



Woollahra Local Traffic Committee

Tuesday 3 September 2024
10.00am

Agenda



Woollahra Local Traffic Committee:

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

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

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

The members are:

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

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

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

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

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

Outline of Meeting Protocol & Procedure:

- The Chairperson will call the Meeting to order and ask Traffic Committee members and Staff to present apologies or late correspondence.
- The Chairperson will commence the Order of Business as shown in the Index to the Agenda and discuss items which have been called upon by member(s) of the public in the gallery.
- At the beginning of each item the Chairperson will ask whether a member(s) of the public wish to address the Traffic Committee.
- If person(s) wish to address the Traffic Committee, they are allowed three (3) minutes in which to do so. Comments should be directed to the issues at hand.
- If there are persons representing both sides of a matter (e.g. supporter/objector), the objector speaks first.
- At the conclusion of the allotted three (3) minutes, the speaker resumes his/her seat and takes no further part in the debate unless specifically called to do so by the Chairperson.
- If there is more than one (1) person wishing to address the Panel from the same side of the debate, the Chairperson will request that where possible a spokesperson be nominated to represent the parties.
- The Chairperson has the discretion whether to continue to accept speakers from the floor.
- After considering any submissions the Traffic Committee will discuss the matter (if necessary), and arrive at a resolution.

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

Quorum: 2 Panel members

Woollahra Municipal Council

Notice of Meeting

28 August 2024

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 3 September 2024
Meeting No 9**

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 3 September 2024 at 10.00am.**

Regards,

Emilio Andari
Manager – Engineering Services

Woollahra Local Traffic Committee

Agenda

Item	Subject	Page
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	Short Street, Watsons Bay - At-grade Pedestrian Crossing - 24/139612	7
Y2	Fletcher Street, Woollahra - Mobility Parking Space - 24/148574	13
Y3	Boundary Street, Paddington - Timed Parking Restrictions - 24/152702.....	17
Y4	Magney Lane, Woollahra - One-Way Traffic Conditions Investigation - 24/152945.....	21
Y5	Edgecliff Road, Woollahra - No Stopping Restriction at Yarwood Lane - 24/153012.....	27

Items for Discussion by Committee Members

Z1	Transport for NSW Funded Projects Status - 24/153321	31
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: **SHORT STREET, WATSONS BAY - AT-GRADE PEDESTRIAN CROSSING**
Author: Velsamy Sankaran, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
 Emilio Andari, Manager Engineering Services
File No: 24/139612
Purpose of the Report: To upgrade and modify the existing Pedestrian Crossing facility
Alignment to Delivery Program: Strategy 6.1: Facilitate an improved network of accessible and safe active transport options.

Recommendation:

THAT:

- A. The concept design for the proposed at-grade marked pedestrian crossing in Short Street, Watsons Bay, west of Cliff Street, as shown in the Attachment 1, be approved in principle; and subject to funding for this project being sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Grants; and
- B. A detailed design for the proposed at-grade pedestrian crossing in Short Street, Watsons Bay, west of Cliff Street, together with community consultation feedback, be presented to a future local traffic committee meeting for consideration and approval.

Executive Summary:

A number of residents in Watsons Bay have contacted Council requesting that the existing intersection of Short Street and Cliff Street, Watsons Bay, requires an upgrade to the existing intersection to make it safer and functional for pedestrians.

An investigation was undertaken by Council’s Traffic and Transport Engineers which involved on-site inspections, a review of the road characteristics and associated data, and a recent pedestrian and vehicle count to determine whether this site meets the warrant for a proposed pedestrian crossing. Based on the findings, it is proposed to install at-grade marked pedestrian crossing with associated signage and infrastructure works.

Discussion:

Site location & road network

Street Name	Short Street
Section	Near its intersection with Cliff Street
Carriageway Width (m)	5.5
Carriageway Type	One-Way street that allows westbound traffic movements only
Classification	Local
85th Percentile Speed (km/h) May 2024	28.1
Vehicles Per Day (vpd) May 2024	688
Reported Crash History (latest 5 year period)	No crashes reported.

Heavy Vehicle Volume (%) May 2024	3.3
Parking Arrangements	'No Stopping' on both sides of the road

Existing Road Conditions

The intersection of Short Street and Cliff Street, Watsons Bay is controlled in the form of a roundabout. Currently landscaped kerb blister islands are installed on both sides of Short Street however the existing kerb blister islands are deteriorating and consist of substandard kerb ramps approximately 0.8 metres in width. These kerb ramps are not aligned and cannot be accessed by pedestrians with prams, wheelchairs and other mobility aids due to the narrow width. As a result, pedestrians are observed to walk on the travel lane to cross the street which creates safety risks.

Site inspections also reveal that Short Street consist of 'No Stopping' restrictions on both sides for the entire length, whilst surrounding streets have similar road width that range between 5.2m and 5.8m and typically consist of parking on one side of the road.

Concept Design

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 safety and parking opportunities at this location, as shown in the Concept Plan in Attachment 1:

- Install a 3.6 metre wide at-grade marked pedestrian crossing in Short Street, west of its intersection with Cliff Street.
- Reconstruct the existing landscaped kerb blisters in Short Street and upgrade the kerb ramps on both sides.
- Replace the existing 'No Stopping' restrictions on the southern side of Short Street, west of the 10 metres statutory 'No Stopping' near its intersection with Cliff Street, with unrestricted parking for a distance of 18 metres.

The proposed marked pedestrian crossing is anticipated to improve crossing opportunities and enhance traffic safety at this location, noting this area consists of high pedestrian activities particularly under warm weather conditions. Kerb ramps will be upgraded to be aligned and widened to 1.2 metres to comply with TfNSW Supplement to the Australian Standards (AS1742.10).

