



WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held at Waverley Council Chambers
Cnr Paul Street and Bondi Road, Bondi Junction at:

10.00 AM, THURSDAY 27 JUNE 2019

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of Previous Minutes by Council - 23 May 2019 9

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 23 May 2019 were adopted by Council at its meeting on 18 June 2019 with the following change:

1. TC/V.01/19.05 – Rickard Avenue, Bondi Beach – Closure at Lamrock Avenue.

Council did not adopt the recommendation of the Traffic Committee, and made the following decision:

‘That Council refers this item to a future meeting of the Traffic Committee when the Traffic Committee will be considering the report on Barracluff Avenue.’

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: The matters listed under this part of the agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the agenda will be submitted to Council for adoption.

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/19.06 Clovelly Public School Access - Design Amendments (A03/0042-04)..... 18

COUNCIL OFFICER’S PROPOSAL:

That Council, in accordance with Drawing 8985 (Issue C) dated 12 May 2019 attached to this report:

1. Installs kerb blisters and associated signs and line marking at the intersection of Chesterfield Parade and Inverness Street, Bronte.
2. Relocates the existing ‘P Disabled 8.30 am–4 pm School Days’ zone on the western side of Inverness Street 11 m to the south.

TC/C.02/19.06 Rowe Lane, Bondi Junction - Temporary Daytime Road Closure and Change of Direction of Traffic Movements (A19/0394)..... 26

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the closure of Rowe Lane for building activities at 362–374 Oxford Street during the approved hours of work, as set out in DA-89/2016.
2. The applicant complies with the requirements of the Construction Traffic Management Plan from Roads and Maritime Services dated 12 June 2019 attached to this report.
3. Council approves TCP-01, 02 and 04 prepared by Rapid Planning Solutions dated 16 April 2019 attached to this report, subject to a traffic controller and resident access only signage being in place at both ends of Rowe Lane.
4. Council approves TCP-05 attached to this report for the control of pedestrian movements in Rowe Lane during the Rowe Lane road closure.
5. Council installs 'No Parking 7 am–5 pm Mon–Fri; 8 am–3 pm Sat' on the western side of Leswell Street, between Camp Lane and Grafton Street, to aid truck right turn movements out of Hegarty Lane.
6. There be no truck movements to or from the site during the period 16 December 2019 to 4 January 2020 inclusive.
7. In the absence of swept wheel path drawings for the 13 m rigid vehicle in the Construction Vehicle and Pedestrian Plan of Management prepared by EB Traffic Solutions dated 11 June 2019 attached to this report, the maximum size of a rigid vehicle accessing Rowe Lane be limited to 9 m.
8. The applicant meets the cost of removing existing and installing new traffic signs prior to works commencing and reinstating signs on completion of building works.
9. The applicant contacts Council's Tree Management Officer to discuss trimming branches, if required, from street trees located on the northern side of Rowe Lane near Newland Street prior to works commencing on site.
10. The applicant notifies residents and business owners having a frontage to Rowe Lane of the proposed changes to the one-way movement and temporary daytime closure of the lane not less than 14 days prior to works commencing on site.

TC/C.03/19.06 Hewlett Street, Bronte - Temporary Road Closure (A02/0216)..... 50

COUNCIL OFFICER'S PROPOSAL:

That Council approves the temporary closure of Hewlett Street, Bronte, from Read Lane to the dead-end at Murray Street, on Sunday, 18 August 2019, between 7 am and 6 pm, in accordance with the Traffic Control Plan attached to this report, subject to the organisers:

1. Obtaining public liability insurance for the event.

2. Obtaining NSW Police approval.
3. Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations) prior to the event.
4. Notifying local residents and businesses prior to the event.
5. Only using RMS-accredited traffic controllers.
6. Covering all costs associated with closing the road, including traffic control.
7. Being informed that this approval may be cancelled without notice or refund at the discretion of the Executive Manager, Creating Waverley, or delegate.

TC/C.04/19.06 Multiple Streets - 'P Disability Only' Zone (A18/0719) 54

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 5.5 m long 'P Disability Only' zone outside 1 Victoria Street, Queens Park, immediately east of the 'No Stopping' zone at Queens Park Road.
2. Upon receipt of evidence of the resident obtaining a Mobility Parking Scheme (MPS) permit, and satisfactory vehicle registration details, installs:
 - (a) A 5.5 m long 'P Disability Only' zone on the Carlton Street frontage of 2 Kent Street, Waverley, starting 10 m north of Kent Street.
 - (b) A 'No Stopping' arrow left on the southern post of the zone.
3. Removes the existing 'P Disability Only' zone outside 8 Bourke Street, Queens Park.

TC/C.05/19.06 St Thomas Street, Bronte - Construction Zone (A03/2514-04)..... 58

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 15 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 6 St Thomas Street, Bronte.
2. There be no blockage to through traffic on St Thomas Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove, the construction zone as necessary and install a zone with similar times, if necessary, opposite the site.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.06 Barracluff Avenue, Bondi Beach - Pedestrian/Traffic Islands (A03/0042-04)..... 61****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Constructs pedestrian/traffic islands with associated line marking and signage at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue, Bondi Beach, as shown in Drawing 9005 Issue A attached to this report.
2. Notifies residents of the proposal prior to construction commencing.

**TC/V.02/19.06 Rickard Avenue, Bondi Beach - Closure at Lamrock Avenue - Review
(A03/0042-04) 70****COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council:
 - (a) Approves the closure of Rickard Avenue at the Lamrock Avenue kerb alignment on a temporary, trial basis for 12 months.
 - (b) Closes the roadway using temporary materials such as New Jersey style concrete barriers or similar.
 - (c) Installs a 'No Through Road' sign at the western end of Rickard Avenue.
 - (d) Extends the existing 'No Stopping' restrictions on both sides of Rickard Avenue at Lamrock Avenue to 15 metres south-west of the Lamrock Avenue kerb alignment to aid vehicle turn movements, including heavy vehicle movements.
 - (e) Installs gaps in the barriers to cater for existing bicycle movements.
2. Following the completion of the twelve-month trial period, a report be brought back to the Waverley Traffic Committee on the outcome of the temporary closure.

**TC/V.03/19.06 Bon Accord Avenue, Bondi Junction - Temporary Road Closure (Bon Accord Lane
to Flood Lane) (A02/0216) 80****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats Attachment 4 of this report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.

2. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to this report, subject to the following being carried out:
- (a) Closures are to take place only during the following days and times:
 - (i) Monday 30 September 2019 8.15 am–2.00 pm.
 - (ii) Tuesday 1 October 2019 8.15 am–2.00 pm.
 - (iii) Tuesday 8 October 2019 5.00 pm–9.30 pm.
 - (iv) Wednesday 9 October 2019 9.15 am–8.15 pm.
 - (b) The Event Organiser must:
 - (i) Engage a traffic control company approved by the Executive Manager, Creating Waverley, to implement the TMP.
 - (ii) Provide public liability insurance for the event.
 - (iii) Obtain NSW Police approval.
 - (iv) Cover all costs associated with traffic control.
 - (c) Council will:
 - (i) Issue a schedule of conditions with any additional conditions that may be imposed by the NSW Police, Roads and Maritimes Services (RMS) and the Executive Manager, Creating Waverley.
 - (ii) Submit the TMP to RMS for approval of the Transport Management Centre.
 - (iii) Notify the NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations) seven days prior to the event.
 - (iv) Notify local residents and businesses seven days prior to the event.
 - (v) Require the use of RMS-accredited traffic controllers.
 - (d) The Executive Manager, Creating Waverley, and his representative(s) are delegated authority to:
 - (i) Inspect the TMP.
 - (ii) Audit the implementation of the TMP.
 - (iii) Cancel this approval, without notice or refund.

TC/V.04/19.06 Military Road - Pinch Point Improvements (A16/0524)..... 91**COUNCIL OFFICER'S PROPOSAL:**

That Council undertakes the proposed works at pinch point locations 1, 2 and 3 along Military Road, in accordance with the drawings attached to this report.

TC/V.05/19.06 Military Road, Dover Heights - No Stopping Restrictions near Kippara Road (A02/0637-02) 108**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 'No Stopping' restrictions on the northern and eastern side of Military Road, Dover Heights, starting from the common boundary of 59 and 61 Military Road, extending to the west around the bend and terminating at the common boundary of 79 and 81 Military Road.
2. Installs 'No Stopping' restrictions on the southern and western side of Military Road, Dover Heights, starting from the 'Bus Zone' outside 106 Military Road, extending around the bend and terminating at the common boundary of 126 and 128 Military Road.
3. Notifies those residing in the vicinity of the restrictions prior to implementation.

TC/V.06/19.06 Rodney Street, Dover Heights - Changes to No Parking Restrictions (A02/0637-02) 111**COUNCIL OFFICER'S PROPOSAL:**

That Council changes the existing 'No Parking, 2.30 pm–4.30 pm, School Days' restrictions along the eastern side of Rodney Street, covering the full length of Rodney Reserve, to 'No Parking, 8.00 am–9.30 am; 2.30 pm–4.30 pm, School Days', as requested by the State Transit Authority to improve school bus access.

TC/V.07/19.06 Patterson Street, North Bondi - Construction Zone (A03/2514-04)..... 114**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 3 Patterson Street, North Bondi.
2. There be no blockage to through traffic on Patterson Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.06 City2Surf 2019 - Special Event with Temporary Road Closures (A18/0732)..... 117****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats the attachments to this report as confidential as they contain information that would, if disclosed, prejudice the maintenance of law.
2. Approves the City2Surf 2019 event and associated road closures to be held on Sunday, 11 August 2019, in accordance with the submitted Transport Management Plan attached to this report, subject to the organisers:
 - (a) Providing public liability insurance for the event.
 - (b) Obtaining NSW Police approval.
 - (c) Providing event management and delivery plans for the approval of Council's Outdoor and Flagship Event team.
 - (d) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations).
 - (e) Notifying local residents and businesses.
 - (f) Only using RMS-accredited traffic controllers.

PART 2 – TRAFFIC ENGINEERING ADVICE

NOTE: The matters listed under this part of the agenda seek the advice of the WTC only and do not propose that Council exercise its delegated functions at this point in time (though they may or may not require it in the future).

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 23 MAY 2019**



Voting Members Present:

Cr J Wakefield	Waverley Council (Chair)
Snr Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr B Borger	Roads and Maritime Services – Traffic Management (South East Precinct)
Dr M O’Neill, MP	Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Cr T Kay	Waverley Council (Alternate Chair)
Mr B Gidies	Sydney Buses (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr K Mowad	Waverley Council – Senior Traffic Engineer
Mr S Samadian	Waverley Council – Traffic Engineer
Ms C New	Waverley Council – Sustainable Transport Officer

At the commencement of proceedings at 10.04 am, those present were as listed above.

At 11.35 am, Dr M O’Neill, MP (the Member for Coogee) left the meeting and did not return.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and none were received.

Adoption of Previous Minutes by Council - 18 April 2019

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 18 April 2019 were adopted by Council at its meeting on 21 May 2019.

Adoption of Previous Minutes by Council - Electronic Meeting - 3-7 May 2019

An electronic meeting of the Traffic Committee was held between 3 and 7 May 2019 to consider the following item:

- Watson Street, Bondi – Temporary Full Road Closure for Crane Lift.

The Traffic Committee unanimously supported the Council Officer's Proposal, which reads as follows:

That Council:

1. Approves the temporary closure of Watson Street between Bondi Road and Birrell Street from 10 pm Monday, 20 May to 6 pm Tuesday, 21 May in accordance with Road Closure TCP TLTCP-AS-57707 Rev 'A' and Truck Reversing VMP TLTCP-AS-57707 Rev 'A' prepared by Traffic Logistics.
2. Delegates authority to the Acting Executive Manager, Creating Waverley, in conjunction with the RMS and NSW Police, to authorise the road closure to take place on an alternate date(s) if required.

At its meeting on 21 May 2019, Council made the following decision, having received updated information:

That Council:

1. Notes that the Executive Manager, Creating Waverley, will exercise his delegation (under section 115(2) of the *Roads Act 1993*) to temporarily close Watson Street, Bondi, between Bondi Road and Birrell Street, from 10 pm Monday, 20 May to 6 pm Tuesday, 21 May 2019, in accordance with Road Closure TCP TLTCP-AS-57707 Rev 'A' and Truck Reversing VMP TLTCP-AS-57707 Rev 'A' prepared by Traffic Logistics on behalf of the applicant, and attached to this report.
2. Delegates authority to the Executive Manager, Creating Waverley, in conjunction with Roads and Maritime Services, to authorise the road closure to take place on an alternative date, if required.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: The matters listed under this part of the agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the agenda will be submitted to Council for adoption.

TC/C STATE ELECTORATE OF COOGEE**TC/C.01/19.05 Henrietta Street Contra Flow Bike Lane Dividers (SF19/910)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Undertakes a traffic survey of Henrietta Street to establish baseline for counts of traffic, bicycles and pedestrians and traffic speeds and to determine the extent of any conflict issues, over a one-week period.
2. Undertakes renewal and re-marking of Henrietta Street between Bronte Road and Victoria Street and between Salisbury Street, and installs additional PS-2 and BA-1 road markings in the travel lane and contra-flow lane on the departure side of each intersection, where not already present.
3. Installs collapsible lane dividers to demark the separation of the travel lane from the contra-flow bike lane on Henrietta Street. These are to be installed for a minimum nine-month trial, initially between Victoria Street and the speed hump near Salisbury Street.
4. Installs the dividers at a minimum separation of three metres. The dividers are not to block intersections or driveways on either side of the road.
5. Installs advisory speed limit signs of 30 km/h at each entry to Henrietta Street.
6. Installs bicycle warning signs at each entry to Henrietta Street, where not already present.
7. Installs 'Bicycles Exempted' signs to supplement existing directional signs, where not already present.
8. Installs 'Share the Road' signage near the entry to Henrietta Street at Birrell Street and Gibbs Street.
9. Undertakes a further traffic survey of Henrietta Street during the trial period to determine the impact, if any, of the measures undertaken.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to:

1. The deletion of clause 5.
2. The addition of the following clause:

'Paints the bike lane green at the intersection of Salisbury Street and Henrietta Street.'

Voting members present for this item: Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/C.02/19.05 Victoria Street, Queens Park - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 7 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 7 Victoria Street, Queens Park.
2. There be no blockage to through traffic on Victoria Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: NSW Police representative, RMS representative and Waverley Council representative (Chair).

The Member for Coogee was not present for the vote on this item.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.05 Rickard Avenue, Bondi Beach - Closure at Lamrock Avenue (A03/0042-04)****COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council:
 - (a) Approves the closure of Rickard Avenue at the Lamrock Avenue kerb alignment on a temporary, trial basis for 12 months.
 - (b) Closes the roadway using temporary materials such as New Jersey style concrete barriers or similar.
 - (c) Installs a 'No Through Road' sign at the western end of Rickard Avenue.
 - (d) Extends the existing 'No Stopping' restrictions on both sides of Rickard Avenue at Lamrock Avenue to 15 metres south-west of the Lamrock Avenue kerb alignment to aid vehicle turn movements, including heavy vehicle movements.
 - (e) Installs gaps in the barriers to cater for existing bicycle movements.
2. Following the completion of the 12-month trial period, a report be brought back to the Waverley Traffic Committee on the outcome of the temporary closure.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clause:

'Council notes:

- (a) The lack of consultation with surrounding streets.
- (b) That the low volume of traffic would not normally justify closure, and that other calming measures could be considered.'

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

G Sheehy addressed the meeting.

TC/V.02/19.05 Dover Road and Victory Street, Rose Bay - Installation of 'Give Way' Restrictions (A03/0042-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs new 'Give Way' signs and lines in Dover Road on the western approach to the intersection with Victory Street, Rose Bay.
- 2. Installs a new 'Give Way' sign in Dover Road on the eastern approach to its intersection with Victory Street to add emphasis to the existing controls.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.03/19.05 Curlewis Street, Bondi Beach - Parking Restrictions (A02/0637-02)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs 10 m of 'No Stopping 6.30 am–9.30 am Mon–Fri' on the southern side of Curlewis Street, west of the existing 'No Stopping' zone at the Wellington Street roundabout.
- 2. Notifies residents and business operators on the southern side of Curlewis Street between Wellington Street and Simpson Street of the proposal prior to installing the parking restriction signs.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clause:

'Extends the lane markings and directional line marking back towards the Wellington Street roundabout, if possible.'

Voting members present for this item: Representative of the Member for Vacluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/V.04/19.05 Flood Street, Bondi Junction - Turn Restriction for Vehicles over 6 m (A03/0042-04)

COUNCIL OFFICER'S PROPOSAL:

That Council installs:

1. 'No Right Turn Vehicles Over 6 m' signs in Flood Street, Bondi Junction, at the intersection of Kenilworth Street to prevent it being used uncontrolled by heavy vehicles.
2. 'No Right Turn Vehicles Over 6 m' signs in Flood Street, Bondi Junction, at the intersection of Woodstock Street to prevent the potential use of this street by heavy vehicles resulting from the right turn ban at Kenilworth Street.
3. 'No Left Turn Vehicles over 6 m' signs in Bondi Road on the north-western corner of Paul Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council notes that:
 - (a) The proposal for 'No Right Turn Vehicles Over 6 m' signs in Flood Street is likely not to address all the issues.
 - (b) Insufficient technical information has been provided on the intersection of Paul Street and Kenilworth Street for the Traffic Committee to make an assessment.
 - (c) Other options need to be investigated, including a light traffic area, which require funding to undertake the study.
3. No action be taken at this time until a further report comes back to the Traffic Committee.

Voting members present for this item: NSW Police representative, RMS representative and Waverley Council representative (Chair).

The representative of the Member for Vacluse was not present for the vote on this item.

S Rogers addressed the meeting.

TC/V.05/19.05 Sir Thomas Mitchell Road, Bondi Beach - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 17 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 1 Sir Thomas Mitchell Road, Bondi Beach.
2. There be no blockage to through traffic on Sir Thomas Mitchell Road other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vacluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.05 Paul Street Bike Route (SF19/1570)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs on-road pavement markers PS-2 and BA-1 on Paul Street north in each direction at the departure side of each intersection with Paul Street north, as shown in Attachment 3 to this report, to formalise the existing bike route.
2. Installs on road pavement markers PS-2 and BA 1 on Paul Street south in each direction near the intersection with Bondi Road and Paul Street, as shown in Attachment 3 to this report, to formalise the existing bike route.
3. Installs Bicycle Warning Sign W6-7 on Bondi Road, north side, at the intersection with Paul Street, as shown in Attachment 4 to this report.
4. Installs Bicycle Warning Sign W6-7 on Paul Street near the intersection with Bondi Road, as shown in Attachment 4 to this report.
5. Installs bike-only ramp access from Paul Street north, adjacent to the car share car space to path at Bondi Road, as shown in Attachment 5 to this report.
6. Installs shared path regulatory signage to designate a shared path between proposed bike-only ramp at Paul Street north and the pedestrian signalised crossing on Bondi Road, as shown in Attachment 5 to this report.

7. Installs shared path regulatory signage to designate a shared path between existing ramp at Paul Street south and the pedestrian signalised crossing on Bondi Road, as shown in Attachment 5 to this report.
8. Installs T1L01, T1S02 and T3S03 pavement markers on the proposed shared path, as shown in Attachment 5 to this report.
9. Replaces the two pedestrian covers on the lanterns for the signalised pedestrian crossing with combined pedestrian and bike covers.
10. Installs directional signage, as detailed in Attachment 6 to this report.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to:

1. The addition of the following words at the end of clause 6:

 'subject to the planter box being extended to the south to generally align with the Bondi Road property boundary of 66 Bondi Road, so that pedestrian-cyclist visibility is improved.'
2. The addition of the following words at the end of clause 9:

 'subject to RMS approval.'

Voting members present for this item: Member for Coogee, representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/CV.02/19.05 Phone Parking in P Ticket Areas - Change to Parking Signs (A13/0530)

COUNCIL OFFICER'S PROPOSAL:

That Council amends signage associated with ticket parking in all 'P Ticket' areas to include reference to phone parking.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).

The Member for Coogee was not present for the vote on this item.

PART 2 – TRAFFIC ENGINEERING ADVICE

NOTE: The matters listed under this part of the agenda seek the advice of the WTC only and do not propose that Council exercise its delegated functions at this point in time (though they may or may not require it in the future).

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 11.50 AM.

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SIGNED AND CONFIRMED
MAYOR
18 JUNE 2019

REPORT
TC/C.01/19.06

Subject: Clovelly Public School Access - Design Amendments

TRIM No: A03/0042-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council, in accordance with Drawing 8985 (Issue C) dated 12 May 2019 attached to this report:

1. Installs kerb blisters and associated signs and line marking at the intersection of Chesterfield Parade and Inverness Street, Bronte.
2. Relocates the existing 'P Disabled 8.30 am–4 pm School Days' zone on the western side of Inverness Street 11 m to the south.

1. Executive Summary

Council has received representations from the Parents and Citizens (P&C) Association of the Clovelly Public School requesting consideration be given to carrying out improvements to the school's drop-off and pick-up zone in Inverness Street and improvements to crossing Chesterfield Parade at the Scout Hall on the northern side of Chesterfield Parade, Bronte, opposite Inverness Street to improve safety. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The matter of improving school access to aid the crossing of Chesterfield Parade at Inverness Street between the school and the Scout Hall was last considered by the Traffic Committee at its meeting on 28 February 2019. At its meeting on 19 March 2019, Council adopted the Traffic Committee's recommendation as follows:

'That:

1. The Council Officer's Proposal not be adopted.
2. The item be deferred for further consideration of improved pedestrian safety and movement and vehicle egress, specifically:
 - (a) Installation of a raised threshold on Inverness Street.
 - (b) Re-centering the Inverness Street exit into Chesterfield Parade.
 - (c) Revise the existing no parking on Inverness Street from 8am to 8.30am.'

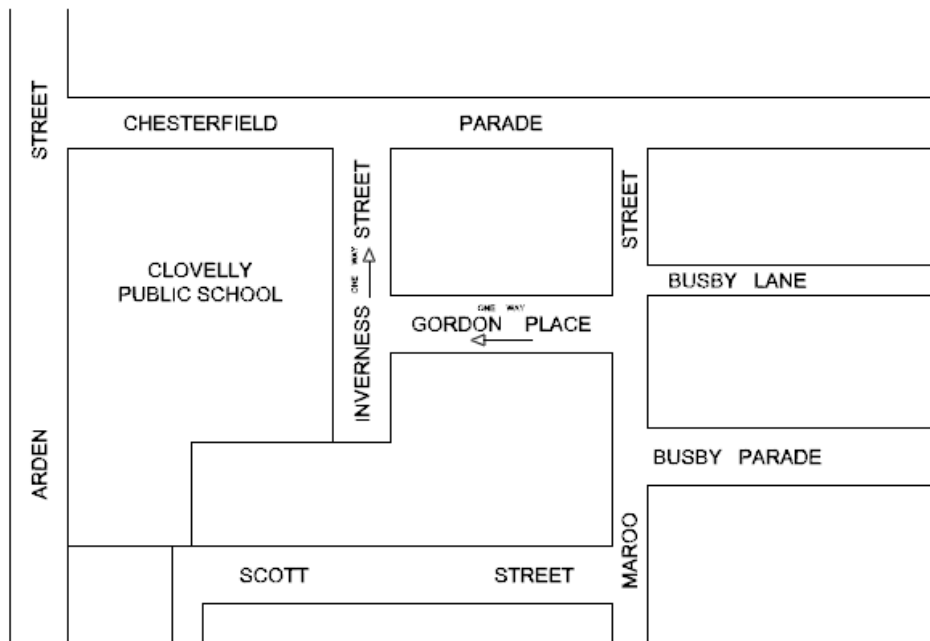


Figure 1 *Location of Clovelly Public School*

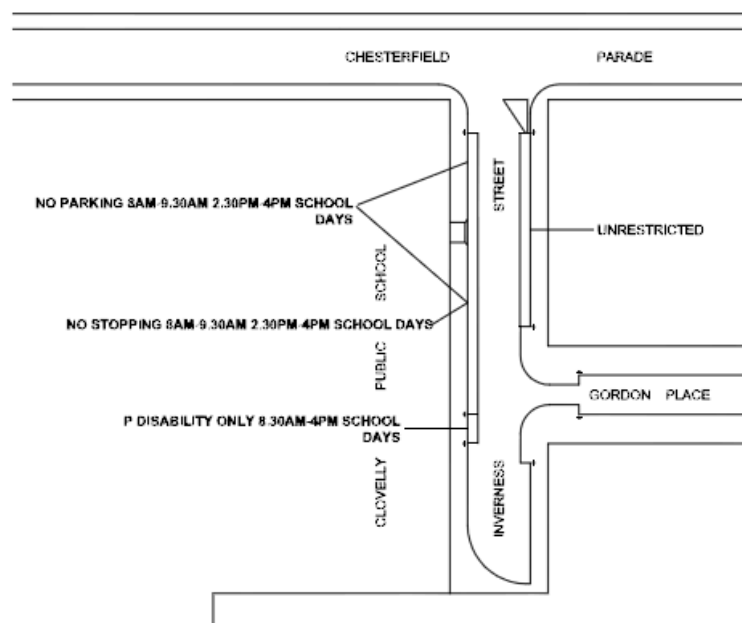


Figure 2 *Inverness Street - existing parking restrictions*

3. Technical Analysis

Following the consideration of access improvement at the intersection of Chesterfield Parade and Inverness Street, Bronte in March, Council officers determined that further improvements should be carried out at the intersection to create improved movements for those vehicles exiting from Inverness Street into Chesterfield Parade.

