICTIONS

Author: Ever Fang, Traffic & Transport Engineer
Approver: Emilio Andari, Manager Engineering Services
File No: 24/34725
Purpose of the Report: To respond to request from local residents
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT 'No Stopping' restrictions be installed on eastern side of Adelaide Lane, at its intersection with Carroll Lane, Woollahra, for a section of 6 metres, as shown in Attachment 1, in order to deter illegal parking, increase sightlines and improve access and traffic safety at this location.

Executive Summary:

Council has received requests from the local community to prevent illegal parking near the intersection of Adelaide Lane and Carroll Lane, Woollahra. It is reported that vehicles are often parked too close to the corner which obstructs access to neighbouring properties.

Discussion:

Adelaide Lane, Woollahra, is a local road that provides access to residential properties fronting Junction Street and Adelaide Street and is measured to be approximately 4.1m wide from kerb-to-kerb. Currently 'No Parking' restrictions are installed across the western side of Adelaide Lane, with sections of 'No Stopping' restrictions signposted at intersections with Evesson Lane and Carroll Lane, Woollahra.

A site investigation was undertaken where it was observed that vehicles often park on the eastern side of Adelaide Lane, near its intersection with Carroll Lane. As a result, the parked vehicle would impede access to neighbouring properties and restrict sightlines for turning vehicles.

In accordance with the NSW Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. The Transport for NSW Technical Directions states that signposting at an unsignalised intersection (without pedestrian crossing) '*should only be required where there is a compliance problem or there is adjoining signposting*'. In this regard, it is recommended to signpost 'No Stopping' restrictions at this location as it is shown to be a compliance and safety problem. The 'No Stopping' restrictions will be installed for a section of 6 metres from the intersection as the rest of the street accommodates continuous garages and consists of 'No Parking' restrictions as per NSW Parking Rules, as indicated in Attachment 1.

The proposal will not result in loss of any legal on-street parking space at this location.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Complaints have been received from local residents regarding illegal parking at this location, which impedes access to neighbouring properties. Council's Regulatory Service Team also received requests for 'No Parking' restrictions as this is a recurring issue. Council's Traffic & Transport Engineers have discussed with residents of the adjacent properties on the parking conditions and the proposal to signpost 'No Stopping' restrictions to deter illegal parking, increase sightlines and improve access and traffic safety at this location. Further notifications will be sent to affected properties in Adelaide Lane and Carroll Lane prior to the installation of signage.

Policy Implications:

Nil.

Financial Implications:

The implementation of the signage will be funded by Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.

Conclusion:

It is recommended that 'No Stopping' restrictions be installed on eastern side of Adelaide Lane, at its intersection with Carroll Lane, Woollahra, for a section of 6 metres, as shown in Attachment 1, in order to deter illegal parking, increase sightlines and improve access and traffic safety at this location.

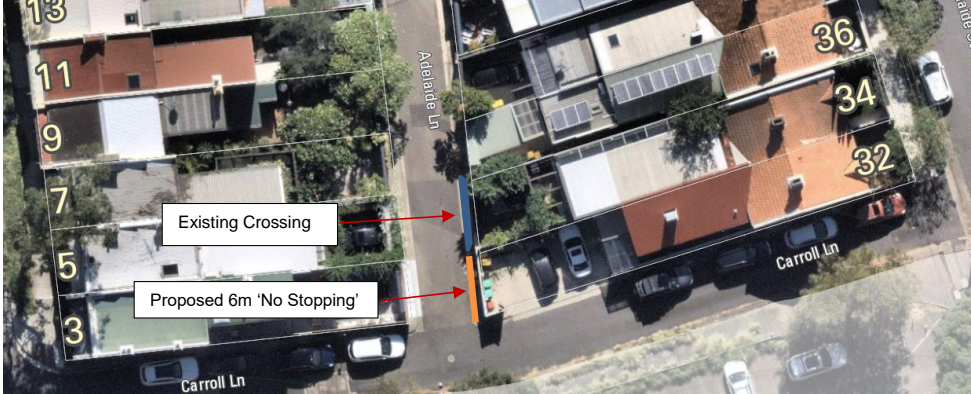
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Adelaide Lane, Woollahra [↓](#) 

Attachment 1 – Locality Map – Adelaide Lane, Woollahra



Item No: Y3
Subject: **ETHAM AVENUE, DARLING POINT - NO STOPPING, AUSTRALIA POST VEHICLES EXCEPTED RESTRICTIONS**
Author: Frank Rotta, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Engineer
Emilio Andari, Manager Engineering Services
File No: 24/35150
Purpose of the Report: To respond to a request from Australia Post
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT 'No Stopping, Australia Post Vehicles Excepted' restrictions be installed on the northern side of Etham Avenue, Darling Point, from the prolongation of the eastern kerb line in Darling Point Road for a distance of 10 metres in an easterly direction, as shown in Attachment 1.

Executive Summary:

Council has received a request from Australia Post for the installation of a Mail Zone to service the Post Box at the intersection of Etham Avenue and Darling Point Road, near property No.107 Darling Point Road, Darling Point.

Discussion:

Currently, there is no parking restriction signposted to deter vehicles from parking on the northern side of Etham Avenue, just east of its intersection with Darling Point Road, Darling Point. Australia Post have indicated that this Post Box would only be accessed between 12pm and 4pm on weekdays, which is outside of peak hours at this location. It has been reported that often Australia Post vehicles double-park, in order to collect mail from this Post Box.

To respond to Australia Post's request, Council is now proposing to install 'No Stopping, Australia Post Vehicles Excepted' restrictions on the northern side of Etham Avenue, Darling Point, from the prolongation of the eastern kerb line in Darling Point Road for a distance of 10 metres in an easterly direction, as shown in Attachment 1.

