



Woollahra Local Traffic Committee

Tuesday 7 May 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

1 May 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 7 May 2024
Meeting No 4**

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, 536 New South Head Road, Double Bay, on Tuesday 7 May 2024 at 10.00am.**

Regards,

Emilio Andari
Manager – Engineering Services

Woollahra Local Traffic Committee

Agenda

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3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 2 April 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	Fitzwilliam Road and Burrabirra Avenue, Vaucluse - Traffic Calming Measures Design Plan - 24/30846	7
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Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration

Item No: Y1
Subject: FITZWILLIAM ROAD AND BURRABIRRA AVENUE, VAUCLUSE - TRAFFIC CALMING MEASURES DESIGN PLAN
Author: Ever Fang, Traffic & Transport Engineer
Approver: Emilio Andari, Manager Engineering Services
File No: 24/30846
Purpose of the Report: To improve road safety address local flooding issues.at this intersection.
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 kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road at Burrabirra Avenue, Vaucluse, and installation of ‘Give Way’ control with associated signs and line markings (as per attached Attachment 1 – Design Plan) be approved.

Executive Summary:

As part of Council’s 2023/24 Infrastructure Renewal Program, Council is proposing to renew and install sections of footpath, upgrade and realign kerb and gutter, install a kerb extension and enhance streetscape landscaping, as well as include associated signs and line markings at the intersection of Fitzwilliam Road and Burrabirra Avenue, Vaucluse. This proposal will improve pedestrian safety and traffic conditions, as well as stormwater infrastructure in this area.

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	Fitzwilliam Road
Section	Intersection with Burrabirra Avenue
Carriageway Width (m)	10.0-11.7
Carriageway Type	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
Classification	Local
85th Percentile Speed (km/h) March 2018	53.9
Vehicles Per Day (vpd)	2607
Reported Crash History (5 year period)	No crashes reported.
Heavy Vehicle Volume (%)	5.8
Parking Arrangements	Unrestricted parking on both sides of the road.

Design Plans

A detailed design plan for the provision of a new kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road and Burrabirra Avenue, Vaucluse, and installation of ‘Give Way’ control with associated signs and line markings, are shown in Attachment 1.

The proposed work includes the following:

- Install a kerb extension on the southern side of Fitzwilliam Road, and east of Burrabirra Avenue and include streetscape landscaping at the intersection;
- Install four (4) new stormwater inlets and construct new stormwater pipes, as shown in Attachment 1.
- Reconstruct existing footpaths which includes widening sections of the footpath and adjusting the existing kerb ramps to match the new kerb alignment;
- Realignment of the existing kerb and gutter, and reconstruct sections of road pavement;
- Upgrade the section of footpath adjacent to the existing bus stop and relocate the existing seat;
- Install 'Give Way' control at the intersection with associated signs and line markings; and
- Install 'No Stopping' signs to reinforce the 10 metre statutory 'No Stopping' restrictions.

This proposal will result in no loss of legal on-street parking in Fitzwilliam Road and Burrabirra Avenue. The proposed kerb extension and installation of 'Give Way' control at the intersection with associated signs and line markings will improve pedestrian safety and traffic conditions at the intersection. The construction of the kerb extension will also mitigate overland stormwater flow from Fitzwilliam Road into Burrabirra Avenue, as previous investigations identified flooding issues in this area.

A 3.5 metre travel lane is provided to ensure safe and unimpeded bus operations along Fitzwilliam Road. The bus stop seat is relocated in line with the additional footpath and complies with accessibility requirement, as per the Disability Standards for Accessible Public Transport under Disabilities Discrimination Act.

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

Options:

Nil.

Community Engagement and/or Internal Consultation:

Originally, it was proposed to install three (3) kerb extensions at Fitzwilliam Road and Burrabirra Avenue, Vacluse, with footpath widening on both sides of Burrabirra Avenue and the southern side of Fitzwilliam Road, east of Burrabirra Avenue. A notification letter as well as a copy of the original design plan was sent on 2 February 2024 to the owners and occupiers of the affected properties in Fitzwilliam Road and Burrabirra Avenue, Vacluse. A total of 36 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 23 February 2024.

A total of two (2) submissions were received, including one (1) support and one (1) objection. Opposing submission raised strong concerns in relation to the road narrowing of Burrabirra Avenue, and that the proposed kerb extension would create safety hazards, particularly head-on collisions from large trucks turning at the intersection. A meeting was later held onsite between concerned residents and Council's Manager of Engineering Services, on 29 February 2024, to discuss the original design in detail.

It should be noted that the main objective for this design is to improve the storm water infrastructure and to mitigate any overland flow which historically has been an issue along Fitzwilliam Road and into Burrabirra Avenue, and resulted in overland flow into private properties.

