



# Woollahra Local Traffic Committee

Tuesday 2 July 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

27 June 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,  
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 2 July 2024  
Meeting No 6**

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 2 July 2024 at 10.00am.**

Regards,

Emilio Andari  
**Manager – Engineering Services**

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# Woollahra Local Traffic Committee

## Agenda

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2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 4 June 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

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

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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:** ROSE BAY CENTRE - 40KM/H HIGH PEDESTRIAN ACTIVITY AREA

**Author:** Ever Fang, Traffic & Transport Team Leader  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/90703  
**Purpose of the Report:** To improve pedestrian and road safety within the Rose Bay Centre  
**Alignment to Delivery Program:** Strategy 6.3: Ongoing responsiveness to traffic congestion, noise and speeding.

**Recommendation:**

THAT:

- A. Council endorse the Rose Bay Centre High Pedestrian Activity Area (HPAA) Study, as shown in Attachment 1;
- B. A 40km/h HPAA be implemented in Rose Bay Centre, as shown in the Concept Plan in Attachment 2, subject to the concurrence of Transport for NSW (TfNSW) on a detailed design plan for the entry treatments with associated signage and pavement markings; and
- C. Council staff explore funding opportunities for the implementation of the Rose Bay Centre 40km/h HPAA through Federal and State Grants.

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**Executive Summary:**

On 15 November 2023, Council endorsed the Woollahra Active Transport Plan (ATP), which identifies Rose Bay Centre 40km/h High Pedestrian Activity Area (HPAA) as a Walking Priority Project. In addition, Council has applied and successfully obtained funding through the NSW Safe Speeds in High Pedestrian Activity and Local Areas Program (FY2023-24) to undertake studies for the implementation of 40km/h HPAA in Rose Bay Centre to improve pedestrian safety and amenity.

Subsequently, Council engaged specialist transport consultants, Bitzios Consulting, to investigate the study area and determine the suitability of a future HPAA, which aims to:

- Identify the existing traffic situation in Rose Bay Centre;
- Identify potential streets and laneways suitable for inclusion in a HPAA;
- Identify any threshold or mid-block treatments required for these roads; and
- Prepare plans which recommend prioritised actions, including costings.

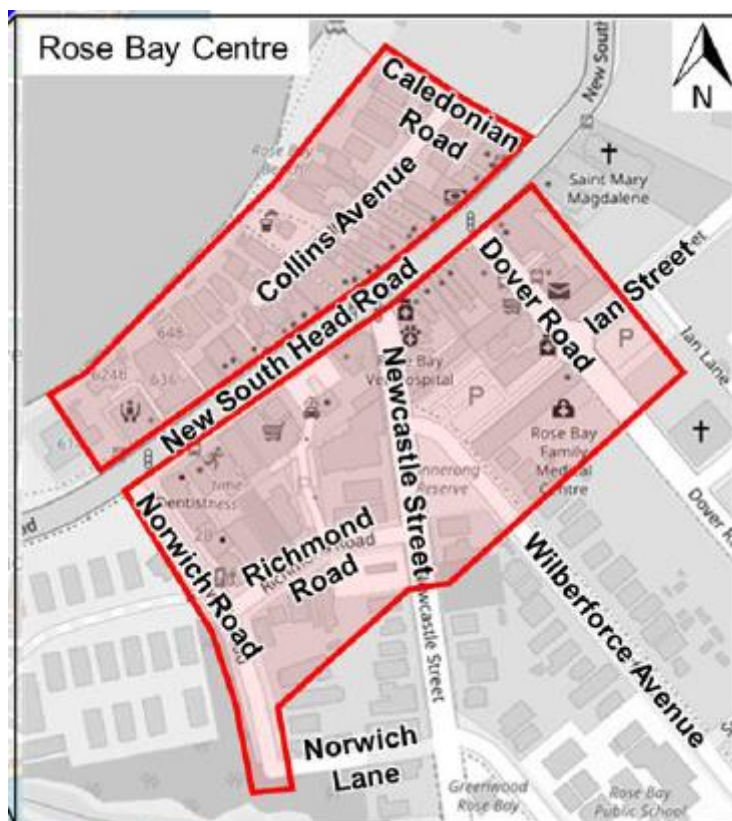
A copy of the Rose Bay Centre High Pedestrian Activity Area Study is shown in Attachment 1. A concept plan is prepared for the proposed entry treatments and associated signage and pavement marking to enforce the 40km/h HPAA and is shown in Attachment 2.

**Discussion:**

The 40km/h speed limit for areas of high pedestrian activity has been proven to significantly reduce the number and severity of crashes and lead to broader benefits to support pedestrian activity and improve urban amenity and liveability. The implementation of 40km/h HPAA's are recommended for areas that accommodate a mix of needs for public place as well as people and goods movement, including CBD areas, suburban shopping strips, town centres and areas where land use generates or facilitates significant pedestrian traffic (parks, beaches and tourist attractions).

The proposed Rose Bay Centre 40km/h HPAA aligns with the overarching strategies, goals and objectives identified in Council's Rose Bay Place Plan, Draft Integrated Transport Strategy (ITS) and Woollahra Active Transport Plan (ATP). In particular, the Draft ITS identifies opportunities for Rose Bay Centre to design active transport and requires actions to review access to key destinations to address the challenges of moving around in this area, particularly around busy streets and crossings. The Rose Bay Centre 40km/h HPAA is also identified as a Walking Priority Project in the Woollahra ATP.

The study area can be separated into two areas, as the northern and southern areas, and are split by New South Head Road which is a main arterial road, as shown below. The northern area is bounded by Caledonian Road (inclusive), Collins Avenue (inclusive) and New South Head Road. The southern area is bounded by New South Head Road, Norwich Road (inclusive), Richmond Road (inclusive), Newcastle Street (between New South Head Road and Richmond Road) and Dover Road (between New South Head Road and Ian Street).



Assessment is undertaken as per guidelines of *NSW Speed Zoning Standard (TS 03631:1.0)* and *Technical Direction: Clarification to Speed Zone Review Process and Types of Speed Zones – Amendment to TS 03631:1.0 (TD 00030:2023)*. Results show that the proposed area is suitable and consists of low risks to implementation of a 40km/h HPAA.



Site Location & Road Network

Rose Bay Centre consists of local centres made up of dining and retail premises along New South Head Road, Dover Road and Newcastle Street. The other streets provide access to mixed use developments and medium density residential properties. Currently 50km/h default speed limit applies to all streets in this area.

A summary of key features of the road network and existing pedestrian facilities in this area is provided in the below table.

Road Name	Classification	Features
New South Head Road*	State Road	<ul style="list-style-type: none"> <li>▪ Two travel lanes and one parking lane in each direction</li> <li>▪ Signalised T-intersections at Dover Road and Newcastle Street</li> <li>▪ Signalised mid-block crossing north-east of Norwich Road</li> </ul>
Collins Avenue	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane wide with one parking lane in each direction</li> <li>▪ Truck turning area near the New South Head Road walkway</li> <li>▪ No through road</li> </ul>
Caledonian Road	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane wide with one parking lane in each direction</li> <li>▪ No through road north-west of Collins Avenue</li> <li>▪ Access to Rose Bay Beach</li> </ul>
Dover Road	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane and one parking lane in each direction</li> <li>▪ Raised median between New South Head Road and Ian Street</li> <li>▪ Raised pedestrian crossing with kerb extensions north-west of Ian Street</li> <li>▪ Roundabout at Ian Street/Wilberforce Avenue Car Park ingress</li> <li>▪ Access to the Rose Bay Car Park</li> </ul>
Ian Street	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane wide with one parking lane in each direction</li> <li>▪ Cul-de-sac at the north-eastern end</li> </ul>
Newcastle Street	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane and one parking lane in each direction</li> <li>▪ One on-road bicycle lane in each direction south of Richmond Road</li> <li>▪ Kerb extensions on the eastern sides at Wilberforce Avenue</li> </ul>
Wilberforce Avenue	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane and one parking lane in each direction</li> <li>▪ At-grade crossing and kerb extension at Newcastle Street</li> <li>▪ Access to the Wilberforce Avenue Car Park</li> </ul>
Richmond Road	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane wide with one parking lane in each direction</li> <li>▪ Opposing Woolworths Metro Rose Bay and My Stepping Stones Rose Bay child care centre driveways</li> </ul>
Norwich Road	Local Road	<ul style="list-style-type: none"> <li>▪ One travel lane in each direction</li> <li>▪ 90° angle parking along the western side and eastern side north of Richmond Road, and one southbound parking lane south of Richmond Road</li> <li>▪ Pedestrian refuge with kerb extensions at New South Head Road</li> <li>▪ No through road at the southern end (bicycles excepted into Norwich Lane)</li> </ul>

\*Not included in the proposed Rose Bay Centre HPAA but details are provided for context.

It should be noted that a Development Application has been approved for the existing at-grade Wilberforce Avenue Car Park to be redeveloped into a mixed-use building with a multi-storey car park, ground floor retail premises, a community centre and public amenities with public domain and landscaping works. To accommodate the increased activity levels and improve traffic flow and safety, the following changes would occur as part of the consent: 1) The direction of through link between Wilberforce Avenue and Dover Road will be changed from westbound to eastbound; 2) The existing at-grade pedestrian crossing in Wilberforce Avenue at Newcastle Street will be upgraded to raised pedestrian crossing;

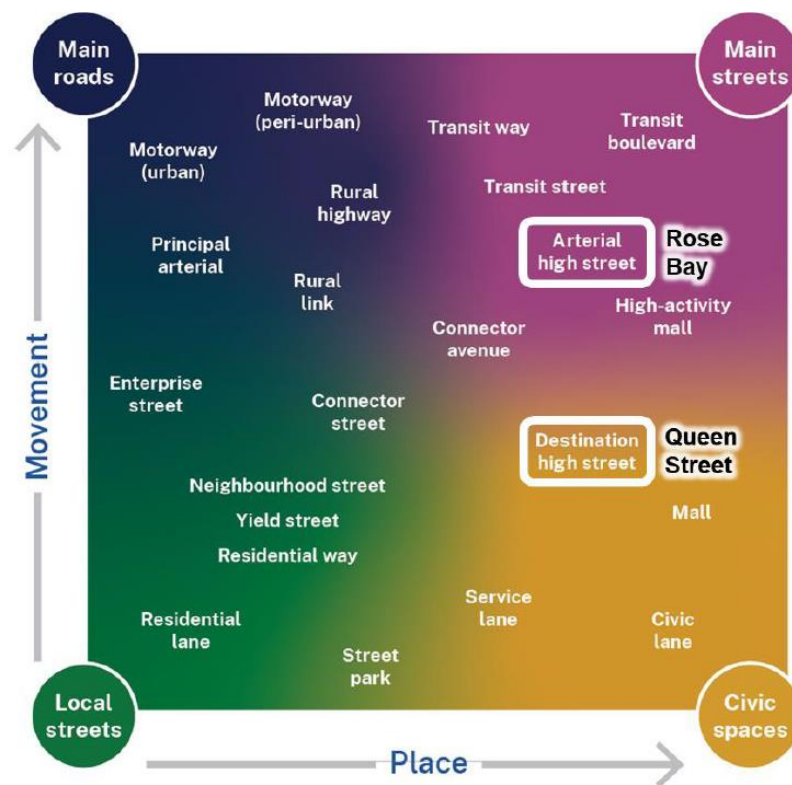
3) The existing roundabout in Dover Road at Ian Street will be upgraded to accommodate a new raised pedestrian crossing in Dover Road, south of Ian Street.

Movement and Place Analysis

Rose Bay Centre is situated along New South Head Road, a key east-west traffic movement in the LGA connecting the centre to Bond Junction, the Sydney CBD and Vaucluse. Dover Street and Newcastle Street connect to the other key east-west traffic movement in the LGA, Old South Head Road.

The place function in Rose Bay Centre is strongly linked with its existing built environment and harbourside location. Land uses, facilities and amenities available along New South Head Road, Dover Road, Newcastle Street, Wilberforce Avenue, Richmond Road and Norwich Road provide a high place function and increased activity levels. Collins Avenue and Caledonian Road provide rear access to shopfronts along New South Head Road and are in close proximity to public transport as well as recreational and beach areas.

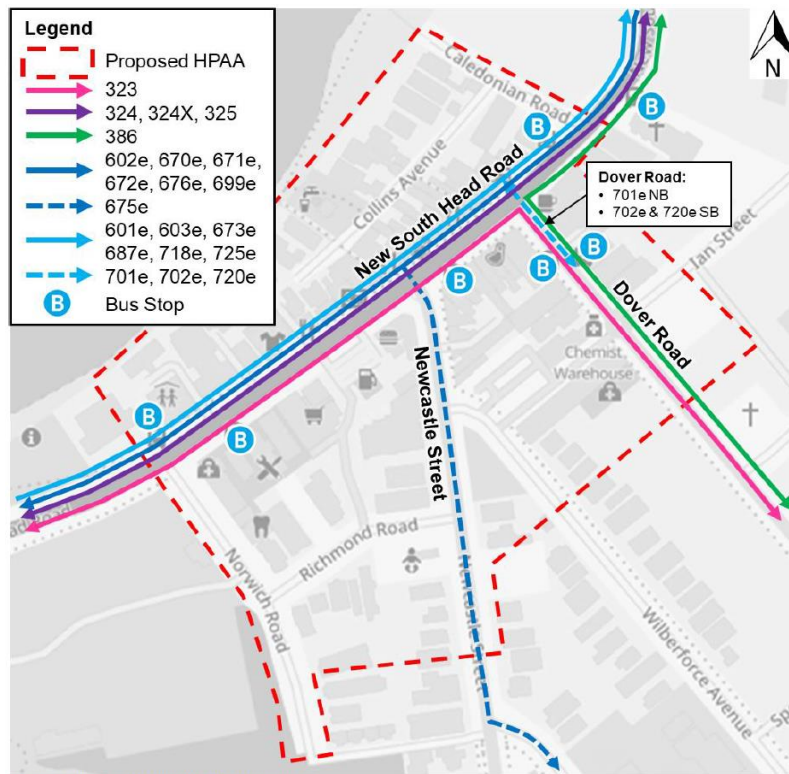
As such, Rose Bay has both high movement and high place characteristics and therefore can be classified as an arterial high street which is ‘A lively street that supports high place intensity and a high level of multimodal movement’, as per TfNSW’s *Movement and Place Framework* and shown below.