An on-site survey also identified that the gradient of Inverness at the approach to Chesterfield is 9.8%, which exceeds the recommended 8% suitable for raised traffic thresholds. In addition, part 8 of the *Austroads Guidelines – Guide to Traffic Management 2016* recommends that raised pavements not extend across any area where pedestrians cross a roadway, as they may incorrectly perceive the raised and/or coloured features of the raised pavement as giving them priority over vehicles.

After discussion with the school, it is revealed that the existing 'No Parking' restrictions starting at 8 am allow parents to drop off preschool children in Inverness Street with staggered starting time to relieve peak-hour traffic congestion, and therefore changing the times is not advisable.

It is understood that the school has agreed to the proposals shown in the drawing attached to this report. It is recommended that the changes be implemented.

Guidelines used:

- *Transport Administration Act 1988.*
- *RMS's Delegation to Councils; Regulation of Traffic.*
- *RMS Pedestrian Crossing Guidelines.*
- *RMS's Traffic Signs Database.*
- *Road Rules 2014 (NSW).*
- *Austroads 2016.*

4. Financial Information for Council's Consideration

Pending approval, Council will fund the installation of the signs and line marking from existing budgets.

5. Attachments

1. Drawing 8985 (Issue C) - 12 May 2019 [↓](#)

GENERAL NOTES

1. THE DESIGN DRAWINGS SHOULD BE READ IN CONJUNCTION WITH RELEVANT COUNCIL'S STANDARD DRAWINGS.
2. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.5-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
3. A TRAFFIC MANAGEMENT PLAN & SITE SAFETY PLAN IS TO BE SUBMITTED TO COUNCIL PRIOR TO IMPLEMENTATION.
4. SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL PRIOR TO IMPLEMENTATION. IT IS TO BE IN ACCORDANCE WITH AUSPEF 211 & COUNCIL'S ENVIRONMENT MANAGEMENT SYSTEM.
5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S EXECUTIVE MANAGER CREATING WAVERLEY.
6. THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARAWEBBING FOR DURATION OF PROJECT.
7. TEMPORARY TRAFFIC CONDITIONS HAVE CHANGED DUE TO WORKS, CONTRACTOR TO INSTALL TEMPORARY SIGNS - "CHANGED TRAFFIC CONDITIONS AHEAD" ON ALL APPROACHES 75-100M IN ADVANCE OF THE WORK SITE AND MAINTAIN FOR 3 MONTHS AFTER COMPLETION OF WORKS.
8. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS SHOULD BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS.
9. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
10. WORK IS TO BE CARRIED OUT WITH IN THE APPROVED TIMINGS ONLY.

SERVICES

11. UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.
12. IN AUSTRALIA REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0M FROM UNDERGROUND ELECTRICITY CONDUITS.
13. ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORK.
14. EXISTING SERVICE COVERS SHALL BE ADJUSTED TO DESIRED LEVELS TO THE REQUIREMENTS OF THE RELEVANT SERVICE AUTHORITY.
15. NO SERVICE COVERS ARE TO BE COVERED.

SIGNS & LINEMARKING

16. ALL TRAFFIC SIGNS TO COMPLY WITH AUSPEC 262 & RMS QA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
17. ALL LINEMARKING IS TO COMPLY WITH AUSPEC 261 & RMS SPECIFICATION R141 - "PAVEMENT MARKING"
18. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RPPM'S TO COMPLY WITH RMS SPECIFICATION R62.
19. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
20. ALL LINEMARKING AND RPPM'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE RE-INSTATED UNLESS NOTED OTHERWISE.
21. ALL EXISTING SIGNS TO REMAIN UNLESS OTHER WISE NOTED.
22. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
23. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
24. ALL DOWNPIPEING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS
25. ALL CONCRETE ELEMENTS TO BE IN 25MPa CONCRETE WITH NO ADMIXTURES UNLESS SPECIFIED OTHERWISE.
26. ALL CONCRETE WORK IS TO BE PROTECTED AGAINST TAGGING AND DAMAGE DURING THE COURSE OF CONSTRUCTION.
27. NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SENIOR DESIGN TEAM LEADER.
28. ALL DIMENSIONS ARE, IN MILLIMETERS UNLESS STATED OTHERWISE.

CONCRETE

- C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
- C2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL
OF THE ENGINEER

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER WATER
ALL	35	45	55	75

NOTE:

1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER, OR SPRAY ARE TO HAVE REINFORCEMENT CORROSION PROTECTION.

- C4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
- C5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE ENGINEER.
- C6. BEAM DEPTHS ARE WRITTEN FIRST AND INCLUDE SLAB THICKNESS IF ANY.

IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED :

TELSTRA	: 132203
AGL (GAS)	: 131909
SYDNEY WATER	: 132090
ENERGY AUSTRALIA	: 131388

UNLESS DETAILED ON THIS DRAWING
ALL WORK SHALL CONFORM TO

DRAWING SCHEDULE

- DRAWING SCHEDULE**
1/5 - NOTES AND SCHEDULES
2/5 - LAYOUT PLAN - ISLANDS/SIGNS & LINES
3/5 - LAYOUT PLAN - SIGNS
4/5 - DETAILS
5/5 - VEHICLE TURNING TEST 8.8m TRUCK

RELEVANT STANDARD DRAWINGS:

FOLLOWING ARE WAVERLEY COUNCIL'S STANDARD DRAWINGS
RELEVANT TO THIS PROJECT

- * R1 - STANDARD KERB PROFILES
- * F3 - STANDARD KERB RAMPS
- * G1 - SEDIMENT & EROSION CONTROL PLAN

SIGNPOSTING SCHEDULE

SIGN NO.	QUANTITY	STEM	CONDITION	LOCATION
R2-4A	2	STANDARD	NEW	ISLAND
R1-2A	2	STANDARD	NEW	ISLAND
D4-1-2A	2	SHORT	NEW	ISLAND
R5-400(R)	1	STANDARD	NEW	KERBSIDE
REFLECTOR POSTS & SIGNS	2	STANDARD	EXISTING	KERBSIDE

LINEMARKING SCHEDULE

LINE TYPE/RRPMS	QUANTITY	LOCATION
TF	9.5 m	AS SHOWN
-	-	-
-	-	-

LEGEND

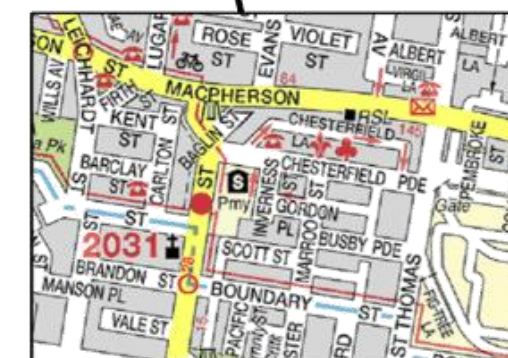
SYMBOLS

- ① SPOT SURVEY MARK
- ② PERMANENT SURVEY MARK
- ③ SURVEY STATION
- ④ DRILLED HOLE
- ⑤ SURVEY NAIL
- ⑥ SIGN
- ⑦ SIGHT POST
- ⑧ COLUMN
- ⑨ COSTING SURFACE LEVEL
- ⑩ BOLLARD
- ⑪ HYDRANT
- ⑫ POWER POLE
- ⑬ LIGHT POLE
- ⑭ LIGHT AND LIGHT POLE
- ⑮ ELECTRICITY PILLAR
- ⑯ PHONE BOOTH
- ⑰ NAIL BOX
- ⑱ TELEPHONE SERVICE COVER
- ⑲ TELECOMMUNICATION PILLAR
- ⑳ BUSHY DIN
- ㉑ DOWNSTREAM MANHOLE
- ㉒ DOWNHOLE
- ㉓ STOP VALVE
- ㉔ WATER METER
- ㉕ GAS VALVE
- ㉖ TRAFFIC LIGHT BOX
- ㉗ TRAFFIC LIGHT
- ㉘ LAMPHOUSE SERVICE COVER
- ㉙ PAVING METER
- ㉚ TREE

LINE_STYLES

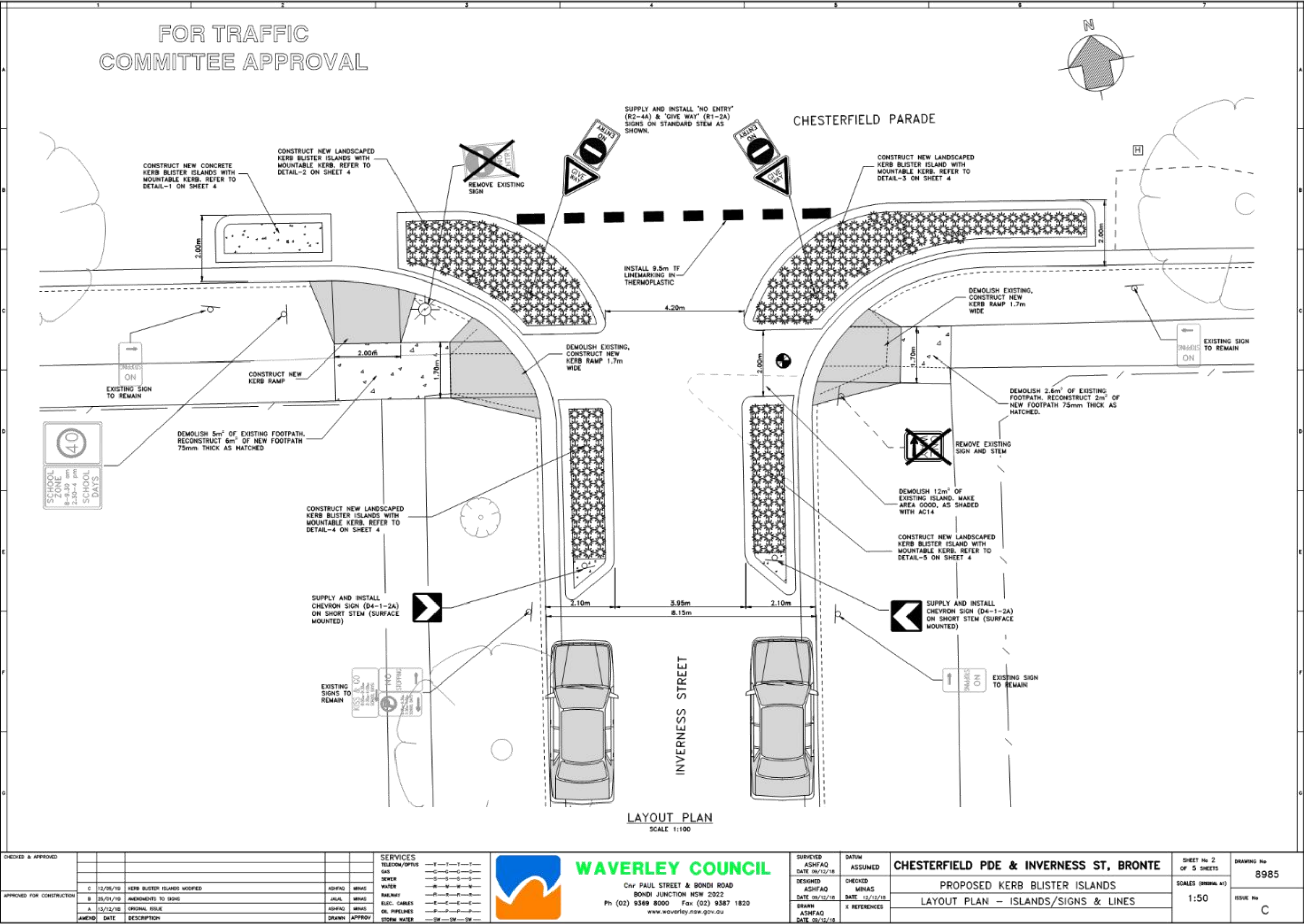
-
- Figure 1 displays 15 symbols used in the study, each with a corresponding label:
- FENCELINE
 - WOODEN FENCE
 - IRONED GAIL
 - GUARD RAIL
 - GATE
 - BOUNDARY LINE
 - TOP OF BANK
 - TABLE DRAIN
 - EXISTING DRAINAGE LINE
 - NEW DRAINAGE LINE
 - HEDGE
 - EDGE OF TREE CANOPY
 - EDGE OF BURNED
 - LINESHEDDING (TRACT, etc)
 - LINESHEDDING (DITCH, etc)

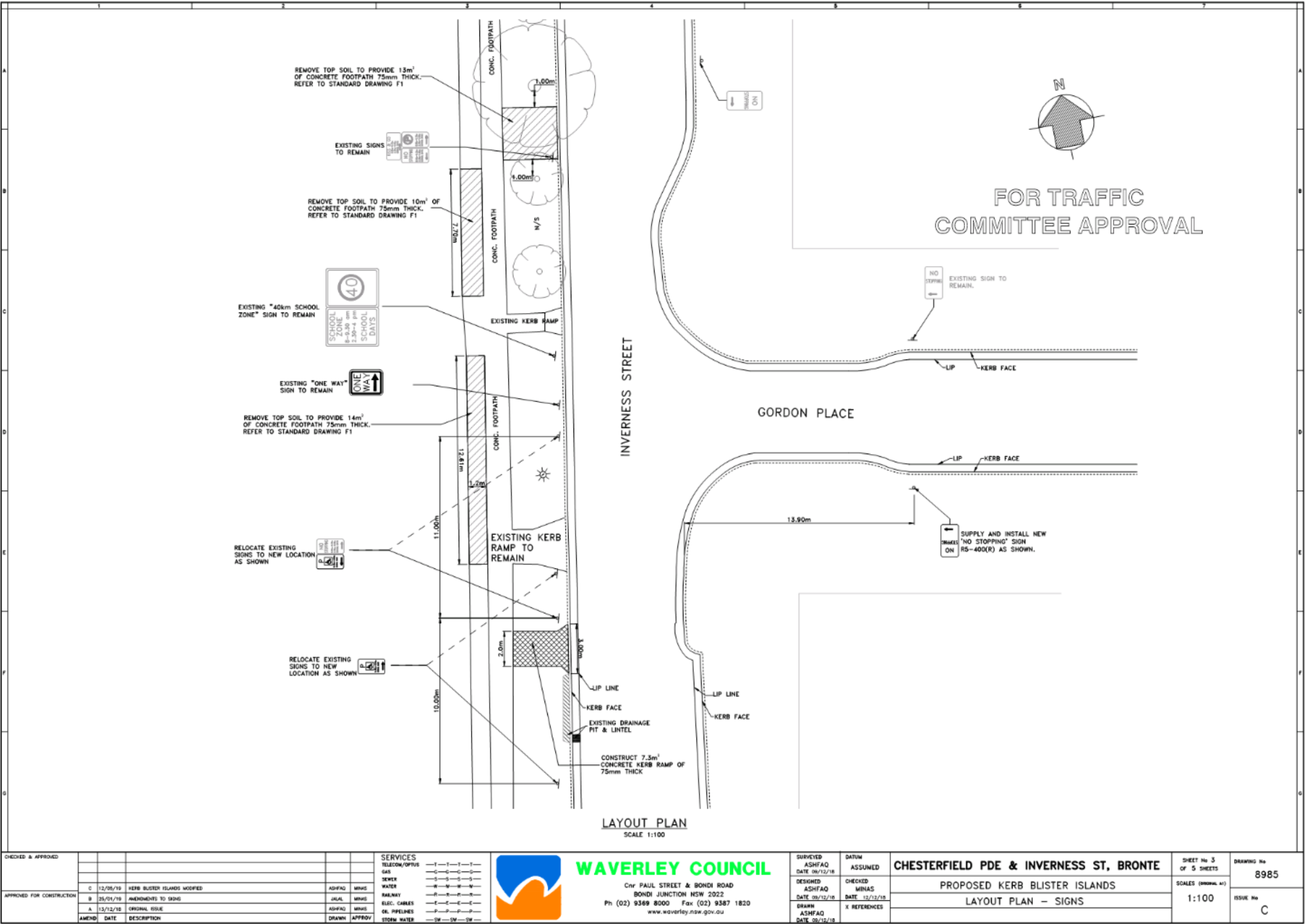
LOCATION OF WORKS

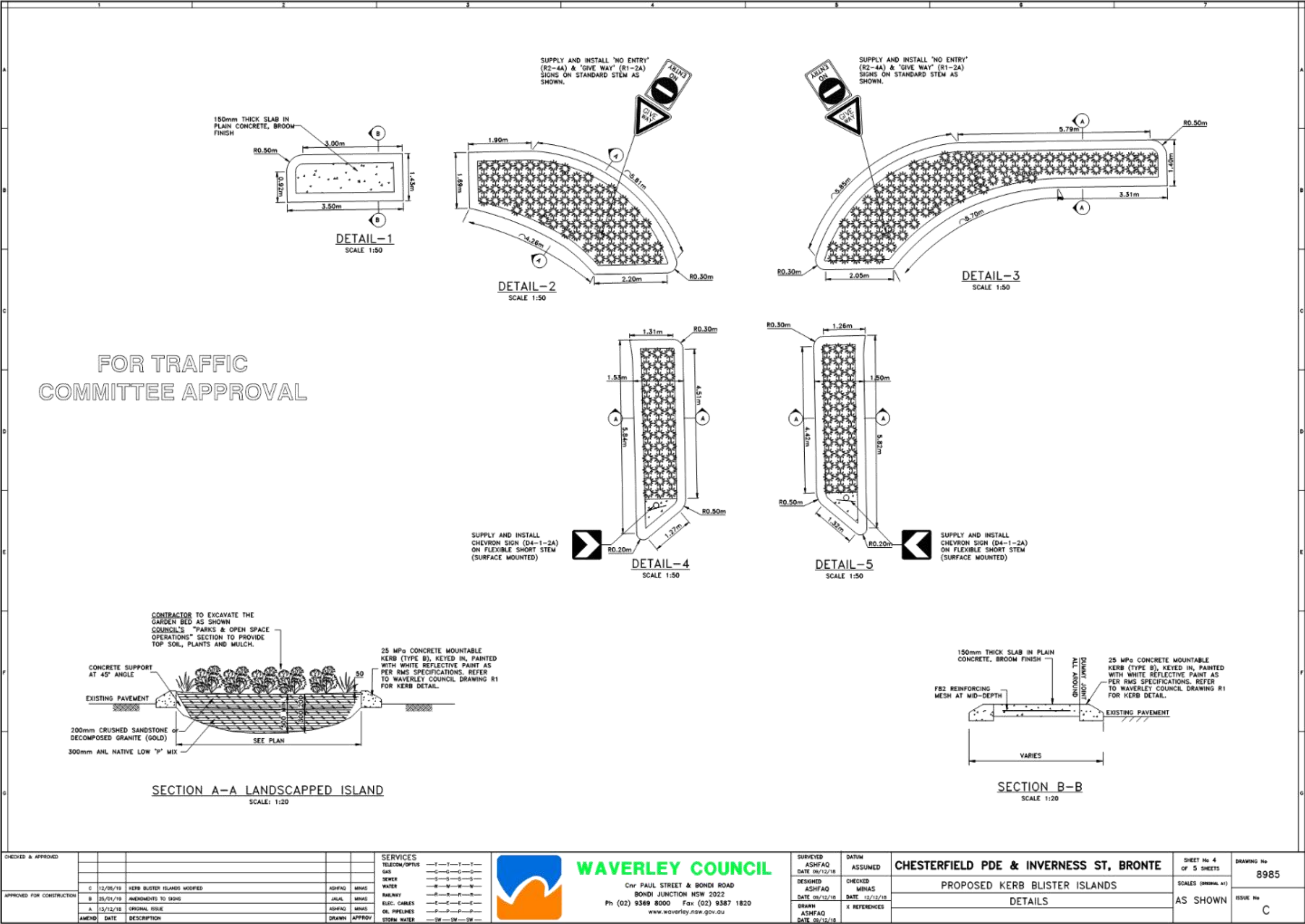


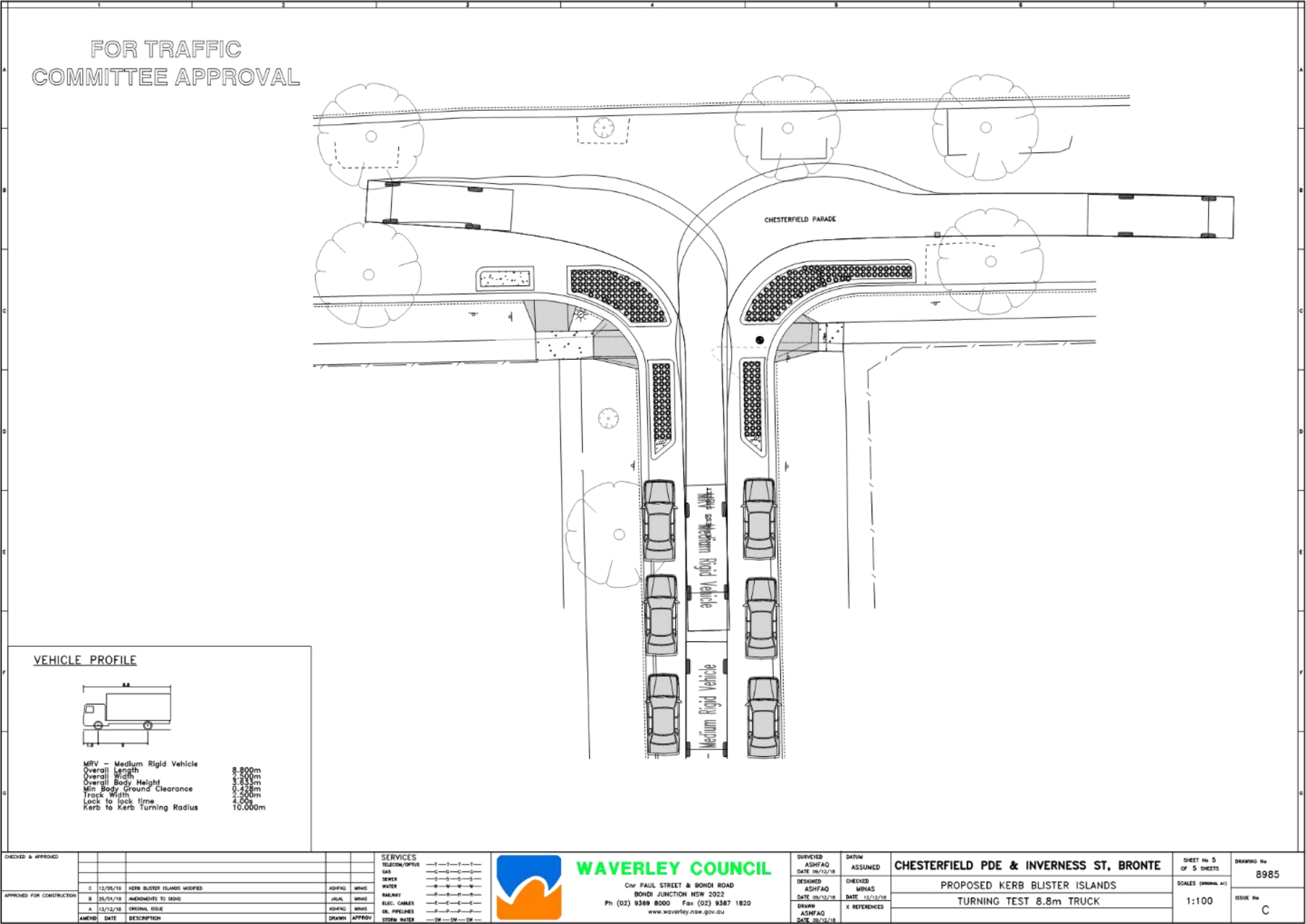
LOCALITY PLAN
(NTS)

[illegible]









REPORT
TC/C.02/19.06

Subject: Rowe Lane, Bondi Junction - Temporary Daytime Road Closure and Change of Direction of Traffic Movements

TRIM No: A19/0394

Author: Geoff Garnsey, Manager, Transport and Development

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the closure of Rowe Lane for building activities at 362–374 Oxford Street during the approved hours of work, as set out in DA-89/2016.
2. The applicant complies with the requirements of the Construction Traffic Management Plan from Roads and Maritime Services dated 12 June 2019 attached to this report.
3. Council approves TCP-01, 02 and 04 prepared by Rapid Planning Solutions dated 16 April 2019 attached to this report, subject to a traffic controller and resident access only signage being in place at both ends of Rowe Lane.
4. Council approves TCP-05 attached to this report for the control of pedestrian movements in Rowe Lane during the Rowe Lane road closure.
5. Council installs 'No Parking 7 am–5 pm Mon–Fri; 8 am–3 pm Sat' on the western side of Leswell Street, between Camp Lane and Grafton Street, to aid truck right turn movements out of Hegarty Lane.
6. There be no truck movements to or from the site during the period 16 December 2019 to 4 January 2020 inclusive.
7. In the absence of swept wheel path drawings for the 13 m rigid vehicle in the Construction Vehicle and Pedestrian Plan of Management prepared by EB Traffic Solutions dated 11 June 2019 attached to this report, the maximum size of a rigid vehicle accessing Rowe Lane be limited to 9 m.
8. The applicant meets the cost of removing existing and installing new traffic signs prior to works commencing and reinstating signs on completion of building works.
9. The applicant contacts Council's Tree Management Officer to discuss trimming branches, if required, from street trees located on the northern side of Rowe Lane near Newland Street prior to works commencing on site.
10. The applicant notifies residents and business owners having a frontage to Rowe Lane of the proposed changes to the one-way movement and temporary daytime closure of the lane not less than 14 days prior to works commencing on site.