With this main objective, and taking into account the feedback from residents, the design has been revised to include two new storm water inlet pits along with a kerb extension on Fitzwilliam Road to intercept the overland flow, and a new footpath along Fitzwilliam Road, particularly outside property No.14 Fitzwilliam Road, to allow safe pedestrian access to the existing bus stop.

The design is anticipated to achieve a safer intersection with a 'Give Way' control treatment. To improve road safety, the kerb alignment of both sides in Fitzwilliam Road and Burrabirra Avenue, is designed to be perpendicular to one another. This approach will ensure clear sightlines are maintained and will minimise any potential risks with collisions between motorists exiting Burrabirra Avenue and motorists travelling along the bend on Fitzwilliam Road.

Narrowing of road width would effectively reduce vehicles speeds and is envisaged to improve traffic safety at this location. A swept path analysis has been undertaken with the revised design which demonstrates successful and efficient turning movements of waste collection vehicles (garbage trucks).

Policy Implications:

Nil.

Financial Implications:

Funding for the project has been made available as part of the 2023/2024 Infrastructure Renewal Program.

Resourcing Implications:

Nil.

Conclusion:

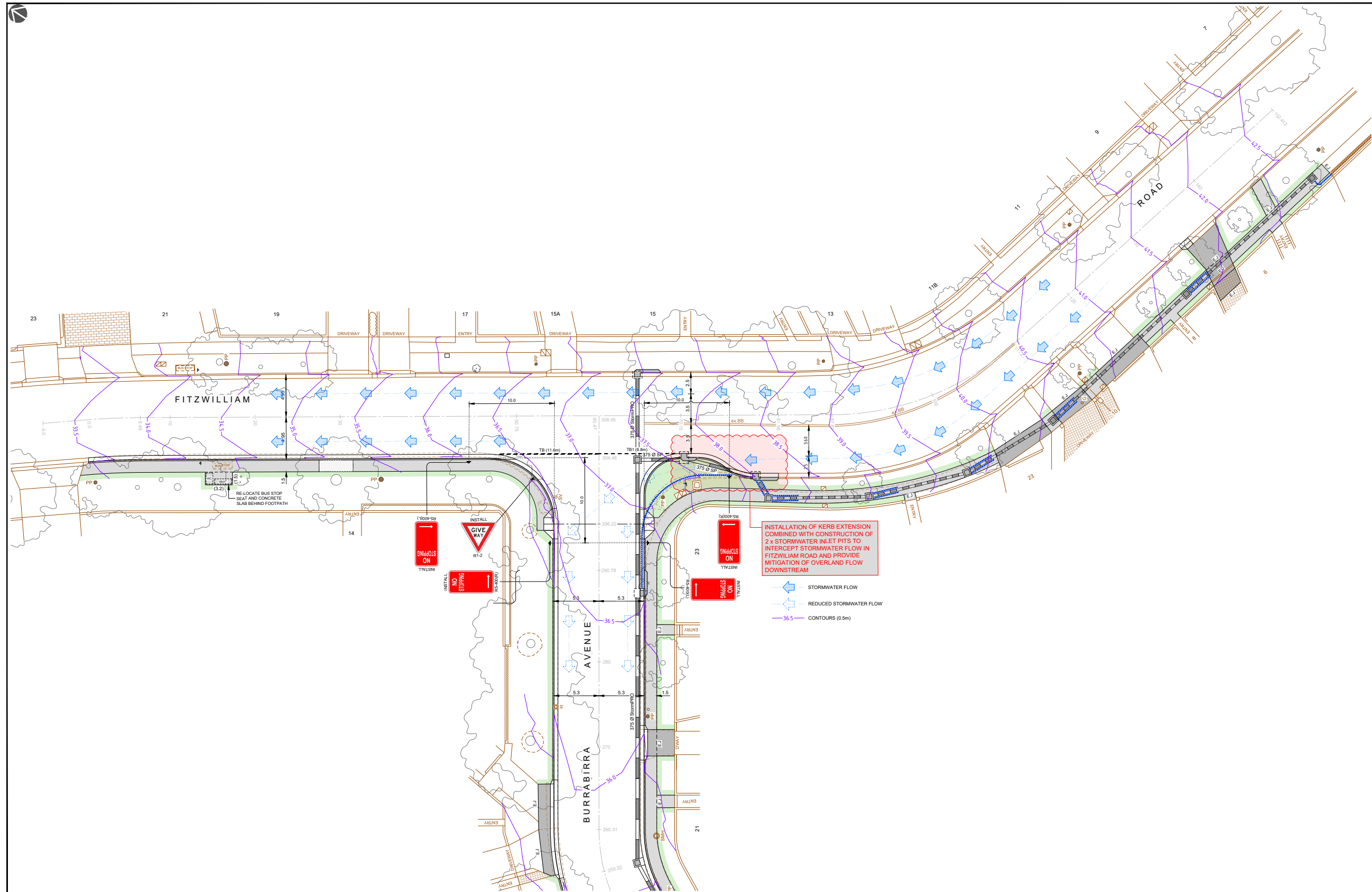
Based on the above, it is recommended that the design plan of the proposed kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road at Burrabirra Avenue, Vaucluse, and installation of 'Give Way' control with associated signs and line markings, as per Attachment 1, be approved in order to improve road safety and address local flooding issues.