Source: Transport for NSW Movement and Place - Identifying Street Environments

Bus Services

Currently, the study area is serviced by five (5) public bus routes and 16 school bus routes along New South Head Road, Dover Road and Newcastle Street, as shown below.



Sources: transportnsw.info / OpenStreetMap

### Traffic Counts Analysis

Traffic counts were undertaken to collect data including traffic speed and volume at key locations in the study area and assist with the investigation for the required treatments. Particularly, the 85<sup>th</sup> percentile vehicle speeds were analysed to determine the suitability of reducing the speed limit to 40km/h and are summarised in below tables.

<b>Street Name</b>	Collins Avenue
<b>Location of Traffic Count</b>	West of Caledonian Road
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	8.0
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	29.6
<b>Vehicles Per Day (vpd)</b>	416
<b>Heavy Vehicle Volume (%)</b>	6.8

<b>Street Name</b>	Caledonian Road
<b>Location of Traffic Count</b>	Between Collins Avenue and New South Head Road
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	9.0
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	27.5
<b>Vehicles Per Day (vpd)</b>	805
<b>Heavy Vehicle Volume (%)</b>	6.7

<b>Street Name</b>	Norwich Road
<b>Location of Traffic Count</b>	Between New South Head Road and Richmond Road
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	17.2
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	38.9
<b>Vehicles Per Day (vpd)</b>	3,831
<b>Heavy Vehicle Volume (%)</b>	3.6

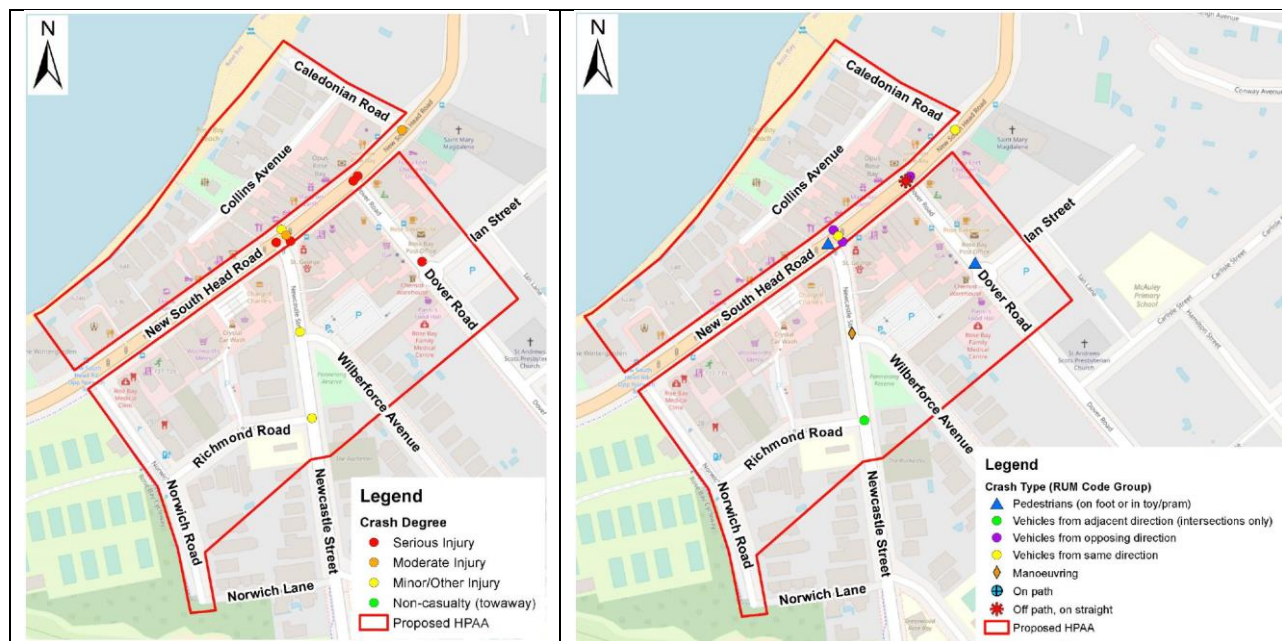
<b>Street Name</b>	Richmond Road
<b>Location of Traffic Count</b>	Between Norwich Road and Newcastle Street
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	8.6
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	30.1
<b>Vehicles Per Day (vpd)</b>	3,046
<b>Heavy Vehicle Volume (%)</b>	1.9

<b>Street Name</b>	Newcastle Street
<b>Location of Traffic Count</b>	Between New South Head Road and Wilberforce Avenue
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	12.2
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	38.5
<b>Vehicles Per Day (vpd)</b>	5,715
<b>Heavy Vehicle Volume (%)</b>	5.2

<b>Street Name</b>	Dover Road
<b>Location of Traffic Count</b>	Between New South Head Road and Ian Street
<b>Period of Traffic Count</b>	23 March - 30 March 2023
<b>Carriageway Width (m)</b>	12.3
<b>Classification</b>	Local Road
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	27.6
<b>Vehicles Per Day (vpd)</b>	6,936
<b>Heavy Vehicle Volume (%)</b>	5.1

Crash Data Analysis

The most recent five-year crash data recorded a total of ten (10) crashes within Rose Bay Centre. The location, degree and type of crashes are shown below. It should be noted that the majority of crashes occur in New South Head Road which is not included in the proposed 40km/h HPA.



A total of three (3) crashes within the study area involved vulnerable road users, including pedestrians, cyclists and motorcyclists and are summarised in below table.

Crash Degree	Road Users		
	Pedestrians	Cyclists	Motorcyclists
Fatal	0	0	0
Serious injury	1	0	0
Moderate injury	0	0	0
Minor/Other injury	0	1	1
Non-casualty (tow-away)	0	0	0

Implementation of 40km/h HPAA

The *NSW Speed Zoning Standard (2023)* rates the risks of implementing HPAA's using crash histories and speed differential with the target speed limit, where it is defined that:

High-risk Area

- A road or area with a history of pedestrian and cyclist fatal and/or serious injury crashes and/or Risk modelling which indicates high risk to pedestrians and cyclists;
- A high differential where the current 85th percentile speed is more than 10km/h over the proposed HPAA speed limit;
- Areas that service a high number of aged or disabled pedestrians.

Low-risk Area

- A road or area with low or no pedestrian or cyclist crash history and/or risk modelling which indicates low risk to pedestrians and cyclists;
- A low differential between the current 85th percentile speed and proposed HPAA speed limit.

Accordingly, a treatment matrix is provided to guide the selection of appropriate infrastructure treatments to achieve the desired outcome and change in travel speed, as shown in the table below.

Risk	Crash risk/Differential	Primary safe system treatments	Supporting safe system treatments
High risk	High crash risk/high differential	Shall be installed	Shall be installed
High risk	High crash risk/low differential	Installation recommended	Installation recommended
Low risk	Low crash risk/high differential	Installation recommended	Installation recommended
Low risk	Low crash risk/low differential	Considered	Installation recommended

Each street within the study area is assessed against the criteria and results show that all streets consist of low risks to implement the proposed 40km/h HPAA.

Road Section	Pedestrian/Cyclist Fatal/Serious Injury Crashes	Crash Risk Rating	85 <sup>th</sup> Percentile Speed	Speed Differential	Overall Risk Rating
Collins Avenue	0	Low	29.6km/h	Low	Low
Caledonian Road	0	Low	27.5km/h	Low	Low
Norwich Road	0	Low	38.9km/h	Low	Low
Richmond Road	0	Low	30.1km/h	Low	Low
Newcastle Street	0	Low	38.5km/h	Low	Low
Dover Road	1	Low	27.6km/h	Low	Low

To support the implementation of the 40km/h HPAA and ensure the HPAA is self-enforcing, the following primary safe system treatments are proposed and need to be prioritised, as shown in the concept plan in Attachment 2:

- Raised threshold treatments at entry points to the HPAA;
- HPAA signage at entry and exit points to the HPAA;
- '40' in pavement numerals marked on the road at entry points to the HPAA;
- Repeater HPAA signage in Richmond Road, east of its intersection with Norwich Road.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

The proposed Rose Bay Centre 40km/h High Pedestrian Activity Area (HPAA) is identified as a Walking Priority Project in the Woollahra Active Transport Plan (ATP). The ATP was placed on public exhibition between 7 November 2022 and 16 December 2022 and submissions expressed general support of a reduced speed environment in relation to the Rose Bay Centre HPAA.

Further community notification will be undertaken on the detailed design of the Rose Bay Centre 40km/h HPAA prior to the implementation.

**Policy Implications:**

Nil.



### **Financial Implications:**

The Rose Bay Centre High Pedestrian Activity Area Study will be funded by the NSW Government's *Safe Speeds in High Pedestrian Activity Areas* Program.

Funding for the implementation of the proposed Rose Bay Centre 40km/h HPAA will be sought through opportunities made available from the NSW Government and the Australian Government, which include grant funding programs such as NSW Government's *HPAA Legacy Program*, *Get NSW Active* Program and the *Australian Government Safer Roads* Program.

### **Resourcing Implications:**

Nil.

### **Conclusion:**

It is recommended that Council endorse the Rose Bay Centre High Pedestrian Activity Study, as shown in Attachment 1.



It is also recommended that a 40km/h HPAA be implemented in Rose Bay Centre as shown in Concept Plan in Attachment 2, subject to TfNSW's concurrence on a detailed design plan for the entry treatments with associated signage and pavement markings. Council staff will actively seek funding opportunities through Federal and State Grants to assist with the implementation of the Rose Bay Centre 40km/h HPAA.

### **Identification of Income & Expenditure:**

The Rose Bay Centre High Pedestrian Activity Area Study will be funded by the NSW Government's *Safe Speeds in High Pedestrian Activity Areas* Program.

Funding for the implementation of the proposed Rose Bay Centre 40km/h HPAA will be sought through opportunities made available from the NSW Government and the Australian Government, which include grant funding programs such as NSW Government's *HPAA Legacy Program*, *Get NSW Active* Program and the *Australian Government Safer Roads* Program.

### **Attachments**

1. Rose Bay Centre High Pedestrian Activity Area Study [↓](#) 
2. Concept Plan - Rose Bay Centre 40km/h HPAA Treatments Plan [↓](#) 



# Rose Bay Centre and Queen Street, Woollahra

## High Pedestrian Activity Areas Investigation

Woollahra Municipal Council

18 June 2024





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**Document Issue History**

Report File Name	Prepared	Reviewed	Issued	Date	Issued to
P6032.001R Rose Bay and Queen Street Woollahra HPAA Study	S. Daizli / A. Liu / M. Shin	J. Brook	S. Daizli	10/08/2023	Ever Fang, Woollahra Municipal Council <a href="mailto:Ever.Fang@woollahra.nsw.gov.au">Ever.Fang@woollahra.nsw.gov.au</a>
P6032.002R Rose Bay and Queen Street Woollahra HPAA Study	S. Daizli	J. Brook	S. Daizli	18/06/2024	Ever Fang, Woollahra Municipal Council <a href="mailto:Ever.Fang@woollahra.nsw.gov.au">Ever.Fang@woollahra.nsw.gov.au</a>



**Rose Bay Centre and Queen Street Woollahra:**  
High Pedestrian Activity Areas Investigation  
Project: P6032      Version: 002



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## Appendices

- Appendix A: Traffic Volume and Speed Data
- Appendix B: LATM Treatment Concept Plans



# 1. INTRODUCTION

## 1.1 Background

Bitzios Consulting has been engaged by Woollahra Municipal Council (Council) to undertake a 40km/h High Pedestrian Activity Area (HPAA) assessment for Rose Bay Centre (Rose Bay) and Queen Street, Woollahra (Queen Street), to determine the suitability of a future HPAA. Council have received funding from Transport for NSW (TfNSW) for this study, which aims to:

- Identify the existing traffic situation in Rose Bay and Queen Street
- Identify potential streets and laneways suitable for inclusion in a HPAA
- Identify any threshold or mid-block treatments required for these roads
- Prepare plans which recommend prioritised actions, including costings.

## 1.2 Study Areas

As shown in Figure 1.1, the proposed extents of the HPAA and study areas include the following roads:

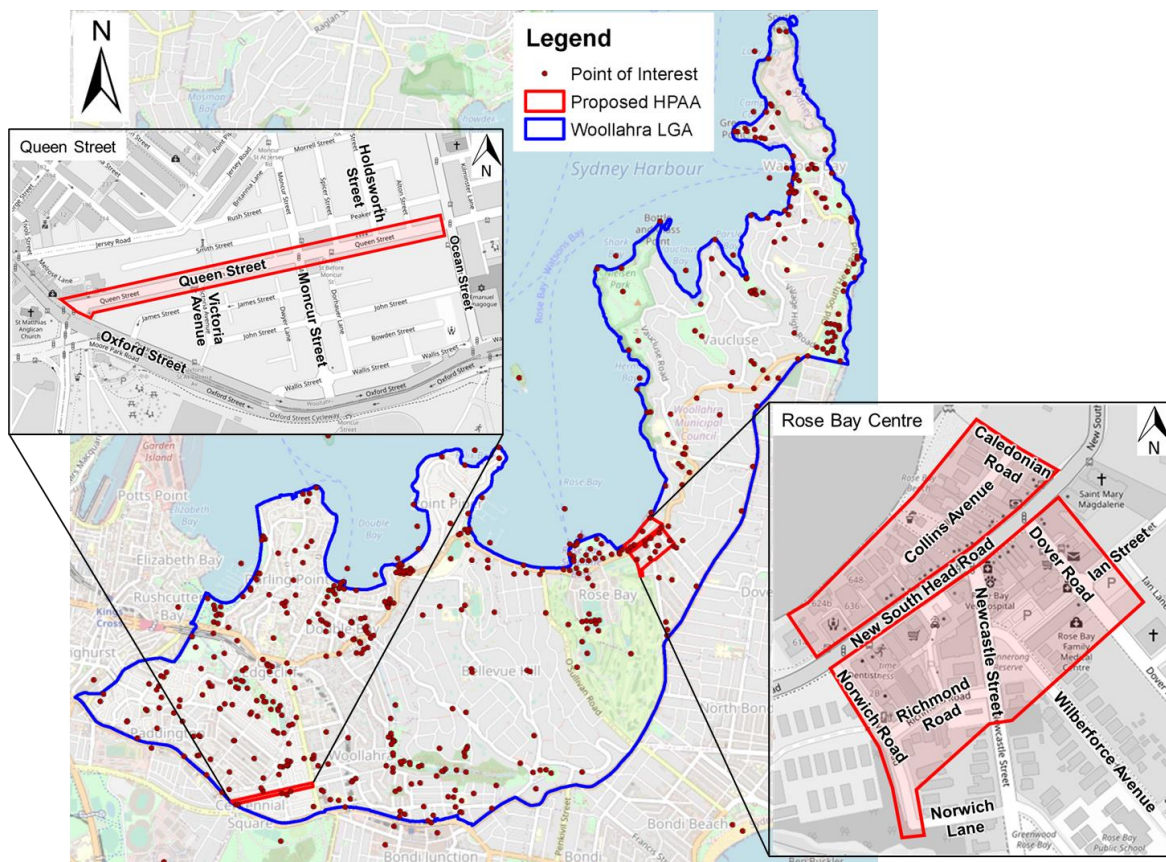
### Rose Bay Centre

- Collins Avenue
- Caledonian Road
- Dover Road, between New South Head Road and south-east of Ian Street
- Short section of Ian Street
- Newcastle Street, between New South Head Road and south of Richmond Road
- Short section of Wilberforce Avenue
- Richmond Road
- Norwich Road.