1. Executive Summary

Approval was granted by Council on 24 August 2017 for the demolition of existing buildings and construction of a 14-storey, mixed use development at 362–374 Oxford Street, Bondi Junction. The builder is seeking approval to temporarily change traffic flow movements in Rowe Lane at the rear of the site from the current eastbound movement to a westbound movement for a period of up to approximately two years while the site is redeveloped. The builder is also seeking approval to close Rowe Lane during approved work hours for trucks to stand in the lane with resident access to and from existing properties with vehicular access off Rowe Lane being maintained at all times. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Development approval (DA-89/2016) was issued by Council on 24 August 2017 for the demolition of existing buildings at 362–374 Oxford Street, Bondi Junction and construction of a mixed use, 14-storey building with basement car parking. The builder has submitted a Construction Vehicle and Pedestrian Plan of Management (CVPPM) as per condition 37 of the consent seeking approval to change the traffic flow in Rowe Lane from eastbound to westbound and to close the lane during approved hours of work in order to stand trucks in the lane.

3. Technical Analysis

262–374 Oxford Street is located on the northern side of Oxford Street, Bondi Junction, in the block bounded by Vernon Street, Oxford Street, Newland Street and Rowe Lane at the rear.



Figure 1. Aerial view of site between 360 Oxford Street on the left and 376–382 Oxford Street on the right.

The builder, following consultation with Council's officers, has submitted a CVPPM (Attachment 1). The CVPPM seeks approval to temporarily change the direction of traffic flow in Rowe Lane from the current eastbound movement to a westbound movement to aid truck access to and from the site and to close Rowe Lane at the rear during approved work hours with access being maintained to other properties on the lane, those being 360 Oxford Street, 376–382 Oxford Street and Seapoint residential apartments at 81 Grafton Street being maintained at all times.

A Traffic Management Plan (TMP) for the temporary change in traffic flow direction has been submitted to and approved by the RMS; see Attachment 2.

Rowe Lane runs between Newland Street and Vernon Street and has a length of approximately 62m and carriageway width of approximately 4.5 m.

Traffic volumes are low, with the lane mainly providing vehicular access to and from car parks under buildings or at grade.

A formal paved footpath of approximately 1.5 m exists on the northern side of Rowe Lane. Having Rowe Lane temporarily one way westbound with trucks entering the lane from Newland Street is a preferred arrangement on traffic flow and pedestrian safety grounds compared to not changing the direction of traffic flow and having trucks exit Rowe Lane onto Newland Street.

Truck exit movements from the lane onto Newland Street would need to be under full traffic control and all traffic movements, including buses entering and exiting the busy Bondi Junction Bus Rail Interchange, would need to be halted while trucks execute their turn movements.



Figure 2. Intersection of Newland Street and Rowe Lane, Bondi Junction.



Figure 3. Rowe Lane looking west from Newland Street.



Figure 4. Rowe Lane looking eastbound from Vernon Street.

The builder advises the redevelopment of the site is scheduled to take place over approximately a two-year period with truck sizes as follows:

- **Phase 1 – Demolition:** 6–8 weeks using rigid trucks up to 9 m in length and utilities.
- **Phase 2 – Excavation:** 24–30 weeks using rigid trucks as above as well as truck and dog trailers up to 16 m long.
- **Phase 3 – Construction:** 50–60 weeks using flatbed trucks up to 13 m long, concrete pumps, utilities and small trucks.

Swept wheel paths for the various vehicles are included in the CVPPM except for the 13 m rigid truck.

The builder indicates truck movements to the site are proposed to be via Oxford Street, Paddington, south along York Road, east on Birrell Street to Newland Street, north on Newland Street and left into Rowe Lane to the site.

Exit movements from the site are proposed via Hegarty Lane to Leswell Street, right into Leswell Street, left into Grafton Street and then west to Nelson Street and right onto Oxford Street.

The exit movements from the site are the same as that used during other developments fronting Oxford Street.

4. Financial Information for Council's Consideration

There is no impact on Council's budgets, as all costs associated with the redevelopment of the site will be borne by the applicant.

5. Attachments

1. Construction Vehicle and Pedestrian Plan of Management [↓](#)
2. RMS approval of Traffic Management Plan [↓](#)



**362-374 OXFORD STREET
BONDI JUNCTION**

DA89/2016

NEW SPACE CONSTRUCTIONS

**CONSTRUCTION VEHICLE AND
PEDESTRIAN PLAN OF MANAGEMENT**



Introduction

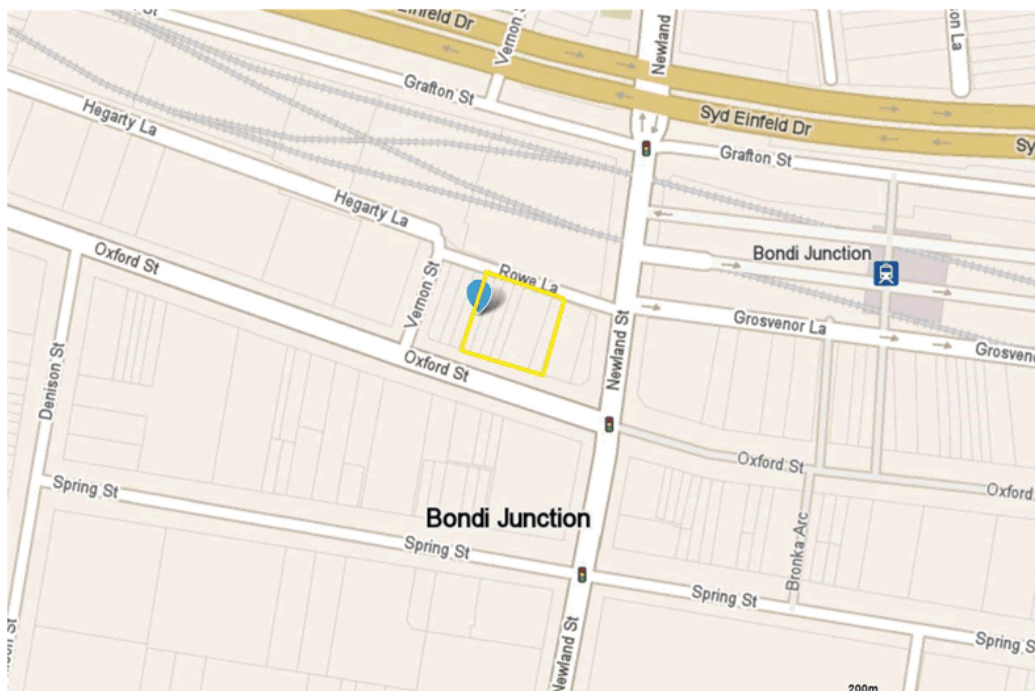
New Space Constructions refer to DA 89/2016 dated 24 August 2017, Demolition of existing buildings and construction of new 14 storey mixed use building, including residential units, serviced apartments, retail, basement parking, and planning agreement.

This Site Specific CVPPM outlines the proposed strategies to satisfy condition 37 of the above mentioned DA Consent.

This CVPPM has been prepared with the safety and wellbeing of the community, road users, pedestrians and construction workers in mind.

Site

The subject site is located at 362-374 Oxford street, Bondi Junction, and backs to Rowe Lane. The nearest cross streets are Vernon street, and Newland Street.



Oxford street is a busy road, that services main bus routes, shopping centres and is near a bus interchange. Rowe Lane is a quiet lane which gets used predominantly by residents of 360 Oxford street, and 79 Grafton Street. All vehicular movements need to be made in a safe and quick manner to avoid traffic jams in the area.



Construction Hours approved in DA

Day	Time
Mon - Friday	7am – 5pm
Saturday	8am – 3pm

Work Schedule duration

For the purpose of this report work schedule have been broken down into the following phases:

Phase	Duration
Phase 1 – Demolition	(6 - 8 weeks)
Phase 2 - excavation	(24 - 30 weeks)
Phase 3 – Construction work	(50 - 60 weeks)

Vehicle types

Phase	Vehicles
Phase 1 – Demolition	Rigid trucks (up to 9 meters), utes.
Phase 2 - excavation	Rigid trucks, Truck & Trailer (up to 16 meters).
Phase 3 – Construction work	Flat bed trucks (up to 13 meters), concrete pump, utes, small trucks.



Council senior traffic engineer meeting

A meeting with Geoff Garnsey (council senior traffic engineer) to discuss the CVPPM and the development, took place on site on the 2nd April 2019 at 11am.

After reviewing the plans and assessing the situation, Geoff has recommended the following:

- All traffic to the site should enter coming North on Newland street and left onto Rowe lane.
- The one way sign on the corner of Rowe Lane and Newland Street will have to be removed.



- Construction and residents of 79 Grafton, and singular garage at 376, access to driveway from Newland Lane onto Rowe Lane.
- Block through vehicular access of Rowe Lane with construction zone during site hours.
- After site hours open Rowe lane for normal through traffic in a one way direction from Newland street to Rowe Lane or as otherwise suggested.

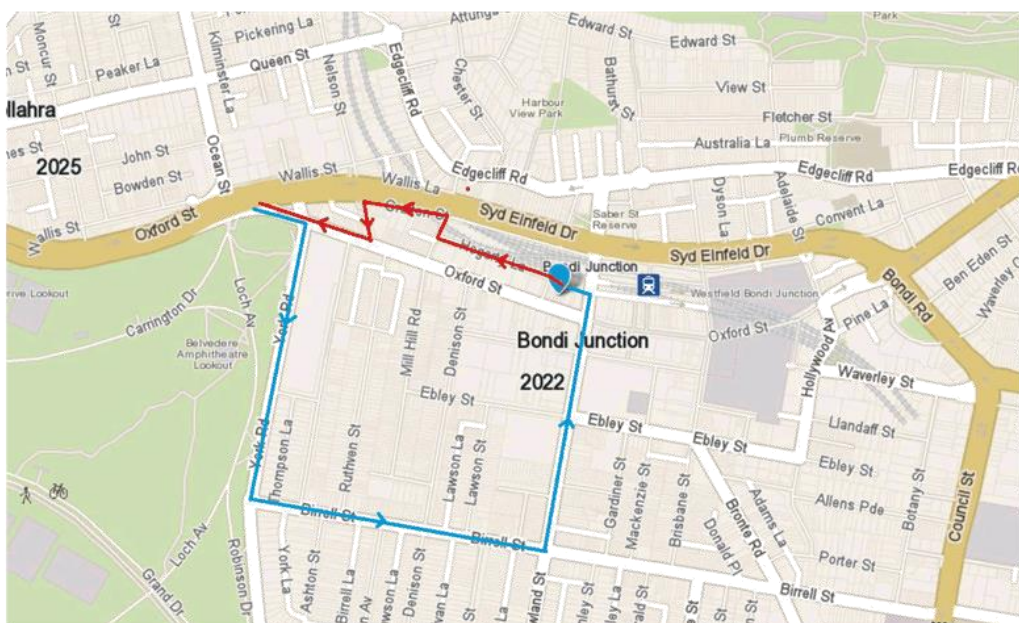
It was also discussed, that TCPs for each stage of the job will need to be prepared, as well as a swept path for trucks turning Left from Newland street onto Rowe lane.



Access/Exit routes

Vehicles for all stages will be entering Rowe Lane from the east side Newland Street, and exiting from the west side, through Hegarty lane.

All vehicles will enter from Birrell street, turning left onto Newland Street and then left (front-on) to Rowe Lane, and exit from Hegarty Lane, right onto Leswell street, left onto Grafton Street, Left onto Nelson, and then Right onto Oxford Street.





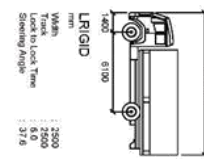
Swept Paths

Below are the swept paths for both rigid trucks and truck and dog, entering from Newland street and turning left onto Rowe Lane.

NEW(*)SPACE
CONSTRUCTIONS

362 Oxford Street, Bondi Junction

Scale 1:200 @ A3
Swept Path Diagram (Rigid Truck)
Plan prepared by EB Traffic Solutions Pty Ltd
Date: 14/04/2019 Sheet 01



Design Vehicle
B Traffic
Solutions



DA 89/2016 – 362-374 Oxford street - CVPPM

7

NEW(★)SPACE

CONSTRUCTIONS

362 Oxford Street, Bondi Junction

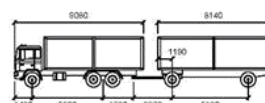
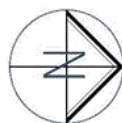
Scale 1:200 @ A3

Swept Path Diagram (Trailer Truck)

Plan prepared by EB Traffic Solutions Pty Ltd

Date: 14/04/2019

Sheet 02



PVT	mm	
First Unit Width	2500	Lock to Lock Time : 6.0
Trailer Width	2500	Steering Angle : 30.0
First Unit Track	2500	Articulating Angle : 70.0
Trailer Track	2500	

Design Vehicle

B Traffic
Solutions



DA 89/2016 – 362-374 Oxford street - CVPPM

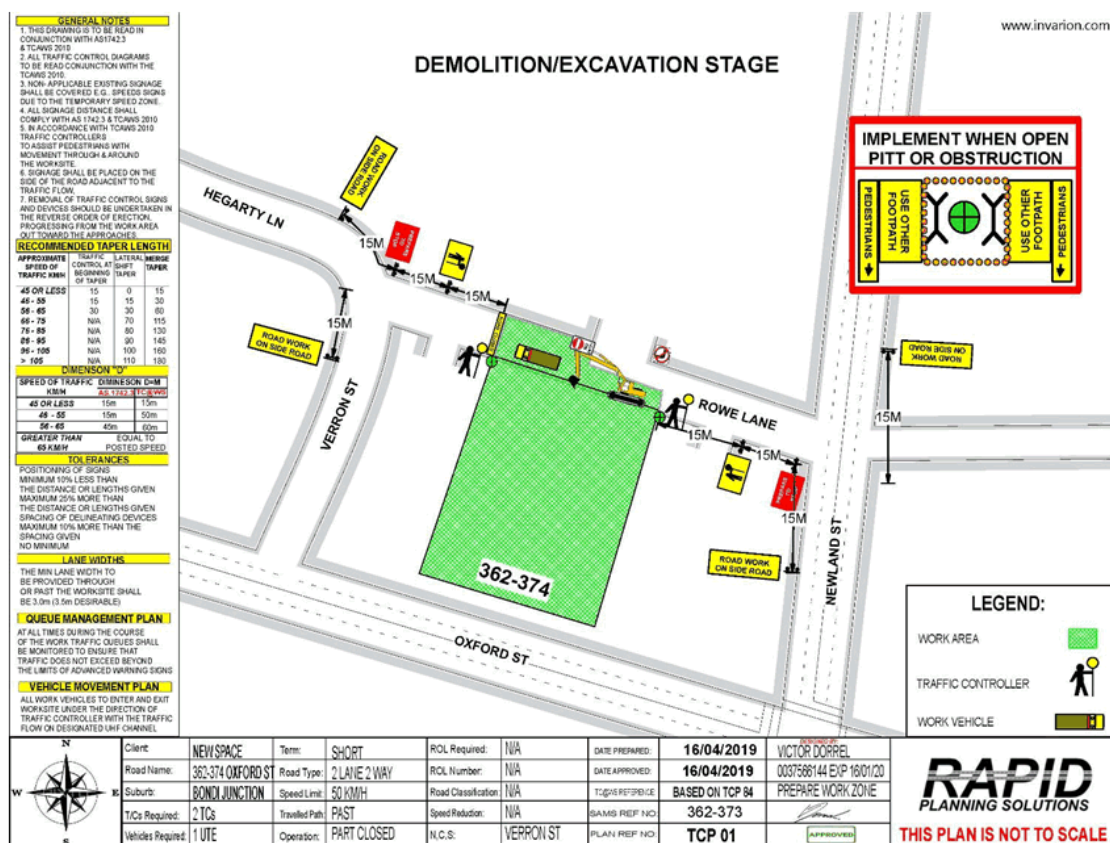
8

Demolition phase TCP and Truck Route

It is proposed that during demolition stage, rigid trucks will be used to cart material away from site. these trucks will enter as per access route to Rowe Lane, they will then get loaded and then exit the site in a forward direction. The trucks will continue straight through Hegarty lane, turn Right onto Leswell Street, then turn left onto Grafton Street, then turn left onto Nelson, and right onto Oxford.

Site access in and out of the site during demolition shall occur on Rowe Lane only.

At the end of each day, the construction zone will be reinstated to allow through traffic.



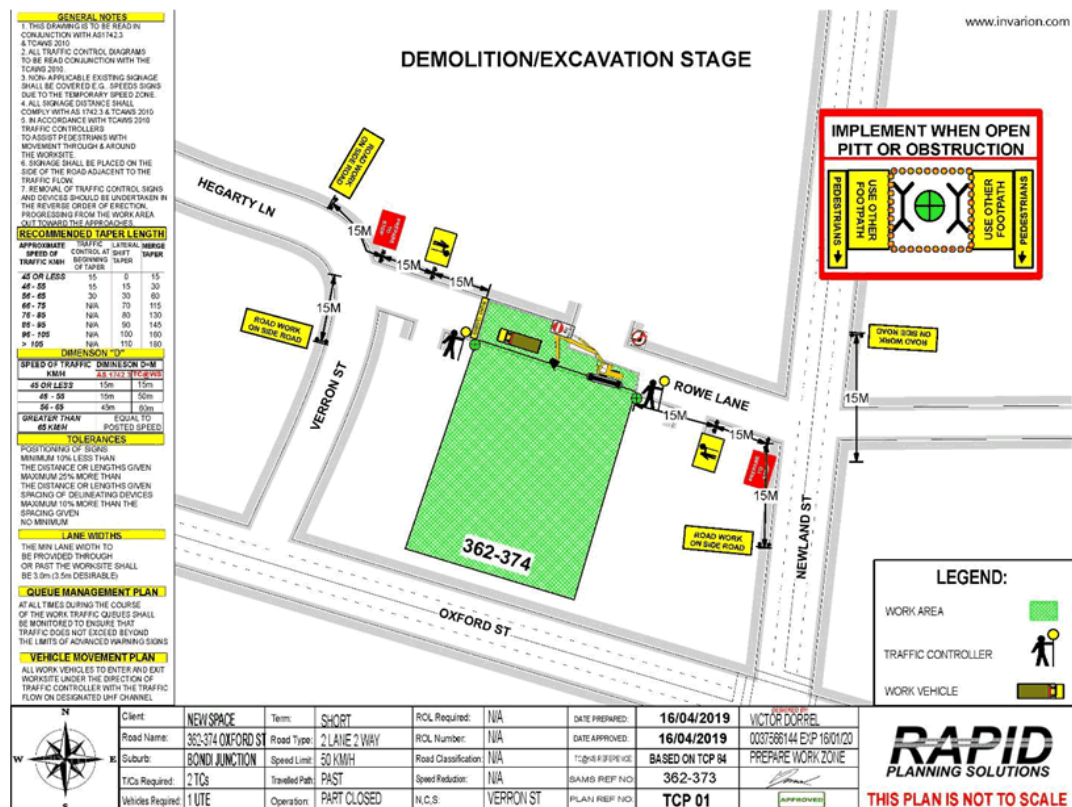
Excavation phase TCP and Truck Route

It is proposed that during excavation stage, rigid trucks as well as Truck and Dog, will be used to cart material away from site. these trucks will enter as per access to Rowe Lane, they will then get loaded and then exit the site in a forward direction. The trucks will continue straight through Hegarty lane, turn Right onto Leswell Street, then turn left onto Grafton Street, then turn left onto Nelson, and right onto Oxford.

Site access in and out of the site during demolition shall occur on Rowe Lane only

At the end of each day, the footpath and the road will be swept and cleaned thoroughly.

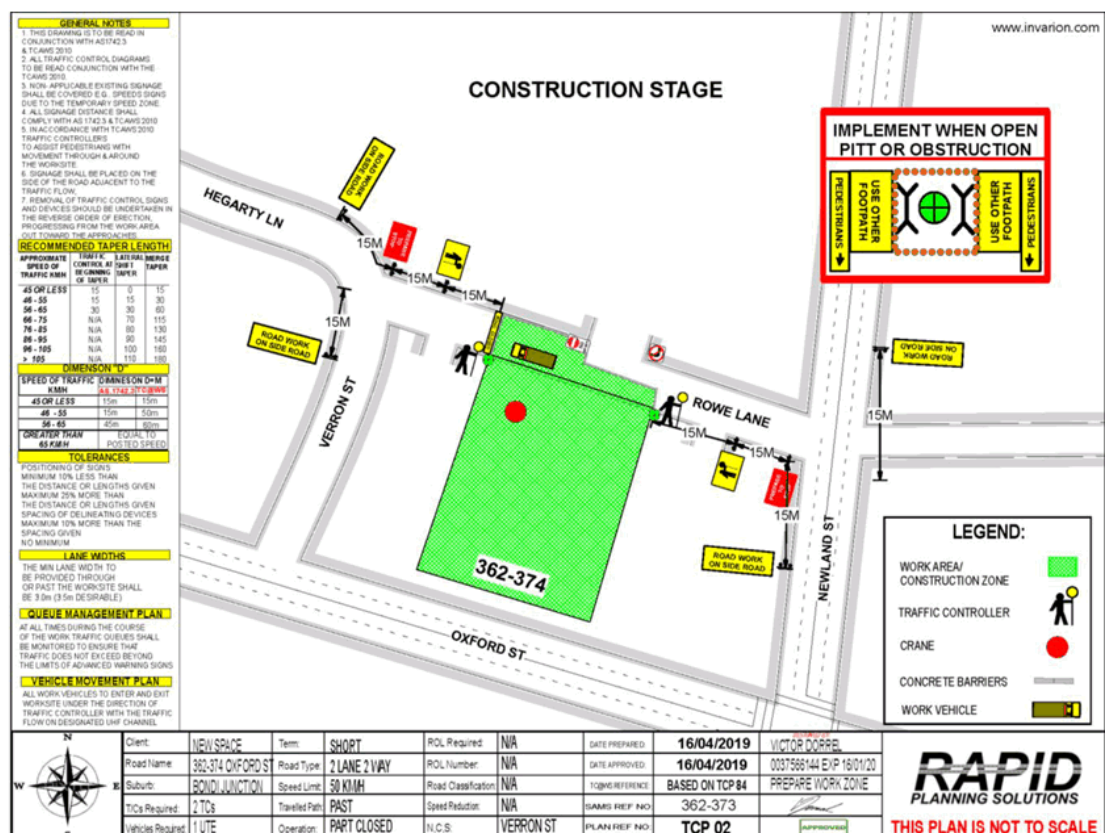
Loading out will occur on some days only (2-3 days per week)



Construction Phase TCP and Truck Route

It is proposed that during construction stage, utes, small trucks, and flat bed trucks will be used to unload/load materials to/from site.

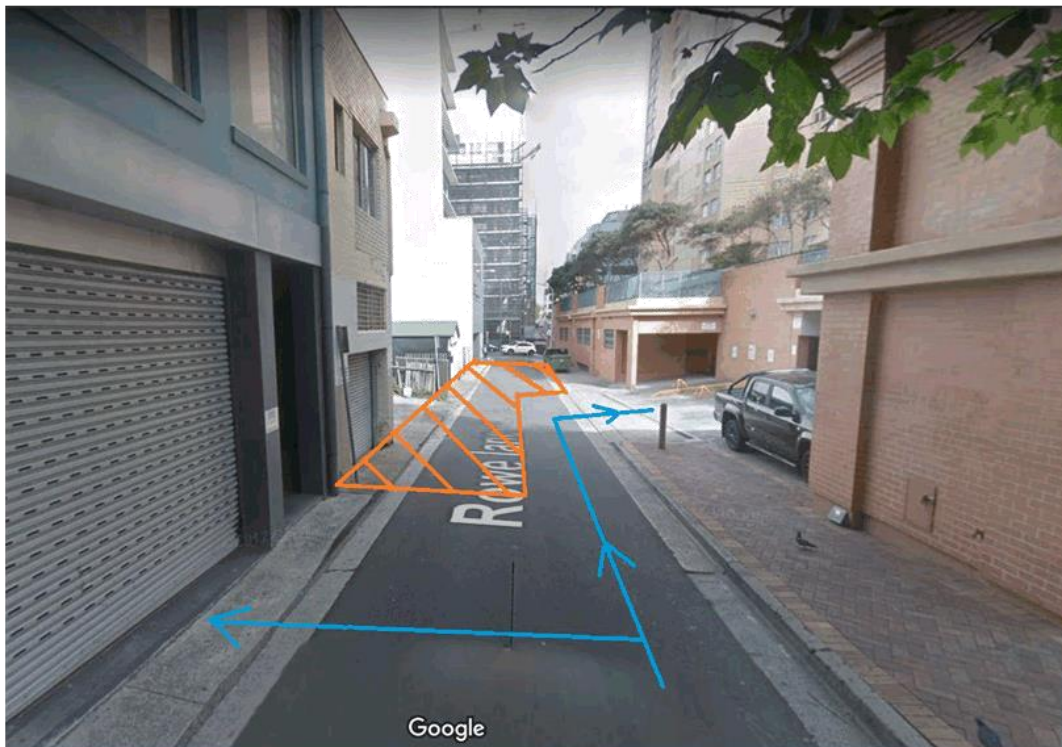
These trucks will enter as per access route to Rowe lane, and park/unload materials from the construction zone. Exit the site in a forward direction. The trucks will continue straight through Hegarty lane, turn Right onto Leswell Street then turn left onto Grafton Street then turn left onto Nelson, and right onto Oxford.