Identification of Income & Expenditure:

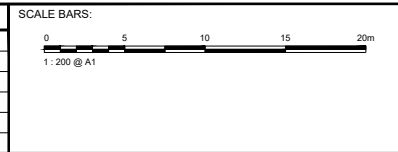
Council's Infrastructure Renewal Program 2023/2024.

Attachments

1. Fitzwilliam Road and Burrabirra Avenue, Vaucluse - Traffic Calming Measures Design Plan [!\[\]\(a43b62a38b6e2844e794f4301a08d3ba_img.jpg\) !\[\]\(6e4ee66e87e896673b3d048b72667243_img.jpg\)](#)



No	DATE	REVISION DETAILS
A	18.12.23	ISSUE FOR TRAFFIC COMMITTEE APPROVAL
B	22.03.24	ADJUSTED DESIGN FOR TRAFFIC COMMITTEE APPROVAL



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 CIVIL INFRASTRUCTURE DESIGN CONSULTANTS
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 web: www.aspectaustralia.com.au

Local Government
 PROCUREMENT
APPROVED CONTRACTOR

CLIENT:

 WOOLLAHRA MUNICIPAL COUNCIL
 536 New South Head Rd
 Double Bay NSW 2028
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 Ph: 02 9391 7000
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SCALES:	AS SHOWN
DATUM:	AHD
GRID:	MGA
JOB REF:	15372
APPROVED:	P.DJENDJINOVIC

PROJECT:
STAGE 1 - BURRABIRRA AVENUE, VAUCLUSE INCLUDING INTERSECTION OF FITZWILLIAM ROAD CIVIL INFRASTRUCTURE IMPROVEMENTS

DRAWING
LINEMARKING AND SIGNPOSTING PLAN

DRAWING No	REVISION
15372-TC	B
SHEET 1 OF 1 SHEETS	A1
ISSUED FOR:	APPROVAL

Item No: Y2
Subject: **OLD SOUTH HEAD ROAD, VAUCLUSE - DESIGNATED ELECTRIC VEHICLE CHARGING SPACE AND TIMED PARKING RESTRICTIONS**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/69248
Purpose of the Report: To provide an additional electric vehicle charging space to the local community.
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT:

- A. The parking space immediately adjacent to the existing designated electric vehicle charging bay on the eastern side of Old South Head Road, Vaucluse, north of its intersection with New South Head Road, be converted to a second dedicated charging bay to better utilise the existing charging station and cater for the charging demand in this area; and
- B. '4P 8am-8pm Electric Vehicles Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At All Other Times' restrictions be installed to both spaces, as shown in Attachment 1, to improve electric vehicle charging opportunities.

Executive Summary:

Following the resolution of Council's Finance, Community & Services Committee at its meeting on 1 August 2022, one (1) 90 degree angle 'No Parking Electric Vehicles Excepted Only While Charging' parking space was installed on the eastern side of Old South Head Road, Vaucluse, north of its intersection with New South Head Road.

Usage statistics identify high utilisation of the existing charging bay and indicate that this location has demand for another dedicated charging bay for the local community.

Discussion:

Eastern Suburbs Low Carbon Future Plan

In December 2015, Waverley, Woollahra and Randwick engaged specialist consultants, Kinesis, to undertake a comprehensive emissions analysis and options assessment and develop *Eastern Suburbs Low Carbon Future Plan*. The Plan concluded that establishing an electric vehicle (EV) charge station network is one of the most effective strategies for Council to reduce carbon emissions (Kinesis, 2015). Assuming an uptake of 20% EVs by 2031, this would reduce emissions by 105 million tonnes of greenhouse gas emissions per year.

Extensive research shows that even while the majority of EV charging occurs at home, the availability of public charging infrastructure is essential to driving uptake of electric vehicles as it reassures drivers that they will not be stranded with insufficient battery power. This is especially true if positioned in convenient locations at shopping and beach destinations. There are additional significant promotional and awareness-raising benefits related to putting chargers in high-profile areas with high public visibility.

The objectives of the project are to establish an EV charge station network across the Eastern Suburbs such that:

1. Provide greater 'zero emissions' transport options for residents, businesses and visitors to Woollahra.
2. Helps to overcome known barriers to prospective EV users - i.e. range anxiety and lack of public / private charging facilities.
3. Promotes the environmental and other benefits (health, congestion, safety) of EVs.
4. Provides financial and non-financial benefits to encourage greater EV use e.g. cheaper refuelling and priority parking.
5. Allows for all types of EVs types and expansion of network at a later date.