It should be noted that Short Street is approximately 5.5 metres wide from kerb-to-kerb and is sufficient to accommodate parking on one side without affecting vehicular movements. Additional civil works including kerb and gutter realignment, footpath adjustment and drainage modifications, etc. will be included at detailed design stage, subject to swept path analysis to ensure safe and efficient turning movements for heavy vehicles, including waste collection vehicles.

A concept design plan for the provision of an at-grade marked pedestrian crossing in Short Street, west of the roundabout near Cliff Street, Watsons Bay, and relocation of 'No Stopping' restrictions with associated infrastructure works, are shown in Attachment 1.

The proposal will result in a net gain of three (3) legal on-street parking spaces.

Options:

Nil

Community Engagement and/or Internal Consultation:

A notification letter as well as a copy of the proposed at-grade marked pedestrian crossing was sent on 9 August 2024 to the owners and occupiers of the affected properties in the vicinity. A total of 29 letters were distributed 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 23 August 2024. Two (2) submissions were received with one (1) opposing and one (1) supportive of the proposal. The objection expressed concerns on the relocation of 'No Stopping' restrictions and its impact on vehicular access to their residence.

The other resident generally supports the proposal however raises aesthetic concerns on the design of the landscaped islands. It is also recommended that timed parking restrictions with resident permit parking scheme be installed for the proposed three (3) parking spaces.

It should be noted that all existing access to the nearby properties will be maintained. Short Street is 5.5 metres wide and consists of 'One-Way' traffic conditions. The road width is sufficient to accommodate kerbside parking without affecting vehicular movements along the street or access to the properties. The additional parking provision also serves to narrow the road width which effectively serves to calm the traffic and further improves traffic safety.

The recommendations to the additional parking restrictions with resident permit parking scheme is noted and will be included in the parking review for Council's recently endorsed permit parking scheme in this area.

Policy Implications:

Nil

Financial Implications:

Funding for this project will be sought in a Future Works Program or Funding Opportunities through State and Federal Grants once the concept plan has been approved for an at-grade pedestrian crossing at this location.

Resourcing Implications:

Nil.

Conclusion:

Based on all the above, it is recommended that the concept design for the proposed at-grade marked pedestrian crossing in Short Street, west of Cliff Street, Watsons Bay as shown in the Attachment 1, be approved in principle, subject to funding for this project being sought in a future Traffic Capital Works Program or funding opportunities through State and Federal Grants.

Subsequently, the detailed design for the proposed at-grade pedestrian crossing in Short Street, Watsons Bay, west of Cliff Street will be presented to a future local traffic committee meeting for consideration and approval.

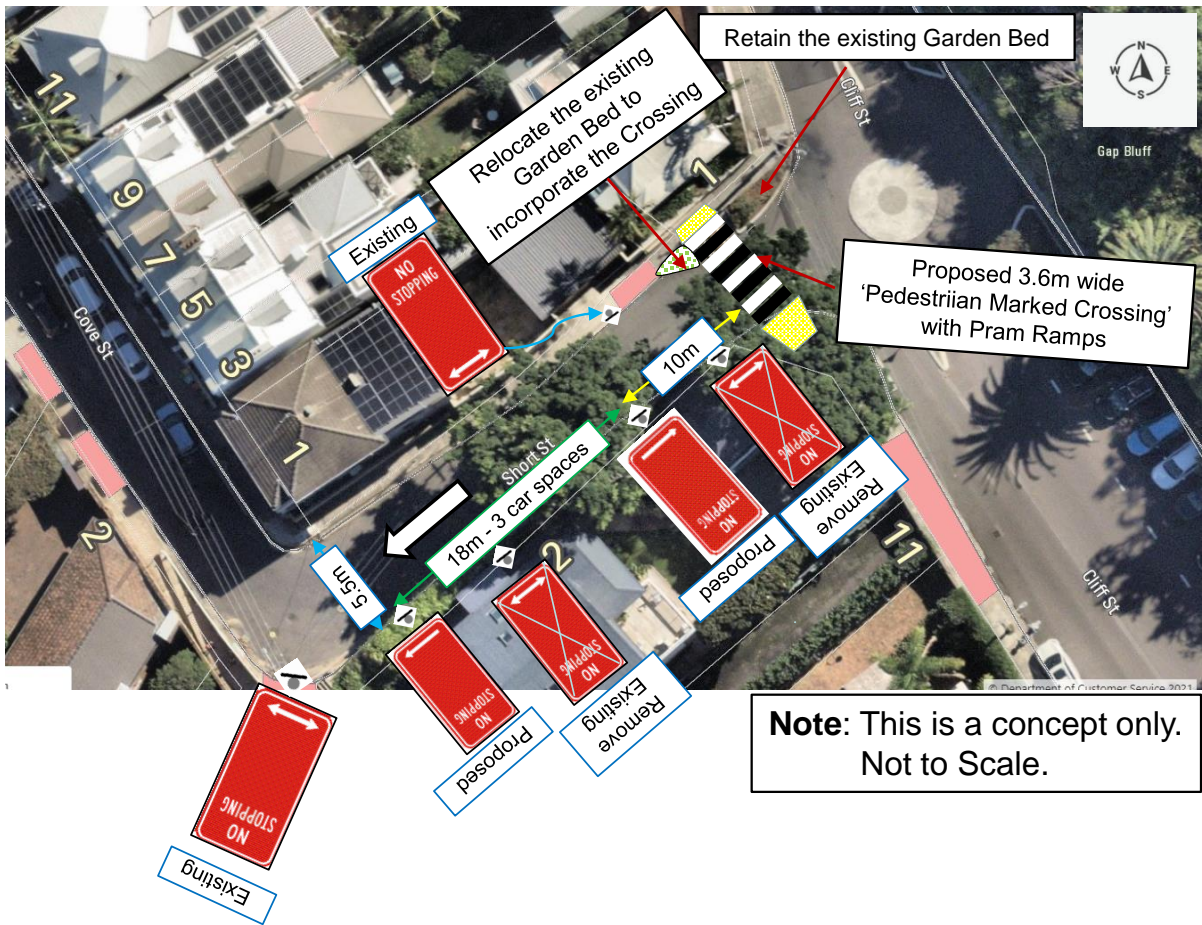
Identification of Income & Expenditure:

Funding for this project will be sought in a Future Works Program or Funding Opportunities through State and Federal Grants once the concept plan has been approved for an at-grade pedestrian crossing at this location.

Attachments

- 1. Concept Design - At-grade Marked Pedestrian Crossing in Short Street, Watsons Bay
[!\[\]\(31b03e46ee8a80a1f1467b8c03bd76e8_img.jpg\) !\[\]\(7d9665ff04f9d2270c38081c6215a724_img.jpg\)](#)

Proposed Pedestrian Marked Crossing with Pram Ramps and associated works at the intersection of Cliff Street and Short Street, Watsons Bay



Item No: Y2
Subject: FLETCHER STREET, WOOLLAHRA - MOBILITY PARKING SPACE

Author: Velsamy Sankaran, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
Emilio Andari, Manager Engineering Services
File No: 24/148574
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 Fletcher Street, Woollahra, for a length of 6 metres adjacent to property No.1 Raine Street, Woollahra, as shown in the 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 Fletcher Street, Woollahra, adjacent to property No.1 Raine Street, Woollahra. The applicant has completed an application form with a report from a registered medical practitioner indicating that the applicant needs to park in close proximity to the residence due to permanent medical conditions.

Discussion:

In the vicinity of this property, at eastern side of Raine Street has 90 degree angle parking spaces that consist of 2P timed restriction 8am-9pm with resident permit parking scheme. The western side of Raine Street and southern side of Fletcher Street have parallel parking with the same parking restrictions. Northern side of Fletcher Street currently permits unrestricted parking.

The applicant is wheelchair-bound and unable to walk long distances from the vehicle to the residence and requires mobility aids in order to get around, as indicated by medical report. The applicant's home has an off-street parking, however, the space is not sufficient to accommodate the accessibility requirement to carry the wheelchair and other mobility aids. Furthermore, a site inspection revealed that there are stairs from the existing off-street car space at the rear of the property to the living area of this property which is not easily modifiable to organise accessibility facilities.

A site inspection confirms that the ideal location to provide a mobility parking space is on the northern side of Fletcher Street, near its intersection with Raine Street immediately east of the statutory 'No Stopping'. The proposed location is in close proximity to the pedestrian entrance of the applicant's residence in Fletcher Street, where accessibility facilities has been organised leading to the living area of this property.

Therefore, Council is proposing to convert the 6m of existing unrestricted parking area into mobility parking bay on the northern side of Fletcher Street, east of the 10m statutory 'No Stopping'.

Should the applicant park anywhere near the 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:

A notification letter as well as a copy of the proposed mobility parking space was sent on 9 August 2024 to the owners and occupiers of the affected properties in Raine Street and Fletcher Street, Woollahra. A total of 20 letters were distributed 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 23 August 2024.

One (1) submission was received in relation to the proposal. The resident expressed difficulties to find unrestricted parking in this area and raised concerns on further loss of parking. It was also requested to review the existing 2P timed parking restrictions and reduce the timing of the restrictions to change the evening end time from 9pm to 6pm.

Council's Traffic Engineers acknowledge there is high demand for parking in this area however note the applicant is a resident of this street and requires on-street parking to accommodate the accessibility needs. Should the applicant park anywhere near the residence, they will be occupying a legal on-street parking space and therefore allocating a parking space as a designated 'Mobility Parking' bay will not result in additional loss of parking in this area. It should also be noted that the proposed location is closest to the pedestrian access to the applicant's property, where accessibility facilities have been organised. As such, the provision of a 'Mobility Parking' space close to the applicant's property is considered reasonable due to the applicant's difficulty with walking even relatively short distances.

The issues regarding time limitations have been noted and will be investigated as a separate matter in the future.

Policy Implications:

Nil

Financial Implications:

Council's Block Grant for Traffic Facilities

Resourcing Implications:

Nil.

Conclusion:

The applicant is a mobility permit holder that can park their vehicle anywhere in Raine Street or Fletcher Street, Woollahra, which will be taking up a legal on-street parking space. Therefore, providing a designated 'Mobility Parking' space in front of the applicant's property does not result in net loss of parking in this area. Furthermore, any mobility parking permit holder can utilise this parking bay. It is therefore recommended that the provision of a 'Mobility Parking' space close to the applicant's property on the northern side of Fletcher Street, Woollahra, be approved.

