



Woollahra Local Traffic Committee Meeting

Tuesday, 5 April 2022
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 March 2022

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 5 April 2022
Meeting No. 3**

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 via **teleconference on Tuesday 5 April 2022 at 10.00am.**

Emilo Andari
Manager – Engineering Services

Meeting Agenda

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1.	Opening	
2.	Acknowledgement of Country (Gadigal People and Birrabirrigal People)	
3.	Leave of Absence and Apologies	
4.	Confirmation of Minutes of Meeting held on 1 March 2022	
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 Edgecliff Road, Woollahra - Mid-Block Traffic Signal Upgrade - 22/50996	7
	Y2 Jersey Road, Woollahra - Timed Loading Zone Restrictions - 22/54757	11
	Y3 Glenmore Road, Paddington - Motor Bike Only Parking Restriction - 22/58547	15
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	Y5 Iluka Street, Rose Bay - Formalisation of 45 Degree Angle Parking - 22/58995	23
10.	Items for Discussion by Committee Members	
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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:	EDGECLIFF ROAD, WOOLLAHRA - MID-BLOCK TRAFFIC SIGNAL UPGRADE
Author:	Caitlin Bailey, Acting Team Leader - Traffic & Transport
Approver:	Emilio Andari, Manager Engineering Services
File No:	22/50996
Purpose of the Report:	Improved pedestrian safety with enhanced pedestrian crossing facilities.

Recommendation:

THAT the design plan for the upgrade to the existing mid-block signalised pedestrian crossing with associated signs and line markings on Edgecliff Road, Woollahra (as per Attachment 1 - Design Plan) be approved.

Executive Summary:

As part of the current Road Safety Stimulus funding, the NSW Government is improving pedestrian and road safety. The program aims to improve pedestrian safety around schools, and the existing mid-block signalised pedestrian crossing between Reddam House School and Holy Cross Catholic Primary School has been identified as a location which requires improvement.

Discussion:

Edgecliff Road is a 12 metre wide local collector road that services residential properties, commercial premises and provides key connectivity to local schools. At the eastern end of Edgecliff Road, there is an existing mid-block signalised pedestrian crossing that assists with pedestrian connectivity in the area for both Holy Cross Catholic Primary School and Reddam House School. There are currently 'No Stopping', 'No Parking' and 'Bus Zone' restrictions associated with the mid-block traffic signals and the adjacent schools, as well as timed parking restrictions.

The purpose of the project is to provide improved safety for vulnerable road users and school students. As part of upgrading the existing mid-block signalised pedestrian crossing, Transport for NSW (TfNSW) will be widening the existing kerb at the crossing, which enables more standing room for pedestrians at the set of traffic signals, reduces the crossing distance for pedestrians and improves sight lines for pedestrians.

As part of the project, TfNSW will be extending the current bus zone by 20 metres to allow for buses to safely enter and exit the bus zone. The extension in the bus zone means, TfNSW will have to relocate the existing school pick up/drop off zone further west. The relocation of the school pick up/drop off zone further west is required due to the build-out of the footpath to improve the existing mid-block signalised pedestrian crossing for the school and local community.

As a result of the relocation of the existing school pick up/drop off zone, three (3) parking spaces will be signposted 'No Parking 7am -9:30am & 2pm – 4pm Monday to Friday, School Days Only'. These parking changes are shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Throughout the development of this proposal, Transport for NSW (TfNSW) have undertaken engagement with Council's Engineers and the adjoining schools of Holy Cross Catholic Primary School and Reddam House, to provide a safe and improved mid-block signalised pedestrian crossing.

A notification letter was sent on 22 March 2022 from TfNSW to Council's Engineers, the adjoining schools and the affected residents within the vicinity regarding the proposed upgrade to the mid-block signalised pedestrian crossing. A total of 20 letters were distributed to owners and residents.

No submissions were received in response to the notification letter when finalising this report. Any comments provided by the public in relation to this notification letter after the report is completed will be presented to the Committee members at this meeting.

Policy Implications:

Nil.

Financial Implications:

The project is fully funded by the Road Safety Stimulus funding program and this project will be delivered by Transport for NSW (TfNSW).

Resourcing Implications:

Nil.