Site Location

Following electrical investigations, an electric vehicle charging station with one (1) designated parking bay were installed on the eastern side of Old South Head Road, Vaucluse, north of its intersection with New South Head Road.

Usage statistics of this charger identify that this location has demand for another dedicated electric vehicle charging bay for the local community. Whilst there was only one (1) designated charging bay at this location, a total of 1260 charging sessions have been recorded in the past 12 months, indicating a moderate-high utilisation among all charging sites in 3-Council area, as demonstrated in Figure 1 below.

Sessions by location | April 2023 – April 2024

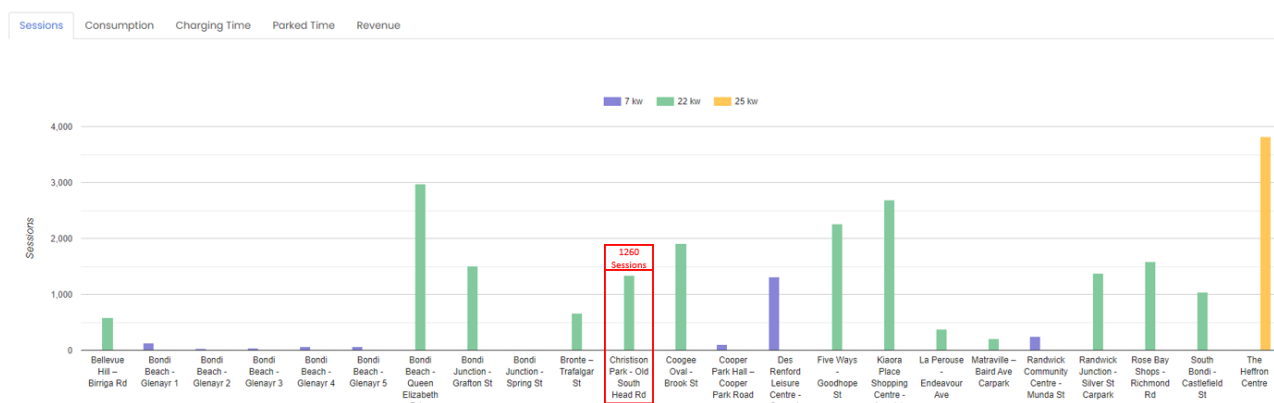


Figure 1 Comparison of Performance against Other Sites across 3-Council Area

Additional data also explored the utilisation rate of the dedicated electric vehicle charging bay (line marked Port B) compared to the adjoining unmarked parking bay (Port A), demonstrating that electric vehicles have already been using the adjoining parking space however the dedicated charging bay was used five times as often, as shown in Table 1 below.

Christison Park EV Charger - Number of Sessions per Port				
Location	Years	Start Time	Port A	Port B (Line marked)
Christison Park - Old South Head Road	2023	Apr	11	32
		May	21	50
		Jun	13	81
		Jul	20	82
		Aug	21	125
		Sep	12	133
		Oct	14	115
		Nov	12	81
		Dec	17	119

Location	Years	Start Time	Port A	Port B (Line marked)
	2024	Jan	15	60
		Feb	8	74
		Mar	29	87
		Apr	16	12
Total			209	1051

It is therefore proposed to formalise the existing parking arrangement and introduce another dedicated charging bay, adjacent to the existing charging bay at this location, to better utilise the charging station and cater for the charging demand in this area. In addition, the existing 22 kW AC charger at this location can charge an average electric car to 80% in around 4 hours. Utilisation statistics in the past 12 months also identify an average charging time of 1 hour 20 minutes and 1 hour 40 minutes respectively for these two ports. As such, it is proposed to install '4P 8am-8pm Electric Vehicles Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At All Other Times' restrictions to both spaces to improve parking turnover during day time and allow longer charging time over the night.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter was sent on 10th April 2024 to the local residents with a proposal to introduce another dedicated electric vehicle charging bay in addition to the existing charging bay in Old South Head Road, Vaucluse, and to install '4P 8am-8pm Electric Vehicles Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At All Other Times' restrictions to both spaces.

A total of 38 letters were distributed to residents together with one (1) corflute sign displayed on-site to capture other nearby local community members. The closing date for submissions ended on 24th April 2024. One (1) submission was received in relation to this proposal.

This submission notes that whilst EV chargers are generally supported, there are some concerns to the proposed location. Issues are raised with the current use of the busy parking area and lack of timed restrictions which results in illegal parking including double parking, parking on the footpath and obstructing nearby driveways. Concerns are expressed that converting another parking space to dedicated charging bay would exacerbate the parking pressure and it is suggested that 1P or 2P timed restrictions be installed to the remaining regular parking spaces at this location to mitigate the impact.

It is noted that this site was originally chosen as it meets the electrical access requirements for a charger and is the closest angle parking to nearby residents and businesses, as well as the community facilities in Christion Park. Angle parking was selected over parallel parking due to the chargers' ability to service up to two parking spaces at one time. It was also advised by the 3-Council Regional Environment Program to avoid parallel parking due to access difficulties.

