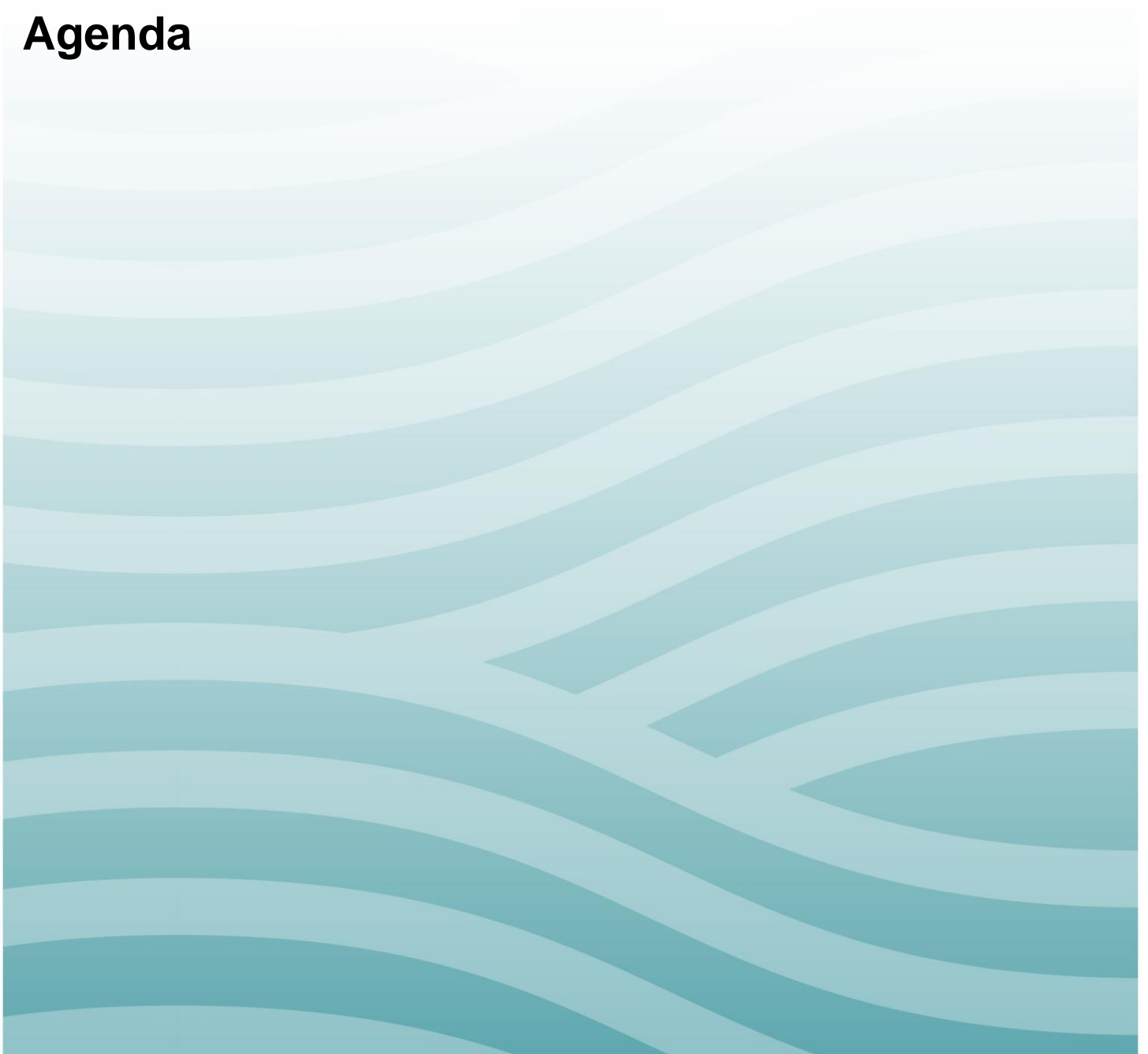




Woollahra Local Traffic Committee

Tuesday 4 June 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

29 May 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 4 June 2024
Meeting No 5**

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 4 June 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 7 May 2024	
5.	Matters arising from Minutes of Previous Meeting	
6.	Woollahra Local Traffic Committee recommendations not adopted or amended by Woollahra Council Finance, Community & Services Committee	
7.	Extraordinary Meeting – Nil	
8.	Late Correspondence	

Traffic & Parking Matters on Local Roads

9.	Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration	
	Y1 Rose Bay Avenue, Bellevue Hill – Timed Parking Restrictions - 24/85542.....	7
	Y2 Flinton Street, Paddington - Motor Bike Only Parking Restrictions - 24/90013	11
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	Y4 Trelawney Street, Woollahra - Parking Changes - 24/90316.....	19
	Y5 Suttie Road, Woollahra - Investigation for Intersection Improvements at Manning Road and Attunga Street - 24/90717	23
10.	Items for Discussion by Committee Members	
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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 AVENUE, BELLEVUE HILL – TIMED PARKING RESTRICTIONS**
Author: Frank Rotta, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
Emilio Andari, Manager Engineering Services
File No: 24/85542
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 '2P 7.30am-4pm, Mon-Fri, School Days Only' parking restrictions be installed on the southern side of Rose Bay Avenue, Bellevue Hill, immediately east of the timed 'No Stopping' restrictions in front of No.9 Rose Bay Avenue for a section of 16.8 metres (3 parking spaces), as indicated in Attachment 1, to increase parking opportunities and improve parking conditions in this area.