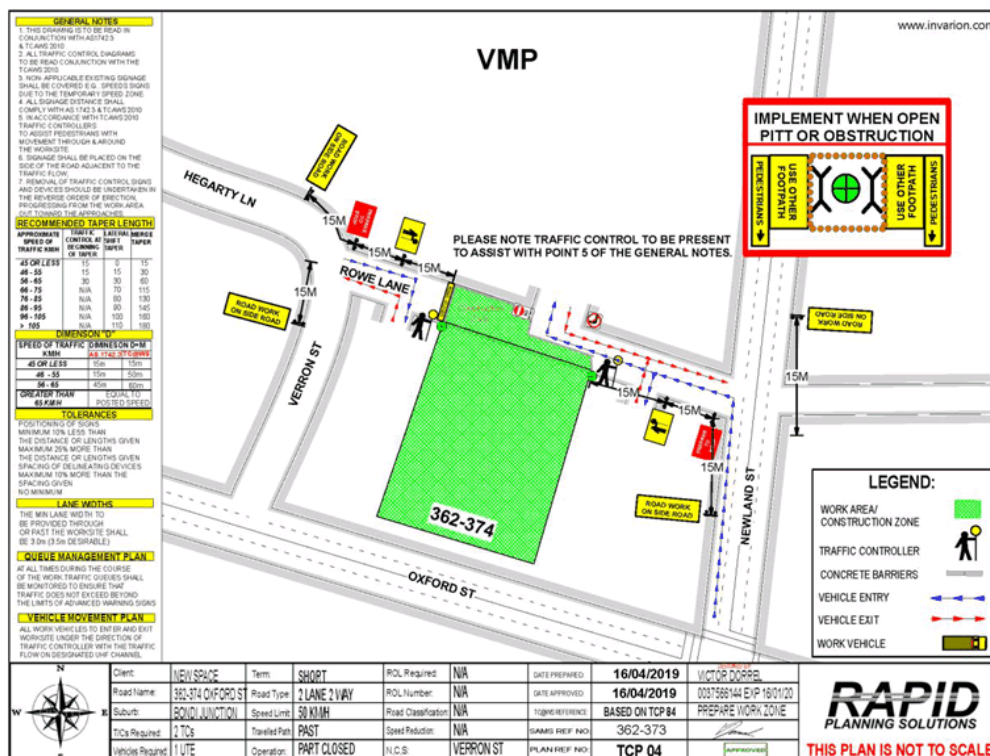


Construction zone

It is proposed that during all constructions stages (Demo, Excavation, Construction) that we use the work zone (as seen in the image below) for demolition, excavation, concrete pumps, general construction and other delivery trucks.



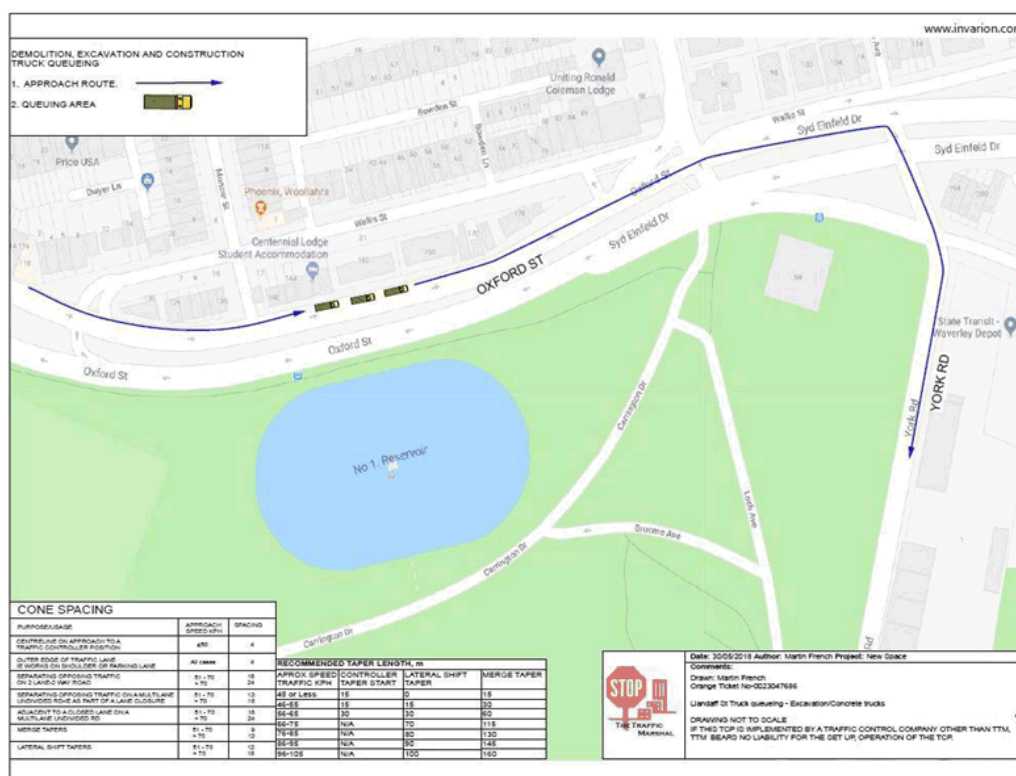
Traffic controllers will be present at each end of the construction zone to divert pedestrians and control traffic when trucks are loading/unloading.





Truck Holding area

The location of truck holding area is indicated on the attached location plan and is proposed to be on Oxford St Woolahra (north side) opposite Centennial park.



Traffic control measures

Proposed traffic control measures are indicated on the attached plans for all traffic movements that will interfere with the free flow of vehicular and pedestrian traffic.

Hours of operation

The hours of operation will be in strict compliance with the DA consent.

Employee/Contractors parking

Employee parking during the early stages of the project will be minimal. Once the basement is constructed, we will have plenty of parking. During the high employee period of the project all parking will be on site or alternatively at the paid public carpark situated at Grafton street.



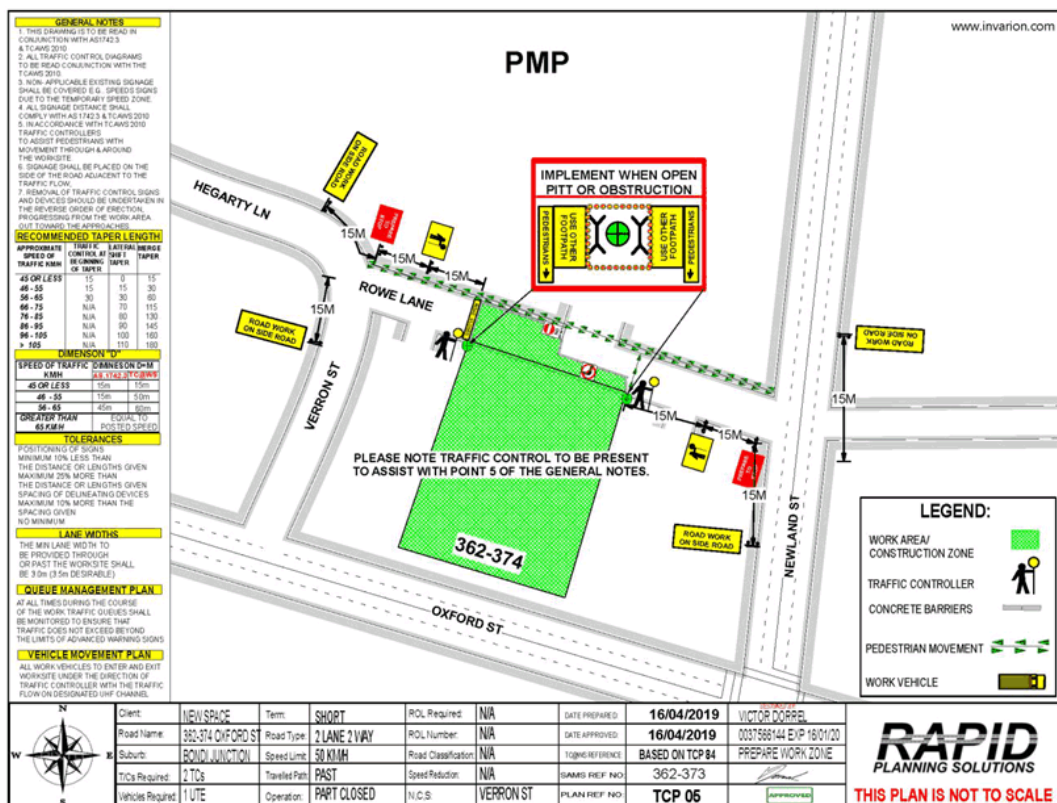
Pedestrian safe passage

During all stages of the job, we will erect a fence all the way around the construction zone. Traffic controllers will be present at all times required as per TCPs attached.

During all stages of the job, pedestrians will be able to freely move on the footpath on the North side of Rowe lane.

- Signage around the site will be erected to inform of construction zone
- There are no obstructions such as street furniture, trees or bollards that may interfere with the safe passage of pedestrians.
- Pedestrians will walk across the exiting concrete footpath
- The width of the footpath pathway for pedestrians will not be interfered with the current width.







Transport
Roads & Maritime
Services

Construction Traffic Management Plan

Introduction

EB Traffic Solutions has submitted a Traffic Control plan (TCP) and Construction Traffic Management Plan (CTMP) for temporary traffic arrangements to be implemented during construction work at 362-374 Oxford Street, Bondi Junction.

Recommendation

The submission from EB Traffic Solutions for the construction works at 362-374 has satisfactorily addressed the necessary requirements of the CTMP process and is **RECOMMENDED FOR APPROVAL** subject to the followings.

- The local bus companies and Taxi Council of NSW should be informed in writing about the event location, duration and associated road closures.
- All affected residents be advised in writing prior to the redirection of traffic.
- Access be maintained for emergency vehicles at all times.
- Any temporary and permeant changes to the road marking and signage along this section of Rowe Lane need to be reported as per the Guide to the delegation to Councils.
- Barricades and signs to be provided in accordance with Australian Standards;
- Any additional conditions that Council may require.

RECOMMENDED

12/6/19

Ben Borger
Network and Safety Officer
Network and Safety Services

APPROVAL

12/6/19

David Ballm
Network and Safety Services Manager
Network and Safety Services

TRAFFIC ASSESSMENT

The following traffic assessment has been undertaken to supplement the Construction Vehicle and Pedestrian Plan of Management Plan prepared by New Space Constructions for the proposed construction site at 362-374 Oxford Street Bondi Junction, NSW (DA89/2016).

A. Description or detailed plan of proposed measures.

The one-way orientation of Rowe Lane would be changed to in an east to west direction for the duration of the construction project (24/7), that is, between October 2019 with the construction process commencing on April 2020 until October 2021.

Outside of the construction times, Rowe Lane will be open to the public reverting back to 'normal conditions', that is one-way west bound for the duration of the construction project, after which Rowe Lane will be reverted back to a one-way east bound configuration.

B. Identification and assessment of impact of proposed measures. Is a detailed assessment required?

At present, Rowe Lane is predominantly used for access by employees of the shops (within the site) and residents associated with 360 Oxford Street and 79 Grafton Street.

During the construction process, access will be maintained for residents of 360 Oxford Street and 79 Grafton Street with guidance by traffic management personnel located on either side of Rowe Lane.

Non-local traffic currently using Rowe Lane, that is, traffic entering Rowe Lane from Hegarty Lane, which is understood to be minimal will continue along Vernon Street to undertake a left turn manoeuvre at Oxford Street.

The number of vehicles undertaking this manoeuvre is anticipated will be minimal and would not represent an adverse impact upon the operation of the intersection.

Local traffic accessing their properties along Rowe Lane, that is, residents of 360 Oxford Street and 79 Grafton Street will be required to enter Rowe Lane via Newland Street. This level of additional traffic is not anticipated to adversely impact upon the operation of the intersection.

C. Measures to ameliorate the impact of re-assigned traffic Is an assessment required?

Refer to B above.

D. Assessment of public transport services affected. Is an assessment required?

No public transport services will be affected by the proposed re-orientation of Rowe Lane to a one-way west bound configuration.

E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians. Are these details required?

Emergency and heavy vehicle access will be maintained under traffic management control. Cyclist and pedestrian access will be permitted along the north side of Rowe Lane, when safe to do so, under Traffic Management Control.

F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures. Is an assessment required?

It is understood that the activities associated with the construction site at 302 Oxford Street will typically involve construction vehicles reversing into the site's work zone along Hegarty Lane from Leswell Street and then exiting from the site's work zone to travel to Leswell Street.

During the site's construction process, it is understood that all vehicles will be permitted ease of access past the construction site along Hegarty Lane.

On this basis, it is anticipated that the construction vehicle activity associated with the construction site at 302 Oxford Street will not adversely impact upon the ability for construction vehicles to travel to and from the construction site at 362-374 Oxford Street (and vice versa).

G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas. Is an assessment required?

Non-local traffic currently using Rowe Lane, that is, traffic entering Rowe Lane from Hegarty Lane, which is understood to be minimal will continue along Vernon Street to undertake a left turn manoeuvre at Oxford Street.

The number of vehicles undertaking this manoeuvre is anticipated will be minimal and would not represent an adverse impact upon the operation of the intersection.

Local traffic accessing their properties along Rowe Lane, that is, residents of 360 Oxford Street and 79 Grafton Street will be required to enter Rowe Lane via Newland Street. This level of additional traffic is not anticipated to adversely impact upon the operation of the intersection.

H. Public consultation process. Is a public consultation process required?

Council officers have advised that all 'one way' and 'no entry' signage associated with the change of one-way orientation and associated consultation with affected stakeholders will be arranged by Council.



Evan Boloutis
Director
EB Traffic Solutions Pty Ltd

B.Eng (Civil), MEng Sc (Traffic), MBA

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REPORT
TC/C.03/19.06

Subject: Hewlett Street, Bronte - Temporary Road Closure

TRIM No.: A02/0216

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council approves the temporary closure of Hewlett Street, Bronte, from Read Lane to the dead-end at Murray Street, on Sunday, 18 August 2019, between 7 am and 6 pm, in accordance with the Traffic Control Plan attached to this report, subject to the organisers:

1. Obtaining public liability insurance for the event.
2. Obtaining NSW Police approval.
3. Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations) prior to the event.
4. Notifying local residents and businesses prior to the event.
5. Only using RMS-accredited traffic controllers.
6. Covering all costs associated with closing the road, including traffic control.
7. Being informed that this approval may be cancelled without notice or refund at the discretion of the Executive Manager, Creating Waverley, or delegate.

1. Executive Summary

Council has received an application on behalf of Bronte Public School requesting the temporary closure of Hewlett Street, Bronte, in the dead-end section east of Dickson Street, in order to hold the school's biennial fair. Council will need to exercise its delegated functions to implement the temporary closure.

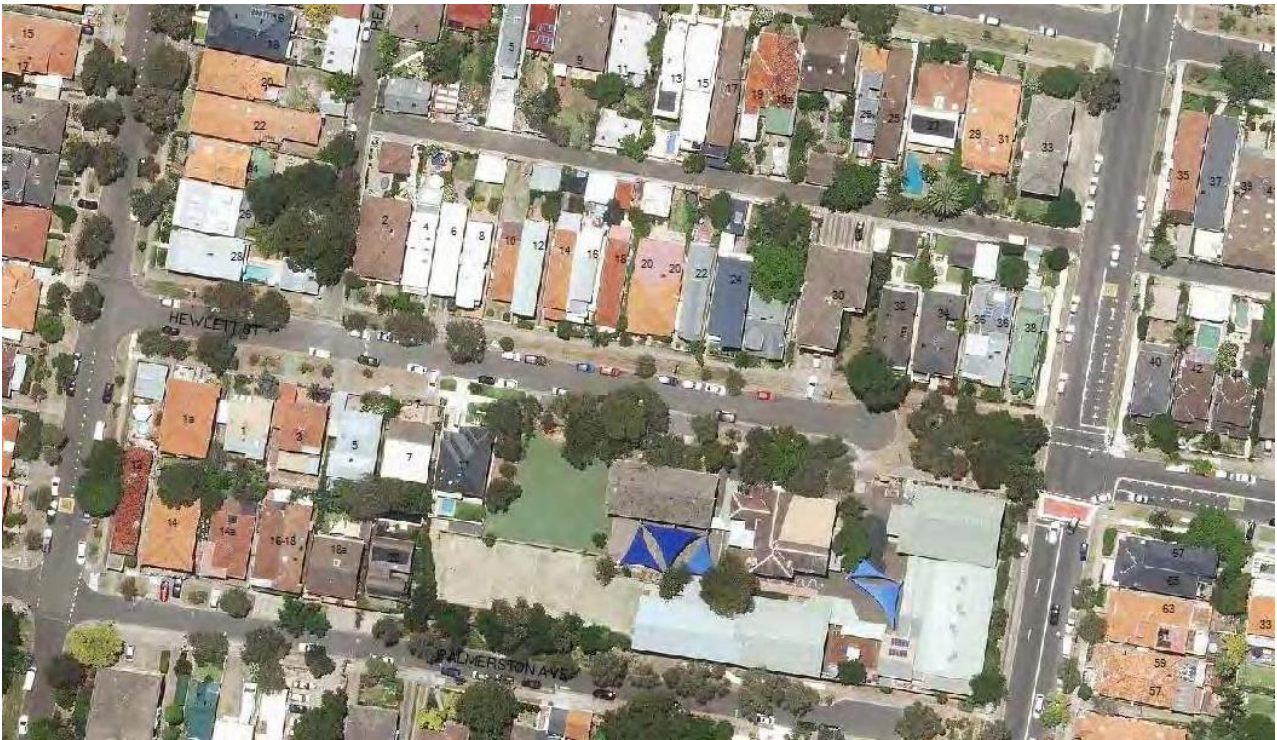


Figure 1. Aerial view of Hewlett Street, east of Dickson Street, and Bronte Public School

2. Introduction/Background

Bronte Public School has requested approval for the temporary closure of Hewlett Street, between Read Lane and the Murray Street cul-de-sac for the holding of its biennial fair. The closure is proposed take place from 7 am to 6 pm on Sunday, 18 August, 2019. There are no changes from previous years' events with regard to the road closure.

This is a Class 3 Special Event in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event and advise Council on conditions to set for the use of road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing approval conditions.

3. Technical Analysis

Table 1. Proposed closure schedule – Sunday, 18 August 2019.

Time	Activity
7.00 am	Implement temporary closure of Hewlett Street. Access for emergency vehicles, cyclists and pedestrians to remain.
10.00 am	Fair commences.
4.00 pm	Fair finishes. Clean-up of Hewlett Street commences.
6.00 pm	Hewlett Street opens and all normal traffic conditions to resume.

Guidelines used:

- RMS's *Signs Database*.
- *Road Rules 2014 (NSW)*.
- *Summary Offences Act 1988*.

- Australian Standard AS 1742.3.
- RMS's *Traffic Control at Work Sites*.
- RMS's *Guide to Traffic and Transport Management for Special Events*.

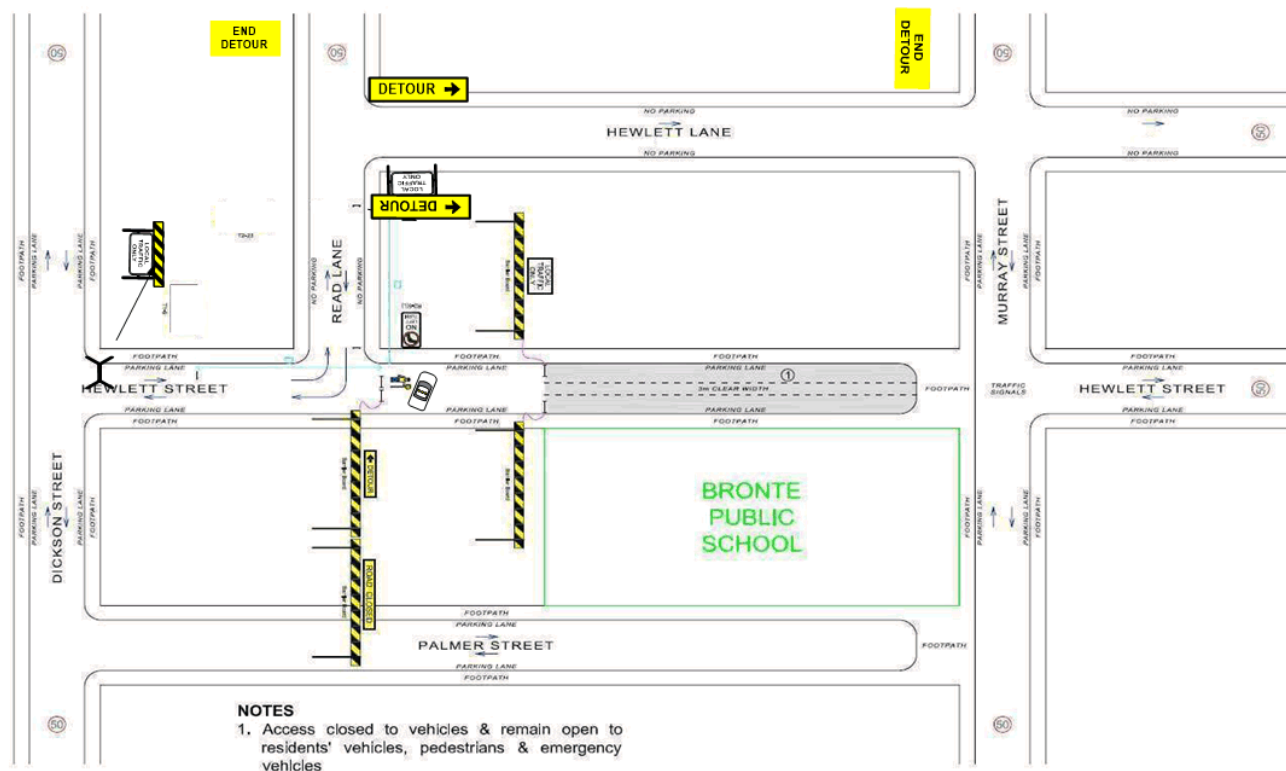
4. Financial Information for Council's Consideration




The applicant will be required to meet the cost of all traffic control, rubbish removal and damage restoration associated with the event.

5. Attachments

1. Bronte Public School Fair - 2019 - Traffic Control Plan [↓](#)

www.invarion.com

**EVENT:** Bronte School Fair**LOCATION:** Hewlett Street, East of Read Lane, Bronte**DATE:** 18 August 2019**TIME:** 8:00am - 6:00pm

 WAVERLEY COUNCIL	Details: Hewlett Street - Temporary Road Closure	 n/a	
	Event Organiser:	Personnel	
	Police:		
	Council:	One	
		Drawn By: SAM SAMADIAN RMS RED TICKET# 19947039	Dated: 1/06/2019

REPORT
TC/C.04/19.06

Subject: Multiple Streets - 'P Disability Only' Zone

TRIM No.: A18/0719

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 5.5 m long 'P Disability Only' zone outside 1 Victoria Street, Queens Park, immediately east of the 'No Stopping' zone at Queens Park Road.
2. Upon receipt of evidence of the resident obtaining a Mobility Parking Scheme (MPS) permit, and satisfactory vehicle registration details, installs:
 - (a) A 5.5 m long 'P Disability Only' zone on the Carlton Street frontage of 2 Kent Street, Waverley, starting 10 m north of Kent Street.
 - (b) A 'No Stopping' arrow left on the southern post of the zone.
3. Removes the existing 'P Disability Only' zone outside 8 Bourke Street, Queens Park.

1. Executive Summary

Council has received representations from residents requesting the installation of 'P Disability Only' parking zones at:

- 1 Victoria Street, Queens Park.
- 2 Kent Street, Waverley.

Council has also been advised by a resident that the existing 'P Disability Only' zone is no longer required at:

- 8 Bourke Street, Queens Park.

Council will need to exercise its delegated functions to implement the proposals.

2. Introduction/Background

At the Traffic Committee meeting held on 10 November 2005, the issue of installing 'P Disability Only' parking was discussed. Subsequently, at the Council meeting held on 13 December 2005, it was resolved:

'That the following guidelines for assessing applications for a mobility parking space on a residential street be adopted:

1. Together with proof of their mobility-parking permit, applicants for a mobility parking space must have a vehicle registered to their address. They do not need to be the driver of the vehicle.
2. Applicants who have access to off-street parking will not be entitled to a mobility parking space.
3. At least three site visits will be carried out of a morning and evening for each application. These site visits will also be carried out annually. The level of parking within 50m either side of the property must be at or above 85% capacity on each separate occasion.
4. Letters will be sent to residents annually to determine if the mobility parking space is still required. Residents will also be requested to again provide proof of current registration and their mobility-parking permit.'

3. Technical Analysis

Table 1. Requests for new 'P Disability Only' zones.

Address	MPS card	Off-street parking available	On-street parking occupancy	Length of zone	Recommend installation	Comments
1 Victoria Street, Queens Park	Yes	No	100% during site visits	5.5 m	Yes	
2 Kent Street, Waverley	Yes	No	98% during site visits	5.5 m	Yes	Resident in process of obtaining the permit and vehicle registration



Figure 1. Parked vehicles in the vicinity of 1 Victoria Street (right side, multi-storey dwelling).



Figure 2. Parked vehicles in the vicinity of 2 Kent Street (corner site, single dwelling).

Table 2. 'P Disability Only' zones no longer required.

Address	WTC approval	Surrounding parking restrictions	Recommend removal	Comments
8 Bourke Street, Queens Park	November 2017	Unrestricted	Yes	No longer required



Figure 3. Zone to be removed at 8 Bourke Street, Queens Park.

