



W A V E R L E Y
C O U N C I L

W A V E R L E Y T R A F F I C C O M M I T T E E M E E T I N G

A meeting of the W A V E R L E Y T R A F F I C C O M M I T T E E will be held at Waverley Council Chambers
Cnr Paul Street and Bondi Road, Bondi Junction at:

10.00 AM, THURSDAY 25 JULY 2019

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 27 June 2019 7

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 27 June 2019 were adopted by Council at its meeting on 16 July 2019, with changes to the items as summarised below:

- TC/V.01/19.06 Barracluff Avenue, Bondi Beach - Pedestrian/Traffic Islands

Council deferred this item for an investigation into the closure of Barracluff Avenue at the north end, south end or centre.

- TC/V.02/19.06 Rickard Avenue, Bondi Beach - Closure at Lamrock Avenue – Review

The Traffic Committee’s recommendation was adopted subject to the trial being reduced to six months or until the report on Barracluff comes back to Council.

- TC/V.04/19.06 Military Road - Pinch Point Improvements

The Council Officer’s Proposal was adopted subject to the deletion of pinch point location 1.

- TC/L.01/19.06 Flood Street and Flood Lane, Bondi - Changes to Parking Restrictions

The matter was deferred to allow for community consultation.

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.01/19.07 Arden Street, Bronte - Macpherson Street to Varna Street - Safety Review and Concept Design (SF18/779)..... 19

COUNCIL OFFICER’S PROPOSAL:

That Council

1. Notes the Arden Street Safety Review document and Concept Design.
2. Notes the results of the community consultation with respect to four (4) issues identified from the Arden Street Safety review. These are, in order of priority according to the submissions:

- (a). Running the red at signalized pedestrian crossing on Arden Street
 - (b). Motor vehicle speeds
 - (c). Conflict with vehicles at the Chesterfield Parade pedestrian crossing
 - (d). Inadequate footpaths on Arden Street for walking and cycling.
3. Notes the results of the community consultation with respect to support for seven (7) possible treatments proposed to address these issues. These are, in order of level of support from the submission:
- (a). Improve visibility of the traffic lights by building out the kerb and gutter, relocating the lantern posts and improving the bus zone
 - (b). Upgrade the Chesterfield parade pedestrian crossing to a wombat, raised platform type crossing
 - (c). Widen the footpath between Chesterfield Parade and Baglin Street
 - (d). Continuous footpath at Baglin Street intersection
 - (e). Upgrade crash barriers
 - (f). Shared path on the western side of Arden Street – as route to and from school
 - (g). Shared path on the eastern side of Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school
 - (h). Widen path outside Clovelly Public School on Arden Street.
4. Approve the concept design placed on consultation with the following amendments:
- (a). Amend Treatment item (a) to include the phrase, *'noting that the kerb buildout on the western side of Arden Street extends to the Varna Street intersection.'*
 - (b). Amend Treatment item (b) *'Upgrade the Chesterfield parade pedestrian crossing to wombat crossing'* to *'upgrade the Chesterfield parade pedestrian crossing to improve visibility and increase pedestrian safety'*
 - (c). Delete Treatment Item (g), *'shared path on east side Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school'*
5. Progress with detailed design and development for the treatment option *'Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone, noting that the kerb buildout on the western side of Arden Street extends to Varna Street'*.
6. Seek funding to further investigate and develop detailed designs and costing for the remaining approved concept treatments.

TC/C.02/19.07 Multiple Streets - Installation of 'No Stopping' Zones (A03/0042-04) 25**COUNCIL OFFICER'S PROPOSAL:**

That Council installs/changes 'No Stopping' zones at the following intersections:

1. Waverley Crescent and Pine Lane, Bondi Junction:
 - (a). Extend the existing 10m of 'No Stopping' restrictions on Waverley Crescent south of Pine Lane by a further 3 metres south.
2. Busby Parade and Marroo Street, Bronte:
 - (a). 10 m on the eastern side of Marroo Street, north of Busby Parade.
 - (b). 10 m on the eastern side of Marroo Street, south of Busby Parade.
 - (c). 10 m on the southern side of Busby Parade, east of Marroo Street.
 - (d). 10 m on the northern side of Busby Parade, east of Marroo Street.

TC/C.03/19.07 Henrietta Street, Waverley - Construction Zone (A03/2514-04) 28**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 16 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 38-40 Henrietta Street, Waverley.
2. There be no blockage to through traffic on Henrietta Street or to the driveway serving property 40A Henrietta Street at the rear of the site 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/C.04/19.07 Spring Street, Bondi Junction - Construction Zone (A03/2514-04) 31**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council removes the existing mobility parking zone and "Truck Zone" on the frontage of the development site at 16-22 Spring Street having regard to those two zones being site specific and no longer required as a result of the demolition of the buildings containing the specific businesses and redevelopment of the site and installs a 41m long, "No Parking 7am-5pm Monday-Friday 8am-3pm Saturday Authorised Council Vehicles Excepted" zone.

2. Council installs 1/2P TICKET 8am-6pm; 3P TICKET 6pm-9pm for the full length of the 41m long works/construction zone when the zone is no longer required.
3. There be no blockage to through traffic on Spring Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
4. 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.01/19.07 Festival of the Winds - Bondi Beach and Park - Special Event (A19/0394) 35

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 Transport Management Plans for the Festival of the Winds attached to this report subject to the event organisers:
 - (a). Obtaining NSW Police Force approval.
 - (b). Submitting the Transport Management Plans to the Roads and Maritime Services for the approval of the Traffic Management Centre.
 - (c). Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event.
 - (d). Notifying local residents and businesses seven (7) days prior to the event.
 - (e). Only using RMS-accredited traffic controllers.
 - (f). Considering all other impacts on the surrounding environment and issue a Schedule of Conditions with additional conditions to be placed by the NSW Police Force and RMS.

