



Woollahra Local Traffic Committee

Tuesday 1 October 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

26 September 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 1 October 2024
Meeting No 10**

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 1 October 2024 at 10.00am.**

Regards,

Emilio Andari
Manager – Engineering Services

Woollahra Local Traffic Committee

Agenda

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1.	Opening Statement	
2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 6 August 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

Y1	Oswald Street, Darling Point - Permit Parking Restrictions - 24/173512	7
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Z1	Transport for NSW Funded Projects Status - 24/173835	23
11.	General Business	

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

Item No: Y1
Subject: **OSWALD STREET, DARLING POINT - PERMIT PARKING
RESTRICTIONS**
Author: Coen O'Shannessy, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
Emilio Andari, Manager Engineering Services
File No: 24/173512
**Purpose of the
Report:** To respond to request from the local community
**Alignment to
Delivery Program:** Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

That the existing '2P 8am-8pm Permit Holders Excepted Area RUSH 1' parking restrictions be extended to the available kerbside parking on the western side of Oswald Street south of Oswald Lane, Darling Point, as shown in Attachment 1.

Executive Summary:

Council has received requests from the local community to review the parking conditions and reduce the incidence of long term on-street parking on Oswald Street, Darling Point, and improve opportunities for local residents, community members and visitors.

Discussion:

Oswald Street, Darling Point is a no-through road where it ends with Oswald Lane and provides access to New South Head Road. Oswald Street and Oswald Lane are primarily used by residents to access properties fronting Oswald Street and New Beach Road which are covered by Rushcutters Bay 1 resident permit parking scheme. Oswald Street is in close proximity to Rushcutters Bay and experiences a high parking demand.

Currently the eastern side of Oswald Street consists of 'No Parking' restrictions. The western side consists of four (4) '2P 8am-8pm Permit Holders Excepted Area RUSH 1' parking spaces and three (3) unrestricted parking spaces. These parking spaces serve properties that front New South Head Road, New Beach Road as well as Oswald Street.

New Beach Road consists of '2P 8am-8pm Permit Holders Excepted RUSH 1' parking restrictions on the eastern side that fronts residential properties and a mixture of '1P 8:30am-6pm Mon-Fri 8:30am-12:30pm Sat' restrictions and unrestricted parking on the western side that fronts Rushcutters Bay park. There are 22 resident permit parking spaces along the eastern side of New Beach Road from New South Head Road to Mona Lane.

A review of Council Records reveals that there are 40 Resident Parking Scheme (RPPS) permits issued to this area, representing a permit to permit space ratio of 160%. This shows that there are significantly more permit holders than permit parking spaces.

To facilitate parking turnover and provide fair and equitable parking, it is proposed to extend the existing '2P 8am-8pm Permit Holders Excepted Area RUSH 1' resident permit parking restrictions to the remaining three (3) unrestricted parking spaces in Oswald Street, south of Oswald Lane, as shown in Attachment 1.

The increase of permit parking spaces will improve parking conditions in this area and reduce the permit to permit space ratio from 160% to 143%. It should also be noted that the road width of Oswald Lane is approximately 4.3 metres in width. Rule 208 of NSW Road Rules 2014, stipulates that *'the driver must position the vehicle so that there is at least 3 metres of the road alongside the vehicle'*. As such these spaces cannot be considered legal parking spaces as it is not possible for a vehicle to park on Oswald Lane and maintain a 3 metre clearance.

It has also been noted that there is potentially a redundant Bus Stop on New Beach Road south of New South Head Road. A follow up investigation will be conducted to investigate the potential removal of this Bus Stop and the installation of an additional three (3) Resident Parking spaces.

In light of all the above, it is recommended that timed parking restrictions and resident permit parking scheme be extended to the available kerbside parking on the western side of Oswald Street, south of Oswald Lane to facilitate parking turnover and improve parking opportunities for both local residents and visitors to this area.

Options:

Nil.

Community Engagement and Consultation:

A notification letter with the proposed extension of the timed parking restrictions with resident permit parking scheme to the western side of Oswald Street south of Oswald Lane, was distributed to the surrounding properties in Oswald Street, New Beach Road and New South Head Road on 6 September 2024. A total of 125 letters were distributed to owners and residents. In addition, the proposal was advertised by hanging a corflute sign at this location to capture visitors to the area. The closing date for comments ended on 20 September 2024.