Under the *Road Rules 2014* (NSW), Mobility Parking Scheme card-holders are provided with the following concessions:

- Parking is permitted in 'P Disability Only' zones.

- When parking in a metered, coupon or ticket parking area, no charge is applied.
- Where parking is limited by a sign to more than 30 minutes, the vehicles can park for an unlimited time.
- Where parking is limited by a sign to 30 minutes, the vehicle can park for 2 hours.
- Where parking is limited by a sign to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.
- When stopping in a 'No Parking' zone, the vehicle can drop off or pick up passengers or goods for a period of 5 minutes.

Guidelines used:

- *Transport Administration Act 1988.*
- *RMS's Delegation to Councils; Regulation of Traffic.*
- *RMS's Signs Database.*
- *Road Rules 2014 (NSW).*

4. Financial Information for Council's Consideration

If changes to signs and/or line marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT

TC/C.05/19.06



Subject: St Thomas Street, Bronte - Construction Zone

TRIM No: A03/2514-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 15 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 6 St Thomas Street, Bronte.
2. There be no blockage to through traffic on St Thomas Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove, the construction zone as necessary and install a zone with similar times, if necessary, opposite the site.

1. Executive Summary

Council has received an application from the builder at 6 St Thomas Street, Bronte, for the installation of a construction zone on the site frontage. Council will need to exercise its delegated function to implement the proposal.



Figure 1. 6 St Thomas Street, Bronte.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles. The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of 13 weeks.

3. Technical Analysis

The site is located on the eastern side of St Thomas Street approximately 100m south of Gardyne Street. It is proposed to install a 15 m long construction zone from the southern side of the driveway of the site to the southern side of the driveway at number 4 St Thomas Street, as shown in Figure 2.

Table 1. Details of proposed construction zone at 6 St Thomas Street, Bronte.

Applicant	Built Pty Ltd
Works	Demolition of dwelling and construction of a new three storey dwelling house including new pool, deck, terrace and associated landscaping
Hours of construction	7 am–5 pm Mon–Fri, 8 am–3 pm Saturday
Frontage length	15 m
Road	St Thomas Street
Existing parking	Unrestricted
Requested length	9 m
Proposed length	15 m
Duration	13 weeks
Beginning	June 2019
Fee area	Residential without metered parking
Estimated fees	\$975 per week

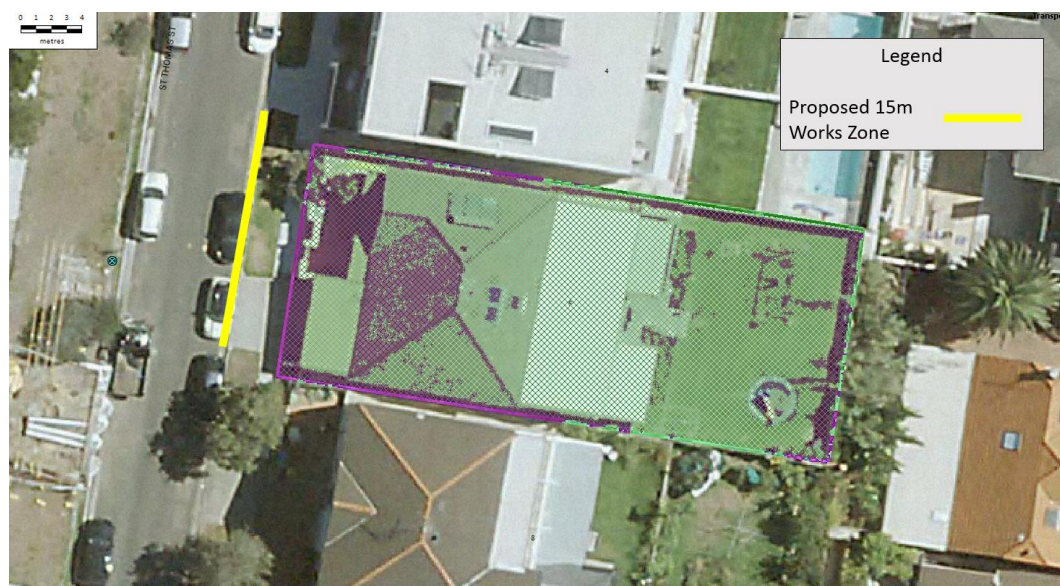


Figure 2. Proposed construction zone at 6 St Thomas Street, Bronte.

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2018–19 financial year are:

- \$65 per metre per week in a residential development.
- \$90 per metre per week in a commercial and mixed-use development.
- \$360 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments

Nil.

REPORT
TC/V.01/19.06

Subject: Barracluff Avenue, Bondi Beach - Pedestrian/Traffic Islands

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Constructs pedestrian/traffic islands with associated line marking and signage at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue, Bondi Beach, as shown in Drawing 9005 Issue A attached to this report.
2. Notifies residents of the proposal prior to construction commencing.

1. Executive Summary

A petition, signed by residents of Barracluff Avenue, Bondi Beach, has been received requesting Council give consideration to improving conditions/calming traffic in the street. Residents raised concern in regard to the speed of vehicles and the street being used a short cut principally in peak times. Council officers have met on site with resident representatives and have distributed a survey to all Barracluff Avenue residents seeking their views on the traffic island proposal. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

Residents in Barracluff Avenue have requested Council consider a number of proposals to calm traffic on the street including installation of chicanes and changing part of the street from parallel to angled parking. They have made this request as they consider it may lower vehicle speeds and volumes.

Following the site meeting between Council officers and resident representatives, a number of the original requests made by residents were found to no longer have the support of residents. This follows residents being advised that installing many of the originally proposed measures would have a significant impact on the street, primarily, the loss of on street parking. It was then decided by the residents an alternative solution would be to consider constructing pedestrian refuge islands close to intersections which would increase safety for pedestrians when crossing the street and minimise the loss of on street parking. It is this latter proposal which is the subject of this report.



Figure 1. Aerial image of Barracluff Avenue, Bondi Beach.

3. Technical Analysis

Barracluff Avenue is a local, two-way road, 185 m in length and approximately 12.8 m wide. It has a speed limit of 50 km/h. Council carried out speed and volume tube counts in the street, which revealed the following:

AADT Volumes

Southbound: 921

Northbound: 399

85th percentile speeds

Southbound: 45.4 km/h

Northbound: 41.1 km/h

These speeds and volumes are within environmental guidelines for a local road.

Survey results

Council officers surveyed the residents of Barracluff Avenue on whether they would support/not support the installation of pedestrian refuge islands. The response rate to this survey was 51.7%. The majority of responses from residents were in favour of the proposal at 80%. A summary of the responses is set out in Figure 2.

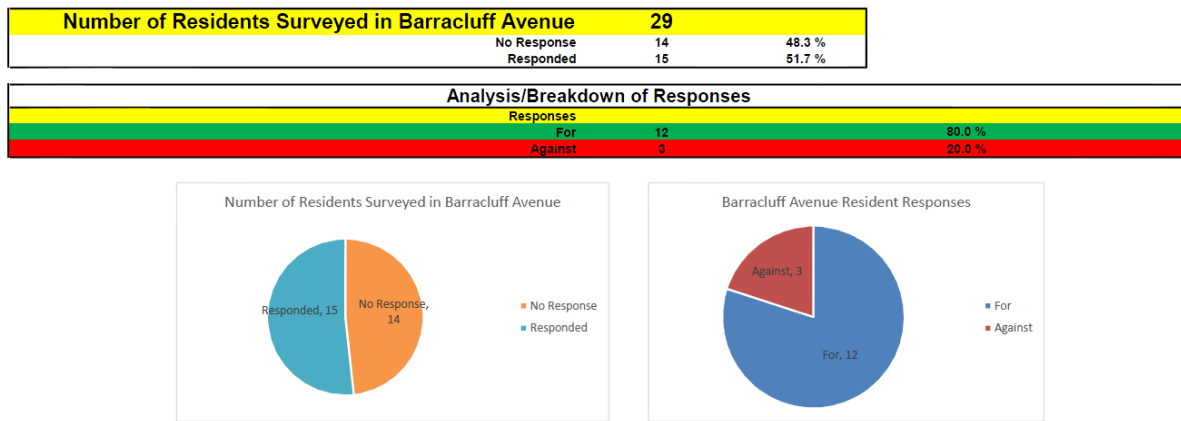


Figure 2. Summary of survey results.

4. Financial Information for Council's Consideration

Works will be funded from existing budgets.

5. Attachments

1. Barracluff Avenue - Pedestrian Refuge Island Design [↓](#)

LAMROCK AVENUE @ BARRACLUFF AVENUE, BARRACLUFF AV @ LAMROCK AV & FRANCIS ST PROPOSED PEDESTRIAN REFUGE ISLANDS

GENERAL NOTES

1. THE DESIGN DRAWINGS SHOULD BE READ IN CONJUNCTION WITH RELEVANT COUNCIL'S STANDARD DRAWINGS.
2. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.3-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
3. A TRAFFIC MANAGEMENT PLAN & SITE SAFETY PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER PRIOR TO IMPLEMENTATION.
4. SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER PRIOR TO IMPLEMENTATION.
5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S PROJECT MANAGER.
6. THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARAWEBBING FOR DURATION OF PROJECT CONSTRUCTION.
7. WHERE TRAFFIC CONDITIONS HAVE CHANGED DUE TO WORKS, CONTRACTOR TO INSTALL TEMPORARY SIGNS - "CHANGED TRAFFIC CONDITIONS AHEAD" ON ALL APPROACHES 75-100M IN ADVANCE OF THE WORK SITE AND MAINTAIN FOR 3 MONTHS AFTER COMPLETION OF WORKS.
8. ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS ARE TO BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS.
9. SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS.
10. WORK TO BE CARRIED OUT WITHIN THE APPROVED TIMINGS ONLY.

SERVICES

11. UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.
12. AUSGRID REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0M FROM UNDERGROUND ELECTRICITY CONDUITS.
13. EXISTING SERVICE COVERS SHALL BE ADJUSTED TO DESIRED LEVELS TO THE REQUIREMENTS OF THE RELEVANT SERVICE AUTHORITY.
14. NO SERVICE COVERS ARE TO BE COVERED.

SIGNS & LINEMARKING

15. ALL TRAFFIC SIGNS TO COMPLY WITH AUSPEC 262 & RMSQA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
16. ALL LINEMARKING IS TO COMPLY WITH AUSPEC 261 & RMS SPECIFICATION R141 - "PAVEMENT MARKING".
17. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRP'S TO COMPLY WITH RMS SPECIFICATION R62.
18. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
19. ALL LINEMARKING AND RRP'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE REINSTATED UNLESS NOTED OTHERWISE.
20. ALL EXISTING SIGNS TO REMAIN UNLESS OTHERWISE NOTED.
21. LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
22. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
23. ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS, UNLESS NOTED OTHERWISE.
24. UNLESS SHOWN ON PLANS, NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SENIOR DESIGN TEAM LEADER.
25. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.

IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED:

TELSTRA : 132203
AGL (GAS) : 131909
SYDNEY WATER : 132090
AUSGRID : 131388

LINEMARKING
ALL NEW LINEMARKING TO BE IN THERMOPLASTIC UNLESS NOTED OTHERWISE

NOTE
ALL EXISTING SIGNS AND LINES TO REMAIN UNLESS NOTED OTHERWISE.

IMPORTANT
REDUNDANT LINE MARKING MUST BE REMOVED BY GRINDING WHERE INDICATED ON PLANS.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARYED BY THE CONTRACT DOCUMENTS.
2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

3. NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL OF THE MANAGER DESIGN.
3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-

ELEMENT	SURFACE OF MEMBER IN INTERIOR ENVIRONMENT	SURFACE OF MEMBER IN ABOVE GROUND EXTERIOR ENVIRONMENT	SURFACE OF MEMBER IN CONTACT WITH GROUND (1)	SURFACE OF MEMBER IN WATER
ALL	35	45	55	75

NOTE:
1. COVER MAY BE REDUCED BY 10mm IF THE SURFACE IS PROTECTED BY A DAMP-PROOF MEMBRANE.
2. SLABS EXPOSED TO CORROSIVE VAPOURS, CORROSIVE GROUND WATER, SEA WATER, OR SPRAY ARE TO HAVE REINFORCEMENT COVER AS NOTED ON THE DRAWINGS.



UTILITIES, ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES

DRAWING SCHEDULE

- 1/4 - NOTES AND SCHEDULES
2/4 - LAYOUT, SIGNS AND LINEMARKING PLAN (1)
3/4 - LAYOUT, SIGNS AND LINEMARKING PLAN (2)
4/4 - DETAILS

RELEVANT STANDARD DRAWINGS:

FOLLOWING ARE WAVERLEY COUNCIL'S STANDARD DRAWINGS RELEVANT TO THIS PROJECT

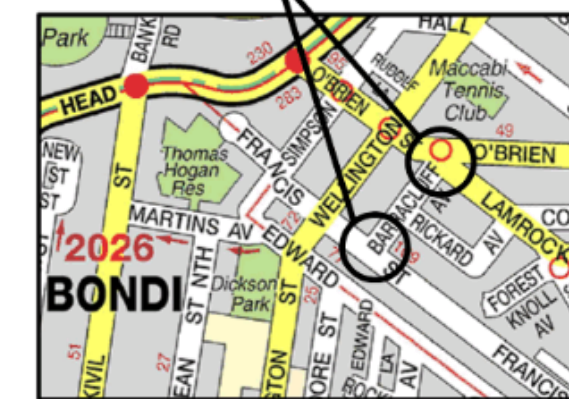
- R1 - STANDARD KERB PROFILES
- G1 - SEDIMENT & EROSION CONTROL PLAN

LEGEND

SYMBOLS	
●	STATE SURVEY MARK
▲	PERMANENT SURVEY MARK
○	SURVEY STATION
⊙	DRILLED HOLE
⊕	SURVEY NAIL
⊖	IRON
⊗	STEEL COP
⊘	COLUMN
—	EXISTING SURFACE LEVEL
⊕	BOLLARD
⊖	HYDRANT
⊕	POWER POLE
⊖	LIGHT POLE
⊕	ELECTRICITY & LIGHT POLE
⊖	ELECTRICITY PILLAR
⊕	PHONE BOOTH
⊖	MAIL BOX
⊕	TELECOMM. SERVICE COVER
⊖	TELECOMMUNICATION PILLAR
⊕	FLUSH DN
⊖	STORMWATER MANHOLE
⊕	SEWER MANHOLE
⊖	STOP VALVE
⊕	WATER METER
⊖	GAS VALVE
⊕	TRAFFIC LIGHT BOX
⊖	TRAFFIC LIGHT
⊕	UNKNOWN SERVICE COVER
⊖	PAVING METER
⊕	TRIE

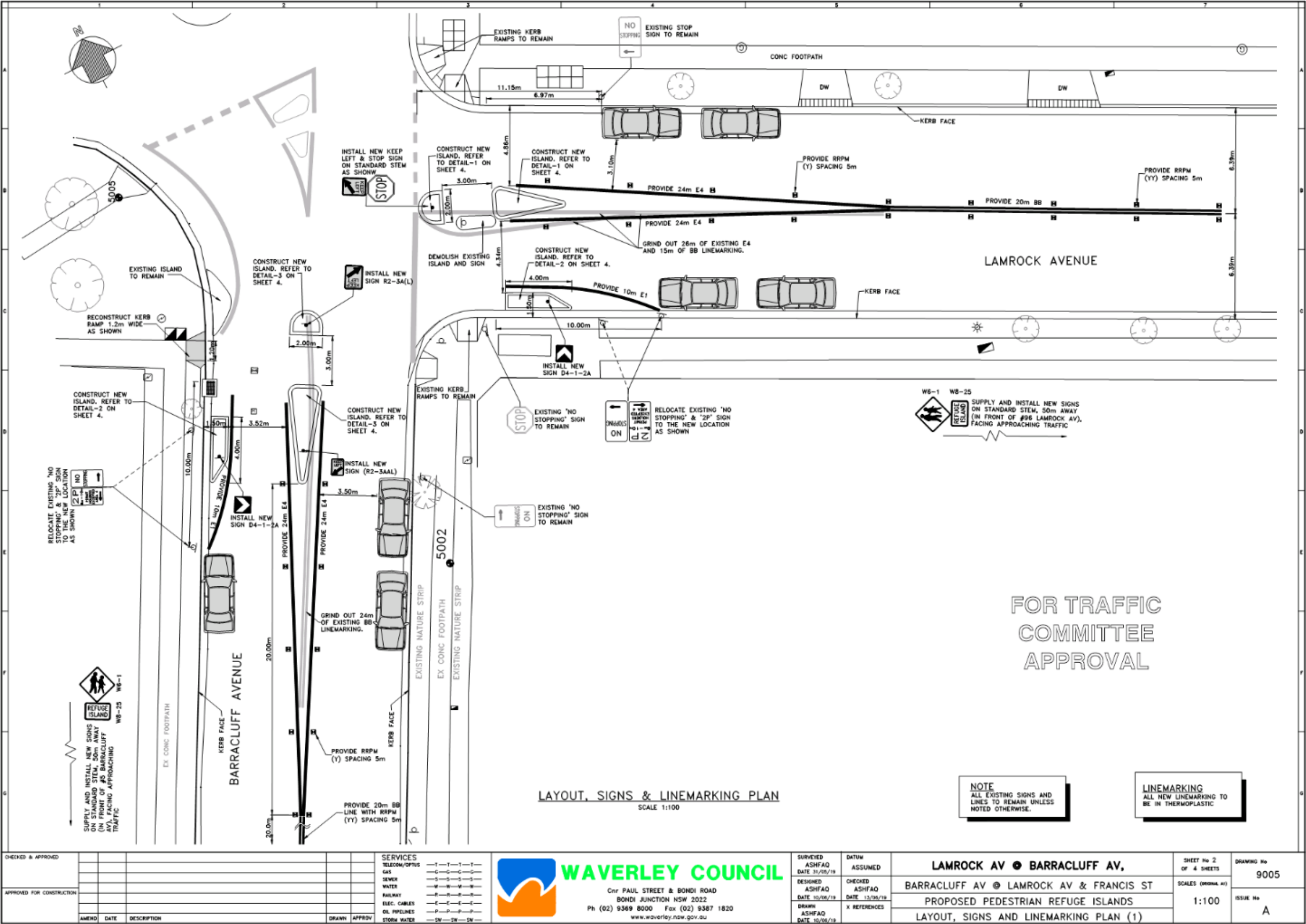
LINE STYLES	
—	FENCELINE
—	ROCKEN FENCE
—	HAND RAIL
—	GRAVED RAIL
—	DATE
—	BOUNDARY LINE
—	TOP OF BANK
—	TABLE DRAIN
—	EXISTING DRAINAGE LINE
—	NEW DRAINAGE LINE
—	HEDGE
—	EDGE OF TREE CANOPY
—	EDGE OF BITUMEN
—	LINEMARKING (TLC1, etc)
—	LINEMARKING (TLC4, etc)