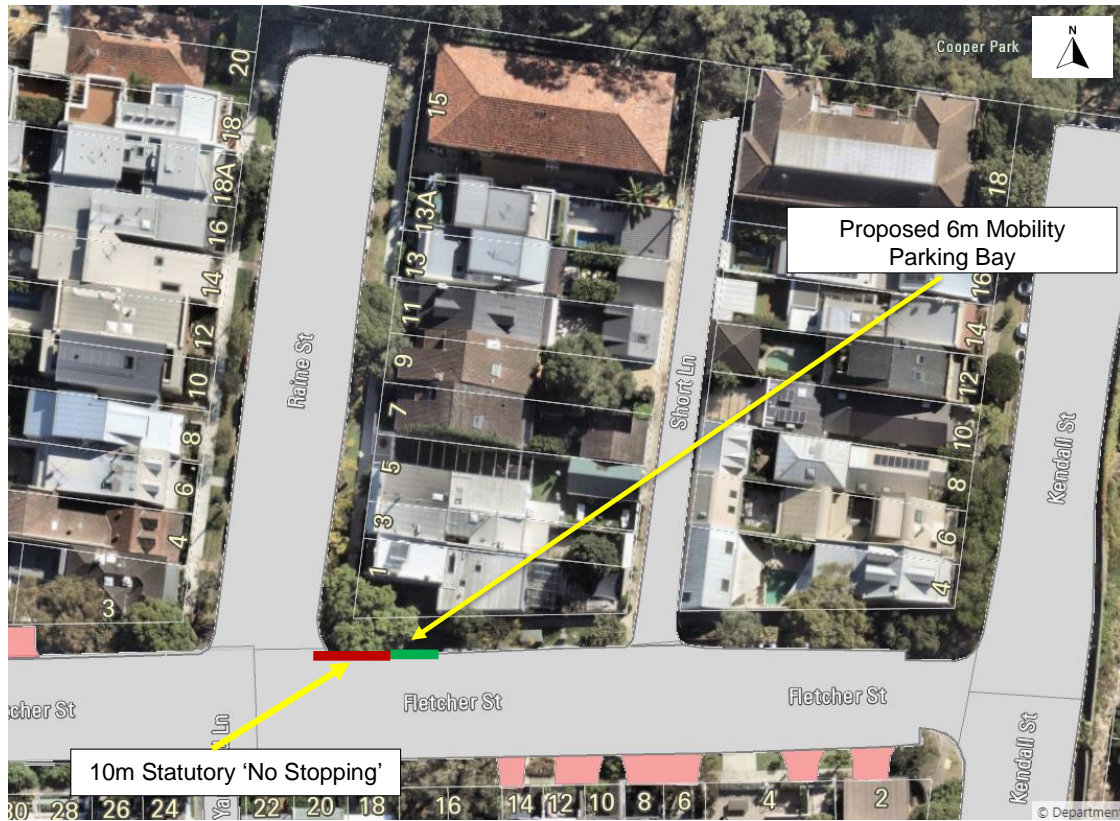
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities

Attachments

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

Attachment 1
Locality Map – Fletcher Street, Woollahra



Item No: Y3
Subject: **BOUNDARY STREET, PADDINGTON - TIMED PARKING RESTRICTIONS**
Author: Ever Fang, Traffic & Transport Team Leader
Approver: Emilio Andari, Manager Engineering Services
File No: 24/152702
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 the existing '1P 8am-11pm Permit Holders Excepted PGTN1' restrictions on the southern side of Boundary Street, west of its intersection with West Street, Paddington, be extended for a distance of four (4) metres to replace the existing 'No Stopping' restrictions at this location, as shown in Attachment 1, to improve parking opportunities in this area.

Executive Summary:

Council has received requests from the local community to review parking conditions in Boundary Street, near its intersection with West Street, Paddington. It is requested to explore options to increase parking opportunities due to parking pressure in this area.

Discussion:

The subject location is a T-intersection of Boundary Street and West Street, Paddington. Boundary Street is a regional road and forms part of the boundary between the Woollahra and City of Sydney local government areas. West Street is a local residential street and consists of 'One-Way' traffic conditions that permit southbound movements only. Both Streets are under posted speed limit of 40km/h.

Currently 'No Stopping' restrictions are signposted on western side of West Street and southern side of Boundary Street, Paddington, with kerbside edge line marking installed on both sides of Boundary Street. Parking spaces immediately adjacent to this intersection consist of 1P timed restrictions 8am-11pm with resident permit parking scheme.

The available kerb length on the southern side of Boundary Street, west of the intersection to the nearest driveway, is measured to be approximately 35.4 metres and includes 10 metres of statutory 'No Stopping' distance at an unsignalised intersection. The kerb space currently can accommodate a total of four (4) car parking spaces, as per AS 2890.5:2020.

Site inspections observed that on-street parking is highly utilised due to the proximity of retail shops and hospital nearby. It is also observed that the existing edge line on the southern side of Boundary Street, west of its intersection with West Street, has the capacity to accommodate additional parking for a distance of four (4) metres.

Clause 170 Section (3) (a) of NSW Road Rules 2014 stipulates that:

170 Stopping in or near an intersection

(3) A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops—

(a) at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules.

Noting parking is at high demand in this area, a Risk Assessment is undertaken in accordance with TfNSW's Technical Direction TTD 2014/005 to review the statutory 'No Stopping' distance and is shown in Attachment 2.

Results show that reducing the 'No Stopping' distance by four (4) metres would create an additional legal on-street parking space without compromising the sight distance and manoeuvrability of vehicles at this intersection. Accordingly, the existing '1P 8am-11pm Permit Holders Excepted PGTN1' restrictions in close vicinity will be extended to replace this section of 'No Stopping' to keep consistency with the existing parking restrictions and improve parking opportunities in this area.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter as well as a copy of the proposed parking restrictions was sent on 8 August 2024 to the owners and occupiers of the affected properties in Boundary Street and West Street, Paddington. A total of 27 letters were distributed 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 23 August 2024. No submission has been received in relation 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:

Based on the above, it is recommended that the existing '1P 8am-11pm Permit Holders Excepted PGTN1' restrictions on the southern side of Boundary Street, west of its intersection with West Street, Paddington, be extended for a distance of four (4) metres to replace the existing 'No Stopping' restrictions at this location, as shown in Attachment 1, to improve parking opportunities in this area.