Conclusion:

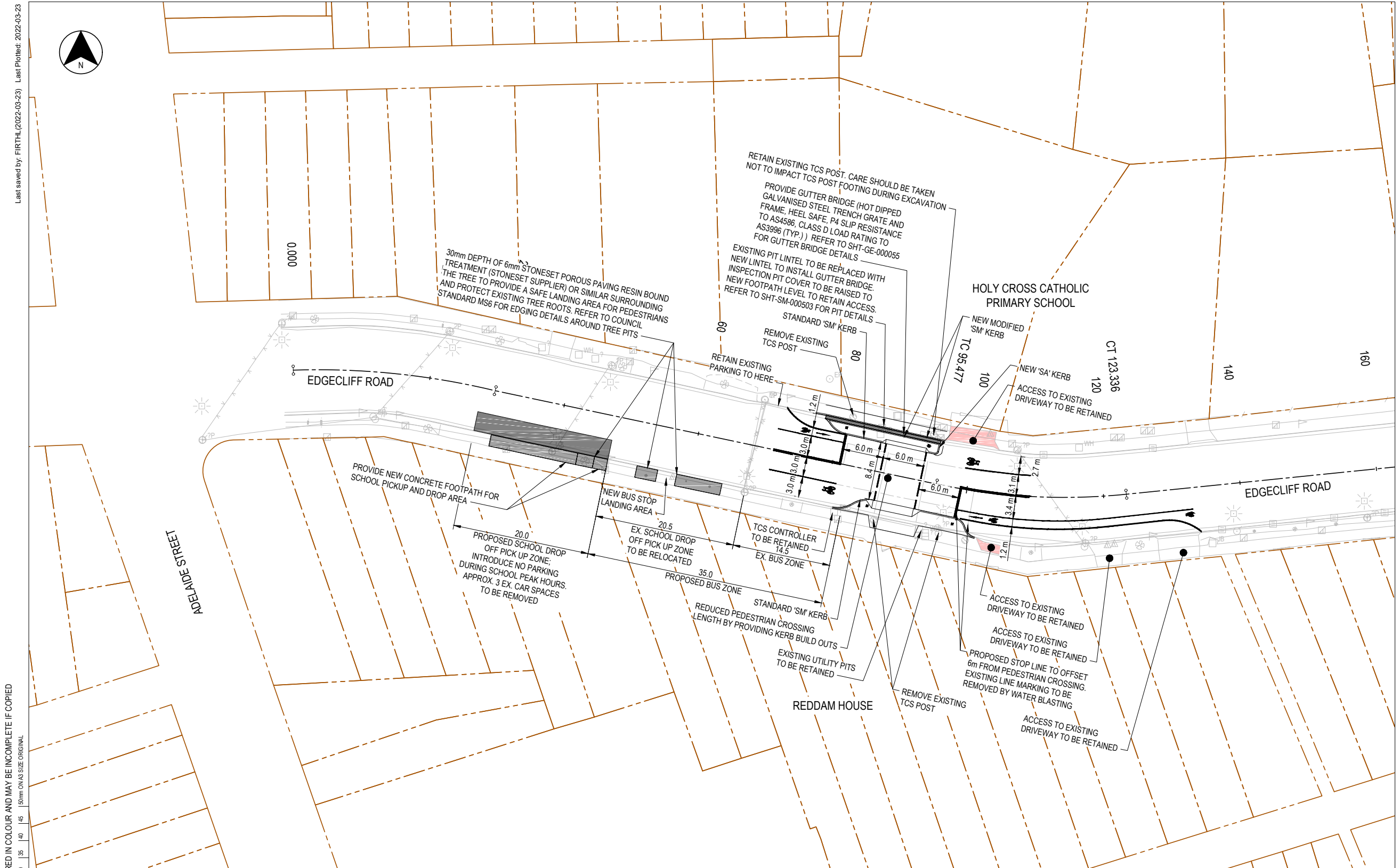
Based on the above, it is recommended that the design plan of the proposed upgrade to the existing mid-block signalised pedestrian crossing with associated signs and line markings on Edgecliff Road, Woollahra (as per Attachment 1 - Design Plan) be approved, in order to improve pedestrian and road safety.

Identification of Income & Expenditure:

Nil.