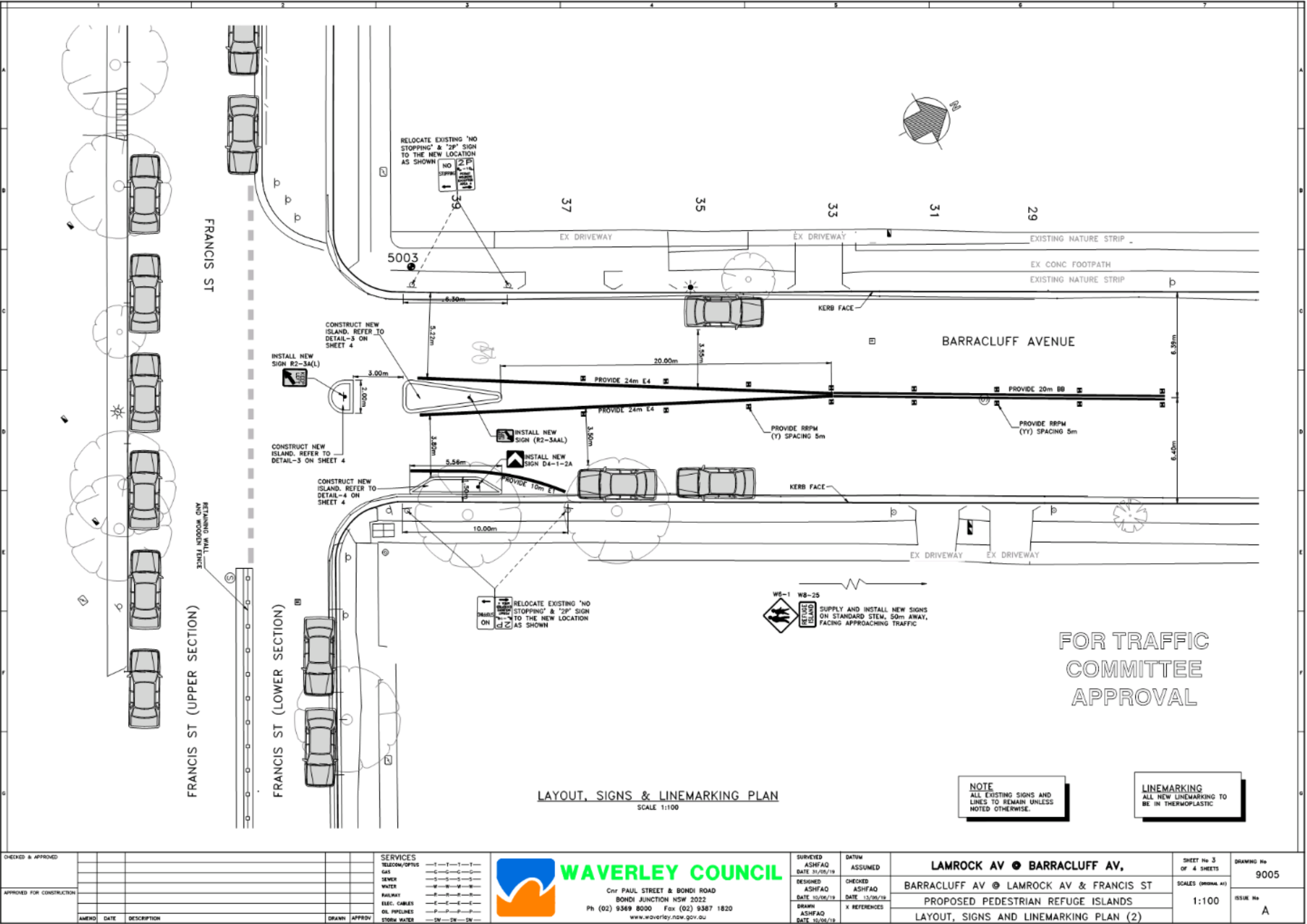
LOCATION OF WORKS

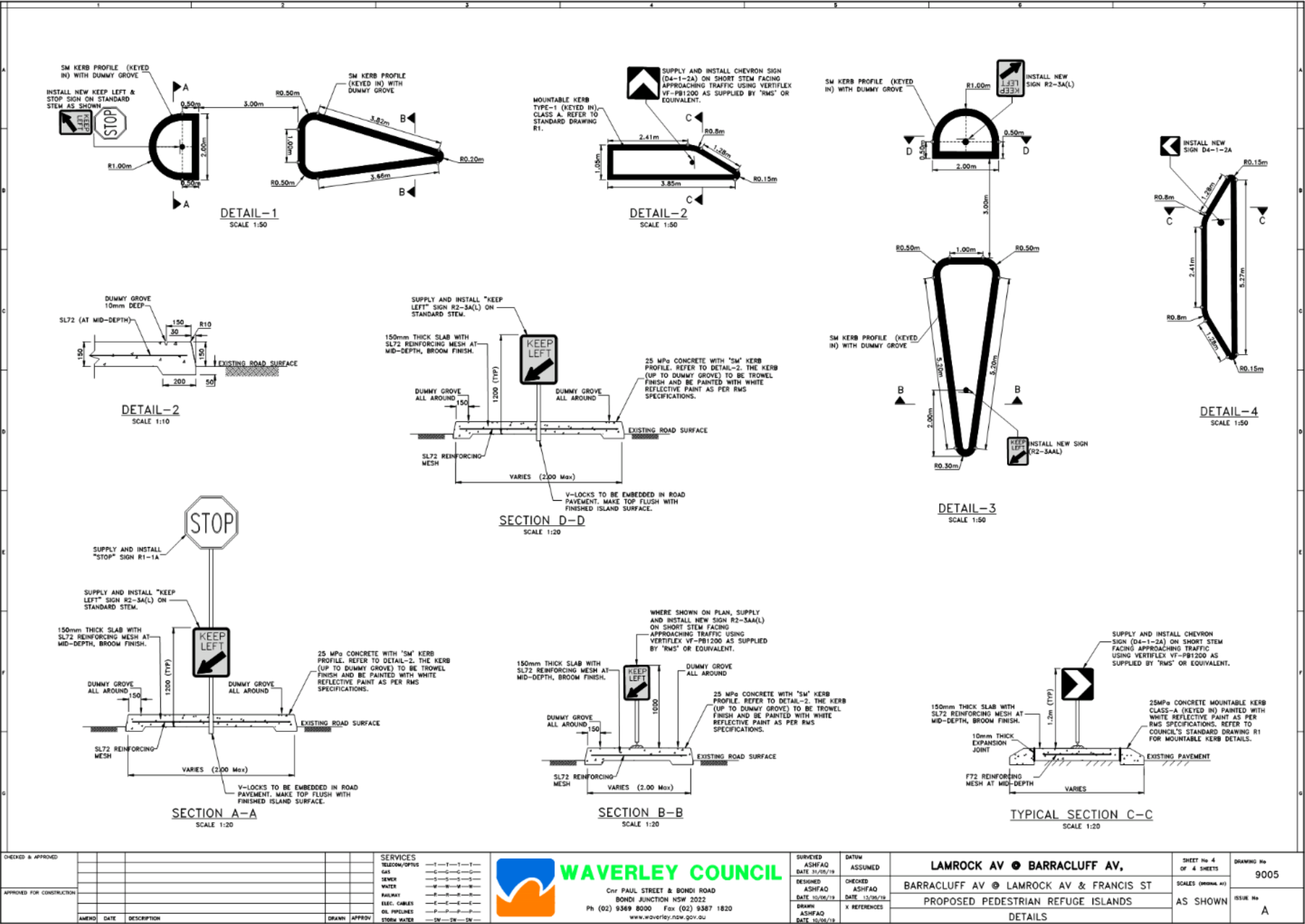


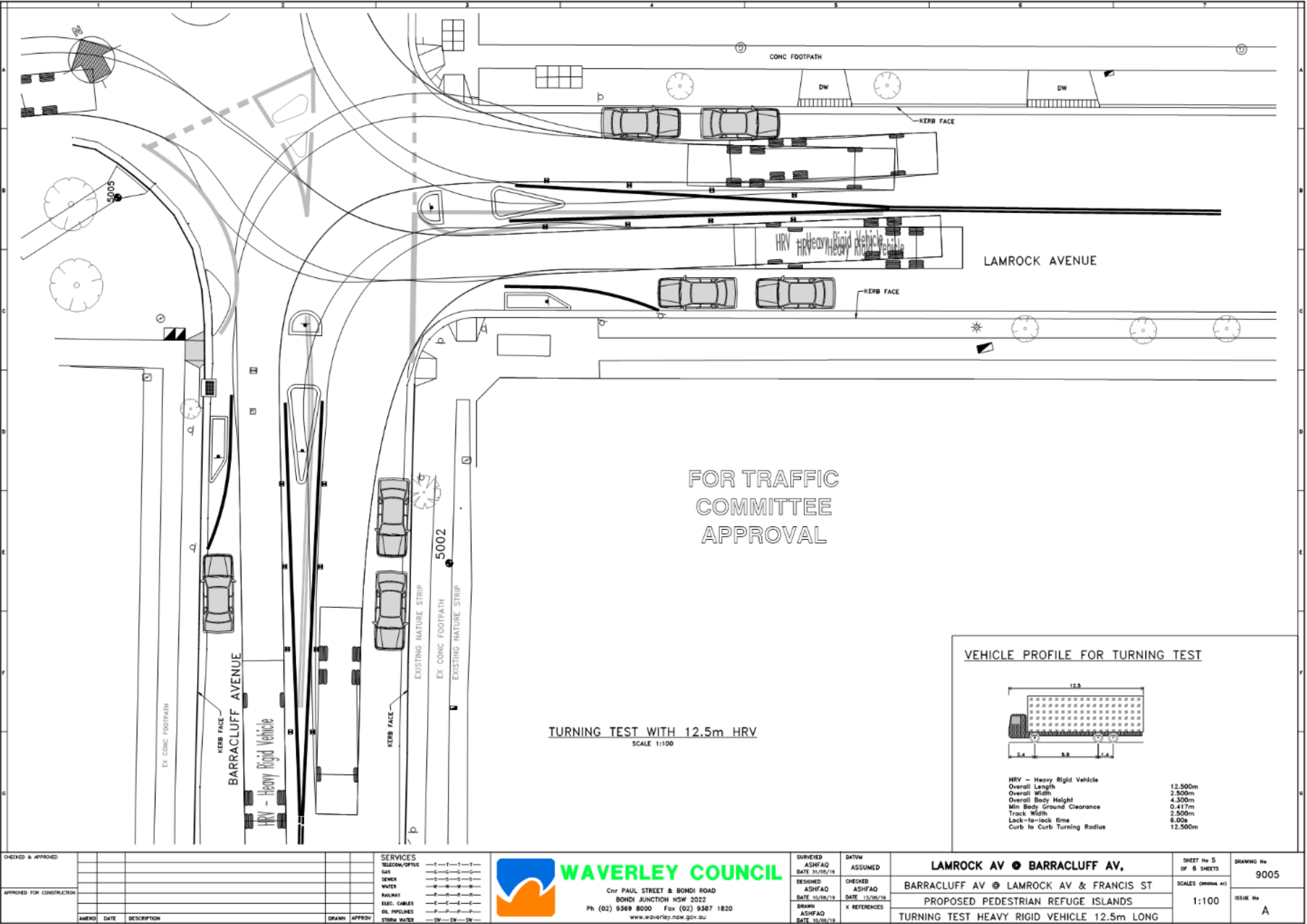
LOCALITY PLAN
(NTS)

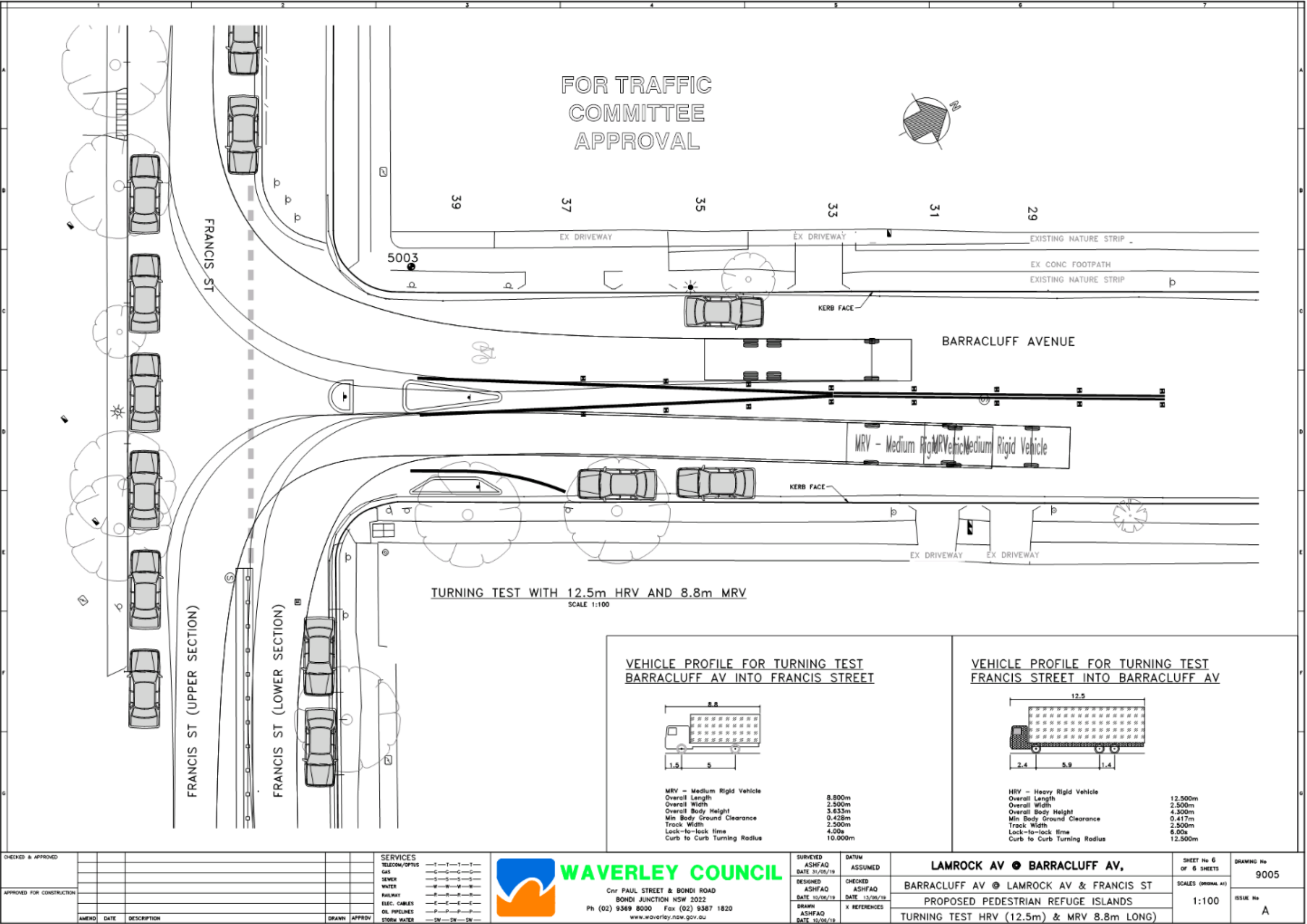
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REPORT
TC/V.02/19.06

Subject: Rickard Avenue, Bondi Beach - Closure at Lamrock Avenue
- Review

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council:
 - (a) Approves the closure of Rickard Avenue at the Lamrock Avenue kerb alignment on a temporary, trial basis for 12 months.
 - (b) Closes the roadway using temporary materials such as New Jersey style concrete barriers or similar.
 - (c) Installs a 'No Through Road' sign at the western end of Rickard Avenue.
 - (d) Extends the existing 'No Stopping' restrictions on both sides of Rickard Avenue at Lamrock Avenue to 15 metres south-west of the Lamrock Avenue kerb alignment to aid vehicle turn movements, including heavy vehicle movements.
 - (e) Installs gaps in the barriers to cater for existing bicycle movements.
2. Following the completion of the 12-month trial period, a report be brought back to the Waverley Traffic Committee on the outcome of the temporary closure.

1. Executive Summary

A petition, signed by residents of Rickard Avenue, Bondi Beach, has been received requesting that Council give consideration to closing Rickard Avenue at Lamrock Avenue. The petitioners advise the closure is required to reduce through traffic movements and vehicle speeds. Council representatives have met resident representatives of the street on site and have distributed a survey to all Rickard Avenue residents seeking their views on the proposal.

Council has requested that this matter be considered at the same time as the report on traffic calming in Barracluff Avenue. Last month's report on Rickard Avenue has therefore been reproduced here.

Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

Residents in Rickard Avenue, who are concerned with the safety of children who play in the street, have requested that the road be closed at Lamrock Avenue. They have made this request as they consider it will result in a lower speeds and volumes of traffic along Rickard Avenue. A traffic management plan for the proposed road closure has been approved by the RMS and is included at Attachment 1.

This matter was last considered by the Traffic Committee at its meeting on 23 May 2019. The Council officer's recommendation was:

'That:

1. Council:
 - (a) Approves the closure of Rickard Avenue at the Lamrock Avenue kerb alignment on a temporary, trial basis for 12 months.
 - (b) Closes the roadway using temporary materials such as New Jersey style concrete barriers or similar.
 - (c) Installs a 'No Through Road' sign at the western end of Rickard Avenue.
 - (d) Extends the existing 'No Stopping' restrictions on both sides of Rickard Avenue at Lamrock Avenue to 15 metres south-west of the Lamrock Avenue kerb alignment to aid vehicle turn movements, including heavy vehicle movements.
 - (e) Installs gaps in the barriers to cater for existing bicycle movements.
2. Following the completion of the 12-month trial period, a report be brought back to the Waverley Traffic Committee on the outcome of the temporary closure.'

The Traffic Committee recommended that the officer's proposal be adopted subject to the addition of the following clause:

'Council notes:

- (a) The lack of consultation with surrounding streets.
- (b) That the low volume of traffic would not normally justify closure, and that other calming measures could be considered.'

At the Council meeting on 18 June 2019, Council saved and excepted this item from the minutes of the Traffic Committee meeting of 23 May 2019, and made the following decision:

'That Council refers this item to a future meeting of the Traffic Committee when the Traffic Committee will be considering the report on Barracluff Avenue.'

A report on traffic calming in Barracluff Avenue, by way of pedestrian/traffic islands, is on the agenda of this meeting. Last month's report to the Traffic Committee on closing Rickard Avenue at Lamrock Avenue has therefore been reproduced here for both streets to be considered at the same time.



Figure 1. Sketch of the proposed trial road closure on Rickard Avenue at Lamrock Avenue, Bondi Beach.

3. Technical Analysis

Rickard Avenue is a local road with a speed limit of 50 km/h and is approximately 12.9 m wide. The proposed closure at Lamrock Avenue results in vehicular access being limited to Barracluff Avenue. Council undertook traffic tube counts in Rickard Avenue which showed a seven-day, annual average daily traffic (AADT) volume of 213 vehicles per day eastbound and 195 vehicles per day westbound. The 85th percentile speeds in the street were 37.3 km/h eastbound and 40.9 km/h westbound. Having regard to the relatively low volumes of vehicles currently using Rickard Avenue, (when deducting vehicle movements associated with residents own vehicle movements into and out of the street) the proposed closure is considered will have a minor impact on nearby streets including Barracluff Avenue.

The existing 'No Stopping' restrictions on both sides of Rickard Avenue at Lamrock Avenue will be extended to 15 m south-west of the Lamrock Avenue kerb alignment to create a vehicle turning area. This will result in the loss of approximately one parking space on each side of the road.

To maintain access for bicycles to and from Lamrock Avenue, 1.5 m openings will be provided at each end of the New Jersey kerb barriers.

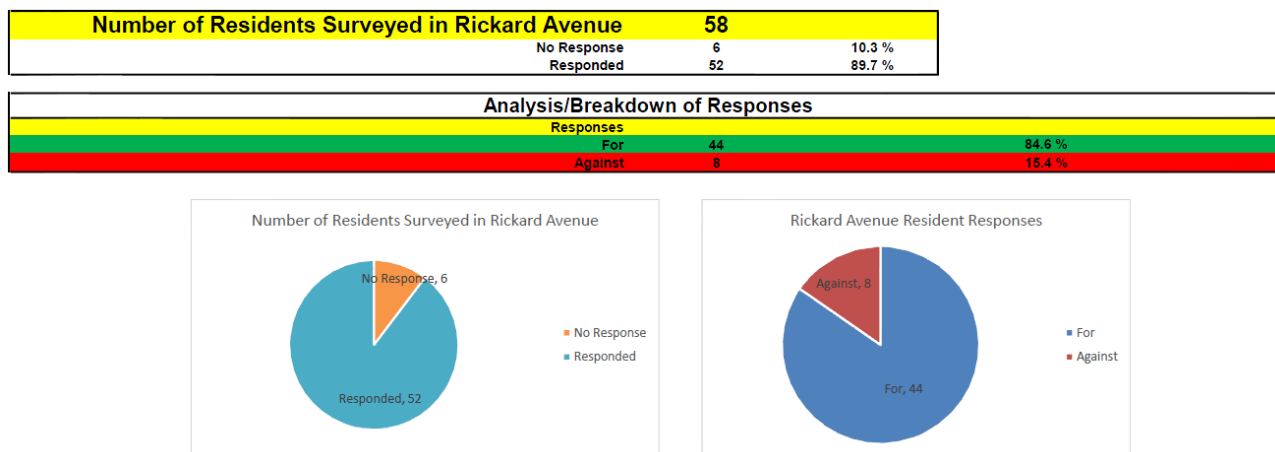


Figure 2. Summary of survey results.

Council officers surveyed the residents of Rickard Avenue. The response rate to this survey was very high at 89.7%. The majority of responses from residents over the combined area were in favour of the proposal to close the road at 84.6%. A summary of the responses is set out in Figure 2. It is also noted that there were also six responses from residents in streets immediately outside the survey area, which were all against the proposed closure.



Figure 3. Properties surveyed for proposed temporary closure of Rickard Avenue at Lamrock Avenue.

4. Financial Information for Council's Consideration

Any works associated with the temporary closure will be funded from existing budgets.

5. Attachments

1. TMP Approval - Rickard Avenue, Bondi Beach - Trial Road Closure [↓](#)



Transport
Roads & Maritime
Services

Traffic Management Plan

Temporary Road Closure

1. Waverley Council has submitted a Traffic Management Plan (TMP) in accordance with RMS' *Procedures for Use in the Preparation of a Traffic Management Plan*. Council proposes to implement a road closure of Rickard Avenue at Lamrock Avenue, Bondi Beach.
2. Council proposes to implement the above closure to reduce through traffic movements and vehicles speeds in this local residential road.
3. Vehicles will be required to detour via Barracluff Ave. Impact to travel times will be negligible.
4. No impact on cyclists or pedestrians other than the positive impact of 1 less intersection on Lamrock Ave. Emergency vehicles & Heavy vehicles will not be impacted by the closure as they can still access the street from Barracluff Avenue.
5. Public Transport will not be affected by the proposed changes.
6. Council will engage in consultation prior to the works.

The submission from Waverley Council has satisfactorily addressed the necessary requirements of the TMP therefore is **RECOMMENDED FOR APPROVAL**

RECOMMENDED

Date: 13/5/19

Ben Borger
Network and Safety Officer
Network and Safety Services

CONCURRENCE

Date: 13/5/19

David Ballm
Network and Safety Services Manager, CBD and East
Network and Safety Services

TRAFFIC MANAGEMENT PLAN

For

Rickard Avenue, Bondi Beach – Road Closure at Intersection with Lamrock Avenue

Introduction:

This Traffic Management Plan is submitted in accordance with the revised Delegation to Council's to Regulate Traffic dated 13th December 1999 for certain prescribed measures as described in Schedule 3 (limitations).

The report is submitted in accordance with the *RTA's Draft Procedures for Use in the Preparation of a Traffic Management Plan*.

A. Description & Plan of Proposed Measures:

It is proposed to close Rickard Avenue at Lamrock Avenue to reduce through traffic movements and vehicle speeds in this local road.

B. Identification and Assessment of Impact of Proposed Measures:

Rickard Avenue is a relatively quiet local road with a high proportion of young families with children. Residents of the street have requested that the road be closed at one end to improve safety for the vulnerable road users in the street.

The proposed closure at Lamrock Avenue would mean that vehicular access to the street would be limited to Barracluff Avenue. Traffic counts were conducted on Rickard Avenue showing that it currently carries 7 Day ADT volumes of 195 vehicles westbound and 213 eastbound. Given the relatively low volumes, the proposed closure will have a very minor impact on surrounding streets as a result of some of these vehicles being re-directed to Barracluff Avenue.

C. Measures to Ameliorate the Re-assignment of Traffic:

The proposed changes should have a negligible impact on the road network, as the traffic volumes currently using Rickard Avenue are relatively low.

D. Assessment of Public Transport Services Affected:

Public transport will not be affected by the proposed changes.

E. Details of Provision made for Emergency Vehicles, Heavy Vehicles, Cyclists and Pedestrians.

Emergency vehicles & Heavy vehicles will not be impacted by the closure as they can still access the street from Barracluff Avenue. One parking space on each side of Rickard Avenue at Lamrock Avenue will be removed to allow for vehicles to turn around. This will allow an 8.8 Medium Rigid Vehicle to perform a 3 point turn to turn around at the closed end of the street. Traffic calming devices that would limit the manoeuvrability of heavy vehicles in the street are not proposed.

No Impact on cyclists or pedestrians other than the positive impact of 1 less intersection on Lamrock Avenue.



Figure 1. Swept path of MRV at the closed end of Rickard Avenue where one parking space on each side of the road is proposed to be removed.

F. Assessment of Effect on Existing and Future Developments with Transport Implications in the Vicinity of the Proposed Measures.

This proposal will have minimal impact on existing and future developments.

G. Assessment of Effect of Proposed Measures on Traffic Movements in Adjoining Council Areas:

There is no impact on traffic movements in adjoining Council areas.

H. Public Consultation Process:

The changes are being proposed at the request of Rickard Avenue residents.



Waverley Council
PO Box 9, Bondi Junction NSW
1355 DX 12006, Bondi Junction
Customer Service Centre
55 Spring Street, Bondi Junction 2022
ABN: 12 502 583 608

Our ref: A03/0042-04

28 March, 2019

The Resident
Rickard Avenue
BONDI BEACH NSW 2026

Dear Resident,

Re: Rickard Avenue at Lamrock Avenue- Proposed Road Closure

Following receipt of a petition signed by residents of Rickard Avenue requesting Council give consideration to close Rickard Avenue at Lamrock Avenue to reduce through traffic movements and vehicle speeds, Council is now seeking the views of all residents of Rickard Avenue in regard to closing the road.

If Council proceeds with the closure, it will be effected on a trial basis for a 12 month period by initially installing concrete, New Jersey kerb type crash barriers across Rickard Avenue at the Lamrock Avenue kerb alignment. In conjunction with the closure, "No Stopping" restrictions will be installed to cater for the turning of vehicles at the end of the street. The restrictions may result in the loss of up to 1 car parking space on each side of Rickard Avenue.

A sketch of the proposal is included on the back of this letter.

It is requested that you complete the attached questionnaire and return it to Council prior to close of business on **Friday 19 April 2019**. If you have already signed the petition or contacted a Councillor, Council still advises you complete the questionnaire to ensure your feedback is formally captured. You can send your response to the questionnaire via:

- **Email to:** yourtrafficsurvey@waverley.nsw.gov.au or;
- **Post to:** PO Box 9, Bondi Junction NSW 1355 or;
- **Submitting it to the Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours.**

Approval to close the roadway will be required from Waverley Traffic Committee and Council prior to implementation. Should you have any comments or questions relating to the matter, please contact Councils Professional Engineer - Traffic and Developments, Behzad Saleh on 9083 8671.

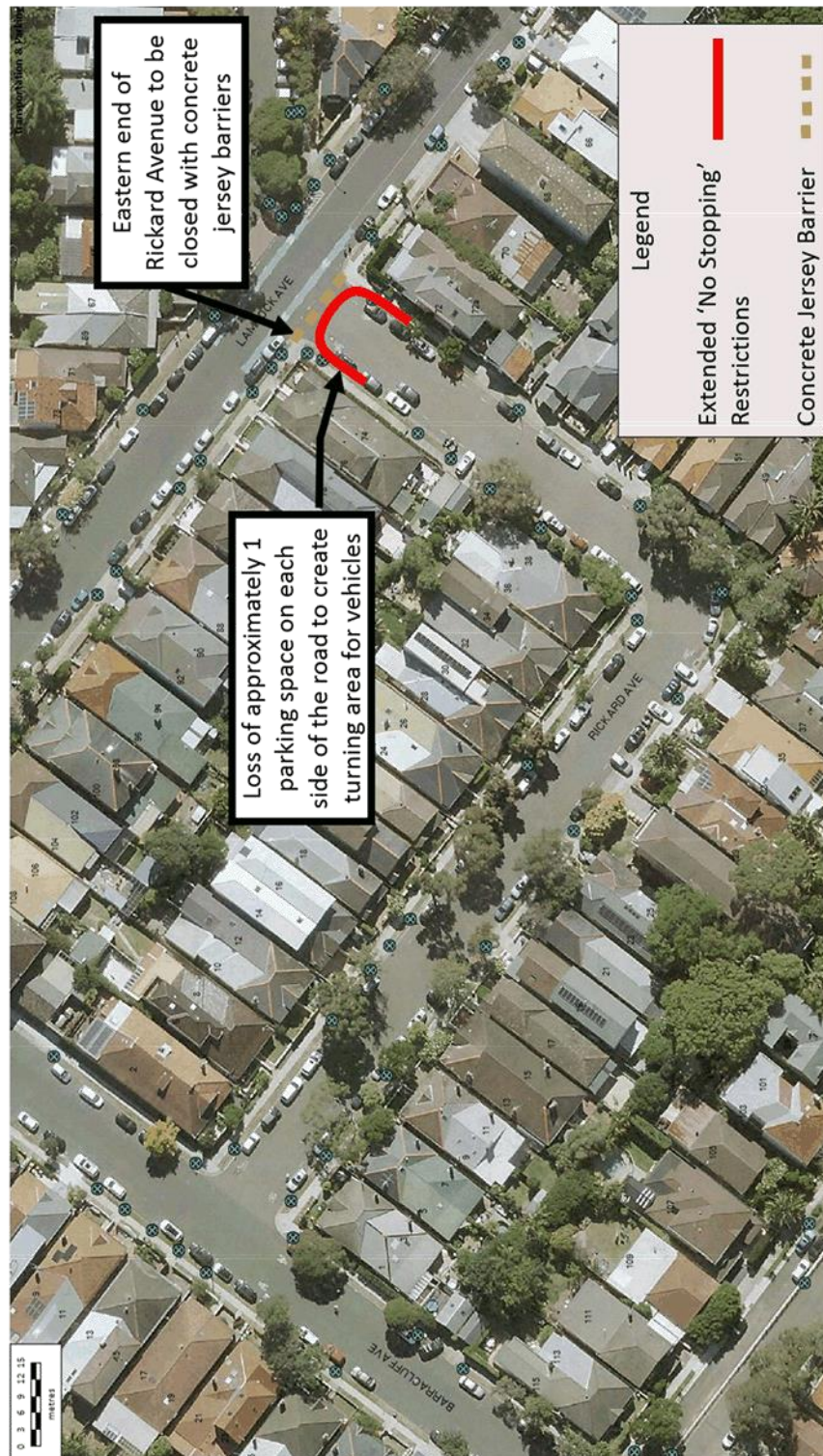
Yours faithfully

A handwritten signature in blue ink, appearing to read "Kablan Mowad".