The proposed installation of signage will not result in the loss of any legal on-street car parking spaces at this location.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Consultation is not considered warranted as the proposal would not create loss of any legal parking spaces at this location. Council's Traffic Engineers are currently liaising with Australia Post representatives, and they have indicated that they are satisfied with the proposed location. Once approved, a corflute sign will be mounted in close proximity to advise the local community of this situation.

Policy Implications:

Nil.

Financial Implications:

The implementation of the signs will be funded by Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.

Conclusion:

It is recommended that 'No Stopping, Australia Post Vehicles Excepted' restrictions be installed on the northern side of Etham Avenue, Darling Point, from the prolongation of the eastern kerb line in Darling Point Road for a distance of 10 metres in an easterly direction, as shown in Attachment 1, to allow Australia Post to service its customers in this local area.

Identification of Income & Expenditure:

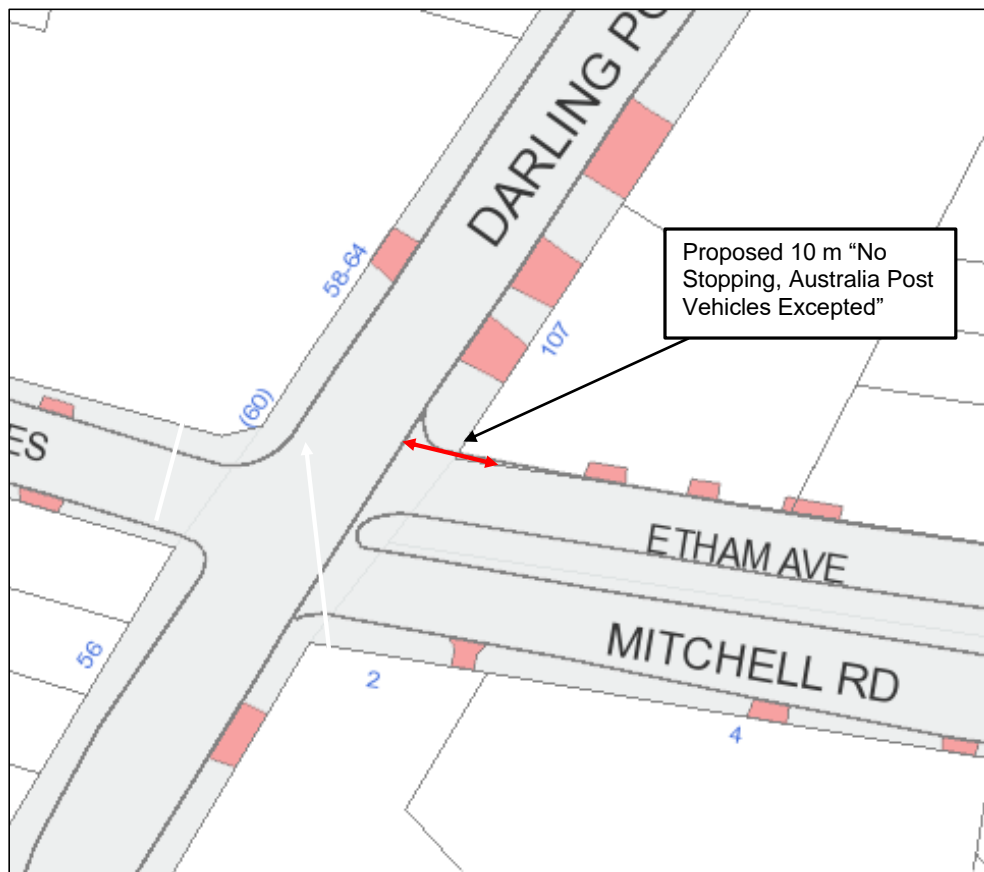
Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - 'No Stopping, Australia Post Vehicles Excepted' restrictions in Etham Avenue, Darling Point [↓](#) 

Attachment 1

Location Diagram – Etham Avenue Darling Point- Mail Zone



Items for Discussion by Committee Members

Item No: Z1
Subject: TRANSPORT FOR NSW FUNDED PROJECTS STATUS

Author: Ever Fang, Traffic & Transport Engineer
Approver: Emilio Andari, Manager Engineering Services
File No: 24/34817
Purpose of the Report: Monthly Update on Transport for NSW Funded Projects
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT the information be received and noted.

Executive Summary:

The NSW Government provides regular funding under a number of programs for road safety, pedestrian and cycling improvements. These funds are made available through Transport for NSW (TfNSW) and the Federal Government. Woollahra Municipal Council has been successful with six projects for the 2023/2024 financial year. The total funds being provided to Woollahra is \$500,000 and the following table provides a summary of these projects.

TfNSW Project Number	PROJECT NAME	Program Approved	Approved Funding Allocation	Type of Funding	Monthly Status
P.0078511	O’Sullivan Road, Rose Bay Install raised threshold and pedestrian crossing (wombat crossing)	Australian Government Black Spot Program	\$180,000	100% State	Completed.
P.0078545	Edgecliff Road & Grosvenor Street, Woollahra Upgrade traffic control signals with pedestrian protection phase	Australian Government Black Spot Program	\$150,000	100% State	Withdrawn.
P.0078512	Victoria Road, Bellevue Hill Install cyclist safety treatments, install raised threshold at mid-block location and conflict points	Australian Government Black Spot Program	\$110,000	100% State	Design Under Review.
P.0075647	Rose Bay Shopping Precinct Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalising the draft study.
P.0075648	Woollahra Shopping Precinct Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalising the draft study.

Attachments

Nil