Executive Summary:

At its meeting of the Finance, Community and Services (FC&S) Committee held on 6 May 2024, Council considered recommendations by the Woollahra Local Traffic Committee for the proposed installation of one (1) 'Mobility Parking' space as well as timed parking restrictions for two (2) parking spaces in Rose Bay Avenue, Bellevue Hill. It was questioned in the meeting that the property requesting 'Mobility Parking' space has access to sufficient off-street parking spaces and it was therefore resolved that both items be deferred for further investigations to allow a holistic review of parking conditions for this section of Rose Bay Avenue, Bellevue Hill, noting installation of on-street 'Mobility Parking' space is typically not supported for Mobility Permit holders if they have access to off-street parking spaces which are accessibility friendly.

Discussion:

Rose Bay Avenue, Bellevue Hill, is a local road that provides access to a number of residential properties, as well as to Cranbrook School Bellevue Hill Campus. Currently parking is generally permitted on both sides of the street, with sections of timed Loading Zone and Bus Zone during school hours. 'No Stopping' restrictions are also installed opposite the school entry to facilitate vehicular movements of larger vehicles attending the school.

In response to the application for a 'Mobility Parking' space in front of property No. 9 Rose Bay Avenue, Bellevue Hill, it was originally proposed that a 5.8 metre 'Mobility Parking' space be installed on the southern side of Rose Bay Avenue, immediately east of the timed 'No Stopping' restrictions in front of property No.9 Rose Bay Avenue.

A number of site inspections identified plenty of available parking spaces in this street when the adjacent school and its activities are not in operation, however during school hours parking options are significantly reduced as a result of school staff and senior student parking. Parking challenges have also resulted in illegal parking particularly in school pick-up hours, when double parking, parking across the driveways or near the intersections and/or pedestrian crossings are observed.

It was therefore proposed that '2P 7:30am-4pm Mon-Fri School Days Only' parking restrictions be installed immediately east of the 'Mobility Parking' space for a section of 11 metres to further improve parking conditions in this area.

Following the FC&S committee meeting, a review of the recently approved Development Application for the subject site (DA2018/192/1) was undertaken where it was revealed that this property consists of sufficient off-street parking area that can accommodate two (2) standard B99 vehicles with a pedestrian lift in close vicinity to provide accessibility friendly access to the living area of the property.

Whilst installation of a designated on-street 'Mobility Parking' space is typically not supported for Mobility Permit holders that have access to satisfactorily accessible off-street parking space, parking challenges in this area are noted. To deter long-term parking and provide a fair and equitable use of the parking spaces, it is proposed to introduce '2P 7:30am-4pm Mon-Fri School Days Only' parking restrictions for a section of 16.8 metres so that timed parking restrictions apply to all three (3) parking spaces at this location. The proposal is envisaged to facilitate parking turnover and increase parking opportunities for residents and visitors to this area, including visitors to the adjacent residential properties. It should also be noted that as the signposted time limit is more than 30 minutes, all Mobility Permit holders can park within these spaces for an unlimited period of time, as per Reg 206 of NSW Road Rules 2014.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Notification letters with the originally proposed mobility parking space and timed parking restrictions were sent on 7 March 2024 to the school and all residents within 50 metres of the site. A corflute sign was also displayed onsite to capture visitors to the area. The closing date for comments ended on 22 March 2024 and no submissions were received in relation to the proposals. Subsequent to the further investigation, correspondence with the resident requesting 'Mobility Parking' space confirmed no objections to the updated proposal.

Policy Implications:

Nil.

Financial Implications:

Council's Block Grant for Traffic Facilities.

Resourcing Implications:

Nil.

Conclusion:

For the reasons stated above, it is recommended that '2P 7.30am-4pm, Mon-Fri, School Days Only' parking restrictions be installed on the southern side of Rose Bay Avenue, Bellevue Hill, immediately east of the timed 'No Stopping' restrictions in front of No.9 Rose Bay Avenue for a section of 16.8 metres (3 parking spaces), as indicated in Attachment 1, to increase parking opportunities and improve parking conditions in this area.

