



# Woollahra Local Traffic Committee

Tuesday 6 June 2023  
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

31 May 2023

To: Members of the Woollahra Local Traffic Committee

cc: The Mayor,  
All Councillors

Dear Sir/Madam

**Woollahra Local Traffic Committee – 6 June 2023**  
**Meeting No. 6**

In accordance with the provisions of the Local Government Act 1993, I request your attendance at a Meeting of the Council's **Woollahra Local Traffic Committee** to be held in the **Tarralbe Room (Committee Room)**, 536 New South Head Road, Double Bay, on **Tuesday 6 June 2023 at 10.00am.**

Regards,

Emilio Andari  
**Manager – Engineering Services**

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# Woollahra Local Traffic Committee 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 2 May 2023	
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	
<b>Traffic &amp; Parking Matters on Local Roads</b>		
9.	<b>Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration</b>	
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## Items to be Recommended to the Finance, Community and Services Committee by the Woollahra Local Traffic Committee for Consideration

<b>Item No:</b>	Y1
<b>Subject:</b>	<b>VICTORIA ROAD, BELLEVUE HILL - BICYCLE ROUTE SAFETY TREATMENTS AT FOSTER AVENUE</b>
<b>Author:</b>	Ever Fang, Traffic & Transport Engineer
<b>Approver:</b>	Emilio Andari, Manager Engineering Services
<b>File No:</b>	23/94514
<b>Purpose of the Report:</b>	To improve traffic conditions and cyclist safety
<b>Alignment to Delivery Program:</b>	Strategy 6.1 Facilitate an improved network of accessible and safe active transport options.

### Recommendation:

THAT the design plan for the proposed bicycle route safety treatments including installation of median island and realignment of the existing bicycle lane in Victoria Road, Bellevue Hill, at Foster Avenue (as per attached Attachment 1 – Design Plan) be approved.

### Executive Summary:

As part of Council's 2022/23 Traffic Capital Works Program, Council is proposing to install bicycle route safety treatments, including installation of median island and realignment of the existing bicycle lane in Victoria Road, Bellevue Hill, at its intersection with Foster Avenue. This proposal will provide cyclist protection and improve traffic safety in this area.

The traffic calming measures proposed as part of the project are in line with the treatments identified in the Woollahra Traffic Management Strategy 2014. The strategy provides rationale and recommended actions to address local traffic issues and support sustainable transport. In particular, the Strategy identifies Victoria Road as a corridor which requires traffic calming to address vehicle speeds, cyclist safety and community concern.

The design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

### Discussion:

#### Site location & road network

<b>Street Name</b>	Victoria Road
<b>Section</b>	Intersection with Foster Avenue
<b>Carriageway Width (m)</b>	12.7
<b>Carriageway Type</b>	Two-way road with one vehicular travel lane and one bicycle travel lane in each direction, in addition to kerbside parking lanes on both sides.
<b>Classification</b>	Collector
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	63.5
<b>Vehicles Per Day (vpd)</b>	5,370
<b>Reported Crash History (5 year period)</b>	2 reported crashes (1 tow-away and 1 resulted in injuries)
<b>Heavy Vehicle Volume (%)</b>	4.6
<b>Parking Arrangements</b>	Unrestricted parking on both sides of the road.

## Design Plans

A detailed design plan for the bicycle route safety treatments in Victoria Road, Bellevue Hill, at Foster Avenue, are shown in Attachment 1.

The proposed work includes the following:

- Installation of concrete median island along Victoria Road northbound approach at its intersection with Foster Avenue;
- Realignment of the existing green painted bicycle lane with associated signs and line markings;
- Installation of statutory 10 metre 'No Stopping' signs on the western side of Victoria Road.

This proposal will result in no loss of legal on-street parking in Victoria Road and Foster Avenue. The proposed safety treatments will improve delineation, provide cyclist protection and alleviate pinch points for mixed traffic along this section of Victoria Road and improve traffic safety.

All current vehicular accesses to adjoining properties will be retained. Swept paths of the standard 85<sup>th</sup> percentile vehicle, and waste vehicles (garbage trucks) have been tested as part of the design and are satisfactory.

### **Options:**

Nil.

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

A notification letter as well as a copy of the design plan was sent on 17 May 2023 to the owners and occupiers of the affected properties in Victoria Road and Foster Avenue. 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 2 June 2023. No submission has been received regarding this proposal.