Attachments

1. Edgecliff Road, Woollahra - Design Plan [↓](#) 



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TINSW REGISTRATION No: 2021/0000706
 ISSUE STATUS: DETAILED DESIGN
 SHEET No. SHT-RD-002001
 PART 1 OF 1
 SHEET 1 OF 1
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Item No: Y2
Subject: JERSEY ROAD, WOOLLAHRA - TIMED LOADING ZONE RESTRICTIONS
Author: Ever Fang, Traffic & Transport Engineer
Approvers: Caitlin Bailey, Acting Team Leader - Traffic & Transport
Emilio Andari, Manager Engineering Services
File No: 22/54757
Purpose of the Report: To improve loading and unloading activities safely for local businesses.

Recommendation:

THAT the installation of a seven (7) metre 'Loading Zone 8:30am-12pm Mon-Fri' and '1P 12pm-6pm Mon-Fri, 8:30am-6pm Sat-Sun' restrictions be introduced within the existing 1P timed parking zone on the southern side of Jersey Road, Woollahra, near Rush Street, as shown in Attachment 1, in order to improve loading and unloading activities safely for local businesses.

Executive Summary:

Council has received complaints about delivery vehicles parking near the corner of Jersey Road and Rush Street, Woollahra, which have obstructed visibility for turning motorists. Additionally, Council has received requests from local businesses to adjust the current parking restrictions to provide opportunities to improve loading and unloading activities safely for local businesses. It has been advised that businesses in close proximity have several deliveries daily during weekdays.

Discussion:

Jersey Road is a local road that is measured to be approximately 10.7m from kerb-to-kerb. The street primarily provides access to residential dwellings, with several retailers located near its intersection with Rush Street and Halls Lane. Currently, the northern side of the road has '2P 8am-11pm Permit Holder Excepted' parking restrictions and the southern side permits unlimited parking except for a section of '1P 8.30am-6pm' restrictions installed near the intersection, in front of property Nos. 53 and 55 Jersey Road, for a length of 13 metres to accommodate two (2) standard parking spaces.

Following site inspections, it was observed that there is a landscaped concrete blister in front of the retailers near the intersection of Jersey Road and Rush Street. A 'Give Way' sign is installed for vehicles wishing to turn into Jersey Road with double barrier centre line markings to assist with delineation. It was also observed that whilst off-street parking spaces are available at property rear on Smith Street, the narrow road width limits manoeuvrability for delivery vans and small trucks accessing/egressing these garages. Illegal parking for loading and unloading purposes would often take place in Jersey Road, near the intersection with Rush Street, which creates visual obstruction for turning motorists.

Council's Traffic and Transport Engineers also discussed with the local business owners about the expected size of vehicles and frequency of deliveries. It was indicated that loading and unloading would normally occur several times in the morning during weekdays, with majority of the deliveries undertaken by vans and small trucks. To improve sight lines and reduce conflict between motorists, it is proposed to install a seven (7) metre 'Loading Zone 8:30am-12pm Mon-Fri' restrictions within the existing 1P timed parking zone in Jersey Road, near the retailers, as shown in Attachment 1. The proposal would provide a fair and equitable use to each of the businesses in this location whilst preserving legal parking spaces.

A location diagram which outlines the proposed 'Loading Zone 8:30am-12pm Mon-Fri' and '1P 12pm-6pm Mon-Fri, 8:30am-6pm Sat-Sun' in Jersey Road, Woollahra, is shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

The proposal was advertised by a corflute signs at the location. The corflute sign was installed on the 10th March 2022 and included a location diagram. The closing date for comments ended on the 25th March 2022.

There were three (3) submissions received opposing the proposed change of parking restrictions. Residents expressed difficulty of finding on-street parking spaces in this area and suggested the loading zone to be located in front of Halls Reserve, near the intersection of Jersey Road and Halls Lane.

Council's Traffic and Transport Engineers acknowledge that there is a demand for on-street parking in this area, however the loading zone is proposed within an existing timed 1P parking zone, which aims at a high turnover rate for visitors daily to serve the nearby businesses. The surrounding parking restrictions in Jersey Road and Rush Street includes timed permit parking restrictions for serve local residents and their visitors who participate in the scheme.

Council's Traffic and Transport Engineers explored alternate locations for the proposed timed loading zone following the feedback received. However, after a site inspection undertaken in the vicinity, it was noted that Smith Street serves vehicular access to the rear of a number of properties in Jersey Street. Historically, Council has received complaints from local residents regarding vehicular access to their property, via Smith Street, due to conflict with deliveries undertaken in the street. It is also noted that the section of Jersey Road in front of Halls Reserve is within the ten (10) metre statutory 'No Stopping' zone. Vehicles parked at this location would obstruct sight lines for motorists turning from Halls Lane and cannot be supported.