Six (6) submissions were received which all showed support of the proposal. It is however noted that five (5) five (5) of these responses expressed difficulties to find available parking in this area and requested permit parking restrictions be extended to other surrounding streets, including Oswald Lane and New Beach Road, Darling Point.

Parking challenges in this area have been noted. As discussed earlier in this report, parking in Oswald Lane is illegal as the laneway cannot accommodate vehicular movements when cars are parked on one side. A follow-up investigation will be conducted to review the Bus Stop on New Beach Road. It is also anticipated that a future review of a resident permit parking scheme will further improve parking opportunities for local residents and visitors to this area.

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 the existing '2P 8am-8pm Permit Holders Excepted Area RUSH 1' parking restrictions be extended to the available kerbside parking on the western side of Oswald Street south of Oswald Lane, Darling Point, as shown in Attachment 1.

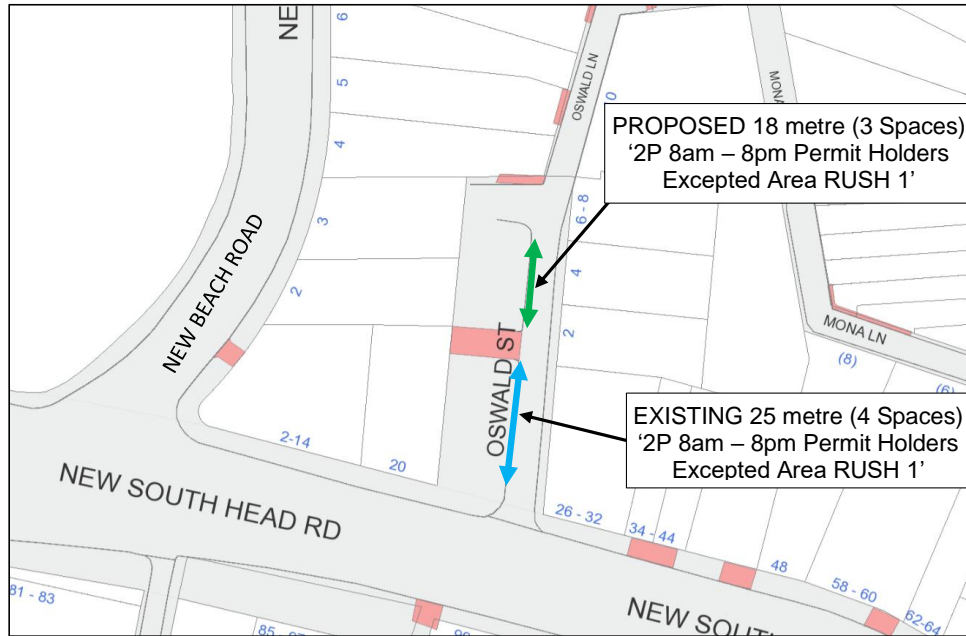
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Oswald Street, Darling Point - Locality Map  

Attachment 1 – Locality Map
Oswald Street, Darling Point – Resident Parking Scheme



Item No: Y2
Subject: **DUXFORD STREET, PADDINGTON - GIVE WAY CONTROL INTERSECTION TREATMENT**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/173830
Purpose of the Report: To respond to requests from the local community
Alignment to Delivery Program: Strategy 6.3: Ongoing responsiveness to traffic congestion, noise and speeding.

Recommendation:

That 'Give Way' control treatment with associated signs and line markings be installed in Duxford Street at its intersection with Gurner Street, Paddington, as shown in Attachment 1, in order to improve traffic safety at this location.

Executive Summary:

Council has received a request from the local community to review the intersection of Duxford Street and Gurner Street, Paddington, to improve traffic safety for local road users. It is reported that turning motorists are travelling at high speed and cutting corners at this intersection.

Discussion:

Duxford Street is a 12.2 metre wide local road that provides access to residential properties. The intersection of Duxford Street and Gurner Street is a T-intersection where priority is given to vehicles travelling on Gurner Street, a local road that provides residential access and connects to Glenmore Road corridor. This section of Gurner Street is measured to be 12.8 metres from kerb-to-kerb and accommodates operation of a bus route. Both streets consist of 40km/h School Zone restrictions with associated signage and line markings.