Identification of Income & Expenditure:

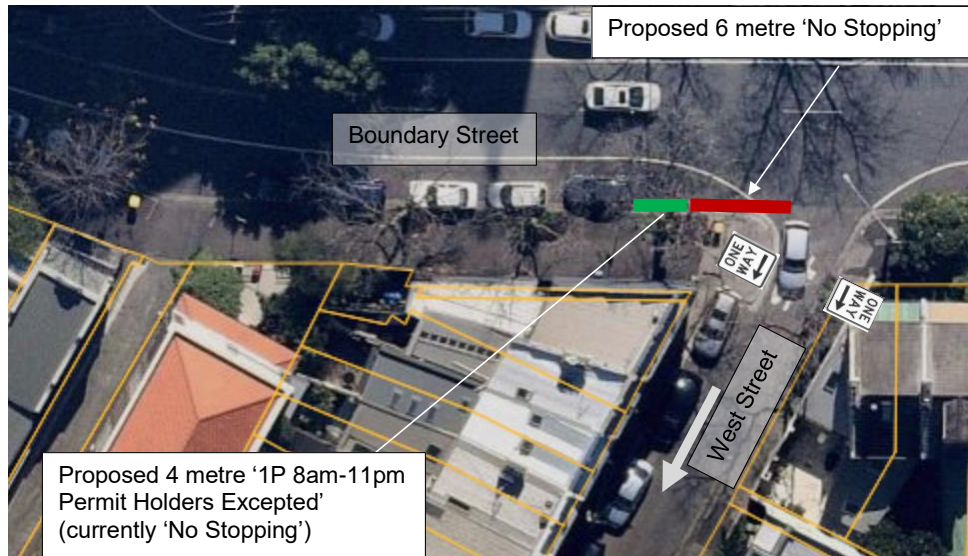
Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Boundary Street, Paddington [↓](#) 
2. Risk Assessment - Boundary Street, Paddington [↓](#) 

Attachment 1

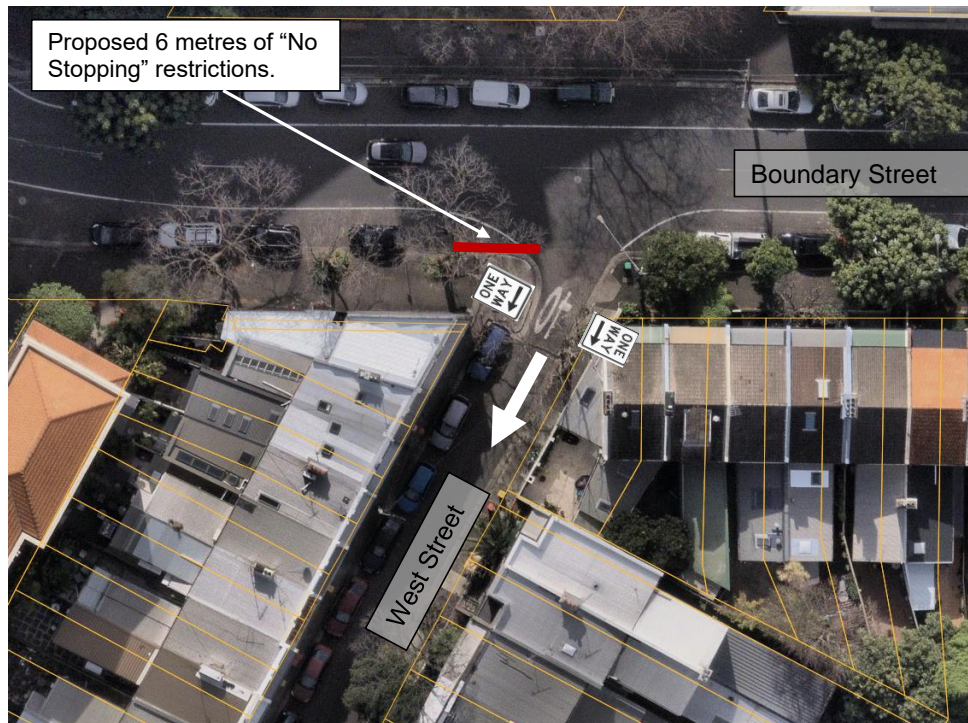
Locality Map – Boundary Street at West Street, Paddington



Attachment 2

Risk Assessment – Review of statutory ‘No Stopping’ Distance
 Southern Side of Boundary Street, Paddington, near West Street

Criteria	Impact
Current Speed Limit	40 kph
Stopping Distance	26 metres
Road Characteristics	West Street is 5.5 metres wide with kerb extension installed at the western side of its intersection with Boundary Street. This street consists of ‘One-Way’ conditions to allow southbound traffic only with parking permitted on the western side only. Boundary Street is 12.0 metres wide with parking permitted on both sides and consists of two-way traffic.
Accident History(2018-2023)	No recorded accidents at this intersection.
ASD (Approach Sight Distance)	The proposal does not impact on the ASD requirement between vehicles in Boundary Street and in West Street as West Street only permits one-way southbound traffic movements. The proposed reduction in the ‘No Stopping’ restriction is on the southern side of Boundary Street, immediately west of West Street.
SISD (Safe intersection sight distance)	The proposal does not impact on the SISD requirement between vehicles in Boundary Street and in West Street as West Street only permits one-way southbound traffic movements.
Turning Manoeuvres	The location of the reduced ‘No Stopping’ has no adverse effects on the available turning manoeuvres at this intersection. Vehicles currently park in this location right up to the corner.