TC/V.02/19.07 Mitchell Street, North Bondi - Parking for Reddam House (A02/0637-02)..... 40

COUNCIL OFFICER'S PROPOSAL:

That Council installs an 8 m long "P 15 Minutes 8.30am-3.30pm School Days Only" zone on Mitchell Street outside Reddam House, immediately adjoining the northern end of the existing STA bus zone as shown in *Figure 2* of the report.

TC/V.03/19.07 Wellington Street, Bondi Beach - Construction Zone (A03/2514-04)..... 43**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 40 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 105 Wellington Street, Bondi Beach.
2. There be no blockage to through traffic on Wellington 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.04/19.07 Liverpool Street, Rose Bay - 'P Disability Only' Zone (A18/0719) 46**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 3.2 m wide, 'P Disability Only' in the 90 degree angle parking spaces immediately adjacent to and on the western side the power pole/NO STOPPING (arrow left) at 41A Liverpool Street, Rose Bay.

TC/V.05/19.07 Hardy Street, North Bondi - Construction Zone (A03/2514-04)..... 49**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 10 Hardy Street, North Bondi.
2. There be no blockage to through traffic on Hardy 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

Nil.

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, 27 JUNE 2019**



Voting Members Present:

| | |
|---------------|--------------------------------------------------------------------------------|
| Cr T Kay | Waverley Council (Alternate Chair) |
| Sgt L Barrett | NSW Police – Eastern Suburbs Police Area Command – Traffic Services |
| Mr B Borger | Roads and Maritime Services – Network and Safety Officer (South East Precinct) |
| Mr P Pearce | Representing Marjorie O’Neill, MP, Member for Coogee |
| Ms J Zin | Representing Gabrielle Upton, MP, Member for Vaucluse |

Also Present:

| | |
|-------------------|---------------------------------------------------------------------|
| Mr B Gidies | State Transit – Traffic and Services Manager (Eastern Region) |
| Snr Cst B Rodwell | NSW Police – Eastern Suburbs Police Area Command – Traffic Services |
| 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 |

At the commencement of proceedings at 10.03 am, those present were as listed above.

Apologies

Apologies were received and accepted from Cr J Wakefield (Chair).

Declarations of Pecuniary and Non-Pecuniary Interests

The Chair called for declarations of interest and the following was received:

1. Cr T Kay declared a less than significant non-pecuniary interest in Item TC/V.05/19.06 – Military Road, Dover Heights – No Stopping Restrictions near Kippara Road, and informed the meeting that his step-daughter and son-in-law own property in a section of Military Road that is the subject of this report.

Adoption of Previous Minutes by Council - 23 May 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 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)****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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer’s Proposal be adopted.

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

M Jackman (on behalf of Clovelly Public School) addressed the meeting.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

T Barhom (on behalf of Stargate Property Group) addressed the meeting.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'Parking rangers be requested to undertake regular patrols during construction.'

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

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.06 Barracluff Avenue, Bondi Beach - Pedestrian/Traffic Islands (A03/0042-04)****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.

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 (Alternate Chair).

L Coleman addressed the meeting.

TC/V.02/19.06 Rickard Avenue, Bondi Beach - Closure at Lamrock Avenue - Review (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 Vacluse, NSW Police representative, RMS representative and Waverley Council representative (Alternate Chair).

G Sheehy addressed the meeting.

TC/V.03/19.06 Bon Accord Avenue, Bondi Junction - Temporary Road Closure (Bon Accord Lane to Flood Lane) (A02/0216)**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.

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 (Alternate Chair).

TC/V.04/19.06 Military Road - Pinch Point Improvements (A16/0524)

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.

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 (Alternate Chair).

TC/V.05/19.06 Military Road, Dover Heights - No Stopping Restrictions near Kippara Road (A02/0637-02)

Cr T Kay declared a less than significant non-pecuniary interest in this item, and informed the meeting that his step-daughter and son-in-law own property in a section of Military Road that is the subject of this report.

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.

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 (Alternate Chair).

S Werkner and a resident addressed the meeting.

TC/V.06/19.06 Rodney Street, Dover Heights - Changes to No Parking Restrictions (A02/0637-02)

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.

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 (Alternate Chair).

TC/V.07/19.06 Patterson Street, North Bondi - Construction Zone (A03/2514-04)

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.

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 (Alternate Chair).

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.06 City2Surf 2019 - Special Event with Temporary Road Closures (A18/0732)****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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/L ITEMS WITHOUT NOTICE**TC/L.01/19.06 Flood Street and Flood Lane, Bondi - Changes to Parking Restrictions
(A02/0637-02)****COUNCIL OFFICER'S PROPOSAL:**

That the following parking restrictions be installed to promote higher turnover of spaces for businesses on Old South Head Road:

1. New '2P 6 am–7 pm Mon–Fri; and 9 am–6 pm Sat–Sun' restrictions to be implemented on the western side of Flood Street, starting immediately south of the existing No Stopping and finishing at the north end of the driveway of 207 Old South Head Road on Flood Street.
2. New '1/2P 6 am–7 pm Mon–Fri; and 9 am–6 pm Sat–Sun' restrictions to be implemented on the eastern side of Flood Lane, starting immediately south of the No Stopping and finishing at the corner of Barnett Lane for 16 m.

AT THIS STAGE IN THE PROCEEDINGS, CR T KAY MOVED THE FOLLOWING AMENDMENT:

'That the Council Officer's Proposal be adopted subject to RMS undertaking a survey of residents within 50 m of the proposed parking restrictions in Flood Street and Flood Lane and businesses along Old South Head Road and Flood Street, and evidence being provided to the satisfaction of the Executive Manager, Creating Waverley, that the majority support the proposal.'

THE AMENDMENT WAS PUT AND DECLARED SPLIT.

The RMS representative and the representative of the Member for Vaucluse voted against the amendment.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following words at the end of clause 1:

'for 10 m.'

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

H Johnson and S Miller (on behalf of RMS) addressed the meeting.

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 11.26 AM.