It is therefore considered the current proposed location is the nearest and safest location to serve nearby retailers and provides an efficient utilisation of the available kerb space in the 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 installation of a seven (7) metre 'Loading Zone 8:30am-12pm Mon-Fri' and '1P 12pm-6pm Mon-Fri, 8:30am-6pm Sat-Sun' restrictions be introduced within the existing 1P timed parking zone on the southern side of Jersey Road, Woollahra, near Rush Street, as shown in Attachment 1, in order to improve loading and unloading activities safely for local businesses.

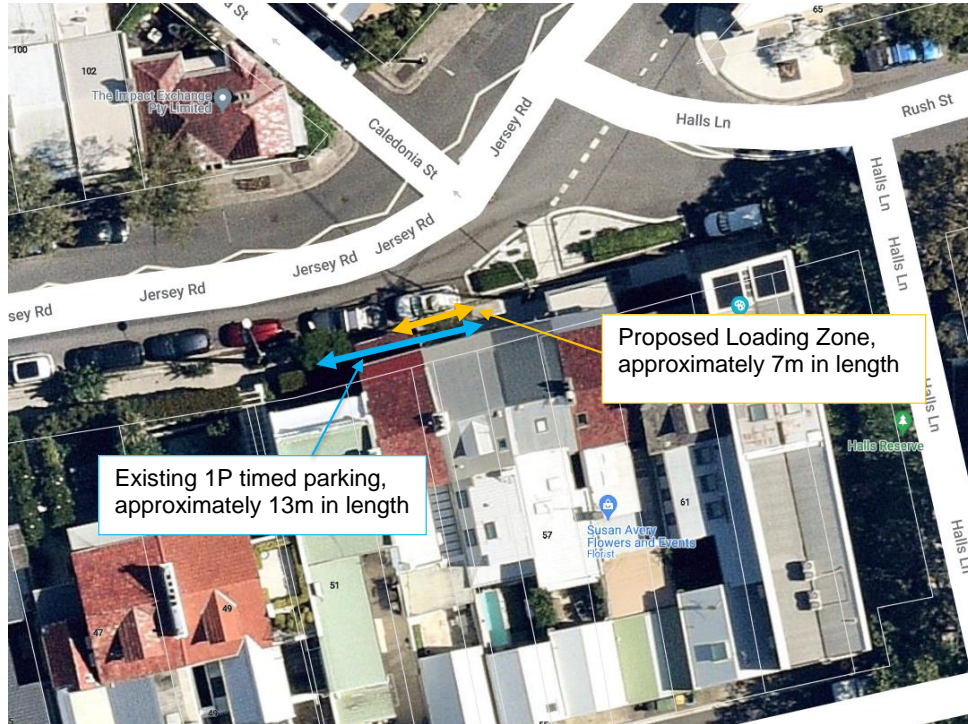
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Jersey Road, Woollahra - Timed Loading Zone Restrictions [↓](#) 

Attachment 1 – Locality Map



Item No: Y3
Subject: **GLENMORE ROAD, PADDINGTON - MOTOR BIKE ONLY PARKING RESTRICTION**
Author: Caitlin Bailey, Acting Team Leader - Traffic & Transport
Approver: Emilio Andari, Manager Engineering Services
File No: 22/58547
Purpose of the Report: Request from a local resident for motorbike parking

Recommendation:

THAT a five (5) metre 'Motor Bike Only' parking restriction be installed on western side of Glenmore Road, Paddington, immediately adjacent to the driveway at property No.400 Glenmore Road, Paddington, as shown in Attachment 1.

Executive Summary:

A local resident has requested that a 'Motor Bike Only' parking zone be installed on Glenmore Road, Paddington, to provide a dedicated area for motorcycles to park in the street and improve access and sight distances from the driveway at No.400 Glenmore Road, Paddington.

Discussion:

Glenmore Road is a local collector road in Paddington that primarily services residential properties and links New South Head Road with Oxford Street. Overall, the road has varying road widths, however in the area of focus, the road width is approximately 11.0m.

Following an investigation, it was noted that there are currently 'No Stopping' restrictions signposted across the driveway and that there are some motorcycles that park in this area of Glenmore Road. The parking restrictions at the proposed location is '2P 8am-8pm Mon – Fri, Permit Holders Excepted Area PGTN 5'.