### **Policy Implications:**

Nil.

### **Financial Implications:**

Funding for the project has been made available as part of the 2022/2023 Traffic Capital Works Program.

### **Resourcing Implications:**

Nil.

### **Conclusion:**

Based on the above, it is recommended that the design plan of the proposed bicycle route safety treatments in Victoria Road, Bellevue Hill, at Foster Avenue, as per Attachment 1, be approved to improve cyclist safety and traffic conditions at this location.

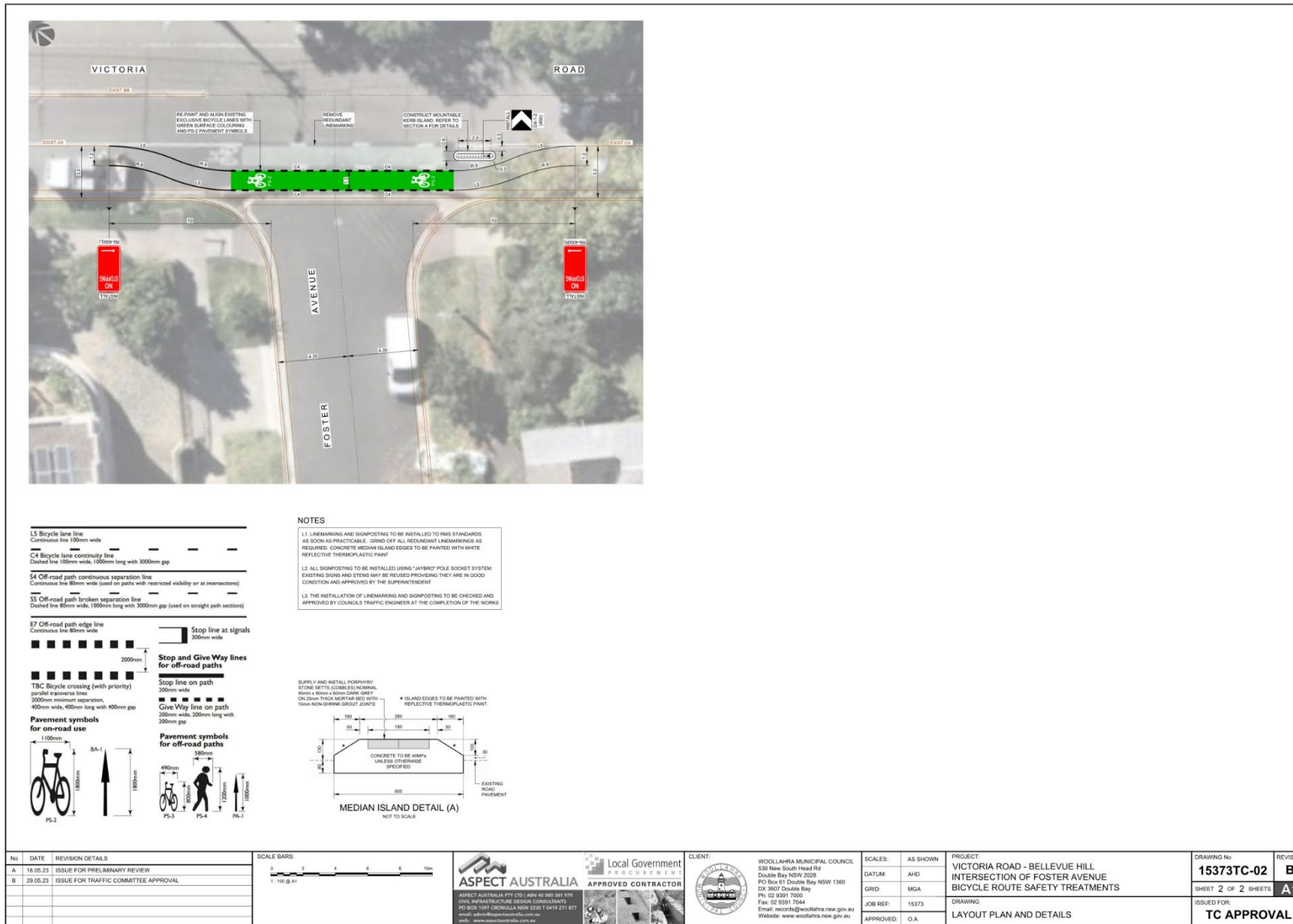


**Identification of Income & Expenditure:**

Council's Traffic Capital Works Program 2022/2023.