Currently an at-grade pedestrian crossing is installed in Gurner Street, immediately west of this intersection, with kerb extensions on both sides of Gurner Street and western side of Duxford Street. Concrete median islands are provided to delineate the traffic and assist with staged crossing activities. Double dividing (BB) lines and zigzag lines are installed in Gurner Street approaching and departing the pedestrian crossing.

A review of this site reveals that there are no existing 'Give Way' treatments at the intersection of Duxford Street and Gurner Street, whilst other minor roads intersecting with Gurner Street, including Norfolk Street and Cascade Street, are both provided with 'Give Way' signs and line markings to assist with traffic control. It has also been reported that motorists travelling on Duxford were not appropriately giving way to approaching motorists and cyclists travelling down Gurner Street.

A review of the most recent 5 year crash history indicates one (1) crash was recorded at this location, which resulted in a cyclist running off-road when proceeding eastbound along Gurner Street.

To keep consistency and improve safety at the intersection, it is recommended to provide 'Give Way' control treatments in Duxford Street at its intersection with Gurner Street, Paddington, to encourage vehicles to use caution and formalise existing arrangements. The proposed 'Give Way' signage and associate line markings are shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter with a proposal to the 'Give Way' treatments at the intersection of Duxford Street and Gurner Street, was distributed to surrounding properties on 5 September 2024. A total of 16 letters were distributed to owners and residents, and in addition, the proposal was advertised by hanging corflute sign at this location to capture visitors to the area. The closing date for comments ended on 20 September 2024. No submission was received in relation to the proposal.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.

Conclusion:

It is recommended that 'Give Way' control treatment with associated signs and line markings be installed in Duxford Street at its intersection with Gurner Street, Paddington, as shown in Attachment 1, in order to improve traffic safety at this location.

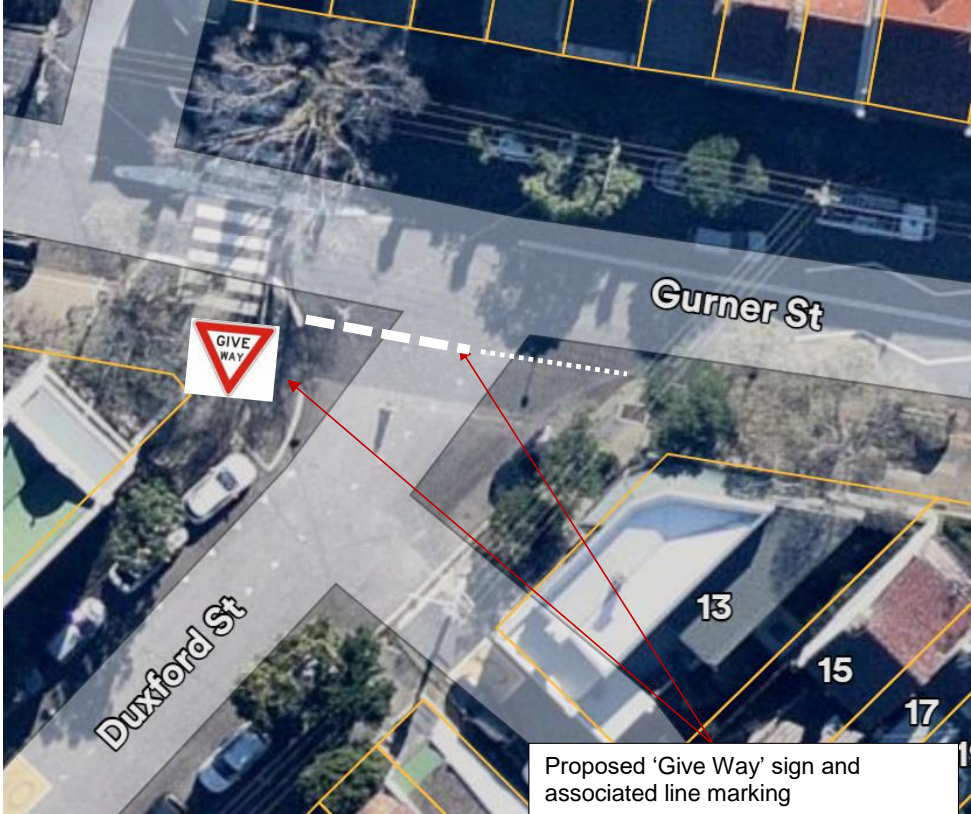
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Duxford Street, Paddington [↓](#) 

Attachment 1 Locality Map – Duxford Street, Paddington



Item No: Y3
Subject: **FLINTON STREET, PADDINGTON - STOP CONTROL INTERSECTION TREATMENT**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/173832
Purpose of the Report: To respond to requests from the local community
Alignment to Delivery Program: Strategy 6.3: Ongoing responsiveness to traffic congestion, noise and speeding.