A 'Motor Bike Only' parking zone will encourage motorcycles to consolidate and park in one area within the street without adversely impacting the total number of available car parking spaces. Additionally, the placement of the 'Motor Bike Only' parking area adjacent to the driveway of No.400 Glenmore Road, Paddington, will assist with maintaining sight lines for residents leaving their driveway. It should be noted that the driveway to the adjacent property serves access to 48 occupants.

As such, it is proposed to provide a five (5) metre 'Motor Bike Only' restriction on the western side of Glenmore Road, south of the driveway of property No.400 Glenmore Road, Paddington, as shown in Attachment 1.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Consultation was carried out by a corflute sign installed at the location. The corflute sign was installed on the 8 March 2022 regarding the proposed 'Motor Bike Only' parking zone and included a location diagram. The closing date for comments ended on the 18 March June 2022. There were no responses received on the proposal.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.

Conclusion:

It is recommended to install a five (5) metre 'Motor Bike Only' restriction on the western side of Glenmore Road, Paddington, immediately adjacent to the driveway for property No.400 Glenmore Road, Paddington, as shown in Attachment 1, to improve sight lines for turning motorists and provide an efficient utilisation of the available kerb space.

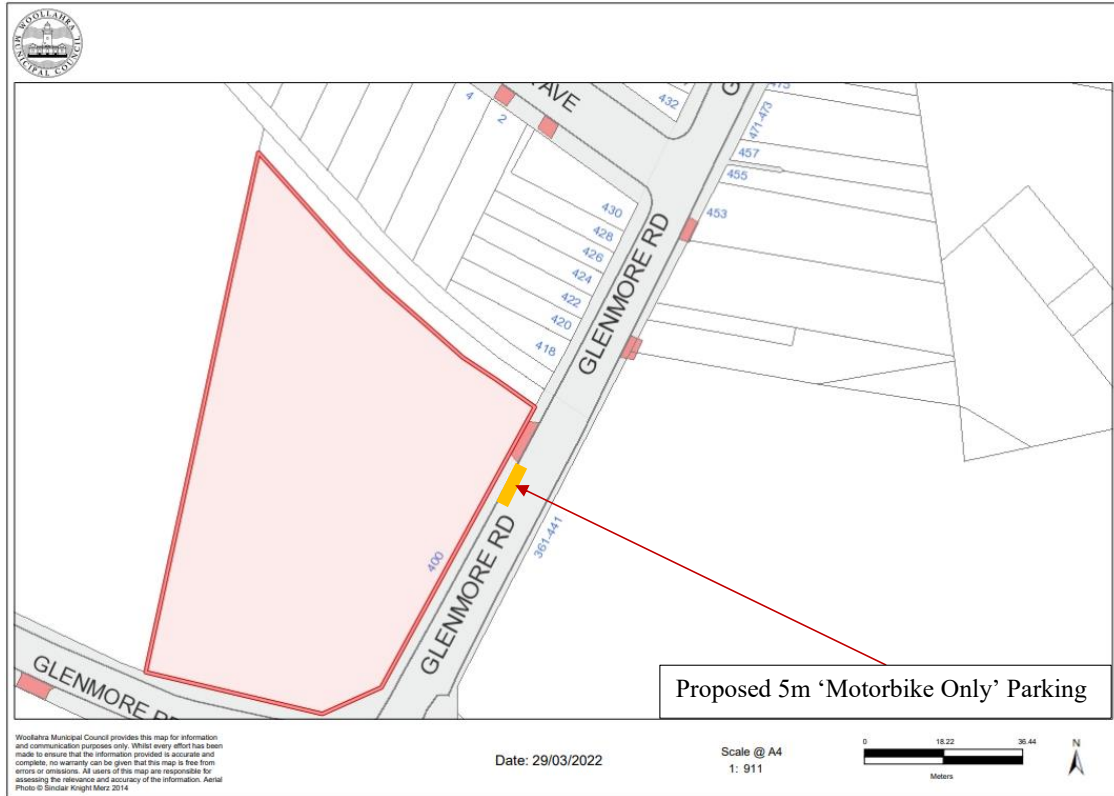
Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Glenmore Road, Paddington - Proposed Motor Bike Only Restrictions [↓](#) 

Attachment 1
Glenmore Road, Paddington – Proposed Motor Bike Only Restrictions



Item No: Y4
Subject: **NEW BEACH ROAD, DARLING POINT - TIMED PARKING RESTRICTIONS**
Author: Caitlin Bailey, Acting Team Leader - Traffic & Transport
Approver: Emilio Andari, Manager Engineering Services
File No: 22/58815
Purpose of the Report: Request from local residents to discourage long term parking.