Identification of Income & Expenditure:

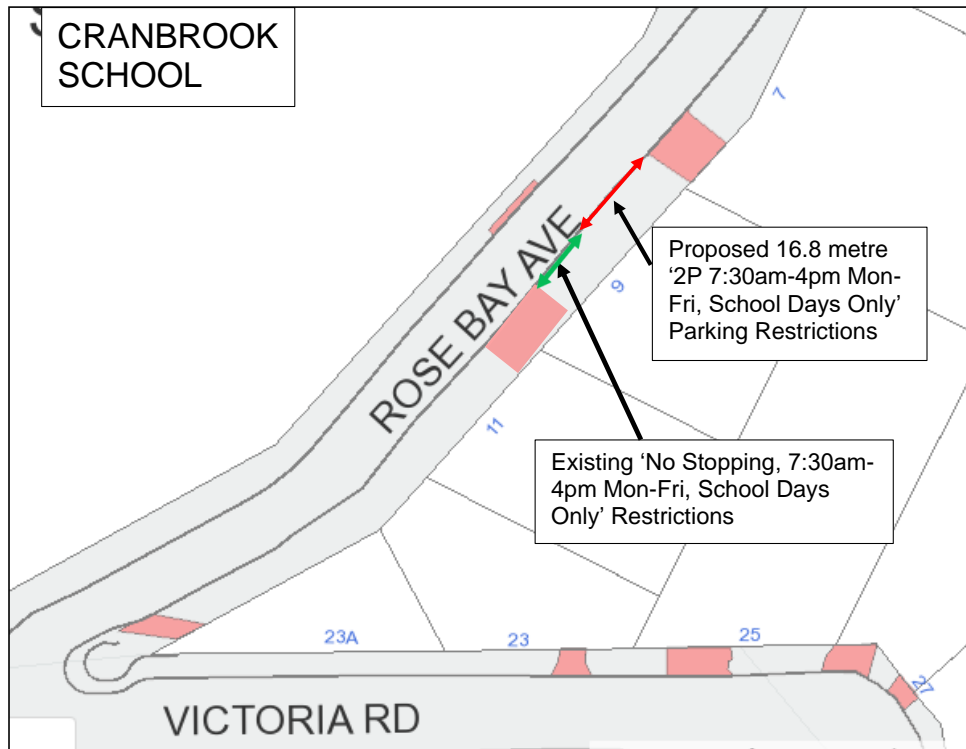
Council's Block Grant for Traffic Facilities.

Attachments

1. Rose Bay Avenue, Bellevue Hill - Timed Parking Restrictions - Location Diagram [↓](#) 

Attachment 1

Rose Bay Avenue, Bellevue Hill - Proposed Timed Parking Restrictions – Location Diagram



Item No: Y2
Subject: **FLINTON STREET, PADDINGTON - MOTOR BIKE ONLY PARKING RESTRICTIONS**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/90013
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 'Motor Bike Only' parking restrictions be introduced at the following locations, as shown in Attachment 1, to improve access, sightline and traffic safety at these locations, including:

- A. On the western side of Flinton Street, immediately north of the existing landscaped kerb blister island in front of No.29 Flinton Street, Paddington for a section of 3.6 metres; and
- B. On the southern side of Flinton Street, immediately east of the existing landscaped kerb blister island in front of No.28 Flinton Street, Paddington for a section of 3.2 metres.

Executive Summary:

Council has received requests from local residents to review the parking restrictions in Flinton Street, Paddington, near the vehicular crossing of No.27A Flinton Street. It was reported to Council that cars constantly parked at this location which compromises sight distance and access to the adjacent property and the shared area.

Discussion:

Flinton Street, Paddington, is a local road that primarily services residential properties. There is a shared area at 27A Flinton Street which provides vehicular access to No.29 Flinton Street and consists of staircases that connect to Alfred Street and Brown Street, Paddington. Residents and visitors have also been using this shared area as informal parking.

Site inspections revealed that there is approximately 3.6 metres of upright kerb length on the western side of Flinton Street, between the vehicular crossing of No.27A Flinton Street and the existing landscaped kerb blister island in front of No.29 Flinton Street, Paddington. The available kerb length is insufficient to cater for a standard vehicle in a parallel parking space. Cars parked at this location would encroach the crossing of the shared area, which hinders vehicular manoeuvrability into and out of the adjacent property and obstructs sightlines for vehicles using the informal parking spaces.

In addition, site inspections noted that there are some motorcycles that park in this area. These motorcycles have been reported to constantly occupy the unlimited parking spaces and illegally park within the 'No Stopping' zones.

Restricting the short section of parking to motor bikes only would ensure that the kerb length can still be efficiently utilised without impacting on the vehicular access requirements to the shared area. A 'Motor Bike Only' parking zone is also envisaged to encourage motorcycles to consolidate and park legally in one area within the street.

During community consultation process, a submission was received from a local resident requesting 'Motor Bike Only' parking restrictions to also be introduced to the southern side of

Flinton Street, near No.28 Flinton Street, Paddington to prevent cars from parking obstructing access to their driveway. Subsequently, another site inspection was undertaken which confirmed that this location consists of similar situations, where available kerb length between the driveway and the adjacent landscaped kerb blister island is insufficient to accommodate a standard car parking space. It was also noted there are several motorbikes that are parked in close vicinity and could benefit from another dedicated 'Motor Bike Only' parking zone.