It is also noted that whilst the adjoining parking space is currently unmarked, usage statistics of this charger identify moderate to high utilisation comparing to other charging sites in 3-Council area, which typically consists of two (2) designated charging bays. Taking into consideration the number of electric vehicle users that would be supportive of the proposal and the high utilisation of the existing designated charging bay, it is envisaged that the establishment of an additional designated charging bay will encourage a further uptake in use by the community.

As such, the proposed location is deemed appropriate for a second dedicated charging bay to better utilise the existing charging station and cater for the charging demand in this area. The suggested timed restrictions for the remaining regular parking spaces will be considered as a separate matter and will be investigated accordingly.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.


Conclusion:

It is recommended that the parking space immediately adjacent to the existing designated electric vehicle charging bay on the eastern side of Old South Head Road, Vaucluse, north of its intersection with New South Head Road, be converted to a second dedicated charging bay to better utilise the existing charging station and cater for the charging demand in this area, and '4P 8am-8pm Electric Vehicles Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At All Other Times' restrictions be installed to both spaces, as shown in Attachment 1, to improve electric vehicle charging opportunities.

Identification of Income & Expenditure:

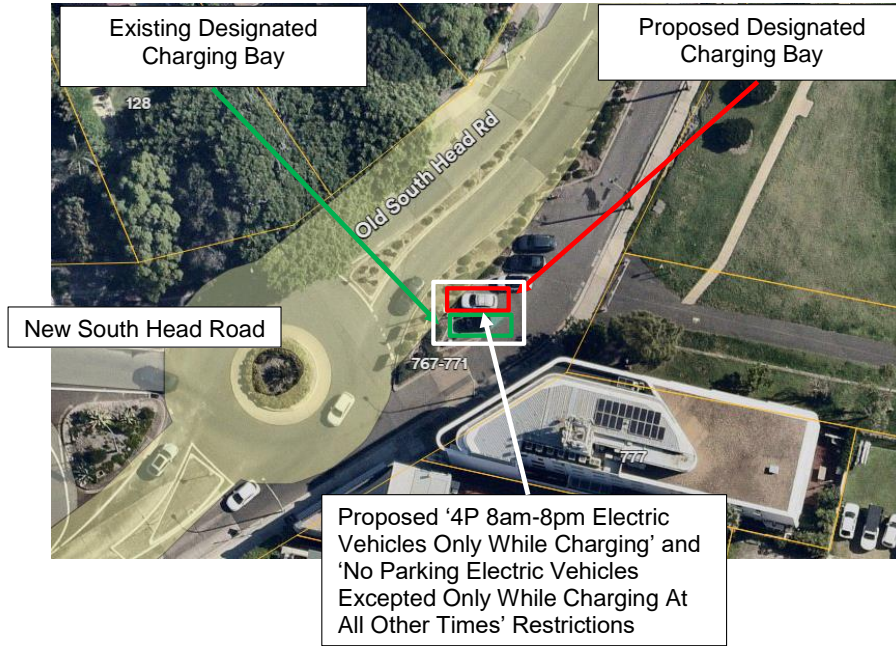
Council's Block Grant for Traffic Facilities.

Attachments

1. Location Diagram - Old South Head Road, Vaucluse - Dedicated EV Charging Bay and Timed Parking Restrictions [↓](#) 

Attachment 1

Location Diagram – Old South Head Road, Vaucluse
Designated EV Charging Bay and Timed Parking Restrictions



Item No: Y3
Subject: **DORHAUER LANE, WOOLLAHRA - ELECTRIC VEHICLE CHARGING SPACE PARKING REVIEW**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/69260
Purpose of the Report: To review the timed Electric Vehicle parking restrictions
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT the existing '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Electric Vehicles Excepted Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At Other Times' for the two (2) 90 degree angle parking spaces on the western side of Dorhauer Lane, Woollahra, within the Woollahra Council Car Park, be retained as shown in Attachment 1.

Executive Summary:

As part of the Federal Government's Future Fuels Fund, EVIE Networks (Fast Cities Australia Pty Ltd) received \$8.85 million to deliver 158 public fast charging stations throughout Australia. The eastern suburbs of Sydney received four stations, one of which was proposed to be installed in the Dorhauer Lane carpark in Woollahra.

The proposal to introduce a fast charging station in the car park was reported to Council's Finance, Community and Services Committee at its meeting on 1 May 2023, where it was endorsed:

THAT:

A. Council approve the installation of a dual port electric vehicle charger at the Dorhauer Lane Carpark, Woollahra.

B. Council enter a licence agreement with Fast Cities Australia Pty Ltd for the supply and installation of a 75kW dual port electric vehicle charger and use of two carpark spaces, for a period of five years with an option of a further five years

C. Council conduct a review of the parking restrictions after 12 months' time.

Discussion:

Dorhauer Lane, Woollahra is a local road and intersects with Queen Street which is a main through route in this area and provides access to busy shopping/businesses centre. Surrounding streets combine residential dwellings and commercial properties and parking restrictions range between 1/2P, 1P and 2P with Paddington (PTGN 4) resident permit parking scheme to provide fair and equitable parking to all users with a continuing preferential treatment to permit holders.