New South Head Road is not included in the proposed Rose Bay HPAA but is discussed in sections of this report for context.

**Queen Street, Woollahra**, between Oxford Street and Ocean Street.





Sources: Woollahra Municipal Council / OpenStreetMap

**Figure 1.1: Woollahra Local Government Area and HPA Study Areas**

### 1.3 NSW Speed Zoning Standard (2023)

#### 1.3.1 Review and Implementation

Guidelines for reviewing and implementing speed zones are found in TfNSW’s *NSW Speed Zoning Standard (Speed Zoning Standard, 2023)*. The process for reviewing and implementing speed zones is shown in Figure 1.2. This HPA study considers Step 1 to Step 6 of the review process.

#### 1.3.2 40km/h Speed Zones

40km/h speed zones are recommended where a place function with large numbers of pedestrians also has a movement function. HPAs are appropriate in CBD areas, suburban shopping strips, town centres, areas where land use generates or facilitates significant pedestrian traffic (i.e. parks, beaches, tourist attractions), local streets and residential areas.

In these locations, a mix of pedestrian and vehicle priority is expected. In many circumstances, there are clear times of days where a movement function or a place function is the priority. In many cases, the movement function also facilitates public transport movements.



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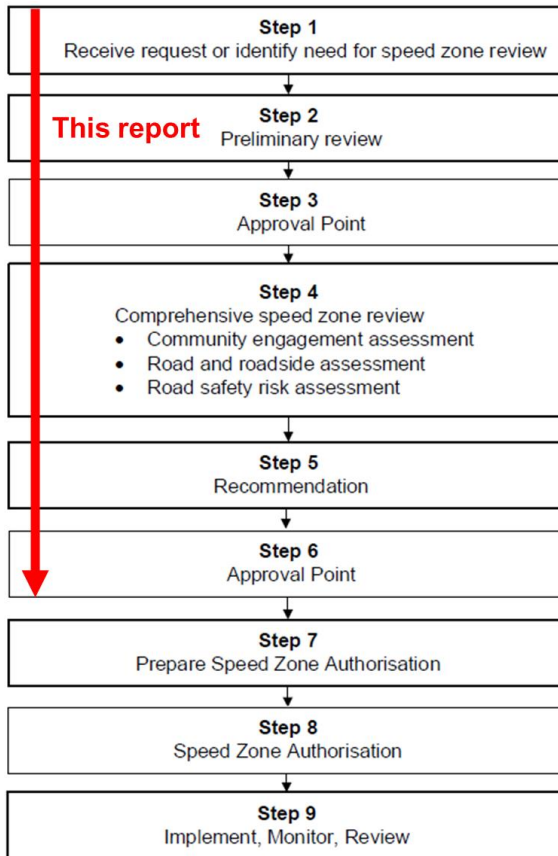


In 40km/h zones, through vehicle movements are allowed for which there may be up to two lanes of travel in each direction. Pedestrians will be exposed to through traffic.

40 km/h speed limits shall:

- Have a high place function that includes pedestrian attractors and generators where pedestrians frequently cross the road and may be required to cross up to four lanes of traffic (two lanes in each direction)
- Consider whether signalised pedestrian crossing options are appropriate
- Include recommended treatments such as gateway traffic calming, and vertical and horizontal deflection through the treatment area. In some cases, traffic lanes may be reduced
- Have protected bicycle lanes (i.e. physical separation between vehicles and cyclists).

The speed limits within Rose Bay and Queen Street are proposed to be designated 40km/h High Pedestrian Activity Areas.



Source: NSW Speed Zoning Standard (Transport for NSW, 2023), Figure 1

**Figure 1.2: Speed Zone Review Process**





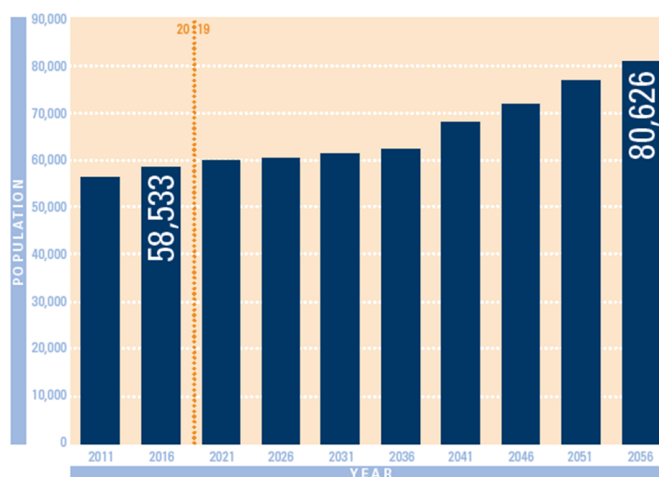
## 2. REVIEW OF RELEVANT STUDIES

### 2.1 Draft Woollahra Integrated Transport Strategy (2021)

#### 2.1.1 Overview

The draft *Woollahra Integrated Transport Strategy (Woollahra Municipal Council, 2021)* (draft *Strategy*) sets out a vision for a more accessible LGA where active, sustainable and efficient modes of transport are the most convenient choice for most trips. This includes addressing:

- The high dependence on cars for primary transportation
- An incomplete active transport network that doesn't support trips to shops, schools etc.
- Access for children and people with disabilities and mobility issues
- Pedestrian and cyclist safety
- Traffic congestion
- Excessive speed resulting in car crashes
- Increased construction and delivery vehicles
- Distance to jobs, services and amenities.



Source: ABS 2016 Census Data <http://www.censusdata.abs.gov.au/>

#### 2.1.2 Themes

The draft *Strategy (2021)* summarises the key objectives, background, challenges, opportunities, policies and actions for four themes:

1. **Access and Mobility:** Supporting people in Woollahra to get around, regardless of age or ability
2. **Public Transport:** Working with the State Government to make public transport a more competitive alternative to car use
3. **Active Transport:** Making walking and cycling the most convenient option for most trips
4. **Roads and Parking:** Managing the road network to support all users and reducing traffic congestion, noise and speeding.

#### 2.1.3 Challenges, Opportunities and Actions

The challenges, opportunities and actions associated with Access and Mobility, Public Transport, and Roads and Parking relevant to Rose Bay and Queen Street are summarised in Table 2.1 to Table 2.3.



**Table 2.1: Summary Table, Accessibility and Mobility**

Challenge	Opportunities					Actions		
	On-Demand Public Transport	Access to Community Transport Network	Access to services	Accessibility Auditing (existing infrastructure)	Designing active transport for all abilities (new infrastructure)	Support further on-demand public transport services	Review access to key destinations	Work with the State Government to improve accessibility for all abilities on the bus and ferry network
<b>Challenge 1.4: Getting around with children, particularly on busy roads.</b>								
<b>Rose Bay</b> Moving around Woollahra with children can be difficult, particularly navigating busy roads and road crossing in general.				✓	✓		✓	

Source: Draft Woollahra Integrated Transport Strategy (Woollahra Municipal Council, 2021), Table 10.1

**Table 2.2: Summary Table, Public Transport**

Challenge	Opportunities					Actions		
	On-Demand Public Transport	Prioritising On-Road Public Transport	Advocate for better ferry services	Connectivity through network design	Public transport for recreational trips	Work with Transport for NSW to increase bus usage	Work with Transport for NSW to increase ferry usage	Work with Transport for NSW to improve public transport accessibility to recreational locations
<b>Challenge 2.2: Travel by bus is characterised by extended trip duration and long wait times.</b>								
Bus travel speeds are slow on the inbound direction in the following locations:								
<b>Rose Bay</b> Near Newcastle Street, Rose Bay, during the AM and PM peak periods.		✓				✓		
<b>Ferry services offer a very time competitive commuting option to private cars, however suburbs with ferry services still have very high car use.</b>								
<b>Rose Bay</b> Of the four ferry wharfs (Watsons Bay, Double Bay, Rose Bay and Darling Point) all ferry options offer regular peak hour services (approximately 30 minute) and time-competitive alternatives to private car use. Despite this, car use from these suburbs for commuting trips are high.			✓	✓			✓	✓

Source: Draft Woollahra Integrated Transport Strategy (Woollahra Municipal Council, 2021), Table 10.2



**Table 2.3: Summary Table, Roads and Parking**

Challenge	Opportunities					Actions						
	Promoting the use of electric vehicles	Promoting the use of share vehicles	Controlling parking appropriately to support necessary travel	Prioritising space-efficient transport modes	Develop a 'Vision Zero' approach to road safety	Develop a Road Safety Plan	Implement safety initiatives aimed at reducing driving speeds.	Reduce the negative impacts of traffic in locations of high 'Place' significance	Support for electric vehicle usage	Increase use of shared cars	Develop a municipal Parking Strategy	Prioritise space-efficient transport modes
<b>Challenge 4.2: There are slow travel speeds caused by congestion at discrete locations across the municipality.</b>												
<b>Queen Street</b> Slow travel speeds southbound along Ocean Street in Woollahra in the AM peak.		✓	✓	✓						✓	✓	
Slow travel speeds along Queen Street, Woollahra on the weekend peak.		✓	✓	✓				✓		✓	✓	
<b>Challenge 4.3: There are areas with high incidences of car crashes, particularly involving collisions where vehicles were off the road and involving excessive vehicle speeds.</b>												
<b>Queen Street</b> Intersections along Ocean Street in Woollahra, including at Queen Street, Jersey Road and Syd Enfield Drive.					✓	✓	✓					

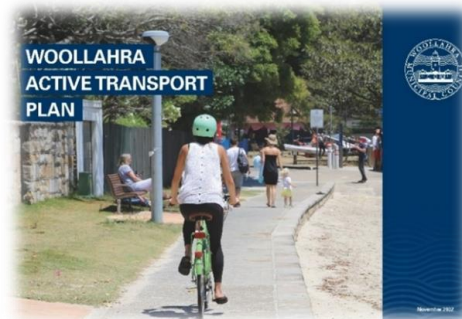
Source: Draft Woollahra Integrated Transport Strategy (Woollahra Municipal Council, 2021), Table 10.4



## 2.2 Woollahra Active Transport Plan (2023)

### 2.2.1 Vision for Walking and Cycling

The *Woollahra Active Transport Plan (Woollahra Municipal Council, 2023) (Active Transport Plan)* aims to make walking and cycling to centres, schools, parks, the harbour, foreshore, the Edgecliff and Bondi Junction public transport interchanges, and ferry wharves the most convenient, comfortable and safe choice for short trips in the Woollahra Local Government Area (LGA).

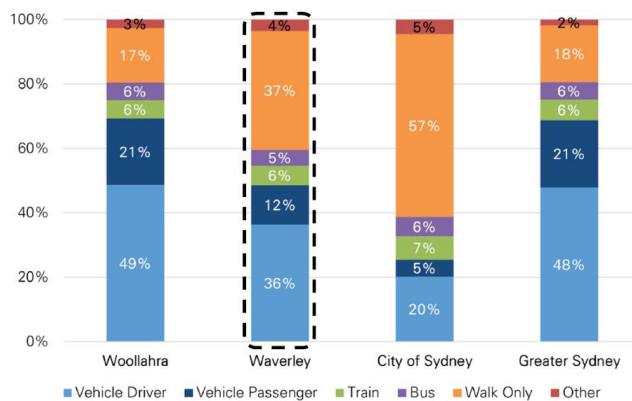


To achieve this vision, investment in safe, accessible and attractive pedestrian paths, crossings, cycleways, bicycle parking and supporting infrastructure is required. Given the hilly topography across the LGA, the greatest return on investment would be through an initial focus on flat routes, such as Rose Bay to Bondi via O'Sullivan Road or Newcastle Street.

### 2.2.2 Walking and Cycling Issues

In developing the *Active Transport Plan (2023)*, extensive community engagement was undertaken. The community particularly loved how the many tree-lined streets, parks and harbour foreshore make walking pleasant and enjoyable. However, they also highlighted things that could be improved, including:

- Better shade and shelter from weather, and more places to sit (i.e. to rest or enjoy the scenery)
- Lack of separation between cyclists and pedestrians on busy paths, which can make pedestrians feel unsafe
- Narrow footpaths, especially in busy centres which have a lot of foot traffic.
- A need for more and safer crossings which protect pedestrians from fast-moving car traffic.
- Uneven footpaths and trip hazards such as tree roots, which can make walking harder for those who are not as steady on their feet or use mobility aids.
- Relatively few walking trips are made to some schools, causing congestion and parking issues.



Source: TNSW Household Travel Survey 2019/19. Excludes 'linked trips', such as short walks from one shop to the next. Cycling trips are too low to estimate with confidence, and are part of 'Other'

Key cycling issues the community highlighted include:

- A lack of network continuity, with cycleways often ending abruptly at busy intersections
- High vehicle speeds and volumes can make even experienced cyclists feel unsafe
- Cycleways that are too narrow, resulting in conflicts with moving traffic and pedestrians
- Cycleways feel they have many interruptions, sometimes so many that experienced cyclists would prefer to cycle in the traffic lanes instead
- The LGA's hilly topography can make cycling a challenge even for experienced cyclists
- Poor maintenance, including cracks, potholes and a lack of lighting.