As such, it is proposed to provide 'Motor Bike Only' parking restrictions on both locations to improve access, sightlines and traffic safety, including on the western side of Flinton Street, immediately north of the existing landscaped kerb blister island in front of No.29 Flinton Street, Paddington for a section of 3.6 metres, as well as on the southern side of Flinton Street, immediately east of the existing landscaped kerb blister island in front of No.28 Flinton Street, Paddington for a section of 3.2 metres, as shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

The proposal has been advertised by hanging a corflute board at the subject location and notification letters distributed to the nearby residents and properties. Both the distribution of the letters and placement of sign were undertaken on 14 May 2024. This consultation sign advises that interested parties can make a submission and can attend and address the Woollahra Local Traffic Committee if they so wish. The closing date for submissions ended on 28 May 2024.

Two (2) submissions were received in favour of the proposed provision of 'Motor Bike Only' parking restrictions however one (1) submission requested for 'Motor Bike Only' parking restrictions to also be introduced to the southern side of Flinton Street, near the vehicular access servicing Nos. 28, 30, 32 and 34 Flinton Street, Paddington. It was raised that similar to the proposed location, there is a section of parking available between this vehicular crossing and the adjacent landscaped blister island for approximately 3.2 metres and cars are constantly parked at this location which impedes access to these properties.

Following the submission, Council's Traffic and Transport Engineers undertook another site inspection and acknowledge the available kerb length at this location is not sufficient to accommodate a standard car parking. It was also noted that there are several motorbikes parked in close vicinity and can benefit from another 'Motor Bike Only' parking zone. It was therefore proposed to install 'Motor Bike Only' parking restrictions at both locations to make efficient use of the available kerb space and improve access and sight distance.

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 to introduce 'Motor Bike Only' parking restrictions on the western side of Flinton Street, immediately north of the existing landscaped kerb blister island in front of No.29 Flinton Street, Paddington for a section of 3.6 metres, as well as on the southern side of Flinton Street, immediately east of the existing landscaped kerb blister island in front of No.28 Flinton Street, Paddington for a section of 3.2 metres, as shown in Attachment 1, to improve access, sightline and traffic safety at this location.

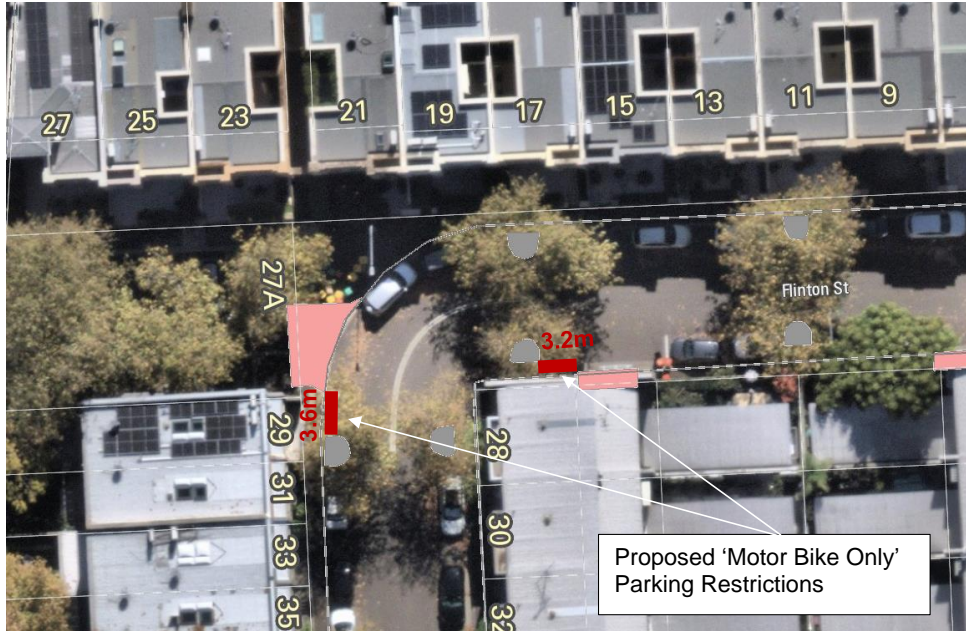
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

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

Attachment 1 Locality Map – Flinton Street, Paddington



Item No: Y3
Subject: **BROUGHTON STREET, PADDINGTON - MOBILITY PARKING SPACE**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/90314
Purpose of the Report: To create reasonable access for a Mobility Permit holder to their residence.
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT:

- A. A 'Mobility Parking' space be installed on the northern side of Broughton Street, Paddington, for a length of 6 metres adjacent to property No.21 Broughton Street, as shown in Attachment 1; and
- B. The applicant be advised of Council's Procedure and conditions for 'Mobility Parking' zones, including the requirement to renew these zones annually.

Executive Summary:

Council has received an application for a 'Mobility Parking' space on the northern side of Broughton Street, Paddington, adjacent to property No.21 Broughton Street. The applicant has completed an application form with a certificate/letter from the family doctor indicating that due to their medical condition, the applicant needs to park in close proximity to their residence.

Discussion:

Broughton Street, Paddington, in the vicinity of this property typically consists of 2P timed restrictions with Residents' Permit Parking Scheme. The applicant is not wheel chair bound but is unable to walk long distances from the vehicle to the residence and requires mobility aid in order to get around, as indicated by physician's correspondence.