Woollahra Council Car Park in Dorhauer Lane typically consist of '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat' restrictions with one (1) mobility parking space and a section of loading zone to accommodate parking demand of businesses and customers to the shopping precinct, as well as short-term parking for local residents and visitors.

Following the resolution of Council's Finance, Community & Services Committee, a 75kW electric vehicle charger is installed on the western side of Dorhauer Lane, Woollahra, within the Woollahra Council Car Park, which is to date the only fast charger installed within Woollahra LGA and provides users with up to 50km of driving range in 10 minutes of charging. The two (2) adjacent 90 degree angle parking spaces are converted to designated electric vehicle charging bays with '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Electric Vehicles Excepted Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At Other Times' restrictions signposted to keep consistency with the timed parking restrictions for regular vehicles in this car park.

It is noted that a key factor in the placement of a fast charger is adequate electrical supply, a requirement which this location is able to meet. It is also consistent with the site selection criteria in Council's Electric Vehicle Charging Infrastructure Policy, particularly:

- Areas with limited off-street parking – enable access to charging for residents who do not have off-street parking;
- Proximity to local small business – enable access to short-stay charging for local small businesses and their customers; and
- Conveniently located – locations where people visit for approximately 2 hours – to enable convenient charging.

Figures provided by Fast Cities indicate that this charger is being well utilised since installation. It was reported that there are approximately 20-30 charging sessions each day across the two ports serviced by the charger, indicating a high charging demand in this area. The average charging session is 43 minutes and demonstrates satisfactory parking turnover for these two spaces. It should be noted that the usage rate and the parking turnover at this location are much higher comparing to any other charging sites in 3-Council area, which typically consist of medium-speed chargers.

It should be noted that the availability of a public fast charging infrastructure is essential as it reassures drivers that they have convenient access to fast charging and will not be stranded with insufficient battery power. It is also envisaged that retaining the existing designated charging bays in the high-profile area will continue to provide significant promotional and awareness-raising benefits to encourage uptake of electric vehicles by the community.

As such, it is recommended that the existing '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Electric Vehicles Excepted Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At Other Times' restrictions be retained for the two (2) designated electric vehicle charging bays in the Woollahra Council Car Park, as shown in Attachment 1.

Options:

Nil.

Community Engagement and / or Internal Consultation:

Prior to the installation of the electric vehicle charging station and the designated charging bays, a notification letter was sent on 13 March 2023 to the local residents with a proposal to introduce 'No Parking Electric Vehicles Excepted Only While Charging' restrictions in Dorhauer Lane, Woollahra. A total of 67 letters were distributed to residents together with one (1) corflute sign displayed on-site to capture other nearby local community members. The closing date for submissions ended on 27 March 2023. A total of 15 submissions have been received for this proposal.

In addition, the Woollahra Village Voice included short articles about the proposed EV charger in their November and February editions. Resulting from this, two (2) residents contacted Council in support of the proposed charger, and one (1) resident contacted Council against the proposal.

The majority of submissions received against the proposal noted that whilst they support the installation of EV chargers, the proposed location is in a busy area that is already under intense parking pressure. It was also raised that this area is densely populated with terraces that do not have access to onsite parking however with minimal ownership of electric vehicles. Concerns were expressed that the removal of two (2) parking spaces would exacerbate the parking conditions for residents, visitors and customers and in particular business owners are concerned the increasing parking challenges would deter patrons and customers.

Other concerns were related to the design of the proposed EV charging parking spaces. It was raised that EV chargers may take up more than the proposed two (2) parking spaces from experiences in other locations. It was also questioned if the mobility parking bay near the proposed location would be affected.

Submissions in support noted the need for publicly accessible EV charging, particularly for residents who do not have on-site parking space.

It is acknowledged that there is high demand for parking in the area. It should however be noted that there is no removal of parking spaces, only a change in the restriction. Site inspections after installation of the electric vehicle charging station identify satisfactory operation of the two dedicated parking spaces, with no interference to the adjacent mobility parking space reported.

Providing a fast charger in Dorhauer Lane will attract customers to the retail area to use the charging facility, and also provide an important service to local residents who do not access to off-street parking, noting a survey of eastern suburbs residents showed that residents would be more inclined to purchase an electric vehicle if public charging was readily available.

It is also noted that utilisation statistics of this charger records approximately 20-30 charging sessions each day, which indicates a high charging demand in this area and in addition, a comparison of performance among all charging sites across 3-Council area indicates faster chargers consist of higher usage rate. In particular, this site has the highest number of charging sessions of all sites and almost doubles the usage than the second highest.