.....
SIGNED AND CONFIRMED
MAYOR
16 JULY 2019

REPORT
TC/C.01/19.07

Subject: Arden Street, Bronte - Macpherson Street to Varna Street
- Safety Review and Concept Design

TRIM No: SF18/779

Author: Carolyn New, Sustainable Transport Officer
Clint Yabuka, Manager, Strategic Transport

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council

1. Notes the Arden Street Safety Review document and Concept Design.
2. Notes the results of the community consultation with respect to four (4) issues identified from the Arden Street Safety review. These are, in order of priority according to the submissions:
 - (a). Running the red at signalized pedestrian crossing on Arden Street
 - (b). Motor vehicle speeds
 - (c). Conflict with vehicles at the Chesterfield Parade pedestrian crossing
 - (d). Inadequate footpaths on Arden Street for walking and cycling.
3. Notes the results of the community consultation with respect to support for seven (7) possible treatments proposed to address these issues. These are, in order of level of support from the submission:
 - (a). Improve visibility of the traffic lights by building out the kerb and gutter, relocating the lantern posts and improving the bus zone
 - (b). Upgrade the Chesterfield parade pedestrian crossing to a wombat, raised platform type crossing
 - (c). Widen the footpath between Chesterfield Parade and Baglin Street
 - (d). Continuous footpath at Baglin Street intersection
 - (e). Upgrade crash barriers
 - (f). Shared path on the western side of Arden Street – as route to and from school
 - (g). Shared path on the eastern side of Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school
 - (h). Widen path outside Clovelly Public School on Arden Street.

4. Approve the concept design placed on consultation with the following amendments:
 - (a). Amend Treatment item (a) to include the phrase, *'noting that the kerb buildout on the western side of Arden Street extends to the Varna Street intersection.*
 - (b). Amend Treatment item (b) *'Upgrade the Chesterfield parade pedestrian crossing to wombat crossing'* to *'upgrade the Chesterfield parade pedestrian crossing to improve visibility and increase pedestrian safety'*
 - (c). Delete Treatment Item (g), *'shared path on east side Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school'*
5. Progress with detailed design and development for the treatment option *'Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone, noting that the kerb buildout on the western side of Arden Street extends to Varna Street'*.
6. Seek funding to further investigate and develop detailed designs and costing for the remaining approved concept treatments.

1. Executive Summary

Council engaged consultants to undertake a Safety Review of the section of Arden Street between Macpherson Street and Varna Street in response to a Notice of Motion at the March 2018 Council Meeting, CM/8.6/18.03 Make Arden Street Safe. This review identified a number of safety issues, which have been summarised as follows:

- Running the red at signalized pedestrian crossing on Arden Street
- Motor vehicle speeds
- Conflict with vehicles at the Chesterfield Parade pedestrian crossing
- Inadequate footpath widths on Arden Street for walking and cycling.

A range of proposed treatments were identified to address these safety issues as follows:

- Upgrading the signalised pedestrian crossing with kerb buildouts and moving signals to a more visible location.
- Upgrading the bus zones to current standards with a formalised school bus zone.
- Upgrade Chesterfield Parade pedestrian crossing to a wombat (raised platform) crossing and relocating for better functionality.
- Widening footpaths and designating selected sections for shared use to better cater to children and carers walking and riding to and from school.
- Upgrading crash barriers, pavement markings, on-road reflectors and signage.

Concept Designs were developed to illustrate these proposed treatments. These designs along with the Arden Street Safety Review document and a survey were placed on community consultation primarily through "Have Your Say". A total of 145 responses were received to the survey and a very high level of support was received for all proposed treatments. The highest support was received for treatment proposed as a package including the upgrade of the signalised pedestrian crossing, and formalisation of the school bus zone with the STA bus zone. This was closely followed by an upgrade to the Chesterfield Parade pedestrian crossing.

2. Introduction/Background

Council has been working with Clovelly Public School for the last few years under our Active Travel Schools program. Council has provided support for events that promote active travel to school, rolled out bike parking for school students and staff and reviewed a number of safety issues that presented barriers to walking and cycling to school. As the budget to address safety issues was constrained and many of the issues were located in Randwick LGA, Council initially undertook one low budget item to address issues at Chesterfield Parade. This low budget item was to ban the right hand turn into Chesterfield Parade during peak school hours.

Subsequently a community group called Make Arden Street Safe, concerned about safety issues along the length of Arden Street in both Waverley and Randwick LGA's, started collecting their own statistics and communicating their perceived safety issues through social media. The top issue they identified was drivers running the red signal at the signalised pedestrian crossing on Arden Street outside Clovelly Public School.

1. A Notice of Motion raised at the March 2018 Council Meeting, CM/8.6/18.03 Make Arden Street Safe, requested that Council undertake a Safety Review of Arden Street as well as work together with Randwick Council for a 40kph speed limit on Arden Street. Waverley Council had already commenced work on a project to apply for an area wide 40kph zone for most streets south of Bondi Road. This would include Arden Street in Waverley LGA. Council had discussions regarding this notice of motion with Randwick Council staff. Their agreement was limited to pursuing a refuge crossing of Varna Street near Arden Street and installing speed counters on their section of Arden Street near Clovelly Public School.

Council engaged consultants to undertake a thorough Safety Review of Arden Street for the full extent in the Waverley LGA between Macpherson Street and Varna Street. That review document is Attachment 1 – Arden Street Safety Review. This document identified a number of safety issues and proposed a range of treatments. The most critical issues and treatment were identified and concept designs developed to illustrate them. This concept design is Attachment 2 Arden Street Concept Design.

The Arden Street Safety Review and concept designs were placed on community consultation for 3 weeks from 2 May to 23 May, 2019.

3. Technical Analysis

Consultation for the Arden Street Safety Review and concept designs was conducted on the Have Your Say website. Local residents were advised of the consultation by letter to their letterboxes. An example is shown in Attachment 4, Arden Street Resident Letter. Emails were sent to key stakeholders, Clovelly Public School and Make Arden Street Safe. The consultation materials were also placed in Council's Customer Service Centre.