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### 2.2.3 Future Walking and Cycling Projects

The *Active Transport Plan (2023)* sets a long-term vision to guide investment and design decisions for the next 10-15 years (reviewed after five years) and includes short-term priority projects, as well as a longer-term plan for the walking and cycling networks.

Table 2.4 outlines future walking and cycling projects relevant to Rose Bay and Queen Street. Projects in **bold** are directly related to the proposed HPAAs. Projects in *italics* are already in Council’s pipeline. There are a total of 20 walking projects and 26 cycling projects across the LGA.

**Table 2.4: Future Walking and Cycling Projects**

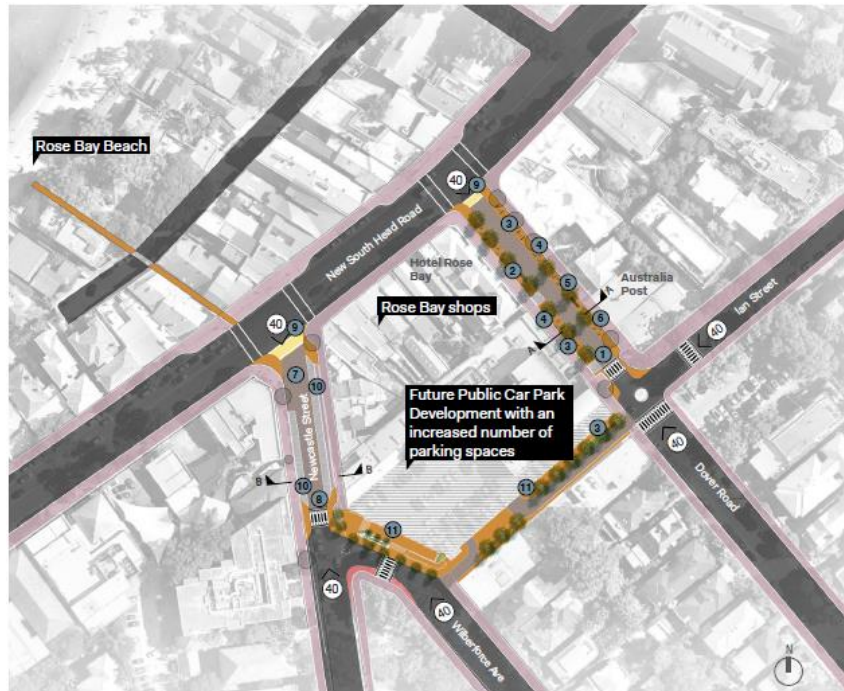
Priority	Walking	Cycling
High (5 years)	<ol style="list-style-type: none"> <li><b>Rose Bay Centre 40km/h High Pedestrian Activity Area</b></li> <li><b>Queen Street 40km/h High Pedestrian Activity Area</b></li> </ol>	<ol style="list-style-type: none"> <li><b>Cycleway along Queen Street (Oxford Street to Ocean Street)</b></li> </ol>
Medium (10 years)	<ol style="list-style-type: none"> <li>Rose Bay South Walking Improvements</li> <li>Shared Zone on Albemarle Lane</li> </ol>	<ol style="list-style-type: none"> <li>Cycleway on New South Head Road (Rose Bay to Vaucluse)</li> <li><b>Cycleway between Rose Bay and Rose Bay South (Dover Road or Wilberforce Ave)</b></li> </ol>
Low (study after 5 years)	<ol style="list-style-type: none"> <li>Moncur Street to Centennial Park Link</li> </ol>	<ol style="list-style-type: none"> <li>Cycleway on Ocean Street (Edgecliff to Queen Street)</li> </ol>

Source: Woollahra Active Transport Plan (Woollahra Municipal Council, 2023)

### 2.2.4 Current Rose Bay and Queen Street HPAAs Proposals

The current proposals for the Rose Bay and Queen Street HPAAs are shown in Figure 2.1 and Figure 2.2 respectively.

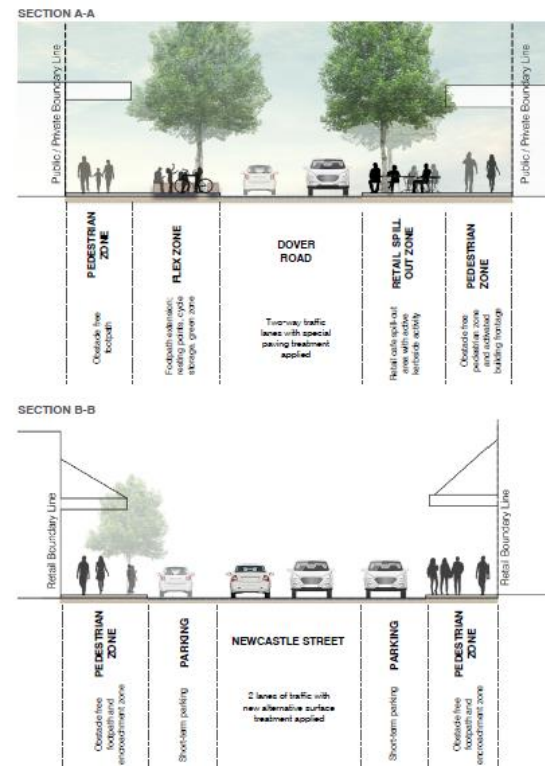




- LEGEND**
- Existing footpath to be retained
  - Proposed footpath extension works
  - Existing footpath to be removed
  - Alternative road surface treatment
  - Existing road treatment to be retained
  - Proposed raised pedestrian crossing
  - Proposed 40km/h speed zone
  - Existing street tree
  - Proposed street tree
- 1 Dover Road two-way street with 40km/h speed zone. Parking removed.
  - 2 Existing northbound bus stop retained
  - 3 Cycle storage
  - 4 Extended footpath with public seating, tree planting and bike parking
  - 5 Existing southbound bus stop retained
  - 6 Extended footpath with increased activation & cafe spill-out area
  - 7 Newcastle Street 40km/h speed zone
  - 8 Paving surface treatment extended to road for greater driver awareness of high pedestrian activity
  - 9 Existing signalised crossing to be retained
  - 10 Short-term parking
  - 11 Future Development with pedestrian priority link from Wilberforce Avenue to Dover Road

Source: Woollahra Active Transport Plan (Woollahra Municipal Council, 2023)  
**Figure 2.1: Current Rose Bay Centre HPAA Proposal**

Rose Bay Centre design interventions seek to improve the existing precinct to create a pedestrian friendly environment. The proposal provides the opportunity to extend the retail spill-out-zone along Dover Road and provide obstacle free pedestrian movement corridors along the building frontages. Traffic calming measures have been implemented to increase pedestrian safety and create greater driver awareness of high pedestrian activity along Dover Road and Newcastle Street.

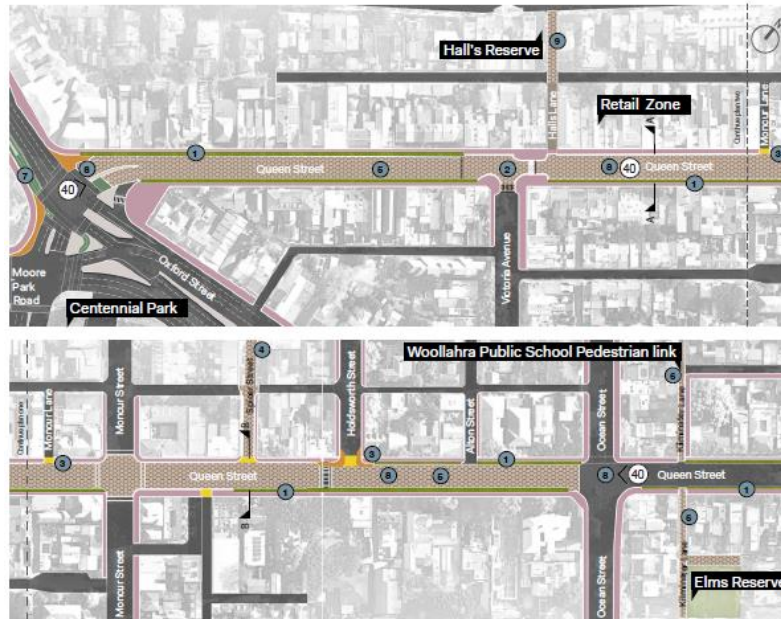


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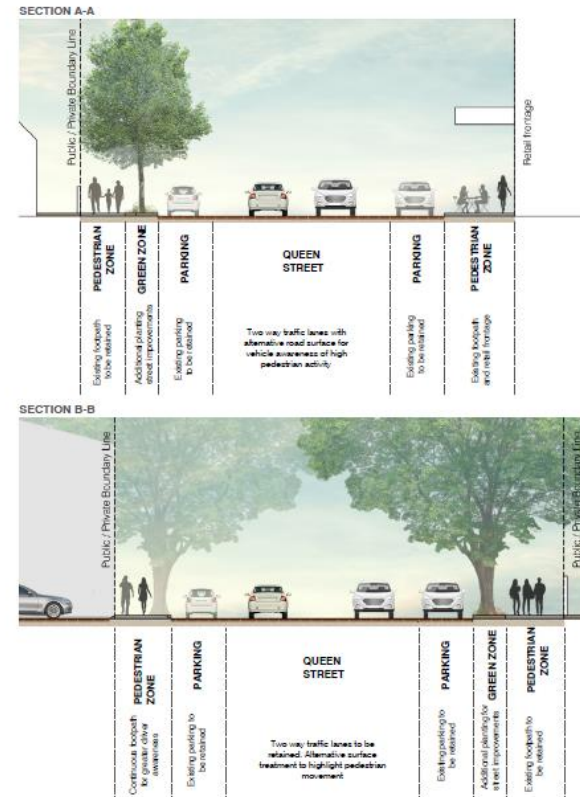
The walking improvements for Queen Street provide the opportunity to offer a safer and more appealing environment on a street level for pedestrians. Positive changes to the character of the street aim to reduce the perception of vehicle dominance. Pedestrian safety measures such as continuous footpaths and raised surface treatments provide a seamlessly connected walking route. The proposal celebrates Queen Street as a destination for retail and its importance as a movement corridor between Edgecliff Road and Oxford Street interchange. A shared cycle and vehicle route is integrated along Queen Street through a paved road surface treatment to create greater pedestrian awareness for drivers.



- LEGEND**
- Existing footpath
  - Proposed footpath extension works
  - Continuous footpath over road
  - Alternative road surface
  - Existing road treatment
  - Existing pedestrian crossing
  - Proposed raised pedestrian crossing
  - Improvement to street planting
  - Proposed 40km/h speed zone
- 1 Street planting improvements. Limited to tree pit locations and should not obstruct pedestrian and vehicle movement.
  - 2 Raised intersection treatment
  - 3 Continuous footpath. Paving treatment extended to road for greater driver awareness of high pedestrian activity
  - 4 Future pedestrian link to Monour Reserve. Potential extension of the alternative road surface treatment to signify high pedestrian activity.
  - 5 Improvement to street planting
  - 6 Alternative road surface treatment to highlight high pedestrian activity and emphasize a shared cycle and vehicle movement corridor
  - 7 Alternative road surface treatment to create pedestrian priority routes to points of interest such as schools and open space
  - 8 Connection to proposed Oxford Street cycleway, refer cycling priority project 6
  - 9 Proposed 40km/h speed zone
  - 10 Extend alternative road surface treatment along Halls Lane to Jersey Street to signify high pedestrian activity around Hall's Reserve

Source: Woollahra Active Transport Plan (Woollahra Municipal Council, 2023)

**Figure 2.2: Current Queen Street HPAA Proposal**



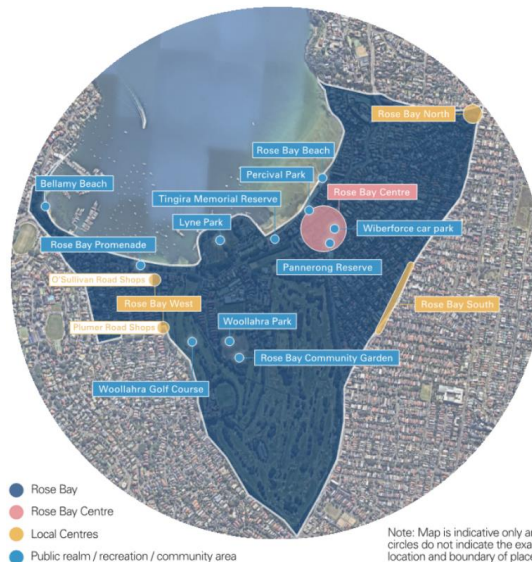
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## 2.3 Rose Bay Place Plan 2023-2028

### 2.3.1 Overview

The *Rose Bay Place Plan 2023-2028* (Woollahra Municipal Council, 2023) (*Place Plan*) is a strategic guide for placemaking (the transformation of public spaces and their connections with people) and economic development in the suburb of Rose Bay, with a specific focus on Rose Bay Centre. There may be opportunities to provide informal gathering spaces, to diversify retail and promote a night-time economy to activate a thriving and resilient place in Rose Bay.



### 2.3.2 Issues and Opportunities

Collaborative community engagement was undertaken to co-design a shared future vision (which is for Rose Bay is to be an intimate, connected and thriving place that supports the needs of its community and businesses) and guiding principles for the *Place Plan*. The following issues and opportunities were highlighted:

- **Greater retail diversity:** with dine-in and takeaway options
- **Increased outdoor dining:** and alfresco-style seating within Rose Bay's centres
- **Greater connection:** between Rose Bay Beach and New South Head Road
- **Improved open space:** within Rose Bay for a variety of community uses, including local events and markets
- **More community facilities:** including a community centre and public toilets
- **Traffic and congestion:** manage traffic, relieve congestion and improve pedestrian safety throughout Rose Bay
- **Lack of public transport options:** which reduce connectivity with Rose Bay
- **Lack of parking:** for locals and businesses, particularly in Rose Bay Centre
- **Implement more efficient waste management:** throughout Rose Bay and its beaches
- **Over-development:** limit high-rise developments
- **Active transport:** request Council to look at areas for greater pedestrianisation and bicycle paths.