**Attachments**

1. Victoria Road, Bellevue Hill - Intersection at Foster Avenue Design Plan



**Item No:** Y2  
**Subject:** **VICTORIA ROAD, BELLEVUE HILL - BICYCLE ROUTE SAFETY TREATMENTS AT MARCH STREET**  
**Author:** Ever Fang, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 23/94624  
**Purpose of the Report:** To improve traffic conditions and cyclist safety  
**Alignment to Delivery Program:** Strategy 6.1 Facilitate an improved network of accessible and safe active transport options.

**Recommendation:**

THAT the design plan for the proposed bicycle route safety treatments including installation of median island and realignment of the existing bicycle lane in Victoria Road, Bellevue Hill, at March Street (as per attached Attachment 1 – Design Plan) be approved.

**Executive Summary:**

As part of Council’s 2022/23 Traffic Capital Works Program, Council is proposing to install bicycle route safety treatments, including installation of median island and realignment of the existing bicycle lane in Victoria Road, Bellevue Hill, at its intersection with March Street. This proposal will provide cyclist protection and improve traffic safety in this area.

The traffic calming measures proposed as part of the project are in line with the treatments identified in the Woollahra Traffic Management Strategy 2014. The strategy provides rationale and recommended actions to address local traffic issues and support sustainable transport. In particular, the Strategy identifies Victoria Road as a corridor which requires traffic calming to address vehicle speeds, cyclist safety and community concern.

The design plans have been finalised for the proposed devices together with the consultation and are presented in this report for consideration.

**Discussion:**

Site location & road network

<b>Street Name</b>	Victoria Road
<b>Section</b>	Intersection with March Street
<b>Carriageway Width (m)</b>	12.5
<b>Carriageway Type</b>	Two-way road with one vehicular travel lane and one bicycle travel lane in each direction, in addition to kerbside parking lanes on both sides.
<b>Classification</b>	Collector
<b>85<sup>th</sup> Percentile Speed (km/h)</b>	63.5
<b>Vehicles Per Day (vpd)</b>	5,370
<b>Reported Crash History (5 year period)</b>	No crash reported
<b>Heavy Vehicle Volume (%)</b>	4.6
<b>Parking Arrangements</b>	Unrestricted parking on both sides of the road.

### Design Plans

A detailed design plan for the bicycle route safety treatments in Victoria Road, Bellevue Hill, at March Street, are shown in Attachment 1.

The proposed work includes the following:

- Installation of concrete median island along Victoria Road northbound approach at its intersection with March Street;
- Realignment of the existing green painted bicycle lane with associated signs and line markings;
- Installation of statutory 10 metre 'No Stopping' signs on the western side of Victoria Road.

This proposal will result in no loss of legal on-street parking in Victoria Road and March Street. The proposed safety treatments will improve delineation, provide cyclist protection and alleviate pinch points for mixed traffic along this section of Victoria Road and improve traffic safety.

All current vehicular accesses to adjoining properties will be retained. Swept paths of the standard 85<sup>th</sup> percentile vehicle, and waste vehicles (garbage trucks) have been tested as part of the design and are satisfactory.

#### **Options:**

Nil.

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

A notification letter as well as a copy of the design plan was sent on 17 May 2023 to the owners and occupiers of the affected properties in Victoria Road and March Street. 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 2 June 2023. No submission has been received regarding this proposal.

#### **Policy Implications:**

Nil.

#### **Financial Implications:**

Funding for the project has been made available as part of the 2022/2023 Traffic Capital Works Program.

#### **Resourcing Implications:**

Nil.