A survey, a copy shown in Attachment 3 – Arden Street Survey Form, was included on Have Your Say, with copies at the Customer Service Centre. This survey requested respondents rate the priority level (low, medium, high or not an issue) for the following safety issues

- Running the red light at the signalised pedestrian crossing on Arden Street
- Conflict with vehicles at the Chesterfield Parade pedestrian crossing
- Motor vehicle speed
- Inadequate footpaths on Arden Street for walking and cycling

Respondents were further asked how supportive (not at all, somewhat, supportive, very supportive and not sure) they were of a range of treatments proposed in the concept design:

- Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone
- Upgrade the Chesterfield parade pedestrian crossing to wombat, raised platform type crossing
- Widen footpath between Chesterfield Parade and Baglin Street
- Continuous footpath at the Baglin Street intersection
- Upgrade crash barriers
- Shared path on west-side Arden Street – as route to and from school
- Shared path on east-side Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school
- Widen path outside school on Arden Street.

The proposed treatment to improve visibility of the traffic lights was packaged up with improving the bus zone as issues visibility of signals were highly exacerbated when there were multiple school buses parked at the pedestrian crossing.

A total of 145 responses were received through the Have Your Say website.

One additional email submission was received after the consultation closed. The additional email submission did not complete the survey form or give any indication of support. That submission was concerned as to the impact of the kerb buildouts on access for the dwelling adjacent to those kerb buildouts. As the kerb buildout are only proposed at kerbside which is currently signposted No Stopping, there is no existing legal access to impact. These comments are included as Attachment 7.

The table below summarises the responses received through Have Your Say to the survey question which asked respondents to prioritise the four safety issues. The responses received were weighted to enable priority ranking of these four safety issues.

| | Running the red at signalised pedestrian crossing on Arden Street | Motor vehicular speed | Conflict with vehicles at the Chesterfield Parade pedestrian crossing | Inadequate footpaths on Arden Street for walking and cycling | Weighting Factor |
|------------------------------|-------------------------------------------------------------------|-----------------------|-----------------------------------------------------------------------|--------------------------------------------------------------|------------------|
| High priority | 122 | 110 | 91 | 66 | 2 |
| Medium priority | 15 | 29 | 43 | 54 | 1 |
| Low priority | 3 | 6 | 7 | 18 | 0.5 |
| I don't see this as an issue | 5 | 0 | 4 | 7 | -1 |
| Support Weighted Rating | 255.5 | 252 | 224.5 | 188 | |

All listed safety issues were seen to be of high or medium priority for the large majority of respondents with only a handful not considering each as an issue or even of low priority. The safety issue with the highest number of respondents who selected 'high priority' and the highest weighted rating was the issue

'running the red at signalised pedestrian crossing on Arden Street'. This was only marginally ahead of the perceived priority for the safety issue of *'motor vehicular speed'*.

The table below summarizes the responses received through Have Your Say to the survey question which asked respondents about their level of support for the treatments proposed in the concept design. The responses received were weighted to enable priority ranking of these eight potential treatments.

| | Improve visibility of the traffic lights by bulding out the kerb, relocating the lantern posts and improving the bus zone | Upgrade Chesterfield parade pedestrian crossing to wombat crossing | Widen path outside school on Arden Street | Shared path on east-side Arden Street between Macpherson Street and Chesterfield Parade - as route to and | Upgrade crash barriers | Shared path on west-side Arden Street - as route to and from school | Widen footpath between Chesterfield Parade and Bagin Street | Continuous footpath at Baglin Street intersection | Support Weighting Factor |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------|------------------------|---------------------------------------------------------------------|-------------------------------------------------------------|---------------------------------------------------|--------------------------|
| Very supportive | 105 | 95 | 89 | 77 | 75 | 73 | 71 | 65 | 2 |
| Supportive | 27 | 36 | 35 | 40 | 43 | 41 | 42 | 39 | 1 |
| Somewhat supportive | 9 | 10 | 10 | 15 | 15 | 16 | 19 | 21 | 0.5 |
| Not at all supportive | 4 | 2 | 7 | 4 | 4 | 4 | 5 | 3 | -1 |
| Not sure | 0 | 2 | 4 | 9 | 8 | 11 | 8 | 17 | 0 |
| Support Weighing Rating | 237.5 | 229 | 211 | 197.5 | 196.5 | 191 | 188.5 | 176.5 | |

All proposed treatments received a high level of support, with the number of respondents who were either very supportive or supportive ranging from 132 to 104 out of 145 respondents in total. The proposed treatment with the highest number of respondents who selected *'very supportive'* and the highest weighted rating was the proposed treatment *'Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone.'* This was very closely followed by the proposed treatment *'Upgrade Chesterfield Parade pedestrian crossing to wombat crossing'*.

Further comments were received and these are included in Attachment 5 – Comments regard Safety Issues and Attachment 6 – Comments regarding proposed treatment.

Many of the comments simply amplified their support for the proposals and priority of safety issues. There were a number which related to other issues along Arden Street, which were out of scope as they are in Randwick LGA. These comments will be sent to Randwick Council. There were other issues raised with respect to access to the school from the east. These would be reviewed as part of another project on access to Arden Street. There were a number of suggestions for installation of red light camera to enforce lower speed. These are subject to prioritisation by the Centre of Road Safety and sometimes speed does not necessarily exceed the speed limit but can still be too fast to react quickly when visibility is poor..

The Arden Street Safety Review PCG reviewed the results of the consultation and recommended:

1. approval of the concept design with the following amendments:
 - a. Amend Treatment Item (a) *'Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone'* with the additional phrase *'noting that the kerb buildout on the western side of Arden Street extends to the Varna Street intersection'*
 - b. Amend Treatment item (b) *'Upgrade the Chesterfield parade pedestrian crossing to wombat crossing'* to *'upgrade the Chesterfield parade pedestrian crossing to improve visibility and increase pedestrian safety'*
 - c. Delete Treatment Item (g), *'shared path on east side Arden Street between Macpherson Street and Chesterfield Parade – as route to and from school'*

2. Progress with detailed design and development in 2019/20 for the treatment option *'Improve visibility of the traffic lights by building out the kerb, relocating the lantern posts and improving the bus zone noting that the kerb buildout on the western side of Arden Street extends to the Varna Street intersection'*.
3. Seek funding to further investigate, detail design, cost and prioritise the remaining approved concept treatments.