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**Item No:** Y2  
**Subject:** **QUEEN STREET, WOOLLAHRA - 40KM/H HIGH PEDESTRIAN ACTIVITY AREA**  
**Author:** Ever Fang, Traffic & Transport Team Leader  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/90704  
**Purpose of the Report:** To improve pedestrian and road safety within Queen Street shopping precinct.  
**Alignment to Delivery Program:** Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

**Recommendation:**

THAT:

- A. Council endorse the Queen Street, Woollahra, 40km/h High Pedestrian Activity Area (HPAA) Study, as shown in Attachment 1;
- B. A 40km/h HPAA be implemented in Queen Street, between Oxford Street and Ocean Street, Woollahra, as shown in the Concept Plan in Attachment 2, subject to the concurrence of Transport for NSW (TfNSW) on a detailed design plan for the entry treatments with associated signage and pavement markings; and
- C. Council staff explore funding opportunities for the implementation of the Queen Street 40km/h HPAA through Federal and State Grants.

---

**Executive Summary:**

On 15 November 2023, Council endorsed the Woollahra Active Transport Plan, which identifies Queen Street 40km/h High Pedestrian Activity Area (HPAA) as a Walking Priority Project. In addition, Council has applied and successfully obtained funding through the NSW Safe Speeds in High Pedestrian Activity and Local Areas Program (FY2023-24) to undertake studies for the implementation of a 40km/h HPAA in Queen Street, Woollahra to improve pedestrian safety and amenity.

Subsequently, Council engaged specialist transport consultants, Bitzios Consulting, to investigate the study area and determine the suitability of a future 40km/h HPAA, which aims to:

- Identify the existing traffic situation in Queen Street, Woollahra;
- Identify potential streets and laneways suitable for inclusion in a HPAA;
- Identify any threshold or mid-block treatments required for these roads; and
- Prepare plans which recommend prioritised actions, including costings.

A copy of the Queen Street 40km/h High Pedestrian Activity Area Study is shown in Attachment 1. A concept plan is prepared for the proposed entry treatments and associated signage and pavement marking to enforce the 40km/h HPAA and is shown in Attachment 2.

**Discussion:**

The 40km/h speed limit for areas of high pedestrian activity has been proven to significantly reduce the number and severity of crashes and lead to broader benefits to support pedestrian activity and improve urban amenity and liveability. The implementation of 40km/h HPAA's are recommended for areas that accommodate a mix of needs for public place as well as people and goods movement,

including CBD areas, suburban shopping strips, town centres and areas where land use generates or facilitates significant pedestrian traffic (parks, beaches and tourist attractions).

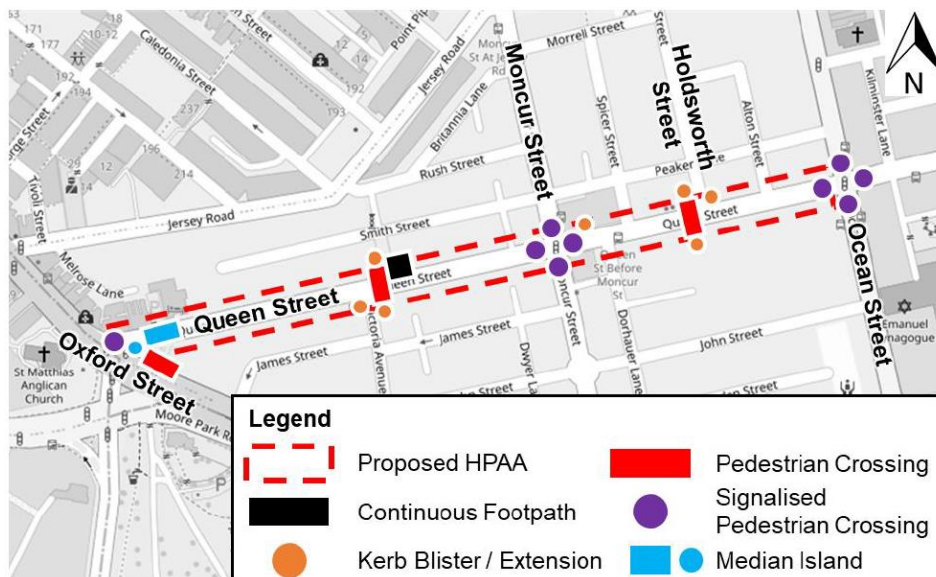
The proposed Queen Street 40km/h HPAAs aligns with the overarching strategies, goals and objectives identified in Council’s Draft Integrated Transport Strategy (ITS) and Woollahra Active Transport Plan (ATP). In particular, the Draft ITS identifies opportunities for Queen Street to develop a ‘Vision Zero’ approach to road safety and recommends to implement safety initiatives aimed at reducing driving speeds and reduce the negative impacts of traffic in locations of high ‘Place’ significance. The Queen Street 40km/h HPAAs is also identified as a Walking Priority Project in the Woollahra ATP.

The study area of Queen Street, between Oxford Street and Ocean Street, Woollahra, is reviewed as per guidelines of *NSW Speed Zoning Standard (TS 03631:1.0)* and *Technical Direction: Clarification to Speed Zone Review Process and Types of Speed Zones – Amendment to TS 03631:1.0 (TD 00030:2023)*. Results show that the proposed location is suitable for the implementation of 40km/h HPAAs.

### Site Location & Road Network

Queen Street, Woollahra predominantly provides access to dining and retail premises and forms a local centre between Victoria Avenue and Moncur Street, as well as to low density residential properties in other sections. Currently 50km/h default speed limit applies to the street with signage and pavement markings provided to remind motorists of the speed environment.

The street consists of one travel lane and one parking lane in each direction and provides signalised control at its intersections with Oxford Street, Moncur Street and Ocean Street. Other existing pedestrian crossing facilities include at-grade crossing with kerb extensions near Victoria Avenue and at-grade crossing with kerb blisters near Holdsworth Street, as shown below.



Currently Queen Street consists of an existing cycling route in the form of on-road marking on the shoulder lane. It is also identified in the Woollahra ATP that a cycleway will be installed in Queen Street within the proposed 40km/h HPAAs as a future cycling project with high priority.

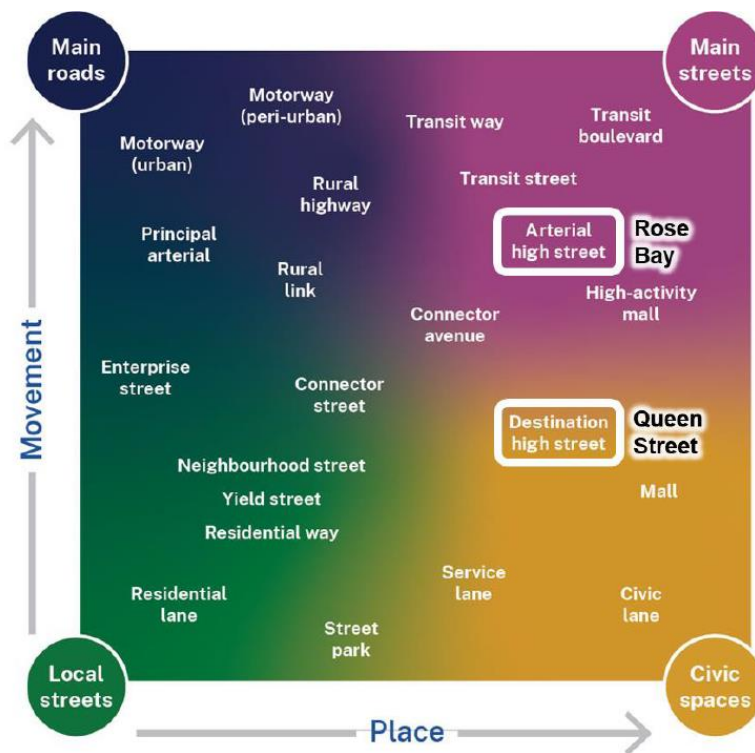
### Movement and Place

Queen Street is a local road that provides a secondary east-west traffic movement through Woollahra, connecting the mostly residential catchment to Oxford Street and Edgecliff Road. The primary north-south traffic movement is Ocean Street which connects to both New South Head Road and Oxford Street.



The place function in Queen Street is linked with its residential area where community access and daily living is a central focus, but also with its shops and restaurants along the corridor where facilities and amenities are available and provide a moderate place function and activity levels.

As such, Queen Street has both moderate movement and moderate place characteristics and can be classified as a destination high street which is 'A vibrant street with intense sense of place, supported by multi-modal movement at low speeds and volumes', as per TfNSW's *Movement and Place Framework* and shown below.

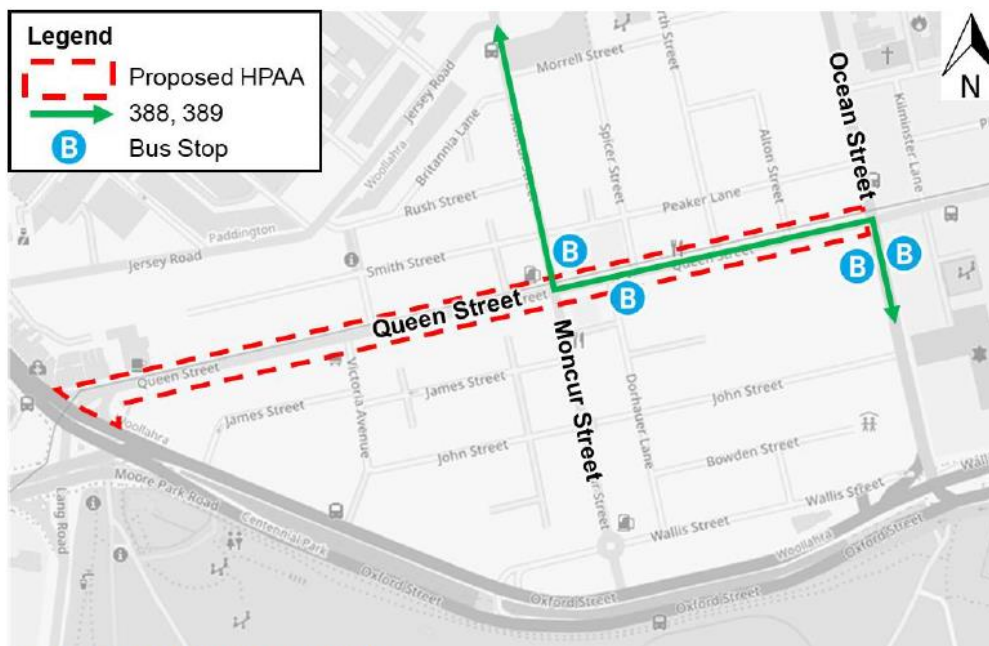


Source: Transport for NSW Movement and Place - Identifying Street Environments

### Bus Services

Currently, this section of Queen Street is serviced by two public bus routes, including No. 388 from Paddington to Bondi Junction which provides one (1) service per day Monday to Friday, as well as No. 389 from Bondi Junction to Pyrmont (both directions) which provides services every 15 minutes throughout the week.

The locations of bus routes and stops in Queen Street are shown below.



Sources: transportnsw.info / OpenStreetMap

### Traffic Counts Analysis

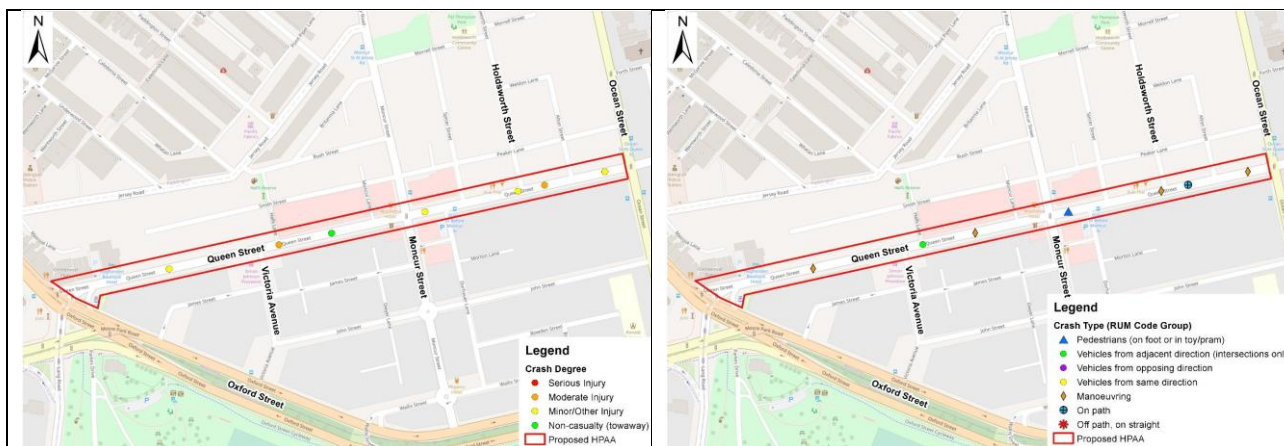
Traffic counts were undertaken to collect data including traffic speed and volume along the Queen Street corridor and assist with the investigation for the required treatments. Particularly, the 85<sup>th</sup> percentile vehicle speeds were analysed to determine the suitability of reducing the speed limit to 40km/h and are summarised in below tables.

Street Name	Queen Street
Location of Traffic Count	Between Victoria Avenue and Moncur Street
Period of Traffic Count	23 March - 30 March 2023
Carriageway Width (m)	12.1
Classification	Local Road
85 <sup>th</sup> Percentile Speed (km/h)	39.3
Vehicles Per Day (vpd)	8,463
Heavy Vehicle Volume (%)	3.2

Street Name	Queen Street
Location of Traffic Count	Between Moncur Street and Dorhauer Lane
Period of Traffic Count	15 June - 22 June 2023
Carriageway Width (m)	11.7
Classification	Local Road
85 <sup>th</sup> Percentile Speed (km/h)	37.6
Vehicles Per Day (vpd)	8,582
Heavy Vehicle Volume (%)	6.2

### Crash Data Analysis

The most recent five-year crash data recorded a total of seven (7) crashes in Queen Street, Woollahra within the study area. The location, degree and type of crashes are shown below.



A total of five (5) crashes involved vulnerable road users, including pedestrians, cyclists and motorcyclists and are summarised in below table.