Recommendation:

That the installation of 'Stop' control treatments for Flinton Street, at its intersection with Glenmore Road, Paddington, be approved, in order to improve traffic conditions and road safety at the intersection, as shown in Attachment 1.

Executive Summary:

Local residents have requested that Council's Traffic and Transport Engineers review Flinton Street, at its intersection with Glenmore Road, Paddington, to implement road safety improvements.

Discussion:

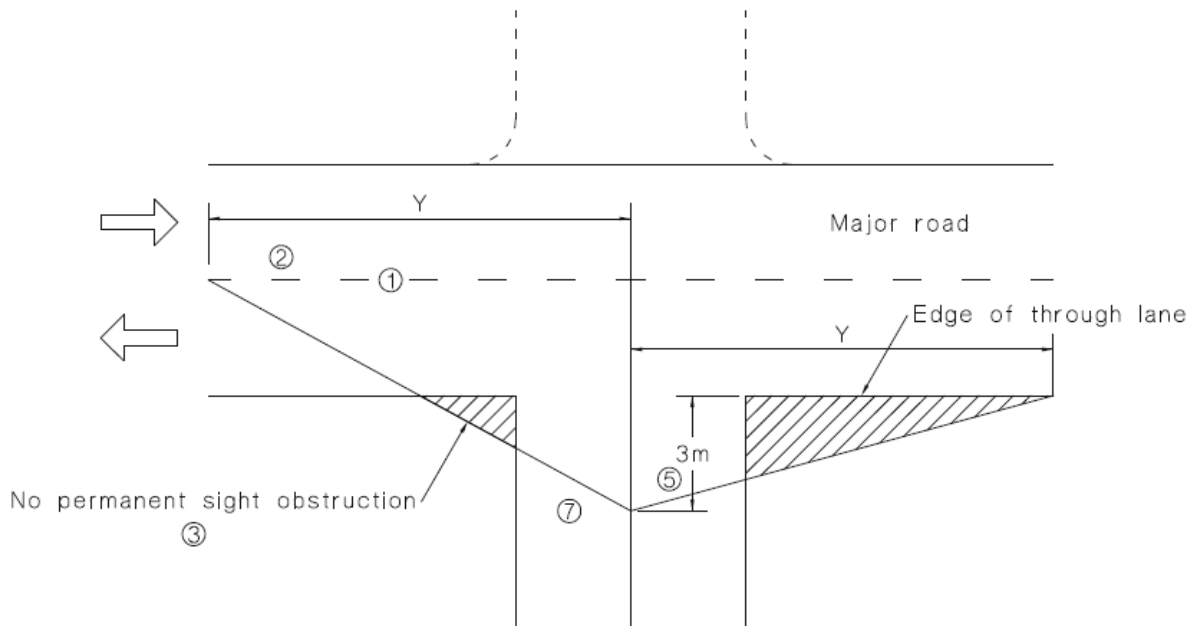
The location under investigation is an uncontrolled T-intersection of Glenmore Road and Flinton Street, where priority is given to vehicles travelling on Glenmore Road, a local collector road that provides access to Oxford Street and New South Head Road. Glenmore Road accommodates operations of bus routes and consist of on-road cycleway through to Edgecliff and Darling Point. A pedestrian refuge with kerb extensions is installed in Glenmore Road, immediately east of Flinton Street with concrete median island provided across the intersection to deter right-turn movements.

Flinton Street is a local road that predominantly provides access to residential properties, as well as to Royal Hospital for Women Park near this intersection. Flinton Street is approximately 10.7 metres wide from kerb-to-kerb and widens to 13.9 metres at this intersection. Double dividing (BB) line is installed for a distance of 12 metres approaching this intersection. Both streets are under 40km/h speed limit in Paddington High Pedestrian Activity Area.