4. Financial Information for Council's Consideration

Council will fund detailed design and implementation of the package of treatments proposed under the signalized pedestrian crossing package option utilizing the budget proposed for 2019/20. Further funding will be sought through the development of Council Business Cases and through external funding bodies to further investigate and cost the remaining treatments.

5. Attachments

1. Arden Street Safety Review Consulted. (under separate cover)
2. Arden Street Concept Design Consulted. (under separate cover)
3. Arden Street Survey Form. (under separate cover)
4. Arden Street Resident Letter. (under separate cover)
5. Arden Street Issues Comments (under separate cover)
6. Arden Street Proposed Treatments Comments (under separate cover)
7. Arden Street Proposed Treatment Objection (under separate cover) .

REPORT
TC/C.02/19.07

Subject: Multiple Streets - Installation of 'No Stopping' Zones

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council installs/changes 'No Stopping' zones at the following intersections:

1. Waverley Crescent and Pine Lane, Bondi Junction:
 - (a). Extend the existing 10m of 'No Stopping' restrictions on Waverley Crescent south of Pine Lane by a further 3 metres south.
2. Busby Parade and Marroo Street, Bronte:
 - (a). 10 m on the eastern side of Marroo Street, north of Busby Parade.
 - (b). 10 m on the eastern side of Marroo Street, south of Busby Parade.
 - (c). 10 m on the southern side of Busby Parade, east of Marroo Street.
 - (d). 10 m on the northern side of Busby Parade, east of Marroo Street.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to improving sight distances and manoeuvrability by either installing or extending the existing statutory 'No Stopping' restrictions at the following intersections:

1. Waverley Crescent and Pine Lane, Bondi Junction.
2. Busby Parade and Marroo Street, Bronte.

In response, it is proposed to either extend existing restrictions or install the statutory 10 m 'No Stopping' restrictions where practical at the above locations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Residents have reported that sight distance and manoeuvrability is restricted when vehicles are parked close to the intersections.

3. Technical Analysis

Intersection of Waverley Crescent and Pine Lane, Bondi Junction

There are currently 'No Stopping' restrictions at the above intersection. However due to the poor sight lines it is recommended that the existing 10m 'No Stopping' zone be extended by a further 3 metres to increase sight distance for drivers turning from Pine Lane to Waverley Crescent.



Figure 1. Photo showing sight distance at the intersection of Waverley Crescent and Pine Lane, Bondi Junction.

This will result in a minimal loss of on-street parking and result in drivers northbound in Waverley Crescent not being over the BB centrelines before Pine Lane.

Intersection of Busby Parade and Marroo Street, Bronte

There are currently no signposted parking restrictions on the corners of the intersection of Busby Parade and Marroo Street, Bronte.

A number of inspections have taken place during the day revealing that vehicles are often parked close to and within 10 m of the intersection. Vehicles parked illegally at these locations significantly reduces driver sight lines and inhibits pedestrian access. Councils waste collection team has also requested that the 'No Stopping' restrictions be installed to facilitate the manoeuvring of the garbage truck.



Figure 2. Street view of the intersection of Busby Parade and Marroo Street, Bronte.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal, on-street parking spaces.

4. Financial Information for Council's Consideration

If changes to signs and/or line marking are approved, Council will undertake the installation of signs/lines from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.03/19.07

Subject: Henrietta Street, Waverley - Construction Zone

TRIM No: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 16 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone outside 38-40 Henrietta Street, Waverley.
2. There be no blockage to through traffic on Henrietta Street or to the driveway serving property 40A Henrietta Street at the rear of the site 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 38-40 Henrietta Street, Waverley 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 38-40 Henrietta Street, Waverley.

2. Introduction/Background

In accordance with standard practice in Waverley Council, it is proposed that the construction zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the DA 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 thirteen weeks.

3. Technical Analysis

The site is located on the eastern side of Henrietta Street approximately 90 m north of Victoria Street, Waverley. It is proposed to install a 16 m long construction zone outside the site, as shown in Figure 2.

Table 1: 38-40 Henrietta Street, Waverley.

| | |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant | K2 Built Pty Ltd |
| Works | Demolition of existing buildings and construction of 4 x 2 storey dwellings (2 x semi detached dwellings facing Henrietta St and 2 x semi detached dwellings at the rear) and Torrens title land subdivision into 3 lots. |
| Hours of construction | 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday |
| Frontage length | 17.5 m |
| Road | Henrietta Street |
| Existing parking | Unrestricted/ No parking |
| Requested length | 16 m |
| Proposed length | 16 m |
| Duration | 13 weeks |
| Beginning | July 2019 |
| Fee area | Residential without metered parking |
| Estimated fees | \$1132.2 per week |



Figure 2: 38-40 Henrietta Street, Waverley – Proposed construction zone.**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 2019–20 financial year are:

- \$66.6 per metre per week in a residential development.
- \$92.20 per metre per week in a commercial and mixed-use development.
- \$370 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments

Nil .

REPORT
TC/C.04/19.07

Subject: Spring Street, Bondi Junction - Construction Zone

TRIM No.: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council removes the existing mobility parking zone and "Truck Zone" on the frontage of the development site at 16-22 Spring Street having regard to those two zones being site specific and no longer required as a result of the demolition of the buildings containing the specific businesses and redevelopment of the site and installs a 41m long, "No Parking 7am-5pm Monday-Friday 8am-3pm Saturday Authorised Council Vehicles Excepted" zone.
2. Council installs 1/2P TICKET 8am-6pm; 3P TICKET 6pm-9pm for the full length of the 41m long works/construction zone when the zone is no longer required.
3. There be no blockage to through traffic on Spring Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
4. 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

The developer at the site covering lands at 87 - 99 Oxford Street and 16 - 22 Spring Street, Bondi Junction is seeking approval for the installation of a works/construction zone on the Spring Street frontage of the site. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

Development Consent, 498/2017, was issued by Council on 26 February 2019 for the demolition of the existing buildings on the site and construction of a new 14 storey, mixed use building with basement car parking and vehicular access off Spring Street. The applicant is due to commence construction and is seeking approval for a works/construction zone outside the site.