Crash Degree	Road Users		
	Pedestrians	Cyclists	Motorcyclists
Fatal	0	0	0
Serious injury	0	0	0
Moderate injury	0	2	0
Minor/Other injury	1	1	0
Non-casualty (tow-away)	0	0	1

### Implementation of 40km/h HPAA

The *NSW Speed Zoning Standard (2023)* rates the risks of implementing HPAA's using crash histories and speed differential with the target speed limit, where it is defined that:

#### High-risk Area

- A road or area with a history of pedestrian and cyclist fatal and/or serious injury crashes and/or Risk modelling which indicates high risk to pedestrians and cyclists;
- A high differential where the current 85th percentile speed is more than 10km/h over the proposed HPAA speed limit;
- Areas that service a high number of aged or disabled pedestrians.

#### Low-risk Area

- A road or area with low or no pedestrian or cyclist crash history and/or risk modelling which indicates low risk to pedestrians and cyclists;
- A low differential between the current 85th percentile speed and proposed HPAA speed limit.

Accordingly, a treatment matrix is provided to guide the selection of appropriate infrastructure treatments to achieve the desired outcome and change in travel speed, as shown in the table below.

Risk	Crash risk/Differential	Primary safe system treatments	Supporting safe system treatments
High risk	High crash risk/high differential	Shall be installed	Shall be installed
High risk	High crash risk/low differential	Installation recommended	Installation recommended
Low risk	Low crash risk/high differential	Installation recommended	Installation recommended
Low risk	Low crash risk/low differential	Considered	Installation recommended

The study area of Queen Street, between Oxford Street and Ocean Street, Woollahra is assessed against the criteria and is considered as a low-risk area to implement a 40km/h HPAA.

Road Section	Pedestrian/Cyclist Fatal/Serious Injury Crashes	Crash Risk Rating	85 <sup>th</sup> Percentile Speed	Speed Differential	Overall Risk Rating
Queen Street, between Oxford Street and Moncur Street	0	Low	39.3km/h	Low	Low
Queen Street, between Moncur Street and Ocean Street	0	Low	37.6km/h	Low	Low

To support the implementation of the 40km/h HPAA and ensure the HPAA is self-enforcing, the following primary safe system treatments are proposed and need to be prioritised, as shown in the concept plan in Attachment 2:

- At-grade threshold treatments at entry points to the HPAA;
- HPAA signage at entry and exit points to the HPAA;
- '40' in pavement numerals marked on the road at entry points to the HPAA;
- Repeater HPAA signage 500m west of entry point near Oxford Street.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

The proposed Queen Street 40km/h High Pedestrian Activity Area (HPAA) is identified as a Walking Priority Project in the Woollahra Active Transport Plan (ATP). The ATP was placed on public exhibition between 7 November 2022 and 16 December 2022 and submissions expressed general support of a reduced speed environment in relation to the Queen Street HPAA.

Further community notification will be undertaken on the detailed design of the Queen Street 40km/h HPAA prior to the implementation.

**Policy Implications:**

Nil.

**Financial Implications:**

The Queen Street High Pedestrian Activity Area Study will be funded by the NSW Government's *Safe Speeds in High Pedestrian Activity Areas* Program.

Funding for the implementation of the proposed Queen Street 40km/h HPAA will be sought through opportunities made available from the NSW Government and the Australian Government, which include grant funding programs such as NSW Government's *HPAA Legacy Program*, *Get NSW Active* Program and the *Australian Government Safer Roads* Program.

**Resourcing Implications:**

Nil.

### **Conclusion:**

It is recommended that Council endorse the Queen Street High Pedestrian Activity Study, as shown in Attachment 1.



It is also recommended that a 40km/h HPAA be implemented in Queen Street, between Oxford Street and Ocean Street, Woollahra as shown in Concept Plan in Attachment 2, subject to TfNSW's concurrence on a detailed design plan for the entry treatments with associated signage and pavement markings. Council staff will actively seek funding opportunities through Federal and State Grants to assist with the implementation of the Queen Street 40km/h HPAA.

### **Identification of Income & Expenditure:**

The Queen Street High Pedestrian Activity Area Study will be funded by the NSW Government's *Safe Speeds in High Pedestrian Activity Areas* Program.

Funding for the implementation of the proposed Queen Street 40km/h HPAA will be sought through opportunities made available from the NSW Government and the Australian Government, which include grant funding programs such as NSW Government's *HPAA Legacy Program*, *Get NSW Active* Program and the *Australian Government Safer Roads* Program.

### **Attachments**

1. Queen Street High Pedestrian Activity Area Study [↓](#) 
2. Concept Plan - Queen Street 40km/h HPAA Treatments Plan [↓](#) 













































































































































































































































































**Item No:** Y3  
**Subject:** **WATSONS BAY PERMIT PARKING TRIAL REVIEW**

**Author:** Ever Fang, Traffic & Transport Team Leader  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/106147  
**Purpose of the Report:** To review the trial permit parking scheme  
**Alignment to Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

**Recommendation:**

THAT all existing 'P15minute Permit Holders Excepted Area WB1' restrictions in Watsons Bay, be retained, in order to maintain a balance with preferential treatment for residents and equitable parking for other motorists.

---

**Executive Summary:**

At its meeting held on 15 November 2023, Council considered a report on the Permit Parking Scheme for Watsons Bay and resolved:

*Noting there are 984 available parking spaces in Watsons Bay and that 65 have an existing parking restriction 'No Parking, Permit Holders Excepted', that Council:*

- A. *Approves a permit parking trial scheme, for a period of up to 6 months in Watsons Bay which replaces all "No Parking Permit Holders Excepted Area WB1" and resident only spaces with "P15minute Permit Holders Excepted Area WB1" spaces.*
- B. *Note that corflute signs will be displayed on-site and/or letterbox-drop notification letters will be sent to local residents and businesses within 50 metres of new parking restrictions for notification purposes only.*
- C. *Note that Council's Regulatory Services will continue to proactively monitor and enforce on-street parking in Watsons Bay, particularly during the summer and Easter peak period, in order to improve parking compliance in the area.*
- D. *Note that a further report following the permit parking trial scheme, be presented to Council prior to the end of the proposed permit parking trial scheme to consider a long-term permit parking scheme for Watsons Bay in March 2024.*
- E. *Council staff continue discussions with NPWS and formally offers Council services to regulate the existing free parking in the carpark adjacent to Camp Cove to amongst other things provide for disabled access to the beach from the closest available car park spaces.*
- F. *That in the event that the disabled parking space by 5 Pacific Street Watsons Bay is no longer required by the permit holder, a "P15minute Permit Holders Excepted Area WB1" is approved as the replacement sign.*

Following Council’s resolution, the trial parking restrictions, consistent with Part A and Part F of the recommendation, were installed on 1 December 2023. Over the summer trial period, parking occupancy surveys were undertaken and at the end of the trial period a resident questionnaire survey was undertaken to seek feedback from affected owners/residents on the permit parking scheme trial.

Results of the parking occupancy survey are shown in Attachments 1, 2 & 3. A redacted copy of all submissions to the resident questionnaire survey is shown in Attachment 4.

**Discussion:**

Parking Occupancy Surveys

Parking occupancy surveys were undertaken to observe parking operations after the installation of the trial ‘P15minute Permit Holders Excepted Area WB1’ parking restrictions. The following days were chosen to obtain typical weekday and weekend demand profile:

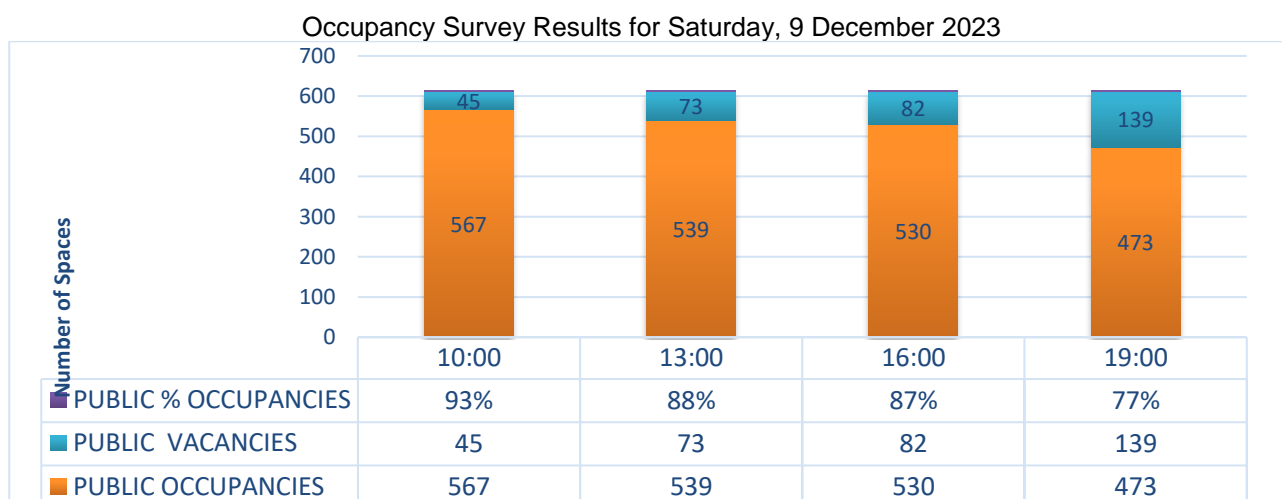
- Saturday, 9 December 2023 at 1-hour intervals between 10am-11am, 1pm-2pm, 4pm-5pm, and 7pm-8pm;
- Thursday, 18 January 2024 at 1-hour intervals between 10am-11am, 1pm-2pm, 4pm-5pm, and 7pm-8pm; and
- Sunday, 21 January 2024 at 1-hour intervals between 10am-11am, 1pm-2pm, 4pm-5pm, and 7pm-8pm

The parking surveys were completed at hourly intervals and included all local streets and publicly accessible car parking areas, including the spaces with the trial ‘P15minute Permit Holders Excepted Area WB1’ restrictions. It should be noted that all three days consisted of fine weather conditions and represented typical busy summer day with people visiting the beach.

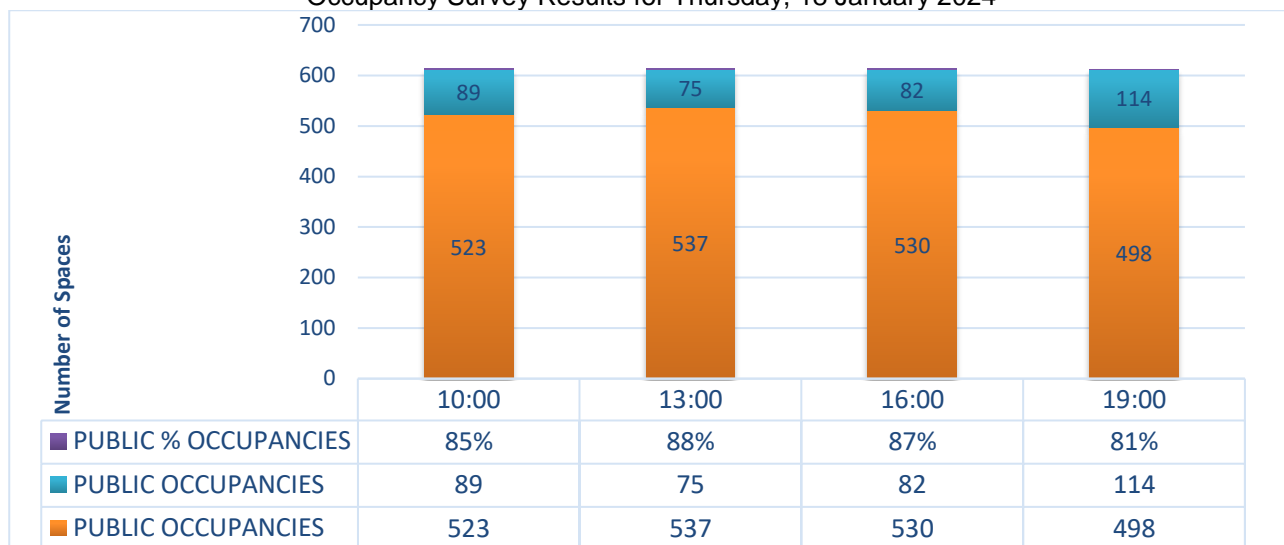
This survey data was analysed to quantify the local area demand profile against parking supply and the information collected included:

- The current kerbside parking restrictions that are in place and the area that this restriction covers;
- The approximate parking capacity for each street and the related signposted parking restriction; and
- The number of parking spaces occupied for each street and the related signposted parking restriction.

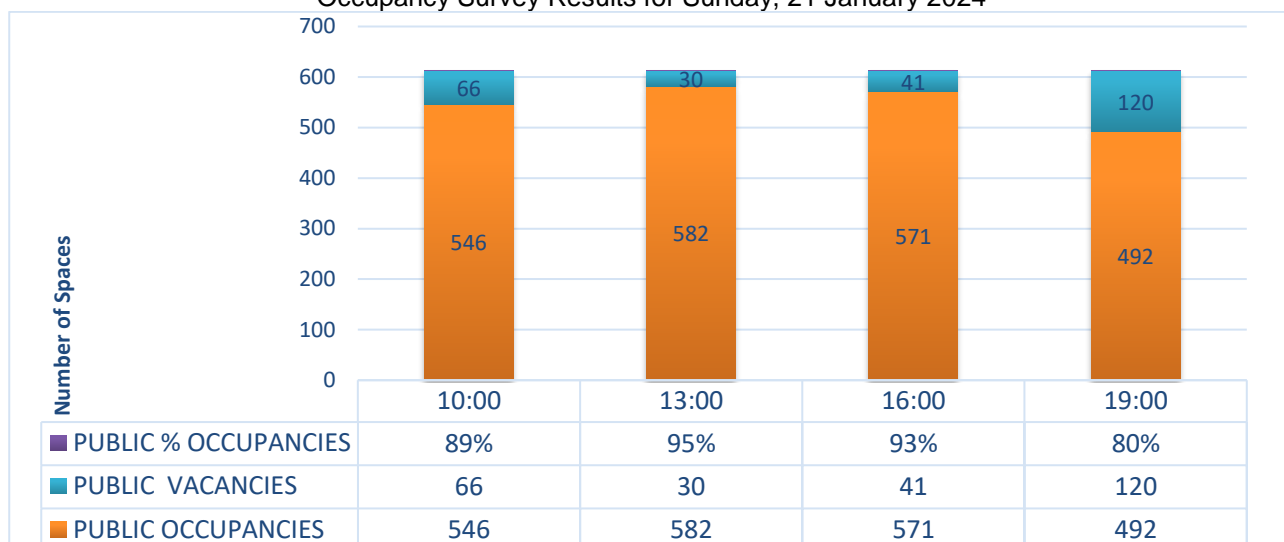
An overview of average demand at the four survey periods are provided in below figures.