Site inspections revealed that motorists travelling on Flinton Street were not appropriately giving way to approaching motorists and cyclists travelling down Glenmore Road. A review of Transport for NSW (TfNSW) most recent 5 year (2019-2023) crash history identifies one (1) manoeuvring crash involving a cyclist travelling from the footpath and a motorist turning left into Flinton Street.

The sight distance warrant for 'Stop' control treatment was investigated in accordance with Australian Standard AS1742.2-2009. It is revealed that there is inadequate sight distance at the intersection and therefore the 'Stop' control treatment is warranted.

From AS1742.2-2009, a 'Stop' control treatment should be considered when 'Y' sight distance is less than 20 metres when 3 metres back from the major road and the speed limit along the major road is 40km/h, as shown in the diagram below. The sight distance from Flinton Street is not required to consider traffic from the westbound approach as the centre median island prohibits vehicles turning right into Flinton Street, however the sight distance is 15.4 metres to the east which falls short of the required 20 metres.



As such, it is proposed to provide 'Stop' control treatment with associated signage and line marking on Flinton Street at its intersection with Glenmore Road, Paddington, as shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter with a proposal to the 'Stop' control treatments in Flinton Street at its intersection with Glenmore Road, Paddington, was distributed to surrounding properties on 5 September 2024. A total of 39 letters were distributed to owners and residents, and in addition, the proposal was advertised by hanging corflute sign at this location to capture visitors to the area. The closing date for comments ended on 20 September 2024. One (1) submission was received objecting the proposal.

The submission raised that the proposal is an unnecessary overreach, however as discussed above, the sight distance for Flinton Street is insufficient and warrants the installation of a 'Stop' sign, as per AS1742.2-2009.

Policy Implications:

Nil.

Financial Implications:

Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.


Conclusion:

Based on the above, it is recommended that the installation of 'Stop' control treatments for Flinton Street, at its intersection with Glenmore Road, Paddington, be approved, in order to improve traffic conditions and road safety at the intersection, as shown in Attachment 1.

Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Flinton Street, Paddington [↓](#) 

Attachment 1 Locality Map – Flinton Street, Paddington



Item No: Y4
Subject: **DRUMALBYN ROAD, BELLEVUE HILL - NO STOPPING RESTRICTIONS**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/173834
Purpose of the Report: To respond to requests from the local community
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT 'No Stopping' restrictions be signposted on northern side of Drumalbyn Road, east of Victoria Road for a distance of 10 metres, to reinforce statutory requirements and improve traffic safety at this location, as shown in Attachment 1.

Executive Summary:

Council has received requests from the local community to review parking conditions in Drumalbyn Road, near its intersection with Victoria Road, Bellevue Hill. It is reported that vehicles are often parked too close to the corner which obstructs visibility to turning vehicles at this intersection.

Discussion:

Drumalbyn Road, Bellevue Hill, is a local road that provides access to residential properties and is measured to be approximately 12.4 metres wide from kerb-to-kerb. This street accommodates bus routes and intersects with Victoria Road, through to the corridor and includes several schools in this area. Currently this T-intersection consists of 'Give-Way' control treatments in Drumalbyn Road with 40km/h School Zone speed limit signposted.

Site inspections revealed that no parking signs were provided in Drumalbyn Road, east of this intersection. As a result, cars were often observed to park on the northern side of Drumalbyn Road and too close to the intersection which impede sightlines for turning vehicles.

Furthermore, an investigation into Transport for NSW (TfNSW) crash data identifies a crash recorded at this location in the latest five year period available (2019-2023). This crash was an out of control run-off-road incident and resulted in moderate injury.

In accordance with the NSW Road Rules, a 'No Stopping' zone is mandatory for a distance of 10 metres from an intersecting road. The Transport for NSW Technical Directions states that signposting at an unsignalised intersection (without pedestrian crossing) '*should only be required where there is a compliance problem or there is adjoining signposting*'. In this regard, it is recommended to signpost 'No Stopping' restrictions at this location as it is shown to be a compliance and safety problem. The 'No Stopping' restrictions will be signposted for a distance of 10 metres from the intersection to comply with the statutory requirement, improve sight distance for turning vehicles and enhance safety for all road users.