Taking into consideration the number of electric vehicle users that would be supportive of the proposal and the high utilisation of the existing designated charging bays, it is recommended to retain the existing designated electric vehicle charging bays and the current parking restrictions.

Policy Implications:

The proposal is consistent with Council's Electric Vehicle Charging Infrastructure Policy.

Financial Implications:

The supply, installation, operation and maintenance of the charger is fully funded by EVIE Networks. The Licence Agreement includes an annual payment to Council of \$2500 per annum increased at the rate of 3% each anniversary of the commencement date. The implementation of the signs will be funded by Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.

Conclusion:

As detailed above, it is recommended that the existing '2P 8.30am-6pm Mon-Fri, 8.30am-12.30pm Sat, Electric Vehicles Excepted Only While Charging' and 'No Parking Electric Vehicles Excepted Only While Charging At Other Times' for the two (2) 90 degree angle parking spaces on the western side of Dorhauer Lane, Woollahra, within the Woollahra Council Car Park, be retained as shown in Attachment 1.

Identification of Income & Expenditure:

The supply, installation, operation and maintenance of the charger and is fully funded by EVIE Networks. The Licence Agreement includes an annual payment to Council of \$2500 per annum increased at the rate of 3% each anniversary of the commencement date. The implementation of the signs will be funded by Council's Block Grant for Traffic Facilities.

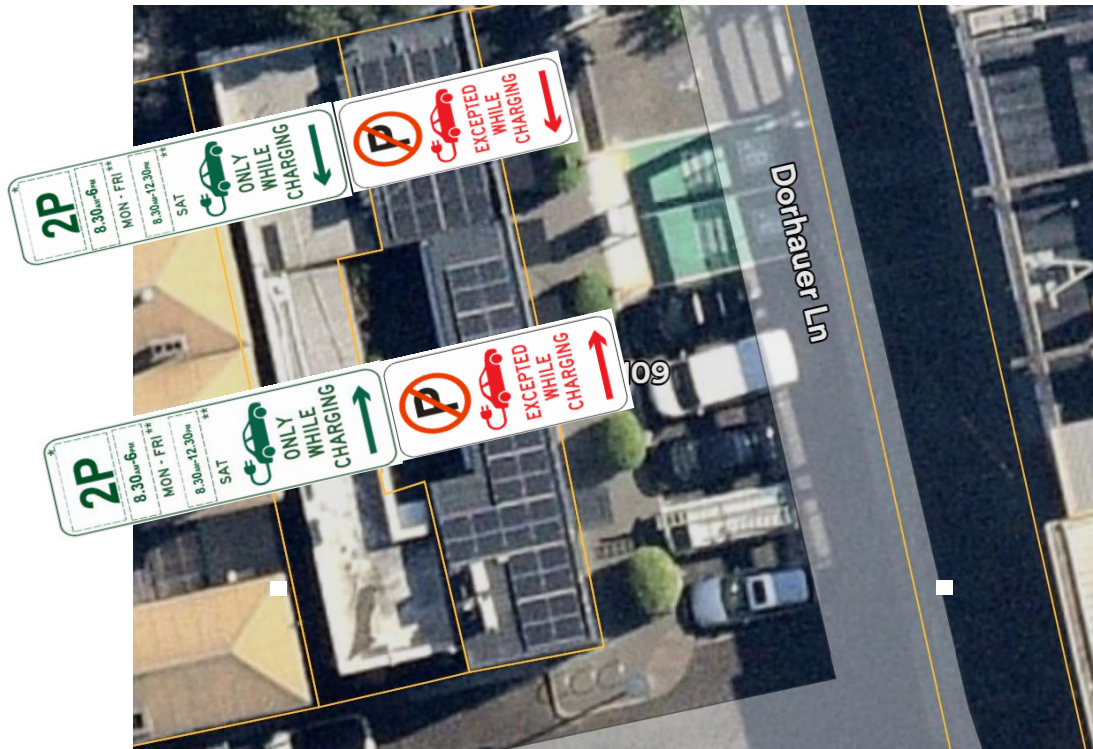
Attachments

1. Dorhauer Lane, Woollahra - Electric Vehicles Charging Space Parking Restrictions [↓](#)



Attachment 1

Dorhauer Lane, Woollahra – Electric Vehicle Charging Space Parking Restrictions



Item No: Y4
Subject: **GLENMORE ROAD, PADDINGTON - REMOVAL OF REDUNDANT POST BOX AND MAIL ZONE**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/69264
Purpose of the Report: To seek approval to adjust parking restrictions adjacent to a redundant post box.
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT the existing post box on the northern side of Glenmore Road, immediately east of Liverpool Street, Paddington, be removed, and the existing 'No Stopping Australia Post Vehicles Only' restrictions at this location, be replaced with '2P 8am-11pm Permit Holders Excepted Area PGTN 1', as shown in Attachment 1, in order to improve car parking opportunities in this area.