Item No: Y4
Subject: **MAGNEY LANE, WOOLLAHRA - ONE-WAY TRAFFIC CONDITIONS INVESTIGATION**

Author: Coen O'Shannessy, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
Emilio Andari, Manager Engineering Services

File No: 24/152945
Purpose of the Report: To respond to requests from local residents

Alignment to Delivery Program: Strategy 6.3: Ongoing responsiveness to traffic congestion, noise and speeding.

Recommendation:

That the proposed 'One-Way' traffic conditions in Magney Lane, Woollahra, between Edgecliff Road and Fern Place not be implemented due to the low level of community support.

Executive Summary:

Council Officers met with residents of Fern Place on site to discuss traffic and parking concerns on Fern Place, Woollahra, where several residents recommended that Magney Lane be converted to allow One-Way traffic to improve traffic flow in this area. Following the meeting, written submissions have been received to formally request 'One-Way' traffic conditions be installed in Magney Lane between Edgecliff Road and Fern Place, Woollahra.

Discussion:

Magney Lane, Woollahra is currently a two-way local residential street which runs north-south between Edgecliff Road and Fern Place. The road width is approximately 4.8m and provides vehicular access to three (3) residential dwellings. This laneway is connected to Fern Place to the south which is a cul-de-sac providing pedestrian access to Old South Head Road and leading to Syd Einfeld Drive. It is also connected to Icasia Lane to the east, where 'One-Way' restrictions are installed to permit eastbound traffic from Fern Place to Tindale Lane. Should a one-way restriction be introduced on Magney Lane, all traffic wishing to enter Fern Place would be required to exit via Icasia Lane.

Currently parking is permitted on the western side of Magney Lane and consists of a mixture of '1P 8am-9pm Permit Holders Excepted', unlimited and 'Motor Bike Only' parking restrictions. Fern Place consists of 90 degree angle parking spaces west of Magney Lane and parallel parking south of Magney Lane, and typically has 1P timed restrictions with resident permit parking scheme. Icasia Lane predominantly provides access to residential garages with some unlimited parking spaces available in between. Whilst these streets are primarily a residential street, it is noted that parents have been utilising Fern Place for pick-ups and drop-offs due to its close proximity to Reddam House School.

Site inspections reveal that during school pick-up/drop off period, maintaining two-way traffic in Magney Lane is challenging as parking spaces are normally fully occupied. The width of Magney Lane does not permit passing opportunities when cars are parked which makes it difficult for motorists to negotiate and give way to oncoming vehicles when combined with the traffic volumes generated by the school. As such, it is proposed to install 'One-Way' traffic conditions in Magney Lane from Edgecliff Road to Fern place to improve vehicular access and reduce congestion within the area.

A signage plan that demonstrates the proposed 'one-way' traffic conditions for Magney Lane, Woollahra, is shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Letters with a proposal to introduce 'One-Way' traffic conditions in Magney Lane, Woollahra was sent to surrounding properties on 8 August 2024. A total of 104 letters were distributed together with Corflute Signs displayed on-site to capture other nearby local community members. The closing date for submissions ended on 23 August 2024.

There were 35 written submissions received, including five (5) supporting, 15 opposing and 15 with neutral comments in relation to the proposal.

All 15 submissions received opposing the proposed 'one-way' traffic flow expressed strong concerns and a majority of the submissions were received by local residents directly impacted. Below is a summary list of the major concerns raised by the local community:

- Undesirable additional traffic and noise on Icasia Lane;
- Pedestrian safety on Icasia Lane due to the lack of footpath;
- Increased vehicle movements exiting Icasia Lane onto Tindale Lane;
- Difficulty accessing off-street parking spaces on Icasia Lane due to the increased traffic volumes;
- Potential speeding in Magney Lane and Icasia Lane;
- Adverse environmental impact of the detour; and
- Increased risks of using Magney Lane for illegal U-turns of motorists on Edgecliff Road.

A summary of the submissions is provided in Attachment 2.

Council's Traffic Engineers have reviewed all submissions and concerns raised by the local residents. It is noted that whilst the current traffic conditions are not ideal, pick-up/drop-off only occur for a short period of time during school days and is outside of the peak commuting hours. It is also noted that majority of submissions expressed strong objections to change the existing conditions. Council's Traffic Engineers therefore recommend that Magney Lane, Woollahra, should remain status quo and the proposed 'One-Way' traffic conditions not be implemented, at this time.

Policy Implications:

Nil.

Financial Implications:

Nil.

Resourcing Implications:

Nil.



Conclusion:

For the reasons stated above, it is recommended that the proposed 'One-Way' traffic conditions in Magney Lane, Woollahra between Edgecliff Road and Fern Place not be approved given the low level of support from residents in the surrounding streets.