Recommendation:

THAT '4P 8:30am-6pm Thursday' restrictions be approved for installation along the western side of New Beach Road, Darling Point, between Yarranabbe Road and Loftus Street, as shown in Attachment 1, in order to ensure a fair and equitable use of the limited kerbside parking in the area.

Executive Summary:

Council has received numerous requests from the local community, to provide parking restrictions along New Beach Road, between Yarranabbe Road and Loftus Street intersections. Currently, there are vehicles, including boat trailers and box trailers that appear to have been left unattended for several weeks, which causes parking congestion for visitors to the area and residents along this section of New Beach Road.

Discussion:

New Beach Road is a local street that caters to residential properties in Darling Point and facilitates recreational and commercial areas to Rushcutters Bay. There are currently sections of unrestricted parking and timed parking restrictions along the length of the street, including areas of permit parking, along with Bus Zones to support the existing bus route.

In 2020, it was considered that the unrestricted parking on New Beach Road, north of Yarranabbe Road, be restricted to ensure equitable use of the limited kerbside parking in the area. It was recommended that '4P 8:30am-6:00pm Tuesday' restrictions be installed along the western side of New Beach Road, between Yarranabbe Road and the north end.

The bulk of the unrestricted car parking available in New Beach Road begins from the 90 degree angle parking out front of Cruising Yacht Club of Australia (CYCA) and extends north to the parallel parking outside Yarranabbe Park, at the intersection with Yarranabbe Road. The available unrestricted parking is approximately 370 metres in length and caters for approximately 47 angle parking bays and 42 parallel-to-kerb parking spaces.

Following the multiple requests from the community and subsequent site inspections, it was noted that there are a large number of vehicles that are parked for long periods in the unrestricted parking areas. It was also observed during the site inspections that on-street parking is highly occupied in this street.

As such, it is proposed to provide '4P 8:30am-6pm Thursday' restrictions to compliment the previously approved restrictions located to the northern end of New Beach Road, and to provide equitable access for local residents and visitors to the area, whilst still providing parking opportunities for local residents who do not participate with the resident permit parking scheme.

Options:

Nil.

Community Engagement and/or Internal Consultation:

A notification letter was sent on 9 March 2022 to the local residents with a proposal to introduce '4P 8:30am-6pm Thursday' restrictions in New Beach Road, Darling Point. A total of 250 letters were distributed to owners and residents together with three (3) corflute signs displayed on-site to capture other nearby local community members. The closing date for submissions ended on 25 March 2022.

There were a total of 37 submissions received in response to the proposal, with 31 in support, and six (6) opposing to the proposal.

Of the submissions received from local residents and visitors, concerns were raised regarding the difference in the days of the restrictions in different areas of the street, as well as parking opportunities for local residents being impacted. Additionally, there was concern for the flow-on effects of any displaced visitor parking in the area relocating into other local streets.

Other submissions supported the proposed restrictions for the angle parking bays only and not the parallel parking, whilst other submissions requested that any further unrestricted car parking on the street, including the eastern side, should include the same proposed restrictions. It was also commented that some responses were in favour of the increased restrictions, but requested a parking permit.

Council's Traffic and Transport Engineers have reviewed the comments and concerns raised by the community and note that the restrictions were proposed for a Thursday, in order to ensure parking opportunities are available in the street, at all times. It is anticipated that this will still cater for local residents while minimising the flow-on effects of unrestricted parking in local residential streets.

It is understood that there are still short sections of unrestricted parking available in the street that will provide parking opportunities for the local community and visitors to the area. Additionally, there are many sections along New Beach Road, particularly out front of residential properties, where timed permit parking restrictions apply and can cater for local residents that are eligible to participate in the resident permit parking scheme.

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 '4P 8:30am-6pm Thursday' parking restrictions be approved for installation along the western kerb of New Beach Road, Darling Point, between Yarranabbe Road and Loftus Street, as shown in Attachment 1, to ensure fair and equitable use of the kerbside parking in the area.