The proposal is demonstrated in Attachment 1 and will not result in loss of any legal on-street parking space at this location.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter as well as a copy of the proposed 'No Stopping' restrictions was distributed to surrounding properties on 5 September 2024. A total of 9 letters were distributed to owners and residents, and in addition, the proposal was advertised by hanging a corflute sign to capture visitors to the area. The closing date for comments ended on 20 September 2024. One (1) submission was received in relation to the proposal.

This submission does not raise objection to the proposed 'No Stopping' restrictions however expressed concerns regarding illegal parking on the other legs of the intersection, including the southern side of Drumalbyn, east of the intersection, as well as on the eastern side of Victoria Road, near the bus stop. The resident's concerns and request for stronger enforcement have been noted and will be passed on to Council's Regulatory Team for action.

Policy Implications:

Nil.

Financial Implications:

Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.

Conclusion:

Based on the above, it is recommended that No Stopping' restrictions be signposted on northern side of Drumalbyn Road, east of Victoria Road for a distance of 10 metres, to reinforce statutory requirements and improve traffic safety at this location, as shown in Attachment 1.

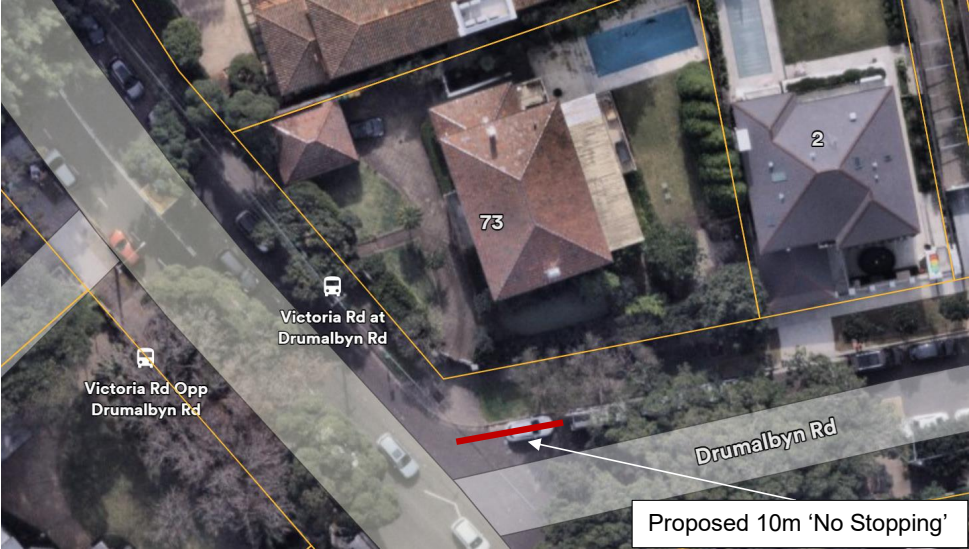
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Drumalbyn Road, Bellevue Hill [↓](#) 

Attachment 1 Locality Map – Drumalbyn Road, Bellevue Hill



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: 24/173835
Purpose of the Report: Monthly Update on Transport for NSW Funded Projects
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT the information be received and noted.

Executive Summary:

The NSW Government provides regular funding under a number of programs for road safety, pedestrian and cycling improvements. These funds are made available through Transport for NSW (TfNSW) and the Federal Government. Woollahra Municipal Council has been successful with three projects for the 2024/2025 financial year. The total funds being provided to Woollahra Municipal Council is \$962,701 and the following table provides a summary of these projects.

TfNSW Project Number	PROJECT NAME	Program Approved	Approved Funding Allocation	Type of Funding	Monthly Status
P.0092456	Rose Bay Centre Construction of a High Pedestrian Activity Area	Safe Speeds in High Pedestrian Activity and Local Areas	\$383,000	100% State	Design Stage
P.0092457	Queen Street, Woollahra Construction of a High Pedestrian Activity Area	Safe Speeds in High Pedestrian Activity Areas	\$451,000	100% State	Design Stage
P.0092235	Albemarle Lane, Rose Bay – Shared Zone Construction of a Shared Zone	Active Travel to School Infrastructure Improvement	\$128,701	100% State	Design Stage

Attachments

Nil