Kablan Mowad
Senior Traffic Engineer
Waverley Council

Contact us
Phone: 9083 8000 Fax: 9387 1820
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

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RESIDENT QUESTIONNAIRE**PROPOSAL TO CLOSE RICKARD AVENUE AT LAMROCK
AVENUE, BONDI BEACH**

Name: _____

Address: _____

PLEASE CIRCLE YOUR PREFERENCE BELOW:

I support the proposal to close Rickard Avenue at Lamrock Avenue	YES / NO
--	-----------------

Comments:

For the attention of:**Kablan Mowad
Senior Traffic Engineer
Waverley Council**

REPORT
TC/V.03/19.06

Subject: Bon Accord Avenue, Bondi Junction - Temporary Road Closure (Bon Accord Lane to Flood Lane)

TRIM No.: A02/0216

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats Attachment 4 of this report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to this report, subject to the following being carried out:
 - (a) Closures are to take place only during the following days and times:
 - (i) Monday 30 September 2019 8.15 am–2.00 pm.
 - (ii) Tuesday 1 October 2019 8.15 am–2.00 pm.
 - (iii) Tuesday 8 October 2019 5.00 pm–9.30 pm.
 - (iv) Wednesday 9 October 2019 9.15 am–8.15 pm.
 - (b) The Event Organiser must:
 - (i) Engage a traffic control company approved by the Executive Manager, Creating Waverley, to implement the TMP.
 - (ii) Provide public liability insurance for the event.
 - (iii) Obtain NSW Police approval.
 - (iv) Cover all costs associated with traffic control.
 - (c) Council will:
 - (i) Issue a schedule of conditions with any additional conditions that may be imposed by the NSW Police, Roads and Maritimes Services (RMS) and the Executive Manager, Creating Waverley.
 - (ii) Submit the TMP to RMS for approval of the Transport Management Centre.

- (iii) Notify the NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations) seven days prior to the event.
- (iv) Notify local residents and businesses seven days prior to the event.
- (v) Require the use of RMS-accredited traffic controllers.
- (d) The Executive Manager, Creating Waverley, and his representative(s) are delegated authority to:
 - (i) Inspect the TMP.
 - (ii) Audit the implementation of the TMP.
 - (iii) Cancel this approval, without notice or refund.

1. Executive Summary

Council has received an application from The Central Synagogue requesting consideration be given to approving the temporary closure of Bon Accord Avenue, Bondi Junction from Bon Accord Lane to Flood Lane in order to facilitate the annual High Holydays celebrations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The Central Synagogue has requested approval for the closure of Bon Accord Avenue in the section between Bon Accord Lane and Flood Lane during the following days and times:

- | | | |
|-------------|-------------------|------------------|
| • Monday | 30 September 2019 | 8.15 am–2.00 pm. |
| • Tuesday | 1 October 2019 | 8.15 am–2.00 pm. |
| • Tuesday | 8 October 2019 | 5.00 pm–9.30 pm. |
| • Wednesday | 9 October 2019 | 9.15 am–8.15 pm. |

It should be noted there are no changes to road closure points to those approved in previous year.

Council has prepared a transport management plan (TMP) on behalf of the synagogue, including a detailed traffic control plan; see Attachments 1, 3 and 4. Council will be undertaking resident notification (Attachment 2, 3), and appropriate Council officers will be present at the closure points to assist resident access.

This is a Class 2 Special Event with road closures being carried out in accordance with the RMS *Guide to Traffic and Transport Management for Special Events*. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event including advising Council on conditions to set for the use of the road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a schedule of conditions.

3. Technical Analysis

The attached TMP proposes that the closure be undertaken in the manner detailed in Table 1 below.

Table 1. Proposed closure schedule.

Date	Time	Activity
16 September 2019	N/A	<p>Creating Waverley to:</p> <ul style="list-style-type: none"> • Distribute notification to local residents and businesses. • Signpost notification in the street.
Days and times as above	Start time	<p>The temporary closure of Bon Accord Avenue be implemented by the approved traffic control company.</p> <p>Access will be closed to:</p> <ul style="list-style-type: none"> • Non-resident vehicles. • Participants' vehicles (VIP or otherwise). <p>Continuous access will remain open for:</p> <ul style="list-style-type: none"> • Local residents' vehicles, if parking is available. • Emergency vehicles. • All pedestrians. <p>Council parking officers will be on-site at closure points to facilitate resident access</p>
Days and times as above	Finish time	Bon Accord Avenue opens for through traffic and all normal traffic conditions to resume.

RMS will need to approve the temporary closure of part of Bon Accord Avenue with the TMP being forwarded for the authority's consideration, as the closure may affect Old South Head Road, which is a State Road. Once all approvals and conditions have been satisfied, staff from RMS as well as Council's Executive Manager, Creating Waverley, can sign the TMP authorising its implementation.

4. Financial Information for Council's Consideration

The Central Synagogue will be required to cover all associated costs prior to closures taking place.

5. Attachments

1. Transport Management Plan [↓](#)
2. Notification letter [↓](#)
3. Traffic Control Plan [↓](#)
4. Traffic Control Plan (confidential)

**The Central Synagogue
High Holydays Event**

Draft Transport Management Plan

**Prepared by Creating Waverley Sub-Program,
Waverley Council**

Introduction

This *Transport Management Plan (TMP)* has been prepared by Waverley Council's Traffic Engineer – Creating Waverley, Mr Sam Samadian, for the Central Synagogue's High Holydays event to be held on 30 September and 1, 8 & 9 October 2019.

This congregation is an annual event in celebration of Rosh Hashanah (Jewish New Year) and Yom Kippur (Day of Atonement).

The objectives of this *TMP* are to:

- Comply with requirements of Occupational Health & Safety Act 2000,
- Isolate the event from traffic,
- Manage reduced capacity of road system, and
- Minimise traffic impact on non-event community & emergency services.

ApprovalsWaverley Council

This *TMP* has been forwarded to Waverley Council for their Local Area Traffic Committee and the Council's approval.

Roads and Maritime Service of NSW

This is a Class 2 Special Event, in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*. No Road Occupancy Licence (ROL) is required.

There are no Special Event Clearways to be provided and it is not proposed that any speed limits be changed for the event.

NSW Police Force

This *TMP* has been forwarded to Eastern Suburbs Local Area Command for their approval.

Notification

The letter shown in Attachment 2 shall be distributed to the local residents and businesses, as shown in Figure 1, below, a minimum of fourteen (14) days prior to the event.

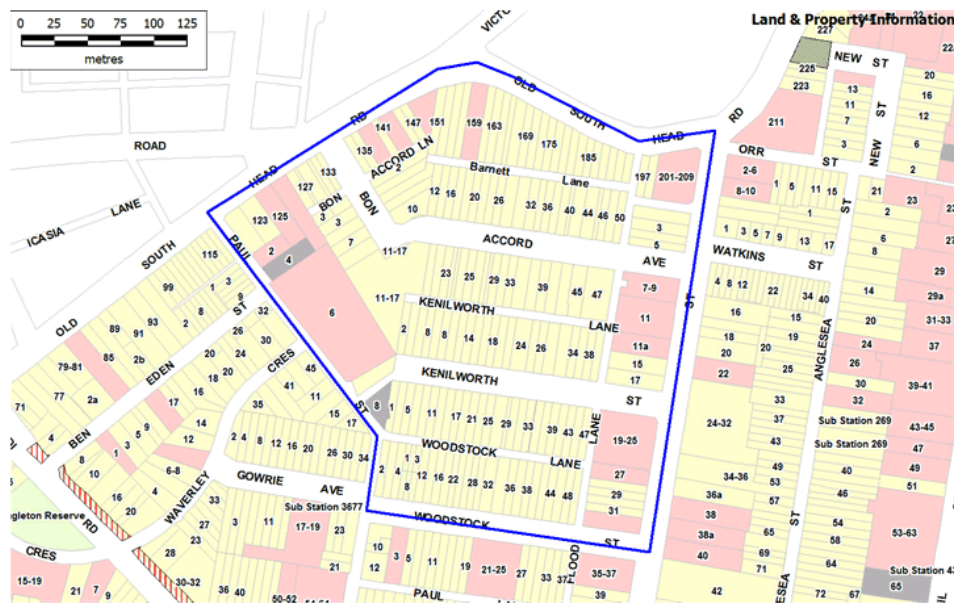


Figure 1 Notification distribution

Sydney Buses, Local Fire Brigades (Bondi, Woollahra & Randwick Fire Stations) and the NSW Ambulance Service are to be notified a minimum of seven (7) days prior to the event with the approved Traffic Control Plans.

Traffic Control

Impact of Event

The event is likely to impact local traffic and transport systems and the local non-event community. It is not intended that the event will impact major traffic and transport systems or the wider non-event community.

Road Closures

The following roads will need to be closed to through access to provide safe passage for participants and reduce conflict with through vehicles:

- Bon Accord Avenue, between Bon Accord Lane and Flood Lane

For the duration of the event, access will be closed to:

- non-residents' vehicles, and
- participants' vehicles (VIP or otherwise).

Continuous access will remain open for:

- local residents' vehicles, if parking is available,
- emergency vehicles, and
- all pedestrians.

Traffic Control Plans

The Traffic Control Plans, in Attachment 4, have been prepared by the author (RMS accreditation SM 17101) and meet Australian Standard AS 1742.3. They are to be implemented by RMS accredited persons during the following periods:

- Monday, 30 September 2019 8.15am – 2.00pm
- Tuesday, 01 October 2019 8.15am – 2.00pm
- Tuesday, 08 October 2019 5.00pm – 9.30pm
- Wednesday, 09 October 2019 9.15am – 8.15pm

It is proposed that the traffic control be implemented in the manner detailed in Table 1, below.

Table 1 Proposed closure schedule

Date	Time	Activity
16 Sep 2019	N/A	Council's Creating Waverley Sub-program to: <ul style="list-style-type: none"> ▪ distribute notification to local residents and businesses, and ▪ signpost notification in the street.
As above	Start time	<p>Authorised Traffic Company and Police to implement the temporary closure of Bon Accord Avenue.</p> <p>Council's Parking Patrol officers will also monitor the closure points randomly to ensure residents are being let in.</p> <p>Access will be closed to:</p> <ul style="list-style-type: none"> ▪ non-residents' vehicles, and ▪ participants' vehicles (VIP or otherwise). <p>Continuous access will remain open for:</p> <ul style="list-style-type: none"> ▪ local residents' vehicles, if parking is available, ▪ emergency vehicles, and ▪ all pedestrians.
As above	Finish time	Bon Accord Avenue opens for through traffic and all normal traffic conditions to resume.

Traffic Controllers

The total of three (3) RMS accredited Traffic Controllers, including relief personnel, will be assigned to control traffic for the event, as shown on the Traffic Control Plans. Council officers also will attend on a random basis to ensure resident's access at closure points.

Bus Services

Public bus services will not be affected by the event.

Participants

It is estimated that a total of 1,980 participants will attend the event, with no spectators expected. A maximum of 2,000 participants (synagogue seating capacity) has been set to ensure safety and smooth operation.

Amenities

Fixed toilets and amenities will be available for participants to use within the premises.

Festivity-based food and drinks will be available for participants within the premises.

This is an alcohol-free event.

Arrival

No special arrangements have been made to help participants travel to the event and they are expected to make their own travel arrangements. It is understood that, due to religious beliefs, synagogue members will not be driving to these events. Notwithstanding, participant vehicles (VIP or otherwise) will not be able to enter the closed section of Bon Accord Avenue.

Departure

No special arrangements have been made to help participants leave the event and they are expected to make their own travel arrangements. Participant vehicles (VIP or otherwise) will not be able to enter the closed section of Bon Accord Avenue.

Waste

All waste generated from the event is to be collected at the end of each day or the following morning and removed as part of normal waste collection services for the synagogue.

Emergencies

There will be three (3) security guards, supplied by Community Security Group (CSG), operating for the entirety of the event. Members of the CSG will be co-ordinating all security activities. No members of the security will be involved with the controlling of any traffic, vehicle, pedestrian or otherwise.

First Aid

First aid facilities are provided on the premises.

Emergency Vehicle Access

A minimum of three (3) metres clear path will be provided through the affected roads to provide access for emergency vehicles.

Emergency Contacts

The individuals listed in Table 2, below, will be available to co-ordinate any emergency situations, should they arise, for the duration of the event.

Table 2 Emergency contacts

Name	Organisation	Telephone Number
Parking Patrol Officer	Waverley Council	0414 369 801
Parking Patrol Officer	Waverley Council	(02) 9083 8000
TBA	Community Security Group	TBA



Waverley Council
PO Box 9, Bondi Junction NSW
1355 DX 12006, Bondi Junction
Customer Service Centre
55 Spring Street, Bondi Junction 2022
ABN: 12 502 583 608

Our ref: A02/216

12 September 2019

Dear Resident,

Notification of temporary closure, Bon Accord Avenue, Bondi Junction

Waverley Council will be implementing temporary road closures in Bon Accord Avenue, between Bon Accord Lane and Flood Lane for four days in September. The closures are necessary for the safety of all road users during the forthcoming High Holydays celebrations at the Central Synagogue.

Residents with driver licences indicating a Bon Accord Avenue address will be permitted to enter and exit the street in their vehicles during the closures at the discretion of Council officers on duty.

If you are a resident of Bon Accord Avenue and your driver licence does not indicate your current address, please contact Council's Parking Admin Officer, on 9083 8444 with your vehicle's registration details before 27 September 2019. Emergency vehicles are the only other vehicles that will be permitted to enter Bon Accord Avenue during the periods of closure.

To avoid any inconvenience, please make a note of the dates and expected time periods of closures:

- | | | |
|--------------|-------------------|------------------|
| • Monday, | 30 September 2019 | 8.15am – 2.00pm |
| • Tuesday, | 1 October 2019 | 8.15am – 2.00pm |
| • Tuesday, | 8 October 2019 | 5.00pm – 9.30pm |
| • Wednesday, | 9 October 2019 | 9.15am – 8.15pm. |

If you have any queries or issues during the road closures, please contact the Council officer in charge on 9083 8000 or 0414 369 801.

For more information about the road closures, please contact me on 9083 8676 during business hours.

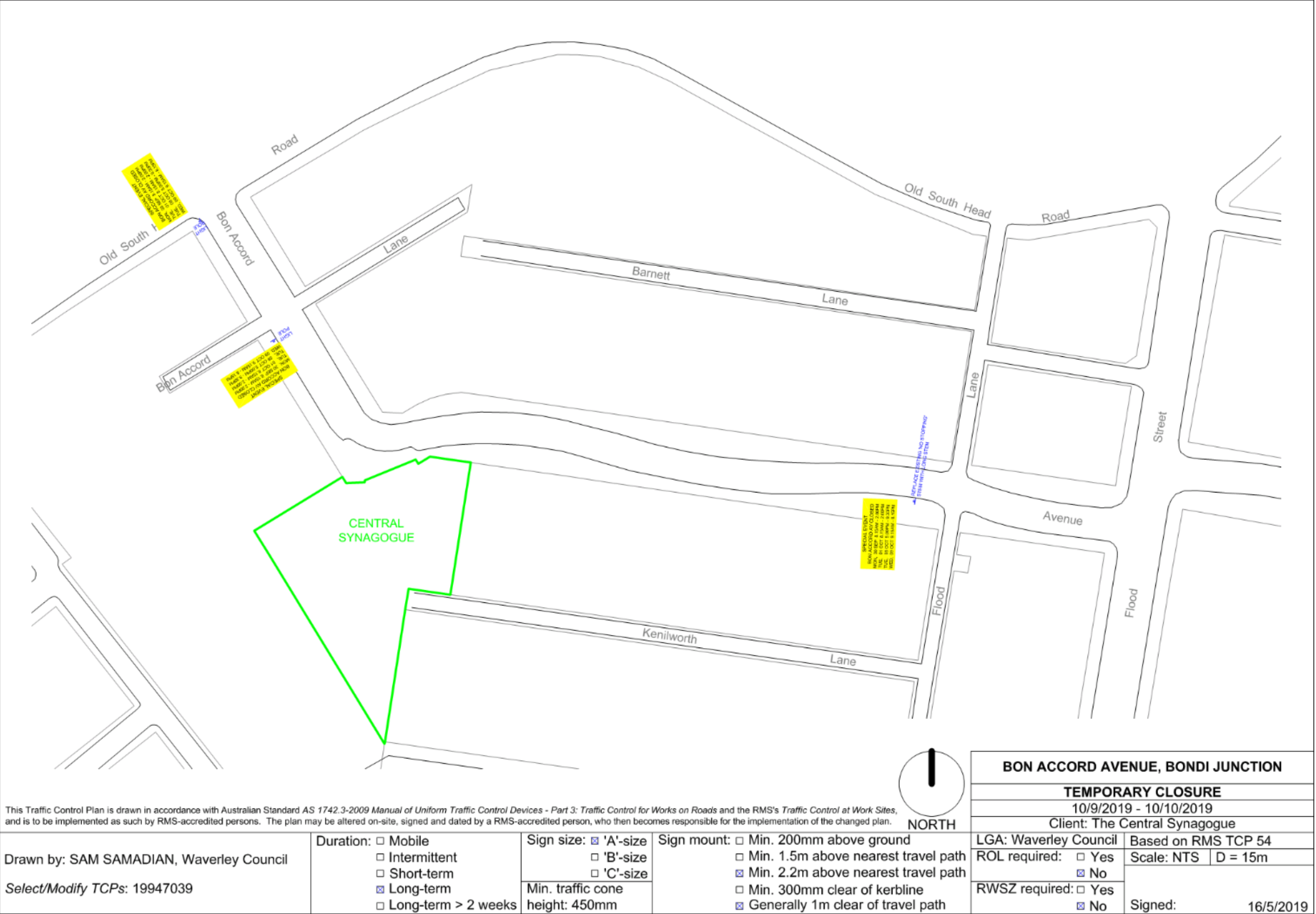
Yours faithfully,

A handwritten signature in black ink, appearing to read "S. Samadian".

Sam Samadian
Traffic Engineer – Creating Waverley

Contact us
Phone: 9369 8000 Fax: 9387 1820
Email: info@waverley.nsw.gov.au
Web: www.waverley.nsw.gov.au

Connect with us
facebook.com/whatsonwaverley
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REPORT
TC/V.04/19.06

Subject: Military Road - Pinch Point Improvements

TRIM No: A16/0524

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council undertakes the proposed works at pinch point locations 1, 2 and 3 along Military Road, in accordance with the drawings attached to this report.

1. Executive Summary

At the Operations and Community Services Committee meeting on 1 May 2018, Council made the following decision in relation to pinch points at several locations along Military Road:

'That Council:

1. Approves the widening of Military Road at Pinch Point Locations 1, 2 and 3, as shown in the attachment to this report.
2. Prior to the final design, consults all affected neighbours and the Diamond Bay, Dover Heights and North Bondi Precinct committees.
3. Notes that funding for the widening of Military Road will be considered in the future.'

This report presents the proposed designs for each of the three approved pinch points and the results of the community consultation.

2. Introduction/Background

Over the years, Council has received complaints from residents in relation to Military Road and issues associated with its narrow carriageway width. There have been many instances where residents report vehicles have had side mirrors damaged or have been side swiped. There are also times where vehicles have difficulty passing one another due to traffic incidents or road works which results in traffic congestion. Road widening at key locations has been suggested as a way to address these issues.

3. Technical Analysis

Council officers have undertaken an investigation into the matter and prepared design drawings addressing the issues at three identified pinch points.

Pinch point location 1 – Military Road at Kimberly Street, Vaucluse

This first pinch point location is the bend on Military Road immediately north of Kimberley Street. The issue at this location is the BB centrelines are offset and vehicles park too close to the bend narrowing lane widths. The proposed design at this location involves grinding off the existing centrelines and remarking the centrelines so that they are placed more centrally through the bend. Yellow plastic lane dividers are proposed to be installed to reduce the incidence of drivers crossing the centreline. Two parking spaces are to be removed west of the bend to allow vehicles to pass each other with greater clearances.

Residents along the bend were consulted regarding the changes and only one objection was received and that related to the using the yellow lane dividers.



Figure 1. Photo of the bend on Military Road looking east towards Kimberly Street.

Pinch point location 2 – Military Road at Wentworth Street, North Bondi

The second pinch point location is the section of Military Road, North Bondi between Wentworth Street and Hugh Bamford Reserve (5–21 Military Road). The issue here is road carriageway width. The proposed design involves widening the road on its eastern side by approximately 1.8 m by demolishing the existing kerb and gutter and replacing it with a new dish drain and paving the area for parking vehicles. The design will provide for suitable parking lane widths and maintain two full width through traffic lanes. Changes to the bus stop south of 54 Murrivier Road, which has a frontage to Military Road, are also proposed to allow buses to stop completely out of the through traffic lane. This will result in the loss of approximately one on street parking space.

Residents along this section of Military Road were consulted with regarding the widening proposal and of the 11 responses received, six were against the proposal and five were in support. The objections were primarily related to resident's losing the ability to park vehicles on their driveways on the footpath area due to the footpath area being reduced in width. It is illegal under the current Road Rules to park a vehicle on the footpath area.



Figure 2. Photo of the bend on Military Road looking south from Wentworth Street.

Pinch point location 3 – Military Road from Blair Street to Wallis Parade, North Bondi

The third pinch point location is the section of Military Road from Blair Street to Wallis Parade. The proposed design involves making changes to the position of the existing painted centreline to increase traffic lane widths as much as reasonably possible adjacent to parked vehicles. Changes to bus stops on this section are also proposed to allow buses to draw in and stop clear of the through traffic lane. This proposal will result in the loss of approximately three on-street parking spaces.

Residents were consulted in this section of Military Road. Five responses were received, with three being objections related to the loss of parking adjacent to bus stops and whether the proposal would be effective in addressing the narrow roadway issue.



Figure 4. Photo of Military Road looking south from Blair Street.

The results of the resident consultation have been summarised in Attachment 1.

No objections have been received from the Diamond Bay, Dover Heights and North Bondi Precinct Committees.

4. Financial information for Council's consideration

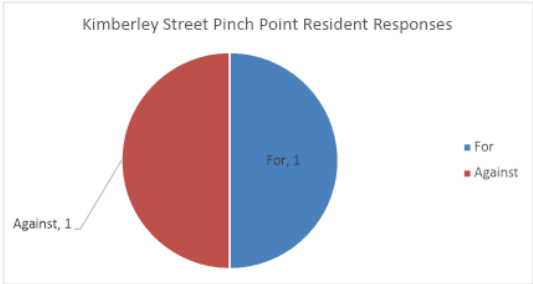
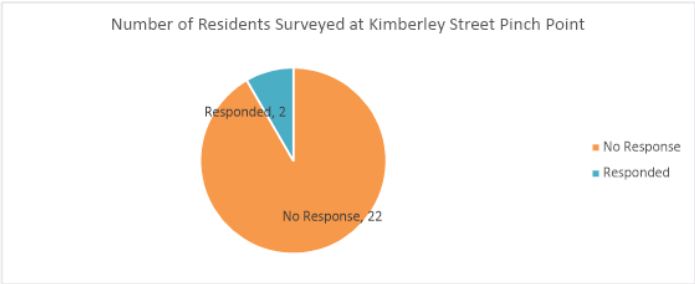
Funding of the road widening will come from existing budgets.