Identification of Income & Expenditure:

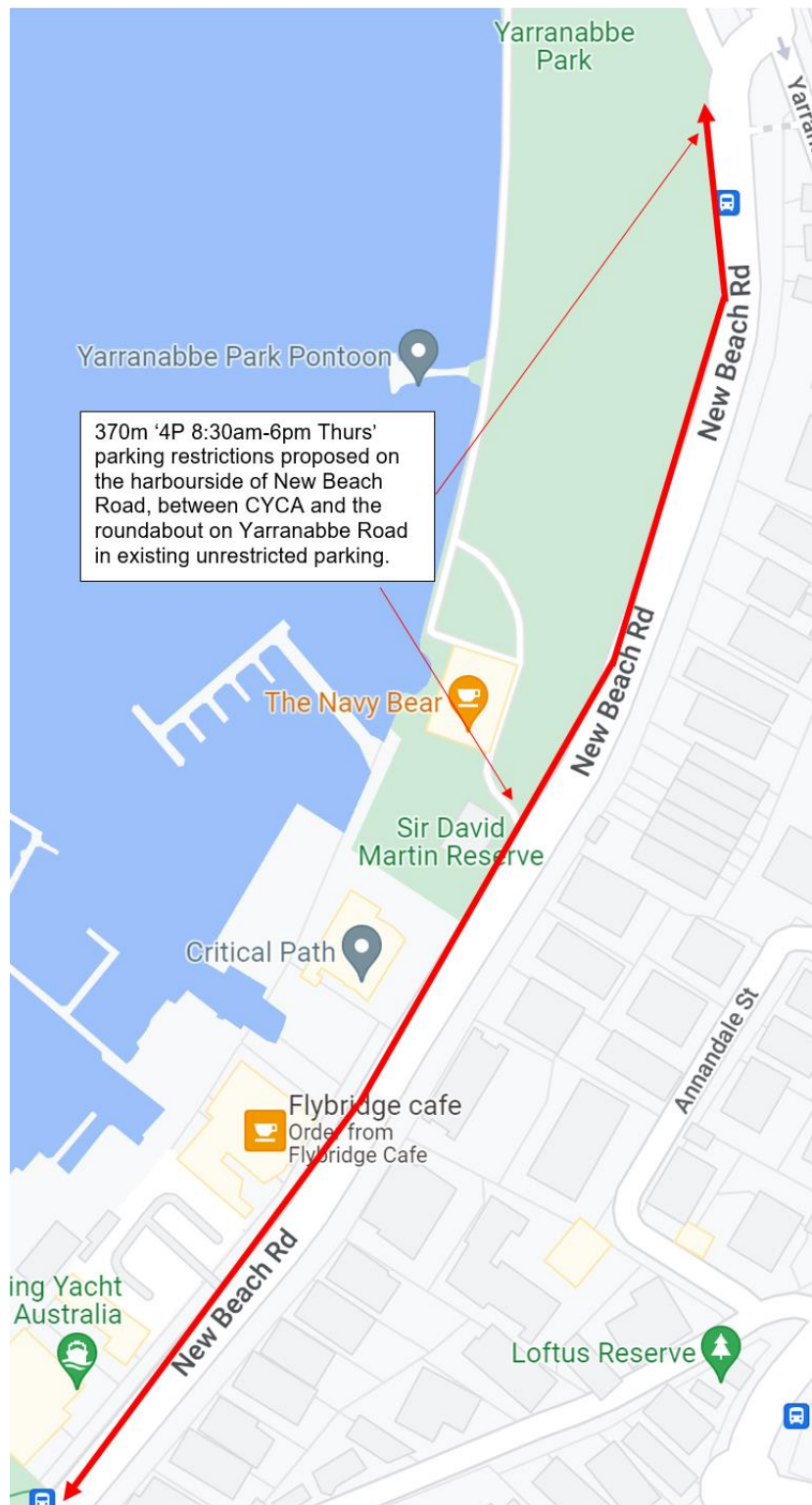
Council's Block Grant for Traffic Facilities.

Attachments

1. New Beach Road, Darling Point - Proposed Timed Parking Restrictions [↓](#) 

Attachment 1

New Beach Road, Darling Point – Proposed Timed Parking Restrictions



Item No: Y5
Subject: **ILUKA STREET, ROSE BAY - FORMALISATION OF 45 DEGREE ANGLE PARKING**
Author: Caitlin Bailey, Acting Team Leader - Traffic & Transport
Approver: Emilio Andari, Manager Engineering Services
File No: 22/58995
Purpose of the Report: Review of existing parking conditions to create additional opportunities.