#### **Conclusion:**

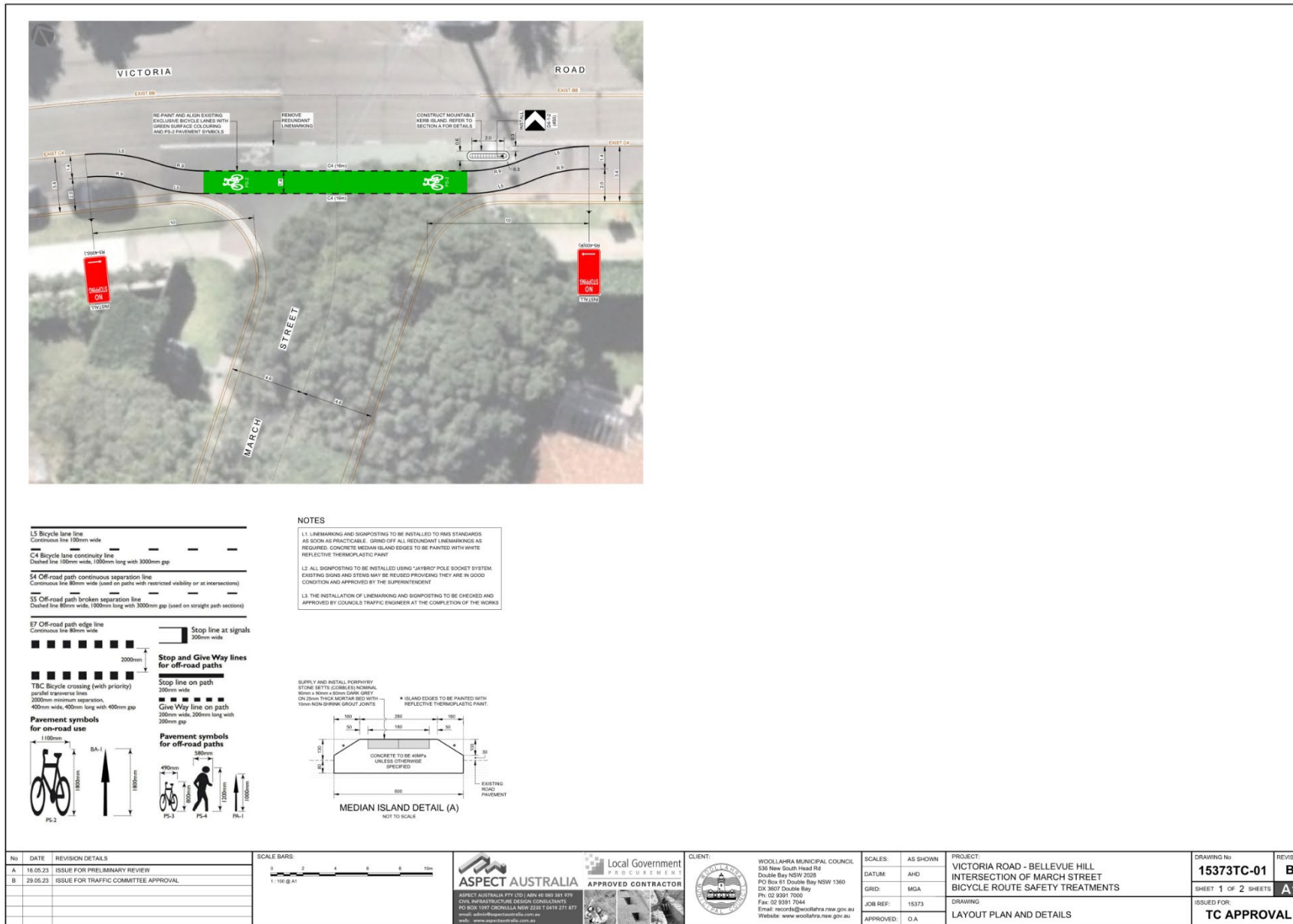
Based on the above, it is recommended that the design plan of the proposed bicycle route safety treatments in Victoria Road, Bellevue Hill, at March Street, as per Attachment 1, be approved to improve cyclist safety and traffic conditions at this location.

**Identification of Income & Expenditure:**

Council's Traffic Capital Works Program 2022/2023.

**Attachments**

1. Victoria Road, Bellevue Hill - Intersection at March Street Design Plan



**Item No:** Y3  
**Subject:** **DARLING POINT ROAD, DARLING POINT - MOBILITY PARKING ZONE**

**Author:** Frank Rotta, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 23/94873  
**Purpose of the Report:** To create reasonable access for a Mobility Permit holder to their residence.  
**Alignment to Delivery Program:** Strategy 6.2 Improve the management of public parking on-street and off-street.

**Recommendation:**

THAT:

- A. A 6 metre long parallel 'Mobility Parking' space be installed on the eastern side of Darling Point Road, Darling Point, outside property No.129-131 Darling Point Road, as indicated in Attachment 1.
- B. The applicant be advised of Council's Procedure and conditions for Mobility Parking zones, including the requirement to renew these zones annually.