A site inspection confirms that the ideal location is on the northern side of Broughton Street, Paddington, adjacent to property No.21 Broughton Street. The proposal will replace the existing '2P 8am-11pm Permit Holders Excepted Area Pgtm 2' accordingly. The property does not have off-street parking and should the applicant park the vehicle anywhere in Broughton Street near their residence, they will be taking up a legal on-street parking space. Therefore, providing a designated 'Mobility Parking' space in front of the applicant's property will not create additional loss of parking in this area.

The applicant has been advised as detailed in the application form that Council cannot guarantee that this space will be available exclusively for their usage as any vehicle displaying a Mobility Permit can park in this space.

Options:

Nil.

Community Engagement and/or Internal Consultation:

The proposal has been advertised by hanging a corflute board at the subject location and notification letters distributed to the nearby residents and properties. Both the distribution of the letters and placement of sign were undertaken on 14 May 2024. This consultation sign advises that interested parties can make a submission and can attend and address the Woollahra Local Traffic Committee if they so wish. The closing date for submissions ended on 28 May 2024. There have been no responses received from the public in relation to this proposal.

Policy Implications:

Nil

Financial Implications:

Council's Block Grant for Traffic Facilities

Resourcing Implications:

Nil.

Conclusion:

Should the applicant park their vehicle anywhere in Broughton Street, Paddington, they will be taking up a legal on-street parking space. Therefore, providing a designated 'Mobility Parking' space in front of the applicant's property results in no net loss of parking in this area when the applicant is home. The provision of a 'Mobility Parking' space close to the applicant's property is therefore considered reasonable due to the applicant's difficulty with walking even relatively short distances.

Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities

Attachments

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

Attachment 1 Locality Map – Broughton Street, Paddington



Item No: Y4
Subject: **TRELAWNEY STREET, WOOLLAHRA - PARKING CHANGES**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/90316
Purpose of the Report: To respond to a request from Consulate General of Poland
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT the existing 6 metre 'No Parking Diplomatic and Consular Vehicles Excepted' restrictions on the southern side of Trelawney Street, adjacent to property No.10 Trelawney Street (also known as No.20 Fullerton Street), Woollahra, be relocated to the parking space immediately east of the vehicular crossing of this site and extended to 11.4 metres to allow dedicated parking for two (2) diplomatic and consular vehicles.

Executive Summary:

Council has received a request from Consulate General of Poland for an alteration to the local parking environment in Trelawney Street, Woollahra to allow an additional dedicated parking space for diplomatic and consular vehicles.

Discussion:

Trelawney Street, Woollahra, is a 12.4 metre wide local street that caters to residential properties, as well as Wolper Jewish Hospital, Consulate General of Poland and Consulate General of the Republic of Serbia. The street predominantly consists of unrestricted parking with sections of 'No Parking Diplomatic and Consular Vehicles Excepted' restrictions servicing Consulate General of Poland and Consulate General of the Republic of Serbia. The existing dedicated diplomatic and consular vehicle parking for Consulate General of Poland is installed on the southern side of Trelawney Street, immediately west of the signposted 'No Stopping' zone near its intersection with Fullerton Street and is measured to be 6 metres in length.

Consulate General of Poland has made a formal submission to Council's Traffic and Transport Engineers to review the existing parking environment and request an additional dedicated parking space for diplomatic and consular vehicles in Trelawney Street, Woollahra, near the consulate. It was indicated that parking demand of at least two diplomatic and consular vehicles generally exists that cannot be accommodated within the existing dedicated parking area.

Following inspections of the site, it was noted that on-street parking is highly occupied in this street. It was also noted that a car was parked too close to the driveway of the site, which impedes vehicular access and sightline. Staff from Consulate General of Poland confirmed vehicles encroaching the driveway is an ongoing issue.

As such, it is proposed that the existing 6 metre 'No Parking Diplomatic and Consular Vehicles Excepted' restrictions on the southern side of Trelawney Street, adjacent to property No.10 Trelawney Street (also known as No.20 Fullerton Street), Woollahra, be relocated to the parking space immediately east of the vehicular crossing of this site and extended to 11.4 metres to allow dedicated parking for two (2) diplomatic and consular vehicles.

Options:

Nil.

Community Engagement and/or Internal Consultation:

The proposal has been advertised by hanging a corflute board at the subject location and notification letters distributed to the nearby residents and properties. Both the distribution of the letters and placement of sign were undertaken on 14 May 2024. This consultation sign advises that interested parties can make a submission and can attend and address the Woollahra Local Traffic Committee if they so wish. The closing date for submissions ended on 28 May 2024.

A total of five (5) submissions were received, including one (1) supporting and four (4) opposing the proposal. The objections raised concerns on loss of available parking and noted there are off-street parking spaces within the Consulate General of Poland.

Council's Traffic and Transport Engineers acknowledge that the Consulate General of Poland consists of an off-street parking area however, this area is often occupied by the Consul General and other consular and diplomatic staff park their vehicles on the street. Therefore, providing an additional designated 'No Parking Diplomatic and Consular Vehicles Excepted' space in front of the Consulate General of Poland will not create additional loss of parking in this area.