3. Technical Analysis

The site at 87 - 99 Oxford Street/16 - 22 Spring Street is located mid-block between Newland Street and Denison Street, Bondi Junction. The site has a frontage to Oxford Street to the north however, the Spring Street frontage is considered the appropriate location for the works/construction zone for the following reasons:

1. Oxford Street carries a significant volume of heavy vehicles including buses which operate to and from the nearby Bondi Junction rail/bus interchange.
2. High volumes of pedestrians pass along the Oxford Street frontage.



Figure 1: Aerial image of 87 - 99 Oxford Street/16 - 22 Spring Street, Bondi Junction.



Figure 2: Image of the Spring Street frontage of the site at 87 - 99 Oxford Street/16 - 22 Spring Street, Bondi Junction.

The proposal is to install a 41 metre works/construction zone on the Spring Street frontage of the site. This will remove approximately 5 ticket parking spaces.



Figure 3: Street view of various parking zones outside 16-22 Spring Street, Bondi Junction.

| | |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant | Hutchinson Builders |
| Development Application | DA-498/2017 |
| Works | Demolition of existing structures; construction of a new 14 storey mixed use building comprising residential apartments, retail and commercial premises, four basement levels and associated planning agreement. |
| Approved Hours of Construction | 7am-5pm Mon-Fri, 8am-3pm Saturday |
| Frontage Length | 41 m |
| Road | Spring Street |
| Existing Parking | 'Mobility Parking' '1/2P Ticket 8am – 6pm, 3P Ticket 6pm – 9pm' 'Truck zone 6.30am-4pm' 'No Parking' |
| Requested Length | 41 m |
| Proposed Length | 41 m |
| Duration | 13 weeks |
| Beginning | September 2019 |
| Fee Area | Commercial, with metered parking |
| Estimated Fees | \$ 5,630.20 per week |

In accordance with standard practice in Waverley 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.

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 2019–20 financial year are:

- \$66.6 per metre per week in a residential development.
- \$92.20 per metre per week in a commercial and mixed-use development.
- \$370 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments:

Nil

REPORT
TC/V.01/19.07

Subject: Festival of the Winds - Bondi Beach and Park - Special Event

TRIM No.: A19/0394

Author: Sam Samadian, Traffic Engineer
Shaun Munro, Acting Manager, Outdoor and Flagship Events

Director: Dan Joannides, Executive Manager, Creating Waverley

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 Transport Management Plans for the Festival of the Winds attached to this report subject to the event organisers:
 - (a). Obtaining NSW Police Force approval.
 - (b). Submitting the Transport Management Plans to the Roads and Maritime Services for the approval of the Traffic Management Centre.
 - (c). Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven (7) days prior to the event.
 - (d). Notifying local residents and businesses seven (7) days prior to the event.
 - (e). Only using RMS-accredited traffic controllers.
 - (f). Considering all other impacts on the surrounding environment and issue a Schedule of Conditions with additional conditions to be placed by the NSW Police Force and RMS.

1. Executive Summary

Council has prepared the Traffic Management Plan (TMP) for the "Festival of the Winds" event to be held at Bondi Beach and Bondi Park on Sunday, 8 September, 2019. This is an annual event and the report recommends approval of the event with a request for the RMS to approve associated Clearways on Bondi Road, Campbell Parade and the first block of Hall St (on both sides of the road from Campbell Parade to Gould Street).

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

2. Introduction/Background

In 2018 RMS requested implementation of Special Event Clearways at earlier times on Bondi Road as follows:

- 7am – 7pm, Bondi Road, Eastbound between Council Street and Sandridge Street;
- 7am – 7pm, Bondi Road, Westbound between Sandridge Street and Council Streets.

In addition to these changes and based on analysis of the 2018 event, the RMS and NSW Police have requested the introduction of additional Special Event Clearways on Campbell Parade and on Hall Street (both sides of the road from Campbell Parade to Gould Street) as well as increased traffic management treatment around the Bondi Junction Bus/Rail Interchange as outlined in the Technical Analysis section of this report.

Additional Special Event Clearway changes and increased traffic management treatment around the Bondi Junction Bus/Rail Interchange have been requested following representations made to Council by State Transit and NSW Police to minimise the localised and extended Eastern Suburbs congestion and facilitate transport of the large crowds to and from the event.

State Transit will implement increased train and buses services to accommodate the increased inflow and outflow of patrons attending the event.

Further to this and based on analysis and recommendations made by the RMS and NSW Police, Council officers are requesting the partial closure of Queen Elizabeth Drive as outlined in the Technical Analysis section of this report.

A decision for the partial closure of Queen Elizabeth Drive is based on 2018 pedestrian flow observations by Council officers, RMS and NSW Police. Pedestrian flow was identified as a significant risk and safety issue with unacceptable levels of vehicle and pedestrian interaction along the south side of Queen Elizabeth Drive and dangerous levels of vehicle and pedestrian interaction along the shared zone in front of the Bondi Pavilion.

The “Festival of the Winds” is a free community event held in Bondi Park and Beach featuring professional kite flying displays, kite making workshops, entertainment and food stalls. The event has experienced a high level of continued growth over the past four years and now attracts 80,000+ visitors. This has had a significant impact on transport and traffic networks both within the immediate vicinity of the event, the wider Waverley community and as observed in 2018, has had impacts as far reaching as the St James Station route 333 bus stop and Circular Quay.