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**Executive Summary:**

Council has received an application for a 'Mobility Parking' space as close as possible to the property at property No.129-131 Darling Point Road, Darling Point. The applicant has completed an application form with a certificate/letter from the family doctor indicating that due to their medical problems, they need to park in close proximity to their residence. A copy of the applicant's mobility permit has been submitted in support of this application.

**Discussion:**

Parking in Darling Point Road in the vicinity of this property is unrestricted. The applicant is not wheel chair bound but they are unable to walk long distances from their vehicle to their residence as indicated by their physician's correspondence.

A site inspection confirms that the ideal location is on the eastern side of Darling Point Road, Darling Point, outside property No.129-131 Darling Point Road. This property does not have off-street parking. 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. The TfNSW guidelines indicate that the minimum length of a Mobility Parking Space in a public road with parallel parking is 6 metres which is the same as for a standard parallel parking space. As the mobility permit holder is not the driver of the vehicle a 6 metre length for this 'Mobility parking' space is considered to be satisfactory.

**Options:**

Nil

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

The proposal has been advertised via the placement of a consultation sign in close proximity to the proposed mobility parking space and the distribution of notification letters to nearby residents and properties. Both the distribution of the letters and placement of sign was undertaken on the 22<sup>nd</sup> May 2023. This advertisement advises that interested parties can make a submission and can attend and address the Woollahra Local Traffic Committee (LTC) and Council's Finance, Community and Services Committee, if they so wish.

Council has not received any submissions with respect to this matter as at the date of writing this report. Any submissions received between now and LTC meeting will be presented to all attendees at the LTC meeting so that they can be discussed by the members.

### **Policy Implications:**

Nil

### **Financial Implications:**

The implementation of the signs will be funded at the applicant's expense, as per Council's Mobility Parking Bay Schedule of Fees.

### **Resourcing Implications:**

Nil.

### **Conclusion:**

As explained in the notification letter distributed to residents of Darling Point Road within 50 metres of the proposed location, when the applicant parks her vehicle in this section of Darling Point Road or any adjoining street she will be taking up a legal on-street parking space.

Therefore, providing a 'Mobility Parking' space close to the 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.