Executive Summary:

Council has received requests from the local community to undertake reviews on the existing parking restrictions near the post box on the northern side of Glenmore Road, immediately east of its intersection with Liverpool Street, Paddington. It is reported to Council that this post box has been redundant and Australia Post has confirmed that the post box is no longer required at this location.

Discussion:

Glenmore Road is a local collector road in Paddington that links New South Head Road with Oxford Street. This section of Glenmore Road predominantly provides access to residential properties and consists of 2P timed parking restrictions with resident parking scheme. Kerb extensions are installed on both sides of Glenmore Road, east of its intersection with Liverpool Street, Paddington.

Currently, a post box is installed on northern side of Glenmore Road at the end of the taper and 'No Stopping Australia Post Vehicles Only' restrictions are signposted for a section of 5.5m to service this post box. Australia Post confirms this post box is not servicing and is no longer required.

It is therefore proposed to remove the post box and associated mail zone. It is also proposed to replace the existing restrictions with '2P 8am-11pm Permit Holders Excepted Area PGTN 1' to keep consistency with the adjacent parking restrictions and improve parking opportunities in this area.

The proposed parking changes are demonstrated in Attachment 1. The proposal will create a net gain of one (1) legal on-street car parking space.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Council's Traffic and Transport Engineers have liaised with Australia Post to determine the need for the existing post box and mail zone at this location.

It is confirmed by Australia Post that the post box is no longer required at this location and will be removed and therefore the mail zone will not be required

Community notification will be undertaken two (2) weeks prior to the implementation of the '2P 8am-11pm Permit Holders Excepted Area PGTN 1' restrictions to all nearby affected properties, and in addition a corflute sign will be displayed at the location, to forewarn all drivers who park in this area of the changed parking conditions.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.

Conclusion:

It is recommended that the existing post box on the northern side of Glenmore Road, immediately east of Liverpool Street, Paddington, be removed, and the existing 'No Stopping Australia Post Vehicles Only' restrictions at this location, be replaced with '2P 8am-11pm Permit Holders Excepted Area PGTN 1', as shown in Attachment 1, in order to improve car parking opportunities in this area.

Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

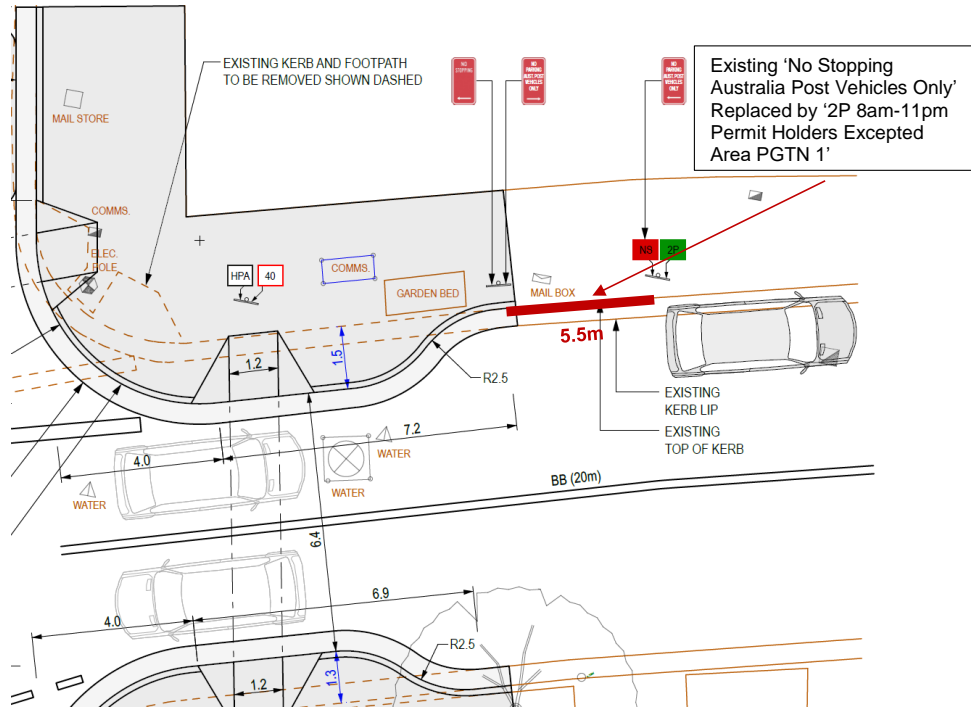
Attachments

1. Location Diagram - Glenmore Road, Paddington - Removal of Redundant Post Box [↓](#)



Attachment 1

**Location Diagram – Glenmore Road, Paddington
Removal of Redundant Post Box**



Items for Discussion by Committee Members

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

Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/73777
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	Construction Stage.
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