This is a Class 2 Special Event 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 advising 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 a Schedule of Conditions. Once all approvals and conditions have been met, staff from the RMS and Council’s Executive Manager, Creating Waverley can sign the TMP to authorise implementation.

3. Technical Analysis

The attached TMP proposes the event be undertaken in the manner detailed in *Table 1*, below.

Table 1 Proposed schedule of event

| Bondi Beach Traffic and Pedestrian Management | | |
|------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DATE | TIME | ACTIVITY |
| 30 Aug 2019 | N/A | <p>Installation of VMS boards:</p> <ol style="list-style-type: none"> 1. Campbell Pde (eastern side) Campbell Parade north of Queen Elizabeth Drive 2. Campbell Pde Central median strip, north of the Park Drive Entry (at Wairoa St) 3. Campbell Pde (eastern side) corner of Sir Thomas Mitchell Rd 4. Campbell Pde (western side) South of the Queen Elizabeth Drive Roundabout 5. Campbell Pde (East Side) Opposite Hall St <p>Council's Enriching Waverley Sub-program to:</p> <ol style="list-style-type: none"> 1. Distribute notification to local residents and businesses |
| 8 Sep 2019 | 5.00am | <p>Council to implement:</p> <ul style="list-style-type: none"> • Hard closure of Queen Elizabeth Drive (With some early morning event-related exceptions). • Manage parked cars to exit at south end. • QED Fully closed in front of Bondi Pavilion with water fill barriers on north and south side of Bondi Pavilion. • Managed access for parking from north end. • Closure of Park Drive at Campbell Pde (Managed access for VIPs) • Council installs sign for the bus storage area in the existing summer time bus zone, east side of Campbell Parade, north of Park Drive |
| | 7:00am - 7:00pm | <p>RMS to implement Clearways on :</p> <ul style="list-style-type: none"> • Bondi Road, eastbound between Council Street and Sandridge Street • Bondi Road, westbound between Sandridge Street and Council Street • Campbell Parade, northbound between Hall Street and Curlewis street. • Campbell Parade, southbound between Queen Elizabeth Drive and Curlewis Street • Hall Street, on both sides from Campbell Parade to Gould Street |
| | 11.00am – 4.00pm | EVENT |

| | | |
|---------------------------------------------------------|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | 7:00pm | <p>Council to:</p> <ul style="list-style-type: none"> Remove Hard closure of Queen Elizabeth Drive Re-open QED in front of Bondi Pavilion. Remove managed access for parking from north end. Remove temporary closure of Park Drive and the temporary bus storage area signs. |
| Bondi Junction Traffic and Pedestrian Management | | |
| DATE | TIME | |
| 30 Aug 2019 | N/A | <p>Installation of VMS boards:</p> <p>Oxford Street Mall facing east</p> <p>Council's Enriching Waverley Sub-program to:</p> <ul style="list-style-type: none"> Distribute notification to local residents and businesses |
| 8 Sep 2019 | 11:00am - 6:00pm | <p>Council to implement:</p> <ul style="list-style-type: none"> Grafton Street westbound between Grosvenor Street and Newland Street. Grosvenor Street both directions between Spring Street and Grafton Street. Oxford St between Adelaide Street and Grosvenor Street Newland Lane, Newland Street and Grosvenor Street (resident access permitted) Close western footpath on Grosvenor Street between Oxford Street and Grafton Street |
| | | <p>Sydney Buses to implement:</p> <ul style="list-style-type: none"> Special event X81 shuttle service from Bondi Beach to Bondi Junction in addition to the normal services for this event. These buses will do express trips between Bondi Beach and Bondi Junction Interchange and vice versa. At Bondi Beach the X81 service will unload in Curlewis Street at a temporary bus stop. It will be loaded from the parking blister just south of Hall Street which will be a special event clearway during the event. At Bondi Junction the X81 service will load and unload on the southern side of Grafton Street between Grosvenor Street and Newland Street. There will be additional 380 services put on for this event, they will run every 7 minutes instead of the usual 15 minutes from the Bondi Junction Interchange towards North Bondi from 10:00 till 18:00 hours and the same from North Bondi back to Bondi Junction Interchange from 14:00 till 19:00 hours. |

| | | |
|--|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | | <p>Sydney Trains to implement:</p> <ul style="list-style-type: none">• Services to and from Bondi Junction every 10 minutes until 11:00 then every 7 minutes from 11:00 till 20:00 hours on Sunday 8th September 2019. |
|--|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Guidelines used:

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

Council will fund the cost of event from existing budgets.

5. Attachments:

1. Festival of the Winds 2019 - Bondi Junction TMP (confidential)
2. Festival of the Winds 2019 - Bondi Beach TMP (confidential)

REPORT
TC/V.02/19.07

Subject: Mitchell Street, North Bondi - Parking for Reddam House School Bus

TRIM No: A02/0637-02

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council installs an 8 m long "P 15 Minutes 8.30am-3.30pm School Days Only" zone on Mitchell Street outside Reddam House, immediately adjoining the northern end of the existing STA bus zone as shown in *Figure 2* of the report.

1. Executive Summary

Council has received a further request from the Principal of Reddam House to provide a drop-off/ pick-up zone for the school's bus on Mitchell Street outside the main entry to aid the transfer of students between their Woollahra and North Bondi campuses. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council has received a further request from the Principal of Reddam House, a private school located at 56 Mitchell Street, North Bondi, for provision to be made for the intermittent parking of the Reddam House, 34 seater bus, on the Mitchell Street frontage of the school to facilitate the dropping off and picking up of students at various times of the day. A similar request was last considered by the Waverley Traffic Committee at its meeting on 26 November 2015. At its meeting on 15 December 2015, Council adopted the Traffic Committee's recommendation as follows:

'That the matter be deferred to allow Council officers to consider alternative options in consultation with Transport for NSW/State Transit.'

Discussions were held with Sydney Buses at the time however no alternative sites were found to park the bus.



Figure 1: Aerial image of Reddam House - Mitchell Street, North Bondi.