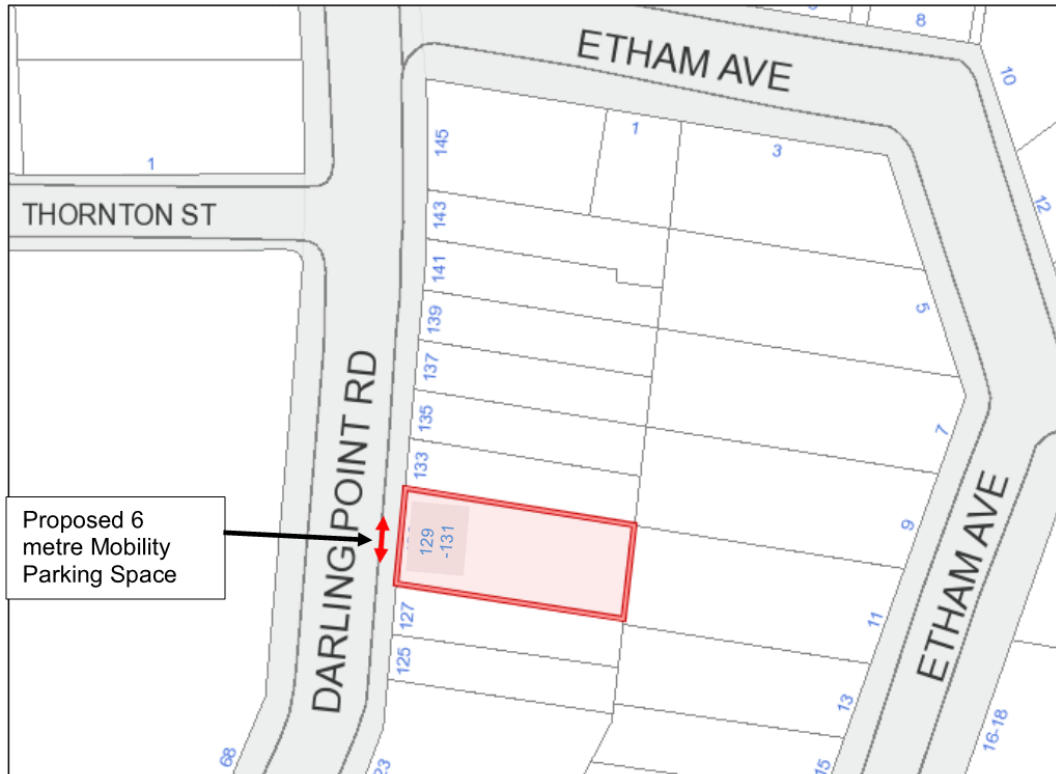
### **Attachments**

1. Darling Point Road, Darling Point - Location Diagram



**Attachment 1**

Darling Point Road, Darling Point - Proposed Mobility Parking Space – Location Diagram





**Item No:** Y4  
**Subject:** **SUTTIE ROAD, BELLEVUE HILL - LINE MARKING AND PARKING RESTRICTION INVESTIGATION**

**Author:** Frank Rotta, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 23/94962  
**Purpose of the Report:** To improve on-street parking opportunities and maintain safe traffic conditions.  
**Alignment to Delivery Program:** Strategy 6.2 Improve the management of public parking on-street and off-street.

**Recommendation:**

THAT:

- A. The unbroken centreline in the straight section of Suttie Road, Bellevue Hill, between the bends just east of Manning Road and adjacent to the Lough Playing Fields, be removed, as shown in Attachment 1, to allow legal unrestricted parking on the northern side of this straight section of Suttie Road;
- B. The statutory 'No Stopping' restrictions referred to by Regulation 208 Clause 1, subrule (6) of the NSW Road Rules, 2014 which requires vehicles to stop no closer than 3 metres from an unbroken dividing line (centreline in this case) be signposted, as shown in Attachment 1, to re-inforce the legislation to members of the public who are unaware of this NSW Road Rules Regulation; and
- C. The existing 'No Parking' restrictions be replaced with 'No Stopping' restrictions on the southern side of this straight section of Suttie Road, as shown in Attachment 1.

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**Executive Summary:**

Council has received a request from members of the public to signpost the statutory 'No Stopping' restrictions in the section of Suttie Road, Bellevue Hill, between Manning Road and Bunna Place, as they are being fined for parking too close to the unbroken centreline along this section of roadway.

**Discussion:**

The majority of Suttie Road, between Manning Road and the driveway to property No. 57 Suttie Road, varies in width between 7.9 metres and 8.25 metres. There is one (1) area where the road width exceeds the measurements referred to above. This location is adjacent to the Cooper Park Garage located on the north-eastern corner of the Suttie Road/Manning Road T-intersection. The section of Suttie Road, east of the driveway to property No.57 Suttie Road and all the way to Bunna Place is approximately 6 metres wide and can be shown in the Signage and Line Marking Concept Plan (Attachment 1).

Due to the status of this road as one of the connecting roads between Bellevue Hill and Double Bay and then onto Woollahra, as well as the bends on the carriageway and its function as a bus route, the unbroken (BB) centreline was installed along this section of Suttie Road many years ago. If the street were a quiet residential street with mostly residents/friends trying to park, Council would letterbox drop the residents and warn the drivers that the practice of parking at the subject locations is illegal and they would be fined if they continued to do so.

Where there is an unbroken centreline on a roadway, any motorist parking a vehicle must ensure that there is a clear 3 metre distance between the parked vehicle and the unbroken centreline as indicated in Regulation 208 Clause 1 subrule (6) of the NSW Road Rules, 2014 states inter alia:

*“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).*

*Subrule (6) If the road has a continuous dividing line or a dividing strip, the driver must position the vehicle at least 3 metres from the continuous dividing line or dividing strip, unless otherwise indicated by information on or with a parking control sign.”*

It appears that many motorists are unaware of this parking regulation and quite a number of fines have been issued in this section of Suttie Road. Since the motorists parking in this street may not be local residents, and are parking at this location to watch their children and other family members play afternoon and weekend sports at the Lough Playing Fields, it is considered that the statutory 'No Stopping' restrictions should be reinforced with signposting at the appropriate locations. In addition, the installation of unbroken centreline in the straight section of Suttie Road east of Manning Road between the two (2) curves in the road, should be removed and replaced with broken centreline as a guide to motorists.