It is also noted in site investigations that whilst on-street parking is highly utilised, there are some vacant spaces nearby that are available for residents and visitors to this area. Surrounding residential streets also consist of timed parking restrictions with Resident Permit Parking Scheme which is anticipated to provide a fair and equitable use of the parking spaces whilst ensuring a continuing preferential treatment for permit holders.

In addition, comments are received regarding illegal long-term parking in this area where time limit applies. This will be reported to Council's Regulatory Services to proactively monitor and enforce on-street parking to improve parking compliance in the area.

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 existing 6 metre 'No Parking Diplomatic and Consular Vehicles Excepted' restrictions on the southern side of Trelawney Street, adjacent to 10 Trelawney Street (also known as 20 Fullerton Street), Woollahra, be relocated to the parking space immediately east of the vehicular crossing of this site and extended to 11.4 metres to allow dedicated parking for two (2) diplomatic and consular vehicles.

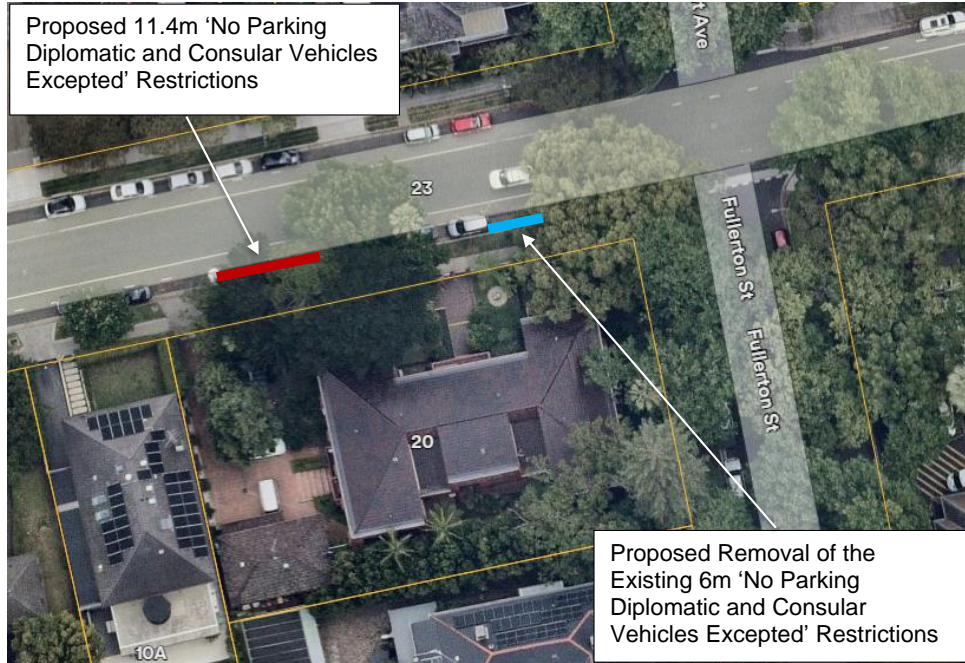
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities

Attachments

1. Locality Map - Trelawney Street, Woollahra [↓](#) 

Attachment 1 Locality Map – Trelawney Street, Woollahra



Item No: Y5
Subject: **SUTTIE ROAD, WOOLLAHRA - INVESTIGATION FOR INTERSECTION IMPROVEMENTS AT MANNING ROAD AND ATTUNGA STREET**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/90717
Purpose of the Report: To respond to concerns raised by local community
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT:

- A. The following traffic calming measures at the intersection of Suttie Road, Manning Road, Attunga Street and Edward Street, as shown in the Concept Plan in Attachment 1, be approved in principle, subject to funding being sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Government Grants:
- a. Install kerb extensions on the southern and northern side of Suttie Road with additional new kerb ramps;
 - b. Install 'Give Way' control intersection treatment with associated signs and line markings in Suttie Road at Manning Road;
 - c. Upgrade the existing 'Give Way' to 'Stop' control intersection treatment with associated signs and line markings for Attunga Street at Manning Road; and
 - d. Install double dividing line (BB line) in Manning Road on approach to the intersection for a section of 10 metres.
- B. A detailed design for the proposed traffic calming measures, together with community consultation feedback, be presented to a future local traffic committee meeting for consideration and approval.

Executive Summary:

At its meeting held on 10 July 2023, Council considered a Notice of Motion in relation to pedestrian safety near the corner of Suttie Road, Manning Road, Attunga Street and Edward Street and subsequently resolved:

THAT staff provide a report identifying increased pedestrian safety opportunities and/or traffic calming measures at and/or near the corner of Suttie Road, Manning Road, Attunga Street and Edward Street, including estimated costs of proposed measures.

Discussion:

Description of Location

The area under investigation borders Double Bay, Woollahra and Bellevue Hill and consists of an offset T-intersection where Manning Road and Edward Street form the continuing road (serving as the major roads) and intersect with Suttie Road and Attunga Street. These streets predominantly provide access to residential properties as well as to Lough Playing Fields, Cooper Park and a few local businesses, including Cooper Park Garage and Café Arno.