Occupancy Survey Results for Thursday, 18 January 2024



Occupancy Survey Results for Sunday, 21 January 2024



The data does not identify significant changes in parking demand on weekdays and weekends over summer and school holidays, when parking occupancy was consistently above 85% during the day and dropped to approximately 80% at early evening hours. The results also indicate that overall, the existing parking provision is sufficient to accommodate the parking demands.

To better understand the impacts of the trial 'P15minute Permit Holders Excepted' parking scheme, a before and after review is conducted to compare parking occupancy rates across all survey days at 1pm, which is typically the busiest period in this area. The results are summarised in below table, noting the before dates include: Wednesday, 28 September 2022; Tuesday, 4 October 2022; Wednesday, 2 November 2022; Sunday, 15 January 2023; Wednesday, 18 January 2023; and Tuesday, 11 April 2023.

	Before						After (Trial P15Minute introduced)		
	28/9/22	4/10/22	2/11/22	15/1/23	18/1/23	11/4/23	9/12/23	18/1/24	21/1/24
<b>Public occupancies</b>	465	511	396	522	533	414	539	537	582
<b>Public vacancies</b>	148	102	217	91	80	199	73	75	30

<b>Public % occupancies</b>	76%	83%	65%	85%	87%	68%	88%	88%	95%
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In particular, parking occupancy rates for the resident permit parking spaces were summarised and were compared to the survey results for Sunday, 15 January 2023 and Wednesday, 18 January 2023, which were both hot summer days before the installation of the trial 'P15minute Permit Holder Excepted' restrictions, as shown in the table below.

Occupancy Survey Results for Resident Permit Parking Spaces

Street	Victoria Street	Pacific Street	Cove Street	Cliff Street <sup>1</sup>	Cliff Street <sup>2</sup>	Clovelly Street	Robertson Place	Gap Road	Dunbar Street	Salisbury Street	Average	
Side	E	N	W	W	W	S	N	ES	EN	N		
Capacity	9	10	10	3	11	5	8	11	2	3		
<b>Before</b>												
15/1/2023	10am	88.89%	44.44%	40.00%	50.00%	63.64%	100%	87.50%	60.00%	100%	100%	73.45%
	1pm	77.78%	55.56%	30.00%	75.00%	63.64%	100%	100.00%	40.00%	100%	100%	74.20%
	4pm	100%	66.67%	80.00%	100%	81.82%	100%	100.00%	80.00%	100%	100%	90.85%
	7pm	100%	88.89%	60.00%	75.00%	45.45%	100%	62.50%	60.00%	100%	100%	79.18%
18/1/2023	10am	66.67%	100%	40.00%	50.00%	63.64%	100%	75.00%	60.00%	50.00%	100%	70.53%
	1pm	100.00%	88.89%	50.00%	50.00%	45.45%	75.00%	100.00%	40.00%	100%	100%	74.93%
	4pm	77.78%	77.78%	50.00%	25.00%	36.36%	100%	62.50%	80.00%	100%	100%	70.94%
	7pm	100%	44.44%	60.00%	50.00%	36.36%	0.00%	0.00%	120.00%	0.00%	0.00%	41.08%
<b>After</b>												
9/12/2023	10am	77.80%	90.00%	80.00%	66.70%	72.70%	100%	62.50%	63.60%	100%	100%	81.30%
	1pm	88.90%	80.00%	90.00%	100%	72.70%	80.00%	50.00%	81.80%	100%	66.70%	81.00%
	4pm	66.70%	60.00%	70.00%	100%	100%	80.00%	75.00%	90.90%	100%	66.70%	80.90%
	7pm	77.80%	70.00%	80.00%	66.70%	63.60%	60.00%	75.00%	72.70%	100%	100%	76.60%
18/01/2024	10am	88.90%	90.00%	90.00%	66.70%	81.80%	100%	75.00%	63.60%	100%	100%	85.60%
	1pm	100%	100%	80.00%	100%	72.70%	80.00%	62.50%	72.70%	100%	100%	86.80%
	4pm	77.80%	90.00%	90.00%	66.70%	81.80%	100%	50.00%	72.70%	100%	66.70%	79.60%
	7pm	88.90%	80.00%	90.00%	33.30%	90.90%	100%	75.00%	81.80%	50.00%	66.70%	75.70%
21/01/2024	10am	100%	100%	90.00%	100%	100%	80.00%	75.00%	72.70%	100%	100%	91.80%
	1pm	100%	100%	100%	100%	90.90%	100%	62.50%	72.70%	100%	100%	92.60%
	4pm	88.90%	90.00%	100%	66.70%	90.90%	80.00%	87.50%	63.60%	50.00%	66.70%	78.40%
	7pm	77.80%	80.00%	80.00%	33.30%	100%	60.00%	62.50%	72.70%	100%	66.70%	73.30%

1 Cliff Street, between Military Road and Short Street

2 Cliff Street, between Short Street and Victoria Street

The results show that the study area experienced a general higher parking occupancy after the trialled parking changes, particularly within the permit parking spaces. This indicates that the permit parking spaces maintain a balance with preferential treatment for residents and equitable parking for other motorists.

### Resident Questionnaire Survey

At the end of the trial period, notification letters with a resident questionnaire survey enclosed were distributed to the residents of Watsons Bay on Monday, 20 May 2024. Residents were invited to complete the survey via the following options:

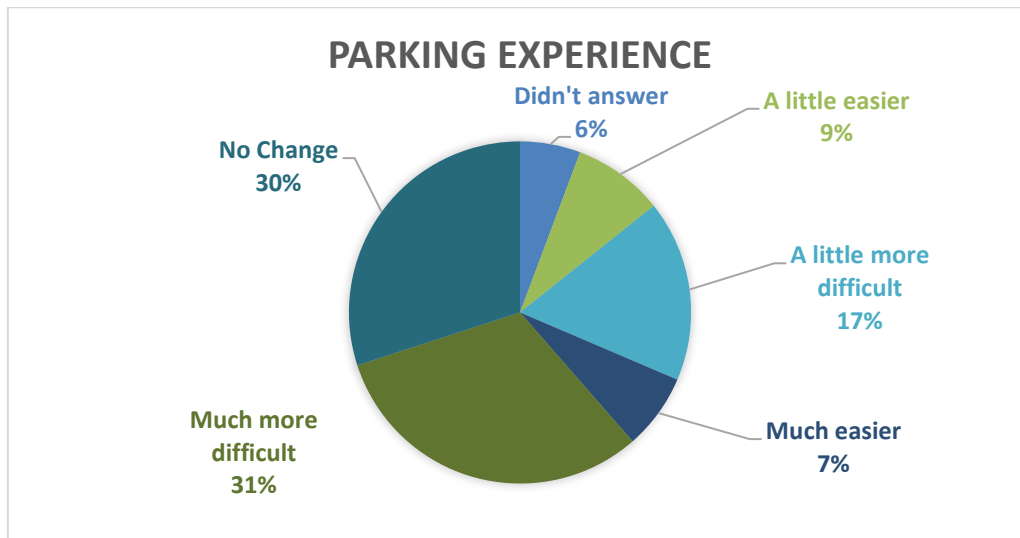
- Mail, by filling out the survey and returning it to Woollahra Council, in the Reply Paid envelope provided; or
- Email a scanned copy of the completed survey.

The community consultation period for feedback closed on Friday, 7 June 2024.

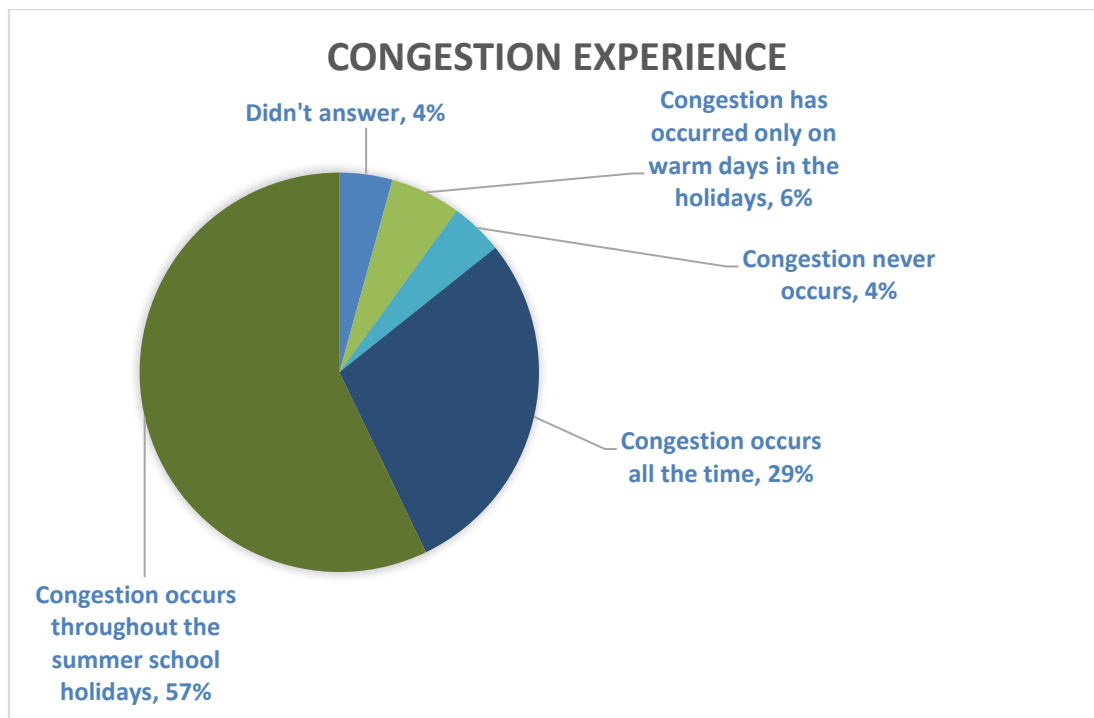
A total of 424 notification letters were distributed and 70 submissions were received from the residents, representing a response rate of 16.5% from the local community.



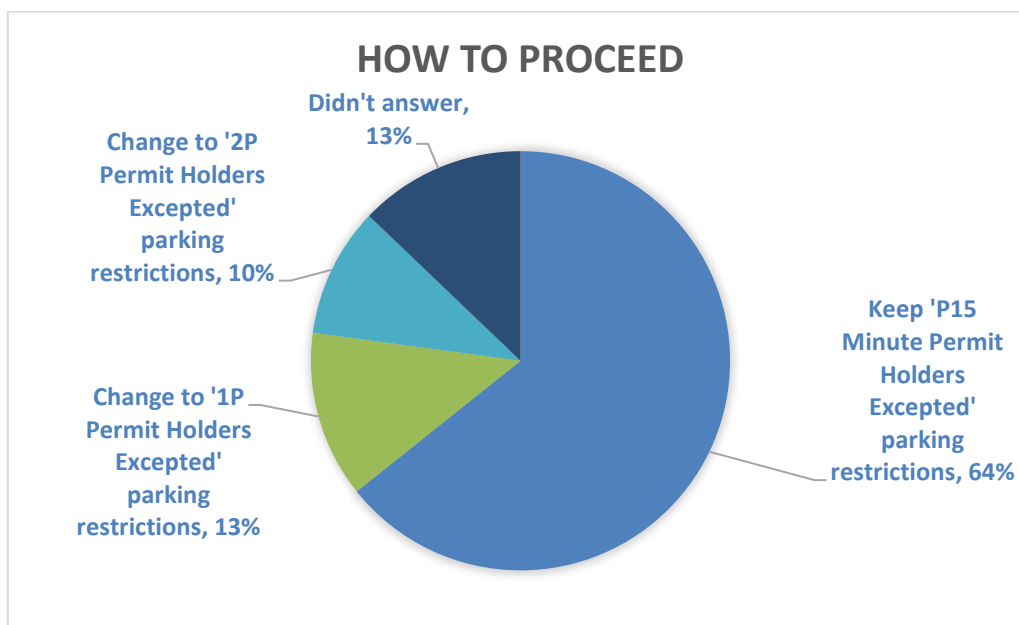
The survey asked respondents about their household vehicle ownership, how many off-street parking spaces were available at their property and how many vehicles from the household regularly parked on the street. Results show that on-street parking demands of the respondents are generally consistent with their car ownership and onsite parking provision, with a few exceptions indicating these households require more parking than the number of vehicles owned. In addition, the survey asked respondents their experience finding on-street parking near their residences following the installation of the trial permit parking scheme. Whilst 31% of the respondents raised parking was much more difficult since the trialed parking changes, another 30% of the respondents expressed there was no change.



The survey also asked respondents their experience with traffic congestion in their streets. In response, the majority of the submissions (57%) expressed that congestion occurs throughout the summer and school holidays.



Furthermore, the survey asked respondents how they wish Council to proceed with the parking restrictions within the existing permit parking zones. The majority of the submissions (64%) expressed that they'd like the existing 'P15minute Permit Holders Excepted' restrictions be retained.



Permit parking schemes are governed by the TfNSW Permit Parking Guidelines and are designed to ensure a continuing preferential treatment for permit holders whilst at the same time providing sufficient on-street parking for other users who do not have permits, including some residents who may not be eligible for permits.

Results of the parking occupancy surveys suggest that overall the existing parking provision is sufficient to accommodate the parking demands. The results also identified a higher parking occupancy rates within the permit parking zones after the trialled 'P15minute Permit Holders Excepted' restrictions were installed, which indicates these permit parking spaces maintain a balance with preferential treatment for residents and equitable parking for other motorists.

The above findings are consistent with the results of resident questionnaire surveys. Whilst there were contradictory opinions on the parking situations in this area after the trial permit parking scheme was implemented, the submissions predominantly expressed that they'd like Council to keep the 'P15minute Permit Holders Excepted' restrictions.