**Options:**

Nil.

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

A notification letter explaining the proposal including a concept sketch of the subject location was hand delivered to nearby properties on Monday, 15<sup>th</sup> May, 2023 and in addition, three (3) corflute signs were installed along the subject section of the bend in Suttie Road at this location.

Three (3) submissions have been received in relation to the proposal as at the date of this report. All three (3) submissions oppose the removal of parking at this location. Two (2) of these submissions are from business owners in close proximity to this location and their customers make great use of the parking at this location. Both submissions suggest that the road carriageway at the subject location be widened to allow for legal parking at this location. However, as the current situation involves signposting a currently illegal activity, it is considered that the signposting could proceed and the submissions received could be passed on to Council's Assets Infrastructure Department for possible inclusion in a future Capital Works Program.

The other submission was from a traffic consultant on behalf of a resident of Suttie Road. This submission suggests two (2) alternative proposals to solve the illegal parking situation in this section of Suttie Road. The first suggestion recommends the removal of the unbroken centreline in the straight section of Suttie Road between the bends. The second suggestion recommends the roadway be widened to retain the parking at this location, as similarly suggested in the other submissions.

In relation to the first recommendation from the traffic consultant referred to above, it is noted that the straight section of Suttie Road between the bends is approximately 35-40 metres in length. This submission stresses that the remaining lane widths are similar to some of the lane widths on Oxford Street which is a State Road and a bus route and indeed Manning Road where the buses using Suttie Road currently travel in both directions without an unbroken centreline and parking on either side of the road. Council's Traffic and Transport Engineers have considered this alternate suggestion and support this recommendation.

The removal of the unbroken centreline in the straight section of Suttie Road between the bends (its replacement with a broken centreline as a guide to motorists) and the provision of 'No Stopping' restrictions on the southern side of Suttie Road is shown in Attachment 1. The proposal will result in a gain of seven (7) legal on-street parking spaces.

Any further submissions received between now and the date of the Local Traffic Committee meeting will be presented to all attendees at the meeting so that they can be discussed by the members.

**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 submissions received and a review of the investigation, it is considered that the unbroken centreline in the straight section of Suttie Road, between the bends just east of Manning Road and adjacent to the Lough Playing Fields, should be removed and replaced with a broken centreline as a guide to motorists to allow legal unrestricted parking on the northern side of this straight section of Suttie Road.