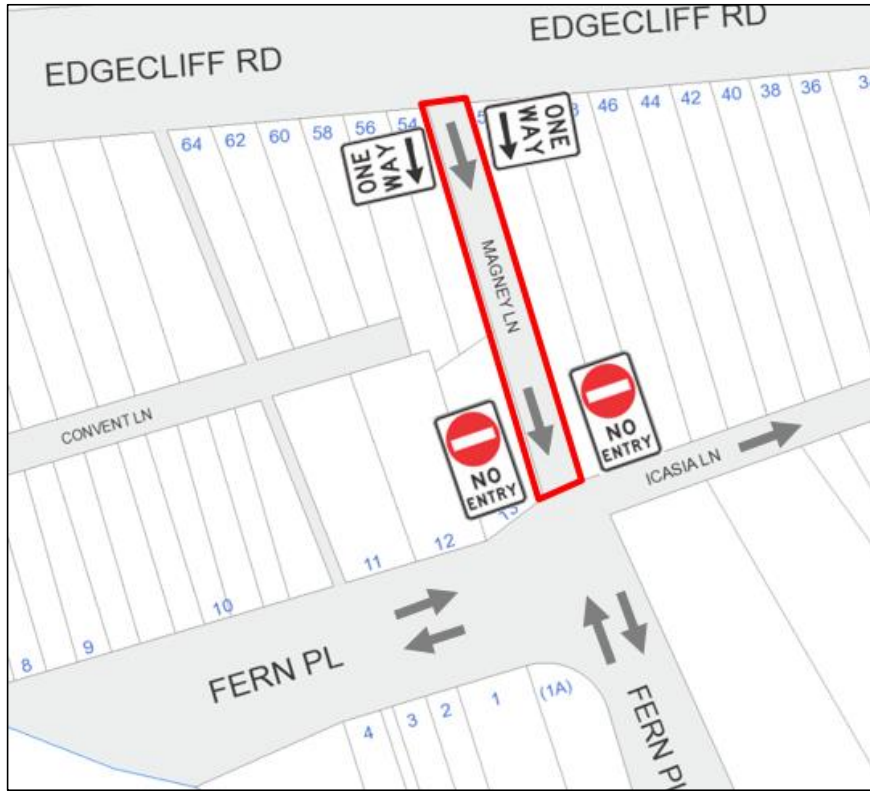
Identification of Income & Expenditure:

Nil.

Attachments

1. Locality Map - Magney Lane, Woollahra [↓](#) 
2. Consultation Responses Summary - Magney Lane, Woollahra [↓](#) 

Attachment 1 – Locality Map
Magney Lane, Woollahra - One-Way Traffic Conditions Investigation



Attachement 2 - Consultation Responses - Magney Lane, Woollahra - One-Way Proposal

For/against	TRIM	Main Concerns	Location
Support	24/145806 24/146732	speeding concerns, request for removal of parking on Icasia Lane	Fern Place/Magney Lane
Support	24/147012	In favour of the proposal	Not Provided
Support	24/147444	Parking orientation on Magney Lane, speeding on Icasia Lane, exiting Tindale Lane onto Edgecliff Road and Old South Head Road	Fern Place
Support	24/150527	Vehicle movements obstructed by large vehicles on Fern Place	Fern Place
Support	24/151038	In favour of the proposal	Icasia Lane
Object	24/146886	Large vehicle movements on Icasia Lane, illegal parking behaviour, school pick-up drop-off	Fern Place
Object	24/147464	Pedestrian safety on Icasia Lane, Increased traffic congestion and school pick-up drop-off	Icasia Lane
Object	24/148763 24/149583	Pedestrian safety on Icasia Lane, Increased traffic congestion and environmental impact	Not Provided
Object	24/148764	Pedestrian safety on Icasia lane, school pick-up drop-off	Not Provided
Object	24/148765	Increased traffic volumes, pedestrian safety	Not Provided
Object	24/149579	Traffic volumes increase on Icasia Lane, garage access, pedestrian safety	Icasia Lane
Object	24/149588	Potential increase in motorist speeds on Magney Lane, illegal U-turns from Edgecliff Road onto Magney Lane, parking loss, garages and width of Icasia Lane	Magney Lane
Object	24/150049	Vehicle speeds on Icasia Lane, pedestrian safety, garage access	Not Provided
Object	24/151436	Pedestrian safety on Icasia Lane, Increased traffic congestion and environmental impact	Not Provided
Object	24/151437	Pedestrian safety on Icasia Lane, Increased traffic congestion and environmental impact	Not Provided
Object	24/152137	Exiting garages, pedestrian safety, noise	Icasia Lane
Object	24/152378	Pedestrian safety, challenges entering and exiting Icasia Lane, vehicles blocking the street	Icasia Lane
Object	24/152382	Exiting garages, pedestrian safety, speeding in Icasia Lane	Icasia Lane
Object	24/152384	Pedestrian Safety	Not Provided
Object	24/152477		Fern Place
Neutral	24/145690 24/145692 24/147499 24/147539 24/149712	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests removal of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Icasia Lane
Neutral	24/145691	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests removal of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Icasia Lane

Neutral	24/145693	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests retention of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Icasia Lane
	24/145807		
	24/145968		
	24/145976		
	24/146881		
Neutral	24/145800	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests removal of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Icasia Lane
Neutral	24/145803	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests removal of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Icasia Lane
Neutral	24/146098	Concerned about vehicle speeds on Icasia Lane and pedestrian safety. Requests removal of parking and installation of speed humps on Icasia Lane to support the one-way on Magney Lane	Not Provided
Neutral	24/146451	Requests additional Icasia Lane Shared Zone, Speed humps No Right Turn on Tindale	Icasia Lane
Neutral	24/147366	Large vehicle movements on Icasia Lane, illegal parking behaviour, pedestrian safety and upgrades	Icasia Lane
Neutral	24/148760	Increased traffic volumes, parking concerns during pick-up drop-off	Not Provided
Neutral	24/149585	Enforcement of illegal parking, obstructions in Icasia Lane	Not Provided
Neutral	24/150365	Garage access, increased traffic flows	Icasia Lane
Neutral	24/150442	Vehicle speeds on Icasia Lane, pedestrian safety, increased traffic flows, garage access	Icasia Lane
	24/152184		
Neutral	24/151296	Pedestrian safety on Icasia Lane, Increased traffic congestion and environmental impact, illegal behaviour on Edgecliff road due to the school, difficulty for larger vehicles	Icasia Lane
Neutral	24/152140	Large vehicle movements out of Icasia Lane	Icasia Lane
Neutral	24/152182	school pick-up/drop-off concerns, increase in traffic volume on Icasia Lane	Edgecliff Road

Item No: Y5
Subject: **EDGECLIFF ROAD, WOOLLAHRA - NO STOPPING RESTRICTION AT YARWOOD LANE**
Author: Coen O'Shannessy, Traffic & Transport Engineer
Approvers: Ever Fang, Traffic & Transport Team Leader
Emilio Andari, Manager Engineering Services
File No: 24/153012
Purpose of the Report: Request from local residents to improve safety
Alignment to Delivery Program: Strategy 6.2: Management of public parking on-street and off-street.