5. Attachments

1. Summary of resident responses [↓](#)
2. Military Road at Kimberley Street [↓](#)
3. Military Road at Wentworth Street [↓](#)
4. Military Road at Blair Street [↓](#)

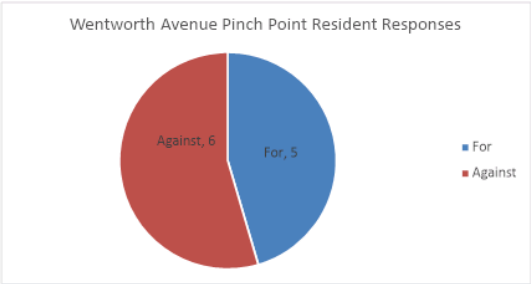
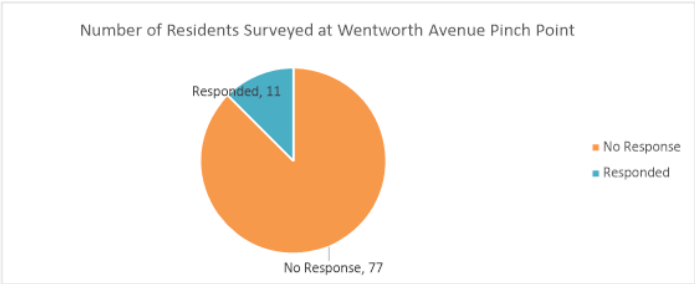
Number of Residents Surveyed at the Kimberley Street Pinch Point		24	
No Response	22	91.7 %	
Responded	2	8.3 %	

Analysis/Breakdown of Responses			
Responses			
For	1	50.0 %	
Against	1	50.0 %	



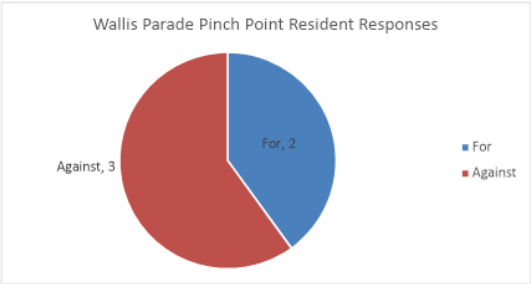
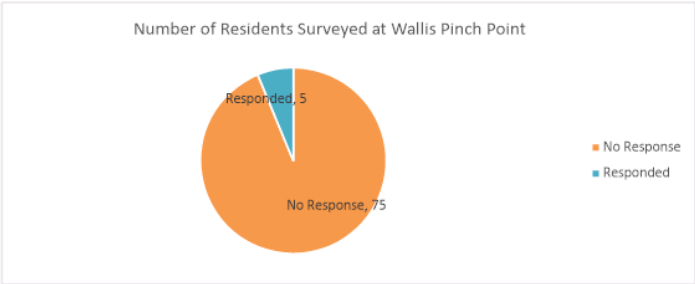
Number of Residents Surveyed at the Wentworth Avenue Pinch Point		88
No Response	77	87.5 %
Responded	11	12.5 %

Analysis/Breakdown of Responses		
Responses		
For	5	45.5 %
Against	6	54.5 %



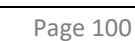
Number of Residents Surveyed at the Wallis Parade Pinch Point		80
No Response	75	93.8 %
Responded	5	6.3 %

Analysis/Breakdown of Responses			
Responses			
For	2	40.0 %	
Against	3	60.0 %	

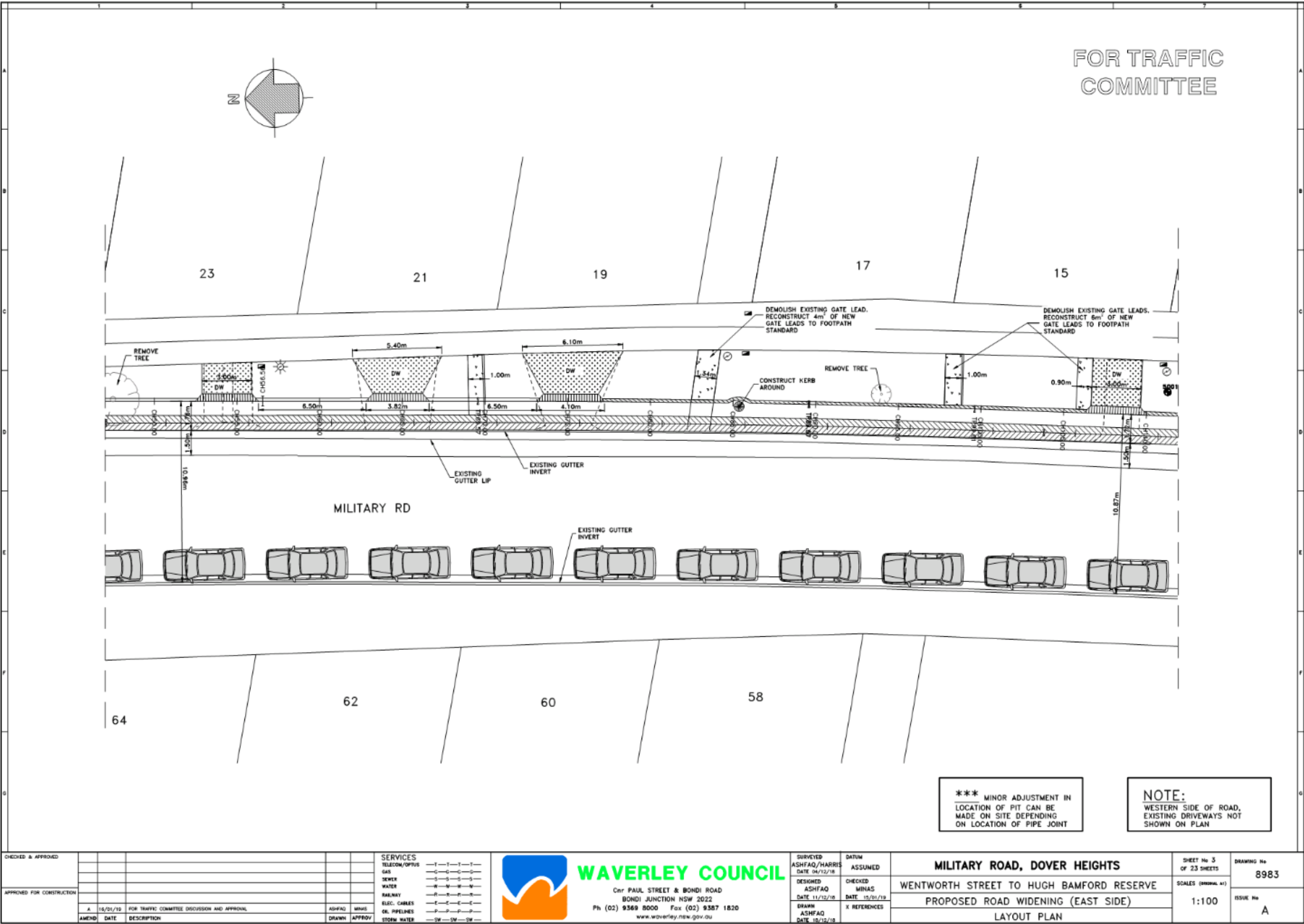


Comments Re: Pinch Point 1
We agree with the removal of parking however we strongly oppose the installation of the plastic lane dividers. They will cause more accidents for cyclists and they look ugly.
We endorse your proposal as it will be easier and safer for buses on the turn and relieving congestion on the bend.
Comments Re: Pinch Point 2
I strongly oppose the changes. We will lose our driveway parking and be forced to find street parking some distance away. Numbers 7, 9, 11, 15 Military Road all use our driveway as exclusive and convenient parking. Further residents in Wentworth Street will experience additional inconvenient street parking. There has also been no prior consultation.
I don't support taking away parking spaces including our driveway which we use, as do all properties on the eastern side for parking. You don't need to widen the road 1.8m you could widen 0.8 or 1m, retaining driveways and saving car mirrors.
It is a shame to lose parking on our driveway, but as the issue sometimes causes traffic problems with buses it is a more favourable option than losing parking on the street.
My wife and I bought our house less than 12 months ago and a strongly opposed to these works for three main reasons:
<ol style="list-style-type: none"> 1. Widening the road and adjusting the driveways will remove car spaces for at least 10 cars. If you view our street at night you will see that almost all of the residents park in their driveways between the street curb and the footpath as highlighted in the attached sketch. If the driveways were brought in 1.8 meters residents could no longer park here as cars would directly impede residents trying to use the footpath. We have 2 cars – we park one in our carport and one off street in the driveway between the road and the footpath. 2. We are strongly opposed to the removal of the tree in front of our house from an environmental perspective. It also provides privacy and softens the ugly appearance of all the power lines that dominate the street. 3. Restricted access to our house and driveway during the length of the constructions works. We would have nowhere to park and will not be able to access our house during the works.
Although I fully understand the intent of the works I feel that it will be severely detrimental to the residents in the houses affected.
When we bought our house we liked the fact that it was set back from such a busy street. A clearway during peak hours would be a far more cost effective solution.
My concern is the power pole in front of my house and the drains. I have a pump which pumps water out to the street from my house otherwise I would have an indoor pool.
While works are taking place this is a prime opportunity to address the road condition, particularly the seams in the concrete levels. These levels are creating noise and vibration which causes damage to property.
Will relieve the danger of crossing the road as well as replacement car side mirrors. Buses will be able to pass without stopping traffic in both directions.
Excellent idea, way overdue. This section of Military Road is a wasteland of broken side mirrors, I have personally lost 2 and had a bus scrape my car.
We have limited access to street parking and making changes to parking at the bus stop would exacerbate this. Please take parking out for the bus stop outside No. 54 as they have offstreet parking.
Comments Re: Pinch Point 3
By moving those two Bus stops, don't bother me one way or the other. However I personally don't see any benefit to any one, I only see a waste of funds. The only thing I can suggest that could make difference would be to create a shoulder for the bus to pull in to keep the traffic flowing. Another suggestion, once again is only my opinion, we have two Bus stops close to each other. One in the Conner of wales parade and the other in the Conner of Blair street and I feel that could be done with one by centralise between wales parade and Blair street. I see that most of the people get on and off are towards the centre. To make the difference to the street should do away with one bus stop as they are too close to each other. Centralise one, where most convenient to the public to hop on and off the bus.
Moving bus shelter on the eastern side of Military Road opposite Wallis Parade will be more dangerous as it will be too close to the corner and act as a blind spot. Speeding cars travel in both directions and always cut the corner and cross the double centrelines. The loss of 3 car parking spaces will have a major impact on residents due to the shortage of spaces and increased number of units built since 1973. Visitors to the beach on weekends who drive around looking for free parking cause alot of the congestion. The size and width of some of the trucks and vans that park on both sides of the road are often the cause of traffic being backed up as buses dont have the width to pass each other between Blair and Wallis Parade. Timed resident parking should also be introduced. An indented bus bay should also be considered on the eastern side of the road
This proposal will do absolutely nothing to alleviate the choke point. When two buses meet on the bend, one will still have to hold off an wait while the other passes. Moving the centre line a few centimetres is a cosmetic change – the width of the road will not be altered.
I am surprised to hear reports of side-swiping of parked cars. In many years of parking my vehicles on Military Road I have never experienced this, as I am careful to park close to the kerb and there is ample room is one parks correctly. Many people, of course, park haphazardly.
The extremely concerning aspect of this proposal is the removal of 3 precious parking spaces. The diagram provided is completely incorrect of its representation of parking along Military Rd. The section from numbers 6 to 20 has numerous driveways which reduce the available spots. Already local residents have to compete with dumped cars and boats that hog these few spots for months at a time, immobile. In summer residents literally have to park up to a kilometre away in the next suburb.
In short, this proposal is utterly ridiculous. It will do absolutely nothing to solve the pinch point problem and will seriously exacerbate the problem of resident parking. It would be a complete waste of public money, not to mention the period of severe inconvenience during the construction.
I sincerely hope you do not proceed with this pointless exercise, and instead consider addressing the real problem of parking. How about outlawing boat parking for a start?





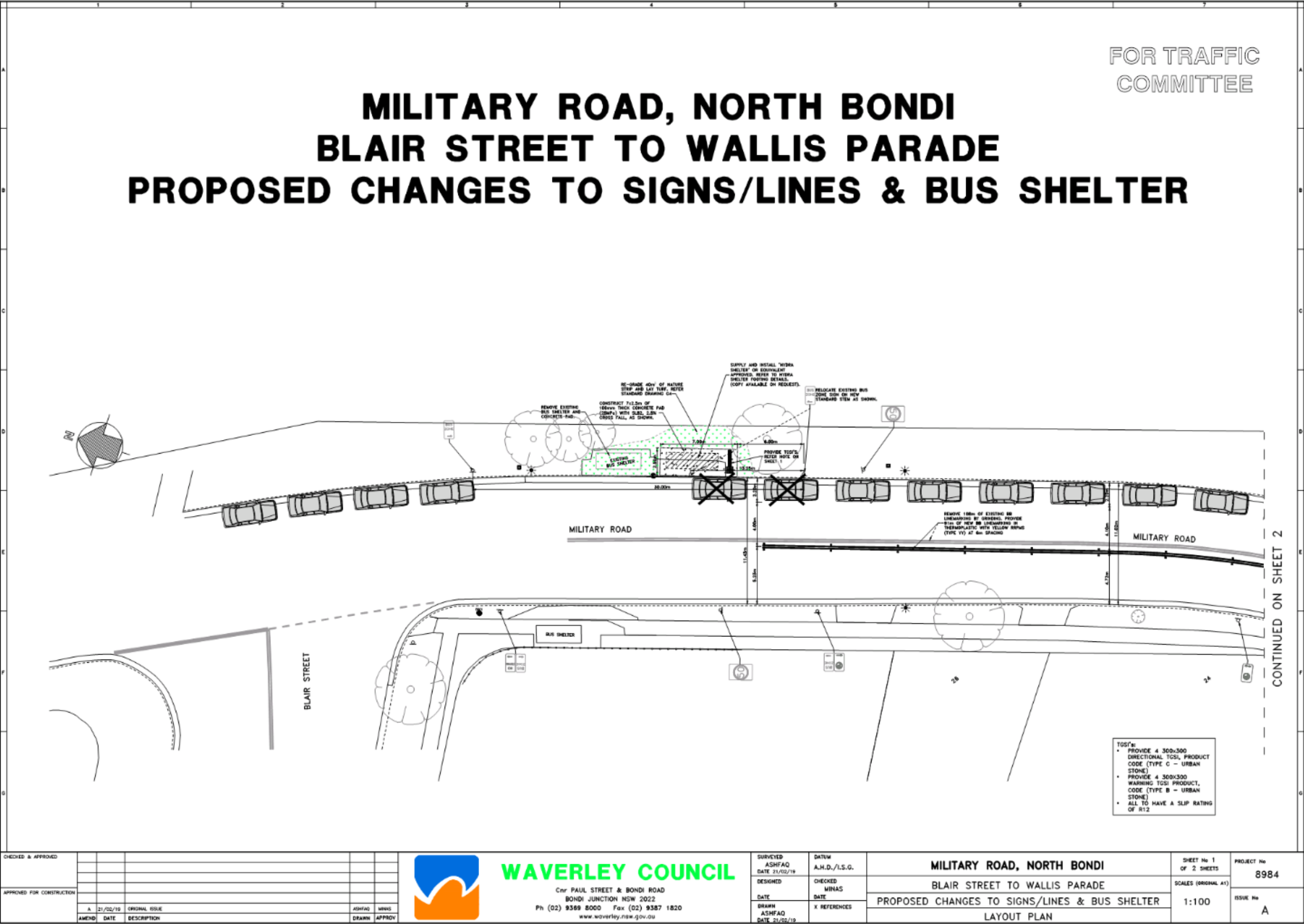














REPORT
TC/V.05/19.06

Subject: Military Road, Dover Heights - No Stopping Restrictions near Kippara Road

TRIM No.: A02/0637-02

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 'No Stopping' restrictions on the northern and eastern side of Military Road, Dover Heights, starting from the common boundary of 59 and 61 Military Road, extending to the west around the bend and terminating at the common boundary of 79 and 81 Military Road.
2. Installs 'No Stopping' restrictions on the southern and western side of Military Road, Dover Heights, starting from the 'Bus Zone' outside 106 Military Road, extending around the bend and terminating at the common boundary of 126 and 128 Military Road.
3. Notifies those residing in the vicinity of the restrictions prior to implementation.

1. Executive Summary

A request has been received for consideration to be given to the installation of 'No Stopping' restrictions on Military Road, Dover Heights, on the bend in the vicinity of the intersection of Kippara Road. It is proposed that 'No Stopping' restrictions be installed to reinforce the statutory 'No Stopping' restrictions adjacent to double BB centrelines. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Residents have raised concerns regarding vehicles regularly parking along the bend between 106 and 128 Military Road, Dover Heights. They have requested that Council investigate installing signage/restrictions to prevent motorists from parking around the bend to improve safety and to aid exiting private driveways.



Figure 1. Bend on Military Road, Dover Heights north of Kippara Road.



Figure 2. Vehicle parking on the western side of Military Road, Dover Heights, near 124 Military Road within 3 m of the BB centrelines.

3. Technical Analysis

Motorists parking along the bend are generally within 3 m of the double unbroken, BB centrelines or within 10 m of the intersection with Kippara Road both of which are illegal under NSW Road Rules. Furthermore, parking through this narrow bend makes it difficult for buses and heavy vehicles to pass oncoming traffic which can result in congestion when vehicles come to a complete stop.



Figure 2. Aerial image of the bend on Military Road near Kippara Road, Dover Heights.

The kerb side parking creates safety issues and affects sight distances for vehicles travelling around the bend to sight those exiting private driveways and for residents exiting their driveways to site oncoming vehicles.

4. Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of installing the signs from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.06/19.06

Subject: Rodney Street, Dover Heights - Changes to No Parking Restrictions

TRIM No: A02/0637-02

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That Council changes the existing 'No Parking, 2.30 pm–4.30 pm, School Days' restrictions along the eastern side of Rodney Street, covering the full length of Rodney Reserve, to 'No Parking, 8.00 am–9.30 am; 2.30 pm–4.30 pm, School Days', as requested by the State Transit Authority to improve school bus access.

1. Executive Summary

A request has been received from the State Transit Authority (STA) for there to be a review of parking arrangements on the eastern side of Rodney Street, Dover Heights, outside Rodney Reserve to include the installation of the standard morning school day parking restrictions. STA has advised that drivers are having difficulty travelling southbound in Rodney Street in the busy morning school drop-off period when vehicles are parked on both sides of the narrow carriageway street.

An investigation has been carried out into parking conditions in the street, and it is recommended that the existing parking restrictions operating only in the 2.30 pm to 4.30 pm time period along the full length of Rodney Reserve be amended to include parking restrictions during 8.00 am to 9.30 am on school days. Council will need to exercise its delegated functions to implement the proposal.

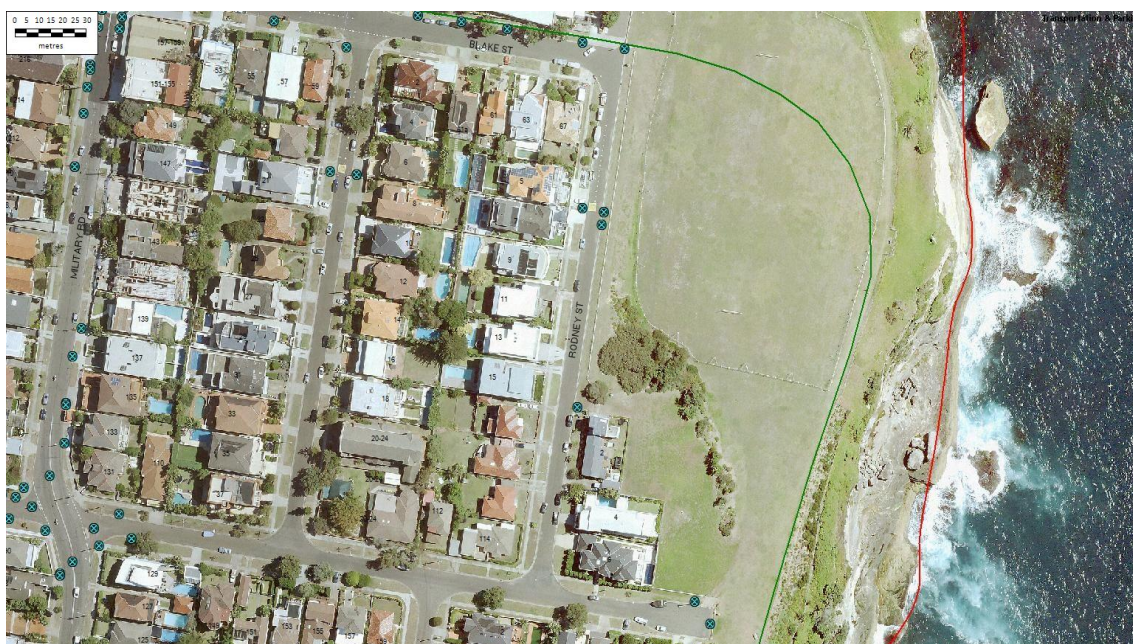


Figure 1. Aerial image of Rodney Street, Dover Heights, and Rodney Reserve

2. Introduction/Background

A request has been received from the STA to improve access for its school buses when leaving Yeshiva College on Blake Street and travelling south in Rodney Street during the busy school drop-off period of 8.00 am to 9.30 am. The STA advises that its drivers are having difficulty travelling southbound in Rodney Street when vehicles are parked on both sides of the narrow roadway.

The STA is requesting 'No Parking 8.00 am–9.30 am School Days' restrictions be installed along the eastern side of Rodney Street along the frontage of Rodney Reserve.



Figure 2. Photo showing reduced carriageway width when vehicles are parked on both sides of Rodney Street, Dover Heights, outside Rodney Reserve.

3. Technical Analysis

Rodney Street is a local road running from Blake Street in the north to Dover Road in the south. It has an overall length of 200 m and a carriageway width of 7.3 m. The street is residential on the western side and has a frontage of 140 m to Rodney Reserve on the eastern side. Yeshiva College is located on the northern side of Blake Street, west of Rodney Street. The college has a bus zone operating from 8.00 am to 9.30 am and 2.30 pm to 4.30 pm school days directly outside on Blake Street.

Currently, there are 'No Parking, 2.30 pm–4.30 pm, School Days' restrictions on the eastern side of Rodney Street for approximately 140 metres south of Blake Street outside Rodney Reserve. These restrictions were installed in 2006 to improve southbound bus access in Rodney Street in the busy afternoon pick-up period. There is now a similar problem for buses on school day mornings due to parents and park users frequently parking along both sides of Rodney Street, leaving approximately 3 m for two lanes of moving traffic.

Inspections reveal all residents of Rodney Street have off-street parking, with many catering for a multiple number of vehicles. During the day, outside of school pick-up and drop-off times, on-street parking demand is quite low.

It is therefore recommended that 'No Parking 8.00 am–9.30 am School Days' restrictions be installed along the Rodney Reserve frontage of Rodney Street.

It is not proposed to install parking restrictions on the eastern side of Rodney Street beyond and to the south of Rodney Reserve outside 2 to 6 Rodney Street.

4. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.07/19.06

Subject: Patterson Street, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Community, Assets and Operations

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 3 Patterson Street, North Bondi.
2. There be no blockage to through traffic on Patterson Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary and install a zone with similar times, if necessary, opposite the site.

1. Executive Summary

Council has received an application from the builder at 3 Patterson Street, North Bondi, for the installation of a construction zone on the site frontage. Council will need to exercise its delegated function to implement the proposal.



Figure 1. Aerial image of semi-detached dwelling at 3 Patterson Street, North Bondi.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles. The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of 13 weeks.

3. Technical Analysis

The site is located on the southern side of Patterson Street approximately 15 m east of Niblick Street, North Bondi. It is proposed to install a 12 m long construction zone outside the site, as shown in Figure 2.

Table 1. Details of proposed construction zone at 3 Patterson Street, North Bondi.

Applicant	TCM Construction Group P/L
Works	Demolition of existing dwelling and construction of new 2 storey dwelling with swimming pool and garage
Hours of construction	7 am–5 pm Mon–Fri, 8 am–3 pm Saturday (Works remedial in nature and not the subject of a development consent)
Frontage length	12 m
Road	Patterson Street
Existing parking	Unrestricted
Requested length	9 m
Proposed length	12 m
Duration	13 weeks
Beginning	June 2019
Fee area	Residential without metered parking
Estimated fees	\$780 per week



Figure 2. Proposed construction zone at 3 Patterson Street, North Bondi.

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2018–19 financial year are:

- \$65 per metre per week in a residential development.
- \$90 per metre per week in a commercial and mixed-use development.
- \$360 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments

Nil.

REPORT
TC/CV.01/19.06

Subject: City2Surf 2019 - Special Event with Temporary Road Closures

TRIM No: A18/0732

Author: Kablan Mowad, Senior Traffic Engineer

Director: Geoff Garnsey, Manager, Transport and Development

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats the attachments to this report as confidential as they contain information that would, if disclosed, prejudice the maintenance of law.
2. Approves the City2Surf 2019 event and associated road closures to be held on Sunday, 11 August 2019, in accordance with the submitted Transport Management Plan attached to this report, subject to the organisers:
 - (a) Providing public liability insurance for the event.
 - (b) Obtaining NSW Police approval.
 - (c) Providing event management and delivery plans for the approval of Council's Outdoor and Flagship Event team.
 - (d) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations).
 - (e) Notifying local residents and businesses.
 - (f) Only using RMS-accredited traffic controllers.

1. Executive Summary

Council has received an application from Fairfax Events in co-ordination with the State Planning Police Special Events to temporarily close a number of roads in the Waverley local government area conduct the 2019 City2Surf event. This is an annual event, and the report recommends approval of the event with the associated temporary road closures. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

John Fairfax Publications has submitted a Transport Management Plan (TMP) (Attachment 1) for Council's consideration.

There are no changes to traffic and parking from the previous event.

Traditionally, Military Road, at Blair Street, to Campbell Parade, at Ramsgate Avenue, has been closed from 7 am to 4 pm. With the changing environment, and pressures to install further measures on-road to secure the closures, the City2Surf Transport Working Committee in 2018 advised a 6 am closure is required from the start line at William Street, Hyde Park, to Ocean Street in Edgecliff and Military Road, at Blair Street, through to Campbell Parade, at Curlewis Street.

This early closure also ensures the Event Team has sufficient time to ensure the course is ready for runners, and Police have time to confidently confirm the roads are safely closed for runners. To ensure residents are not negatively impacted, crossover points at Ramsgate Avenue and Brighton Boulevard are implemented until 7 am. This earlier closure will continue in 2019.

Crossing Points

1. Ramsgate Avenue: residents can cross over Campbell Parade until 7 am. Exit only is permitted.
2. Brighton Boulevard: residents can cross over Campbell Parade until 7 am in both directions.
3. Military Road: residents on Military Road between Blair Street and Campbell Parade will be directed to exit at Ramsgate Avenue or Blair Street until 7 am. No vehicle movements will be permitted after 7 am, as per previous years.

Special Event Clearways

In 2017, Special Event Clearways were introduced along the whole length of the course, including Military Road.

This will remain the same in 2019, with towing compounds at Blair Street and Park Parade operated by the Transport Management Centre (TMC). This was successfully implemented last year, with minimal increase to cars being towed from previous years.

This is a Hallmark Class 1 Special Event, with road closures implemented under the RMS's *Guide to Traffic and Transport Management for Special Events*. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event and advise Council on conditions to set for the use of the road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a schedule of conditions.

3. Technical Analysis

The road closures will require approval from the TMC. Once all approvals and conditions have been met, staff from the RMS and Council can sign the TMP to authorise implementation. The proposed road closures and clearways are shown in the attached plans.

Council officers have not received any major objections from the Waverley residents with regard to last year's event. Participant cut-off points will be implemented to ensure roads will be opened at specified times.

4. Financial Information for Council's Consideration

The applicant is required to cover all costs associated with the event.

5. Attachments

1. City2Surf 2019 - Transport Management Plan (confidential)
2. City2Surf 2019 - Traffic Control Plans (confidential)