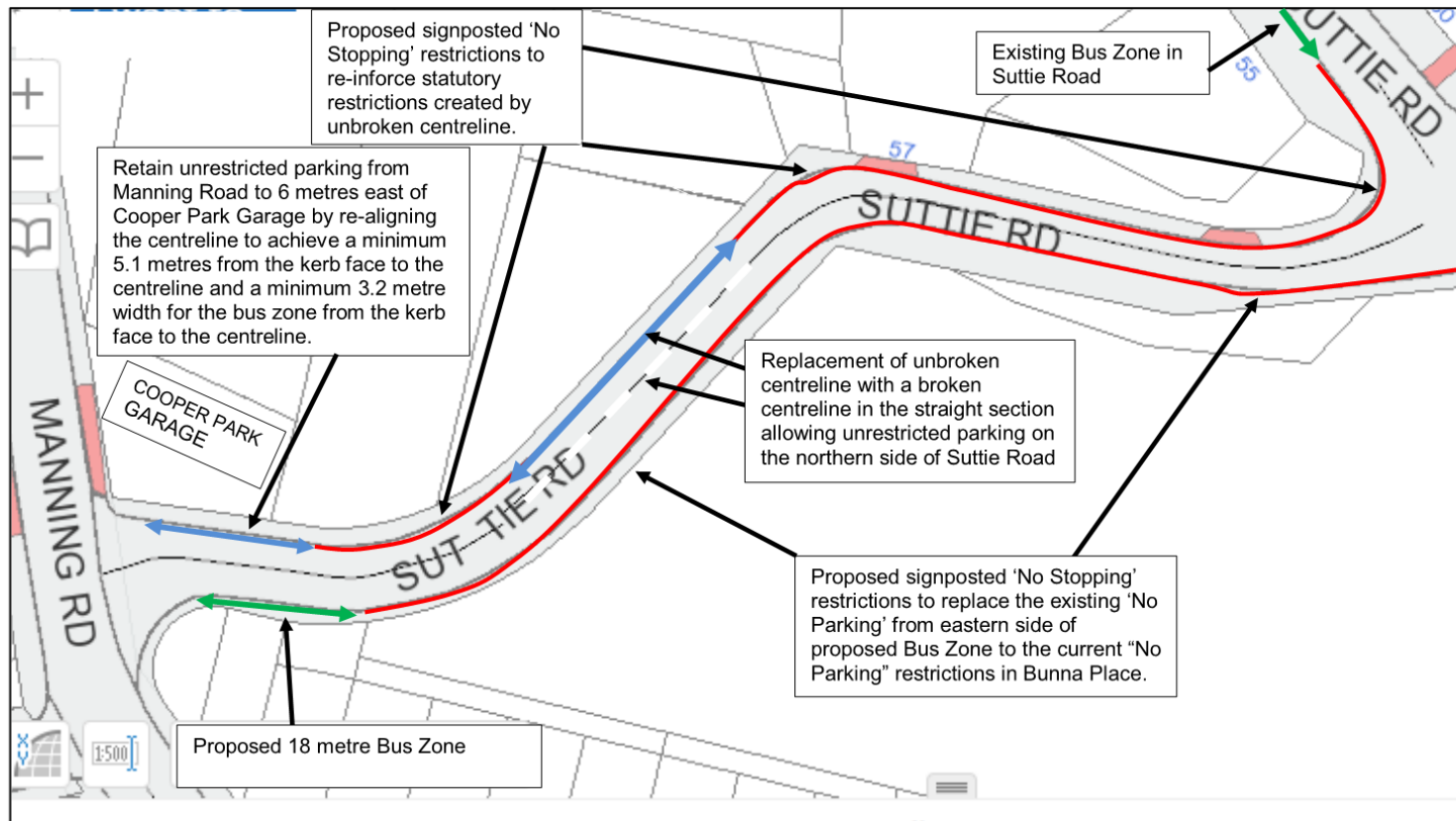
In addition, the statutory 'No Stopping' restrictions referred to by Regulation 208 Clause 1, subrule (6) of the NSW Road Rules, 2014 which requires vehicles to stop no closer than 3 metres from an unbroken dividing line (centreline in this case) should be signposted as shown in Attachment 1, to re-inforce the legislation to members of the public who are unaware of this NSW Road Rules Regulation.

**Attachments**

1. Suttie Road, Bellevue Hill - Signage and Line Marking Concept Plan

Attachment 1

Suttie Road, Bellevue Hill, between Manning Road and Bunna Place – Signage and Line Marking Concept Plan



## Items for Discussion by Committee Members

**Item No:** Z1  
**Subject:** **TRANSPORT FOR NSW FUNDED PROJECTS STATUS**  
**Author:** Ever Fang, Traffic & Transport Engineer  
**Approver:** Emilio Andari, Manager Engineering Services  
**File No:** 23/94625  
**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 2022/2023 financial year. The total funds being provided to Woollahra is \$3.54 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	<b>New South Head Road to Norwich Street, Double Bay to William St, Rose Bay</b> Construction of a shared path/ separated cycleway	Priority Cycleways – Sydney	\$1,780,000	100% State	Completed.
P.0078511	<b>O’Sullivan Road, Rose Bay</b> Install raised threshold and pedestrian crossing (wombat crossing)	Australian Government Black Spot Program	\$180,000	100% State	Construction phase.
P.0078545	<b>Edgecliff Road &amp; Grosvenor Street, Woollahra</b> Upgrade traffic control signals with pedestrian protection phase	Australian Government Black Spot Program	\$150,000	100% State	Planning and design phase.
P.0078512	<b>Victoria Road, Bellevue Hill</b> Install cyclist safety treatments, install raised threshold at mid-block location and conflict points	Australian Government Black Spot Program	\$110,000	100% State	Planning and design phase.
–	<b>Identified Schools within Municipality</b> Construction of Raised Pedestrian Crossings	Road Safety Stimulus (School Zone Infrastructure)	\$1,260,000	100% Federal	Construction phase.

P.0075647	<b>Rose Bay Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Planning and design phase.
P.0075648	<b>Woollahra Shopping Precinct</b> Study for the installation of a High Pedestrian Activity Area.	Safe Speeds in High Pedestrian Activity Areas	\$30,000	100% State	Planning and design phase.

**Attachments**

Nil