Recommendation:

THAT the statutory 10 metre 'No Stopping' restriction on the northern side of Edgecliff Road, Woollahra, west from its intersection with Yarwood Lane, as shown in Attachment 1, be signposted in order to improve road safety at this location.

Executive Summary:

Council has received complaints from local residents regarding illegal parking in Edgecliff Road, Woollahra near its intersection with Yarwood Lane. It has been reported that vehicles often park within 10 metres of this intersection, and restrict sight lines for turning motorists.

Discussion:

The subject location is a T-intersection of Edgecliff Road and Yarwood Lane, where Edgecliff Road functions as a collector road and Yarwood Lane is a local road. Currently, parking is permitted on both sides of Edgecliff Road with a mixture of unrestricted parking and '2P 8am to 9pm Permit Holders Excepted' parking restrictions. Yarwood Lane is approximately 4.5m in width and accommodates parking on the western side.

It has been observed that vehicles often park illegally on the northern side of Edgecliff Road, west of the intersection with Yarwood Lane, causing restricted sight lines of turning motorists. It is also noted that this location is within 150 metres of a school and is partially within a school zone.

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.

Furthermore, an investigation into Transport for NSW (TfNSW) crash data reveals that one (1) accident was recorded at the intersection of Edgecliff Road and Yarwood Lane in the latest five year period available (2018-2022), and it was noted that the incident resulted in a serious injury between a pedestrian and motorist.

The 'No Stopping' restrictions will be installed on the northern side of Edgecliff Road, west from its intersection with Yarwood Lane, as shown in Attachment 1, and is anticipated to improve sight lines for turning motorists and increase safety at the intersection.

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:

A notification letter with a proposal to signpost the 'No Stopping' restrictions on the northern side of Edgecliff Road, Woollahra, west from its intersection with Yarwood Lane, was distributed to surrounding properties on 8 August 2024. A total of 27 letters were distributed to owners and residents, 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 August 2024.

One (1) response was received from the public in relation to this proposal. The response raised concerns about the loss of parking. Council's Traffic Engineers acknowledge there is high parking demand in this area however note Clause 170 Section (3) (a) of NSW Road Rules 2014 stipulates that a driver must not stop within 10 metres of an intersection without traffic lights. As such, this location cannot be considered a legal parking space and this proposal will not result in the loss of parking.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.


Conclusion:

To reinforce the statutory 'No Stopping' restrictions and improve road safety at the intersection, it is recommended that the proposed 10 metre 'No Stopping' restriction on the northern side of Edgecliff Road, west from its intersection with Yarwood Lane, be approved.

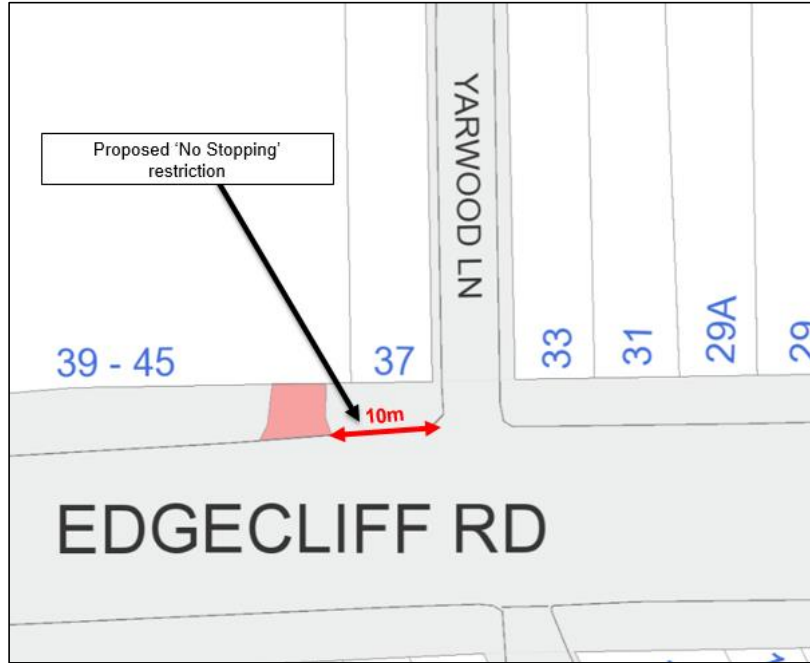
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Locality Map - Edgecliff Road, Woollahra at Yarwood Lane [↓](#) 

Attachment 1 – Edgecliff Road, Woollahra – No Stopping Restriction at Yarwood Lane



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: 24/153321
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	Planning Stage
P.0092457	Queen Street, Woollahra Construction of a High Pedestrian Activity Area	Safe Speeds in High Pedestrian Activity Areas	\$451,000	100% State	Planning Stage
P.0092235	Albemarle Lane, Rose Bay – Shared Zone Construction of a Shared Zone	Active Travel to School Infrastructure Improvement	\$128,701	100% State	Planning Stage

Attachments

Nil