Therefore, it is recommended that all existing 'P15minute Permit Holders Excepted Area WB1' restrictions in Watsons Bay, be retained.

**Options:**

Nil.

**Community Engagement and / or Internal Consultation:**

Following the installation of trial permit parking restrictions, parking occupancy surveys were undertaken Saturday, 9 December 2023, Thursday, 18 January 2024 and Sunday, 21 January 2024 at 1-hour intervals between 10am-11am, 1pm-2pm, 4pm-5pm and 7pm-8pm to observe the parking conditions on all local streets and publicly accessible car parking areas.

At the end of the trial period, residents and owners of properties within the Watsons Bay area were consulted in relation to the permit parking scheme. A total of 424 notification letters with resident questionnaire survey enclosed were distributed on Monday, 20 May 2024. The consultation concluded on Friday, 7 June 2024 and received 70 submissions from the local community, noting some submissions were received after the close date of the consultation but were all tabled and considered in this report.

**Policy Implications:**

Nil.

**Financial Implications:**

Nil.





**Resourcing Implications:**

The enforcement of the 'P15minute Permit Holders Excepted' require more resourcing than other existing permit parking regimes across Woollahra LGA. Discussions in this regard are ongoing between Traffic and Regulatory staff but the organisational position is that the parking regime should be designed to provide the most appropriate service to the community, with enforcement resourcing to be provided as necessary.

**Conclusion:**

In light of all the above, it is recommended that all existing 'P15minute Permit Holders Excepted Area WB1' restrictions in Watsons Bay, be retained, in order to maintain a balance with preferential treatment for residents and equitable parking for other motorists.

**Attachments**

1. Parking Occupancy Survey - 9 December 2023 [↓](#) 
2. Parking Occupancy Survey - 18 January 2024 [↓](#) 
3. Parking Occupancy Survey - 21 January 2024 [↓](#) 
4. Submissions - Resident Questionnaire Survey [↓](#) 

























































































**Item No:** Y4  
**Subject:** **CRANBROOK LANE, BELLEVUE HILL - NO PARKING RESTRICTIONS**

**Author:** Coen O'Shannessy, Traffic & Transport Engineer

**Approvers:** Ever Fang, Traffic & Transport Team Leader  
Emilio Andari, Manager Engineering Services

**File No:** 24/108260

**Purpose of the Report:** To respond to the request from local residents

**Alignment to Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

### **Recommendation:**

THAT a 'No Parking' restriction be installed on the eastern side of Cranbrook Lane, Bellevue Hill at the frontage of No. 21 Cranbrook Lane, starting immediately south of the gateway access to the tennis court driveway and continuing 26 metres north, ending immediately south of the driveway access of No. 19 Cranbrook Lane as shown in Attachment 1, in order to deter illegal parking, and improve access and traffic safety at this location.

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### **Executive Summary:**

Council has received requests from the local community to prevent illegal parking near No. 21 Cranbrook Lane, Bellevue Hill. It is reported that vehicles frequently park on the eastern side of Cranbrook Lane in addition to vehicles parking on the western side of Cranbrook Lane which obstructs access to the laneway and neighbouring properties.

### **Discussion**

Cranbrook Lane, Bellevue Hill is a local road that provides access to residential properties fronting Cranbrook Lane and Cranbrook Road, as well as to the Scots College. The laneway is measured to be approximately 5 metres kerb-to-kerb south of No. 21 Cranbrook Lane before widening to approximately 7 metres kerb-to-kerb.

Currently 'No Parking' restrictions are signposted on the western side of Cranbrook Lane, south of No. 21 Cranbrook Lane, Bellevue Hill. Site inspections revealed that parking often occur on one side of the narrow laneway, where vehicles are parked on the eastern side south of No. 21 Cranbrook Lane and opposite the existing 'No Parking' zones, and shifted to the western side where the road widens at the frontage of No. 21 Cranbrook Lane and continues north towards Aston Gardens.

It was also observed that high parking demand exists during peak periods and sometimes results in parking on both sides near No. 21 Cranbrook Lane. Given the road width transitions from 5 metres to 7 metres at this section, it is not possible for motorists to park on both sides and maintain 3 metres of clearance for other vehicles to pass, as per Rule 208 of NSW Road Rules 2014, which stipulates that '*the driver must position the vehicle so that there is at least 3 metres of the road alongside the vehicle*' and '*The driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians*'.

In this regard, it is recommended to signpost 'No Parking' restrictions at this location as it is shown to be a compliance and safety problem. The 'No Parking' restrictions will be installed for a distance of 26 metres at the frontage of No. 21 Cranbrook Lane, starting immediately south of the driveway access of No.19 Cranbrook Lane and ending south of the gateway access to the tennis court fronting Cranbrook Lane as indicated in Attachment 1. This length of 'No Parking' is deemed satisfactory as the rest of the street accommodates driveway accesses and consists of existing 'No Parking' restrictions further north and given the history on non-compliance at this location.

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:**

The proposal has been advertised by hanging a corflute board at the subject location. This was placed on site on 5<sup>th</sup> June, 2024. As well as a notification letter to all residents within 50 metres of the subject location on 5<sup>th</sup> June, 2024. The consultation sign and letter advise that interested parties can make a submission and can attend and address the Woollahra Local Traffic Committee and Council's Finance, Community and Services Committee if they so wish. The closing date for submissions ended on 19<sup>th</sup> June, 2024. There has been 1 response received from the public in relation to this proposal to date. The responses were in favour of the proposal, however referred to additional parking concerns north of No. 21 Cranbrook Lane, Bellevue Hill where cars also park on the eastern side of Cranbrook Lane.

Given the laneway is wider than 7 metres north of No. 21 Cranbrook Lane and has the capacity to accommodate parking on both sides, further expanding the 'No Parking' restrictions is not supported at this stage to retain maximum amount of parking, noting Council's Traffic and Transport Engineers will keep monitoring parking conditions along the laneway.

### **Policy Implications:**

Nil.

### **Financial Implications:**

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

### **Conclusion:**

It is recommended that a 'No Parking' restriction be installed on the eastern side of Cranbrook Lane, Bellevue Hill at the frontage of No. 21 Cranbrook Lane, starting immediately south of the gateway access to the tennis court driveway and continuing 26 meters north, ending immediately south of the driveway access of No. 19 Cranbrook Lane as shown in Attachment 1, in order to deter illegal parking, and improve access and traffic safety at this location.

### **Identification of Income & Expenditure:**

Council's Block Grant for Traffic Facilities.

### **Attachments**

1. Locality Map - Cranbrook Lane, Bellevue Hill [↓](#) 





**Item No:** Y5  
**Subject:** **ETHAM AVENUE, DARLING POINT - TIMED MAIL ZONE RESTRICTIONS**  
**Author:** Ever Fang, Traffic & Transport Team Leader  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/108391  
**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 12pm-2pm Mon-Fri, Australia Post Vehicles Excepted' restrictions on the northern side of Etham Avenue, Darling Point and immediately east of the 10 metre statutory 'No Stopping' zone, for a distance of 6 metres as shown in Attachment 1.

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**Executive Summary:**

On 5 March 2024, a proposal 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, was presented in a report for consideration at the Local Traffic Committee meeting, where the Committee recommended:

*"THAT the 'No Stopping, Australia Post Vehicles Excepted' restrictions be deferred for further investigation to consider an alternate location."*

It was noted that Transport for NSW (TfNSW) expressed safety and sightline concerns as the proposed location is within the statutory 10 metre 'No Stopping' zone at an intersection.

Subsequently, the recommendation was endorsed by Council's Finance, Community & Services Committee at its meeting on 2 April 2024.

**Discussion:**

The dedicated mail zone is to respond to a request from Australia Post which expressed challenges to find available and safe parking in this area to service the existing Post Box at the intersection of Etham Avenue and Darling Point Road, near property No.107 Darling Point Road, Darling Point.

Following the meeting, Council's Traffic and Transport Engineers have undertaken further investigations to explore alternative locations to accommodate Australia Post vehicles. Noting high parking demand exists in this area, it is proposed to install a timed mail zone to allow delivery vehicles to access the Post Box within a certain time period, as well as parking for the general public outside of these hours.

Australia Post have confirmed that this street Post Box would be accessed between 12pm and 2pm on weekdays. It is therefore proposed to install 'No Stopping 12pm-2pm Mon-Fri, Australia Post Vehicles Excepted' restrictions on the northern side of Etham Avenue, Darling Point and immediately east of the 10 metre statutory 'No Stopping' zone, for a distance of 6 metres as shown in Attachment 1.

The proposed installation of signage will result in loss of one (1) legal on-street car parking space during operation hours of the mail zone. It should however be noted that the general public can still access this parking space outside of these hours.

**Options:**

Nil.

**Community Engagement and/or Internal Consultation:**

A notification letter for the proposed timed mail zone was sent on 5 June 2024 to the owners and occupiers of the affected properties in Darling Point Road and Etham Avenue. A total of 214 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 19 June 2024.

No submissions have been received in relation to the proposal, however a request was received from a local resident before the community consultation for Council to consider a suitable location for Australia Post vehicles. It was raised that Australia Post has not been servicing this Post Box due to challenges of finding available and safe parking in this area. A response was provided to the resident regarding Council's investigations for the proposed timed mail zone and the resident later expressed support to the proposal.

**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 12pm-2pm Mon-Fri, Australia Post Vehicles Excepted' restrictions on the northern side of Etham Avenue, Darling Point and immediately east of the 10 metre statutory 'No Stopping' zone, for a distance of 6 metres as shown in Attachment 1, to allow Australia Post to service its customers in this local area within the mail zone hours and maximise parking opportunities to allow general parking outside of these hours.

**Identification of Income & Expenditure:**

Council's Block Grant for Traffic Facilities.

**Attachments**

1. Locality Map - Timed Mail Zone in Etham Avenue, Darling Point [↓](#) 







**Item No:** Y6  
**Subject:** **FITZWILLIAM ROAD AND BURRABIRRA AVENUE, VAUCLUSE - TRAFFIC CALMING MEASURES DESIGN PLAN**  
**Author:** Ever Fang, Traffic & Transport Team Leader  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 24/110641  
**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.

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**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.

On 7 May 2024, a 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 was presented in a report for consideration at the Local Traffic Committee meeting, where the Committee recommended:

*"THAT the matter be deferred for an on-site meeting to allow the Committee members to consider the design plan for the proposed kerb extension and infrastructure upgrades at the intersection of Fitzwilliam Road at Burrabirra Avenue, Vaucluse, and issues raised by residents that attended this meeting."*

It was noted that local residents addressed the committee and raised concerns on the reduced road width in Fitzwilliam Road that would result in adverse impact on manoeuvrability of large vehicles and create a safety hazard. It was also noted that the design plan was supported by TfNSW however considering the concerns expressed by the local community, it was recommended by NSW Police and Kellie Sloane MP's office that this matter be discussed on-site.

The recommendation was later endorsed by Council's Finance, Community & Services Committee at its meeting on 3 June 2024.

Subsequently, an on-site meeting was held on 26 June 2024 for the Committee members to review the design at the intersection. Local residents also made representation at the meeting and provided comments on the design. Whilst some residents expressed support to the proposed kerb extension, other residents raised concerns with the road narrowing at this location, particularly the adverse impacts on turning movements.

It should be noted that the proposed 2.5m kerb extension in Fitzwilliam Road is intended to intercept overland water flow and will consistently align the kerb and gutter either side of the intersection to improve the proposed 'Give Way' control treatment. Concerns were noted that vehicles turning into Burrabirra Avenue may drive onto the wrong side of the road and as a result of the design, and in response to this issue raised, the design has been amended to incorporate double dividing (BB) line in Burrabirra Avenue to assist with delineation. Accordingly, a revised design plan for the proposed kerb extension and infrastructure upgrades the intersection of Fitzwilliam Road and Burrabirra Avenue, Vauclose has been prepared and is presented in this report for consideration, as shown in Attachment 1.

**Discussion:**

Site location & road network

<b>Street Name</b>	Fitzwilliam Road
<b>Section</b>	Intersection with Burrabirra Avenue
<b>Carriageway Width (m)</b>	10.0-11.7
<b>Carriageway Type</b>	Two-way road with one travel lane in each direction, in addition to kerbside parking lanes.
<b>Classification</b>	Local
<b>85<sup>th</sup> Percentile Speed (km/h) March 2018</b>	53.9
<b>Vehicles Per Day (vpd)</b>	2607
<b>Reported Crash History (5 year period)</b>	No crashes reported.
<b>Heavy Vehicle Volume (%)</b>	5.8
<b>Parking Arrangements</b>	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, Vauclose, 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 intersection treatments with associated signs and line markings; and
- Install 'No Stopping' signs to reinforce the 10 metre statutory 'No Stopping' restrictions;
- Install double dividing (BB) line in Burrabirra Avenue at the intersection for a distance of 10 metres.

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. The double dividing line will be in line with the statutory 10m 'No Stopping' restrictions and will not result in loss of any legal on-street parking spaces in Burrabirra Avenue and Fitzwilliam Road.

A minimum of 3.5 metre travel lane is provided to ensure safe and unimpeded bus operations along Fitzwilliam Road, noting the distance is measured between the edge of the gutter and the double dividing centre line marking and allows a further 450mm width of the gutter for vehicle manoeuvring. 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 85<sup>th</sup> 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, Vaucluse, 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, Vaucluse. 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.

Following the resolution of Council's Finance, Community & Services Committee, another onsite meeting was held to allow the Local Traffic Committee members to review the design at the intersection. Local residents also joined the meeting and made comments to the design, particularly in relation to the kerb extension.

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 and the installation of double dividing (BB) line. 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 and Infrastructure Upgrades Design Plan [↓](#) 







**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:** 24/109569  
**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. The total funds being provided to Woollahra Municipal Council is \$170,000 and the following table provides a summary of these projects.

<b>TfNSW Project Number</b>	<b>PROJECT NAME</b>	<b>Program Approved</b>	<b>Approved Funding Allocation</b>	<b>Type of Funding</b>	<b>Monthly Status</b>
P.0078512	<b>Victoria Road, Bellevue Hill</b> 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	<b>Rose Bay Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalised.
P.0075648	<b>Woollahra Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Finalised.

**Attachments**

Nil