Parking

Currently statutory 'No Stopping' restrictions are signposted at this intersection with bus zones identified on the eastern side of Manning Road and on the southern side of Suttie Road to facilitate bus operations in these two streets. Timed '1/2P' parking restrictions are installed on the southern side of Manning Road and western side of Attunga Street near the café to accommodate a turnover for customers. Edward Street, south of the intersection, consists of timed 2P Permit Parking. In addition, sections of 'No Parking'/'No Stopping' restrictions are installed on Manning Road, further north of the intersection adjacent to Lough Playing Fields to maintain a safe and efficient traffic flow along this bus route.

At a site inspection, it was noted that local business operators expressed to Council's Traffic Engineer's that on-street parking in this area is highly occupied.

Existing Road Conditions

Following Council's resolution, Council's Traffic and Transport Engineers undertook recent traffic counts at the intersection to collect data such as traffic speed and volume to assist with the investigation and determining measures to improve road safety, particularly pedestrian safety. Below are tables summarising the data for the traffic counts placed in Suttie Road, Manning Road, Attunga Street and Edward Street.

Street Name	Manning Road
Location of Traffic Count	Immediately North of Suttie Road
Carriageway Width (m)	8.8
Classification	Local Road
85th Percentile Speed (km/h) 10 May – 16 May 2024	37.6
Vehicles Per Day (vpd) 10 May – 16 May 2024	7,661
Heavy Vehicle Volume (%) 10 May – 16 May 2024	6.8

Street Name	Suttie Road
Location of Traffic Count	Immediately East of Manning Road
Carriageway Width (m)	8.4 (widens to 23.1 at the intersection)
Classification	Local Road
85th Percentile Speed (km/h) 2 May – 8 May 2024	28.2
Vehicles Per Day (vpd) 2 May – 8 May 2024	3,312
Heavy Vehicle Volume (%) 2 May – 8 May 2024	2.2

Street Name	Edward Street
Location of Traffic Count	Immediately South of Attunga Street
Carriageway Width (m)	8.6
Classification	Local Road
85th Percentile Speed (km/h) 10 May – 16 May 2024	45.7
Vehicles Per Day (vpd) 10 May – 16 May 2024	6,830
Heavy Vehicle Volume (%) 10 May – 16 May 2024	2.1

Street Name	Attunga Street
Location of Traffic Count	Immediately West of Edward Street
Carriageway Width (m)	6.9
Classification	Local Road
85th Percentile Speed (km/h) 2 May – 8 May 2024	29.7
Vehicles Per Day (vpd) 2 May – 8 May 2024	1,759
Heavy Vehicle Volume (%) 2 May – 8 May 2024	3.8

A number of site inspections were undertaken on a weekday (daytime) and it was observed that there was typical traffic flow for this intersection, with very little congestion, and low pedestrian movement was also observed at this intersection.

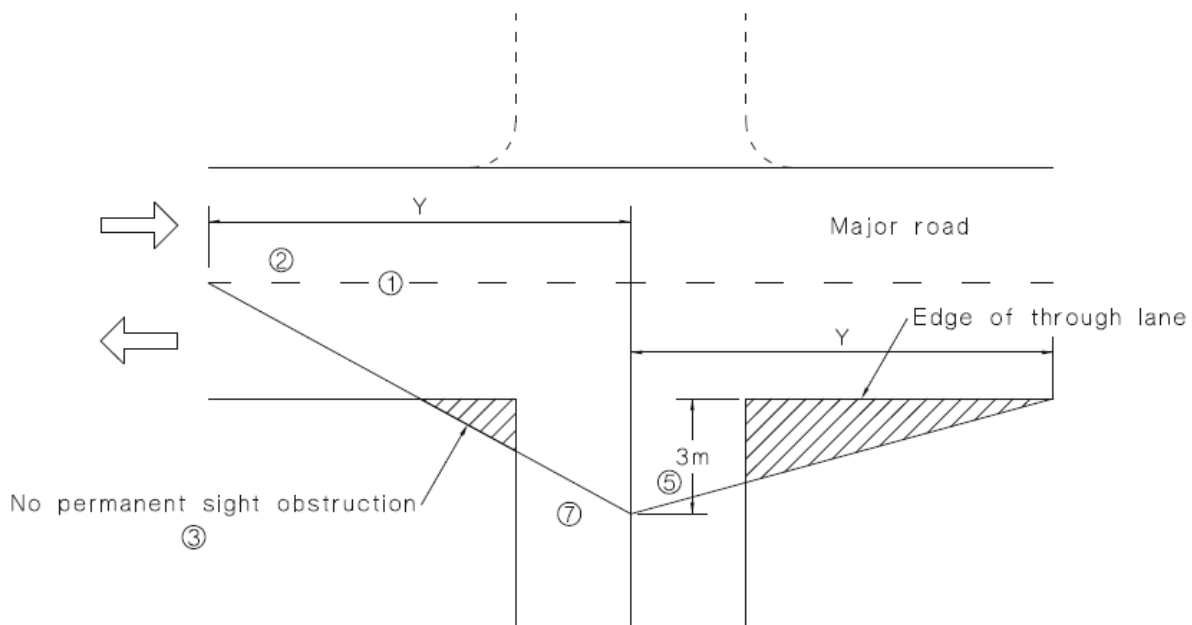
It was noted there are some existing traffic calming measures, including:

- 'Give Way' control with signage and line markings in Attunga Street at Manning Road;
- Double dividing (BB) lines in Attunga Street on approach and Manning Road and Suttie Road on departure from the intersection;
- Centre concrete median island in Edward Street;
- Painted blister island on northern side of Suttie Road, at Manning Road; and
- Speed cushions in Suttie Road located approximately 40 metres east from the intersection.

The existing traffic calming measures assist in achieving the average speeds indicated in above tables which are generally well below the speed limit of 50km/h.

It was however noted that Manning Road on approach to the intersection is currently unmarked. Whilst the road width is sufficient for vehicles to pass each other, the change in both vertical and horizontal geometry, combined with the wide and uncontrolled intersection in Suttie Road, results in motorists encroaching towards the centre of the available road space and compromised sight distance to oncoming vehicles.

It was also noted that the sight distance from Attunga Street is 10.1 metres to the north and 14.1 metres to the east from a point 3 metres back from Manning Road. The sight distances (Y distances) fall short of the required 30 metres where the major road has a speed limit of 50km/h, as shown in the diagram below per AS1742.2-2009.



Crash Data Analysis

The above issues could be contributing factors to the two crashes recorded at this location in the most recent five-year data, as shown in the table below.

Severity of Accident	Location	Speeding	Rum Code	Activity
Tow-away	20m north of the intersection of Manning Road and Edward Street	N/A	71	Vehicle travelling southbound along Manning Road past Suttie Road went left off carriageway into a parked vehicle
Minor/Other Injury	Attunga Street at Manning Road	N/A	88	Vehicle turning left from Attunga Street into Manning Road went out of control and crashed into a cyclist

Concept Plan

With considerations given to all the above and noting parking challenges and other site constraints including road geometry, alignment and carriageway width, it is proposed to introduce the following measures to improve traffic conditions and safety at this location, as shown in the Concept Plan in Attachment 1:

- Install kerb extensions on the southern and northern side of Suttie Road with additional new kerb ramps to improve pedestrian access and safety.
- Install 'Give Way' control intersection treatment with associated signs and line markings in Suttie Road at Manning Road to formalise the existing arrangements and encourage vehicles to use caution when entering the intersection.
- Upgrade the existing 'Give Way' to 'Stop' control intersection treatment with associated signs and line markings for Attunga Street at Manning Road.
- Install double dividing (BB) line in Manning Road on approach to the intersection for a section of 10 metres to improve delineation.

It should be noted that Suttie Road is approximately 8.4 metres from kerb-to-kerb but substantially widens to 23.1 metres as it approaches the intersection, particularly the southern part which is 14.7 metres from the centre 'BB' line marking to the kerb. The road width is sufficient to accommodate kerb extension/realignment without affecting the existing bus operations. Swept path analysis will be undertaken at detail design stage to ensure safe and efficient turning movements for heavy vehicles, including buses and waste collection vehicles.

The proposed traffic calming measures for the intersection will not create loss of any legal on-street parking spaces in this area.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Community consultation with local residents and businesses will be undertaken at detail design stage.

It should be noted that during the various site inspections undertaken to date, local business operators expressed parking challenges in this area and raised strong concerns on potential loss of parking which would deter patrons and customers.

Policy Implications:

Nil.

Financial Implications:

Funding for this project will be sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Grants once the concept plan has been approved for proposed traffic calming measures at this intersection.

The estimated cost for the implementation (design and construction) of the proposed traffic calming measures is \$50,000.

Resourcing Implications:

Nil.

Conclusion:

It is recommended that the proposed traffic calming measures at the intersection of Suttie Road, Manning Road, Attunga Street and Edward Street, as shown in the Concept Plan in Attachment 1, be approved in principle, in order to improve traffic conditions and pedestrian safety.


It is also recommended that funding for this project will be sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Government Grants. Subsequently, a detailed design for the proposed traffic calming measures, together with community consultation feedback, will be presented to a future local traffic committee meeting for consideration and approval.

Identification of Income & Expenditure:

Funding for this project will be sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Grants once the concept plan has been approved for proposed traffic calming measures at this intersection.

The estimated cost for the implementation (design and construction) of the proposed traffic calming measures is \$50,000.

Attachments

1. Concept Plan - Intersection of Suttie Road, Manning Road, Attunga Street and Edward Street [↓](#) 

Attachment 1 – Locality Map
Corner of Suttie Road, Manning Road, Attunga Street and Edward Street



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: 24/92701
Purpose of the Report: Monthly Update on Transport for NSW Funded Projects
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT the information be received and noted.

Executive Summary:

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

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

Attachments

Nil