3. Technical Analysis

Reddam House is located on the south-eastern corner of the intersection of Mitchell Street and Oakley Road, North Bondi.

The school is a private school catering for year 10-12 students only. It has its own 34 seater, Hino bus which carries students between the Woollahra campus and the North Bondi campus every hour between 8:30 a.m. and 3:30 p.m. on school days. The bus has a length of some 8m and frequently stands in the existing STA bus zone on Mitchell Street when dropping off and picking up students. The driver has been issued parking infringements recently and in the past for standing in the bus zone and the Principal is seeking to resolve the school bus parking issue.

Under current legislation, only STA buses are permitted to stand in the bus zone unless signage is installed to the contrary. The Sydney Buses bus zone outside the school is 33m long and occupies much of the Mitchell Street frontage. The bus zone has a 'No Parking' zone adjoining it at the southern end at Blair Street and unrestricted parking some 17.5m in length adjoining it at its northern end before a 'No Stopping' zone sign at the pedestrian crossing/kerb blister at Oakley Road.

In consultation with Sydney Buses, it is proposed to provide an 8m long "P15 Minute 8.30am – 3.30pm School Days Only" zone by converting 6m of the unrestricted parking and 2m of the bus zone as shown in **Figure2**. It is also proposed to replace the existing 'No Parking' zone with the statutory 'No Stopping' zone on Mitchell Street, east side, north of Blair Street.

The zone would be available for parking by the public on the gazetted, non-school days and outside the restricted hours on school days.



Figure 2: Mitchell Street – Existing and Proposed Parking arrangement.

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

Nil.

REPORT
TC/V.03/19.07WAVERLEY
COUNCIL

Subject: Wellington Street, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 40 m long 'No Parking 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 105 Wellington Street, Bondi Beach.
2. There be no blockage to through traffic on Wellington 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 105 Wellington Street, Bondi Beach, for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



Figure 1. Aerial image of 105 Wellington Street, Bondi Beach**2. Introduction/Background**

In accordance with standard practice in Waverley Council, it is proposed that the construction zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the DA 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 thirteen weeks.

3. Technical Analysis

The site is located on the eastern side of Wellington Street approximately 50 m south of Hall Street, Bondi Beach. It is proposed to install a 40 m long construction zone outside the site, as shown in Figure 2.

Table 1. 105 Wellington Street, Bondi Beach.

| | |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant | PBC Building (NSW) Pty Ltd |
| Works | Demolition of tennis courts and ancillary buildings, construction of a place of public worship (synagogue), two x 3storey residential flat buildings with roof terraces, basement car parking and landscaping |
| Hours of construction | 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday |
| Frontage length | 40 m |
| Road | Wellington Street |
| Existing parking | 2P 8am-10pm Permit Holders Excepted Area 4 |
| Requested length | 40 m |
| Proposed length | 40 m |
| Duration | 13 weeks |
| Beginning | July 2019 |
| Fee area | Residential without metered parking |
| Estimated fees | \$2,664 per week |



Figure 2. 105 Wellington Street, Bondi Beach – Proposed construction zone.

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 2019–20 financial year are:

- \$66.6 per metre per week in a residential development.
- \$92.20 per metre per week in a commercial and mixed-use development.
- \$370 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments

Nil .

REPORT
TC/V.04/19.07

Subject: Liverpool Street, Rose Bay - 'P Disability Only' Zone

TRIM No.: A18/0719

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 3.2 m wide, 'P Disability Only' in the 90 degree angle parking spaces immediately adjacent to and on the western side the power pole/NO STOPPING (arrow left) at 41A Liverpool Street, Rose Bay.

1. Executive Summary

Council has received representation from resident requesting consideration be given to the installation of 'P Disability Only' parking zones to improve access to 41A Liverpool Street, Rose Bay.

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

| Address | MPS Card | Off-street Parking Available | On-street Parking Occupancy | Width of Zone | Recommend Installation | Comments |
|--------------------------------|----------|------------------------------|-----------------------------|---------------|------------------------|-------------------|
| 41A Liverpool Street, Rose Bay | Yes | No (front nor rear) | 100% during site visits | 3.2 m | Yes | 90° Angle parking |

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



Figure 1: Street view of angle parking on the south (right hand) side



Figure 2. Parked vehicles in Liverpool Street in the vicinity of No. 41A (Right side of image at power pole)

The street has a high demand for parking 24/7 with almost the entire street from Old South Head Road to the dead at 41A being home units.

Under the [NSW] *Road Rules 2014*, 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.*
- *[NSW] Road Rules 2014.*

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.05/19.07

Subject: Hardy Street, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

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 10 Hardy Street, North Bondi.
2. There be no blockage to through traffic on Hardy 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 10 Hardy 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 10 Hardy Street, North Bondi.

2. Introduction/Background

In accordance with standard practice in Waverley Council, it is proposed that the construction zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the DA 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 thirteen weeks.

3. Technical Analysis

The site is located on the western side of Hardy Street approximately 50 m south of Clyde Street, North Bondi. It is proposed to install a 12 m long construction zone outside the site, as shown in Figure 2.

Table 1: 10 Hardy Street, North Bondi.

| | |
|------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| Applicant | Homes Pace Constructions |
| Works | Demolition of existing dwelling and construction of a new dual-occupancy with associated swimming pools, landscaping and strata subdivision |
| Hours of construction | 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday |
| Frontage length | 12 m |
| Road | Hardy Street |
| Existing parking | Unrestricted |
| Requested length | 12 m |
| Proposed length | 12 m |
| Duration | 13 weeks |
| Beginning | July 2019 |
| Fee area | Residential without metered parking |
| Estimated fees | \$799.20 per week |



Figure 2: 10 Hardy Street, North Bondi – Proposed construction zone.

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 2019–20 financial year are:

- \$66.6 per metre per week in a residential development.
- \$92.20 per metre per week in a commercial and mixed-use development.
- \$370 per week per metered car parking space (in addition to above fees, where applicable).

5. Attachments

Nil .