Recommendation:

THAT 45 degree angle parking restrictions be installed with associated line markings in Iluka Street, Rose Bay, as shown in Attachment 1, to formalise the existing parking arrangement and create additional car parking opportunities.

Executive Summary:

Local residents have requested that angled parking be provided on Iluka Street, Rose Bay, to formalise the existing parking conditions.

Discussion:

Iluka Street is a short local street that services residential properties and provides an access to Cranbrook Junior School. At the corner of Iluka Street and Elanora Street, there is an indented area to allow for property access and additional parking. Currently, this area is un-signposted and the parking arrangement is parallel to kerb by default.

Following a site inspection, it was observed that vehicles often park in a 45 degree angle in the indented area, and it has been reported by residents that penalty notices have been issued to vehicles that park in a 45 degree angle.

Council's Traffic and Transport Engineers have discussed the matter with Council's Regulatory Services team and can confirm that angle parking requires signage whereas parallel-to-kerb parking does not require signage. The road rules state that you must park parallel in the direction of travel unless a sign directs you otherwise.

This is an extract from the NSW Road Rules:

Road Rule No.208 Parallel parking on a road (except in a median strip parking area)

- (1) *A driver who parks on a road (except in a median strip parking area) must position the driver's vehicle in accordance with subrules (2) to (8).*
- (2) *The driver must position the vehicle to face—*
(a) *in the direction of travel of vehicles in the marked lane or line of traffic on, or next to, the part of the road where the driver parks, or*
(b) *if there is no traffic on, or next to, that part of the road—in the direction in which vehicles could lawfully travel on that part of the road.*
- (9) *This rule does not apply to—*
(a) *a driver if the driver parks on a length of road, or in an area, to which a parking control sign or road marking applies, and information on or with the sign or road marking includes the words "angle parking" or "angle".*

Therefore, it is proposed to install 45 degree angle parking at the corner of Iluka Street and Elanora Street, Rose Bay, as shown in Attachment 1, to formalise the existing conditions and create additional car parking opportunities for local residents.

This proposal will result in an additional three (3) legal on-street parking spaces for the local community.

Options:

Nil.

Community Engagement and/or Internal Consultation:

Consultation was carried out by a corflute sign installed at the location. The corflute sign was installed on the 18 March 2022 regarding the proposed '45 degree angle' parking zone and included a location diagram. The closing date for comments ended on the 25 March 2022. There were no responses received on the proposal.

Policy Implications:

Nil.

Financial Implications:

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

Resourcing Implications:

Nil.

Conclusion:

It is recommended to install 45 degree angle parking restrictions with associated line markings in Iluka Street, Rose Bay, as shown in Attachment 1, to formalise the existing parking arrangement and create additional car parking opportunities for local residents.

Identification of Income & Expenditure:

Council's Block Grant for Traffic Facilities.

Attachments

1. Iluka Street, Rose Bay – Proposed 45 Degree Angle Parking [↓](#) 

Attachment 1
Iluka Street, Rose Bay – Proposed 45 Degree Angled Parking Area



Items for Discussion by Committee Members

Item No: Z1
Subject: **TRANSPORT FOR NSW FUNDED PROJECT STATUS**
Author: Caitlin Bailey, Acting Team Leader - Traffic & Transport
Approver: Emilio Andari, Manager Engineering Services
File No: 22/59013
Purpose of the Report: Monthly Update on Transport for NSW Funded Projects.

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 four projects for the 2021/2022 financial year. The total funds being provided to Woollahra is \$3.37 million 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.0035910	New South Head Road to Norwich Street, Double Bay to William St, Rose Bay Construction of a shared path/ separated cycleway	Priority Cycleways – Sydney	\$1,400,000	100% State	In construction stage. Rose Bay Promenade Cycleway works deferred until 4 April 2022.
P.0054144	Gurner Lane, Paddington Construction of Shared Zone	Active Transport: Walking	\$110,000	100% State	Completed.
Project-4178	Double Bay Centre Install a High Pedestrian Activity Area with traffic calming	Road Safety Program	\$600,718	100% Federal & State	Completed.
–	Identified Schools within Municipality Construction of Raised Pedestrian Crossings	Road Safety Stimulus (School Zone Infrastructure)	\$1,260,000	100% Federal	Planning and design phase for pedestrian lighting.

Attachments

Nil