



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 22 AUGUST 2019

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 25 July 20197

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 25 July 2019 are scheduled to be adopted by Council at its meeting on 20 August 2019.

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.01/19.08 Ocean Street (South), Bondi - Kerb Blisters (A03/0042-04)16

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of kerb blisters and associated changes to line marking and signage on both sides of Ocean Street (South) immediately north of the intersection with Birrell Street, Bondi, as per Drawing 9004 Issue A attached to this report.

TC/C.02/19.08 Bronte Road, Queens Park - 'P15 Minute' Parking (A03/0042-04)22

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.5 m long 'P15 Minute 8.00am-6.00pm' zone immediately north of the driveway to 141 Bronte Road, Queens Park.

TC/C.03/19.08 Multiple Streets - 'No Stopping' Zones (A02/0637-02)25**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' zones as follows at the following intersections:

1. Newland Lane and Manning Street, Queens Park:
 - (a) On the southern side of Newland Lane 10m east of Manning Street.
2. Newland Lane and Cuthbert Street, Queens Park:
 - (a) On the eastern side of Newland Lane 8.5m south of Cuthbert Street terminating at the driveway at the rear of No. 1 Manning Street.
 - (b) On the southern side of Cuthbert Street 10m east of Newland Lane.
3. Cuthbert Street and Stanley Street, Queens Park:
 - (a) On the northern side of Cuthbert Street 10m west of Stanley Street.

TC/C.04/19.08 Denison Street, Bondi Junction - Temporary Closure (A19/0394)29**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council approves the temporary closure of Denison Street between Oxford Street and Spring Street between 4am and 9pm (crane to start setting up from 5am) on Sunday 15 September in accordance with the "Traffic Control Plan – Tower Crane Dismantle – Road Closure" drawn by Commercial TC dated 31 July 2018.
2. Council approves the removal of all parking spaces in Denison Street between Oxford Street and Spring Street to facilitate the manoeuvring of semi-trailers into the crane lift area.
3. Council delegate's authority to the Executive Manager, Creating Waverley to approve any backup date and times for the temporary closure of Denison Street between Oxford Street and Spring Street if required.
4. Businesses and residents affected by the closure and emergency services be notified of the closure in writing by the applicant not less than seven (7) days prior to the road closure.
5. A copy of the notification letter be forwarded to the Senior Traffic Engineer for approval prior to distribution.
6. A Council compliance officer be present for the duration of the works at the applicant's expense and that this be communicated to the applicant.

TC/C.05/19.08	Bondi Junction Cycleway and Streetscape Upgrade - Signage and Linemarking Plans (A14/0193)	36
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COUNCIL OFFICER'S PROPOSAL:

That Council approves signage and line marking drawings L501 to L515 Issue "1" dated 19 July 2019 prepared by Spackman Mossop Michaels, and drawings P2966 Sheets 1-2, 100-100 Issue "3" dated 13 August 2019 prepared by Bitzios Consulting for the Bondi Junction Cycleway and Streetscape Upgrade project as attached to this report.

TC/V **STATE ELECTORATE OF VAUCLUSE**

TC/V.01/19.08	Wellington Street, Bondi – Changes to Median Island (A03/0042-04)	38
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COUNCIL OFFICER'S PROPOSAL:

That Council approves the changes to the existing median island, line marking, signage and pavement on Wellington Street immediately south of and at the intersection with Edward Street, Bondi as per Drawing No. 9003 Issue B attached to this report.

TC/V.02/19.08	Old South Head Road, Bondi Junction- Bondi Road to Bon Accord Avenue - Shared Path Upgrade (SF19/3435)	47
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs updated pavement markers and new planting on the shared path along Old South Head Road between Bondi Road and Bon Accord Avenue as per Rev "G" drawings L101, L102 and L103 prepared by Spackman Mossop Michaels contained in Attachment 1 to this report which are consistent with the pavement markers already installed along the Old South Head Road shared path between Bon Accord Avenue and Victoria Street.
2. Notes changing the red light and speed sign from two poles to one poles subject to RMS approval.
3. Notes the intention to remove the concrete islands at the Paul Street intersection with Old South Head Road and replace with continuous footpath subject to RMS and future Traffic Committee approval.
4. Notes the intention to install continuous footpath or alternative traffic calming at the intersection of Bon Accord Avenue and Old South Head Road subject to RMS and future Traffic Committee approval.
5. Notes original concept design and responses relating to existing shared path for community consultation in January/February 2017 for Old South Head Road shared path upgrade attached to this report.

TC/V.03/19.08 Seven Ways, Bondi Beach- Public Domain Upgrade Project (A03/0042-04)71**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. In accordance with Drawing No. L-161 dated 9 August 2018 attached to this report, approves:
 - (a) The closure of Warners Lane to vehicular traffic and removal of the vehicular crossings/driveways at its Glenayr Avenue and Blair Street ends.
 - (b) The loss of four parking spaces from Warners Lane.
 - (c) The gain of one new parking space on Blair Street as a result of the closure of the driveway on Warners Lane at its western end.
 - (d) The loss of one on street parking space on the southern side of Blair Street east of Glenayr Avenue to allow for the installation of a kerb blister to improve pedestrian access and safety.
2. Installs four timed parking spaces on the north eastern side of Glenayr Lane.

TC/V.04/19.08 Hardy Street, North Bondi- Changes to "No Parking" Zone (A02/0637-02)76**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the relocation of the existing "No Parking" (arrow left) from the southern side of the driveway to No.31 Hardy Street, North Bondi to the southern side of the driveway at No. 33 Hardy Street.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.08 Accessible Parking - Kenneth Street and Marks Lane, Tamarama (A05/1638)79****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 6.7m long, 'P DISABILITY ONLY' parallel parking space on the flat crest of Marks Lane opposite No. 91 Fletcher Street, as shown in Figure 1 and attached plan.
2. Installs a double 2.4m wide 'P DISABILITY ONLY' 90 degree angle parking space with 2.4m wide shared area outside No. 23 Kenneth Street, as shown in Figure 2 and attached plan.
3. Installs 'No Stopping' yellow lines to new 2x pram ramps along Marks Lane and attached plan.
4. Removes the existing 'No Stopping' yellow lines to 2x removed pram ramps along Marks Lane and attached plan.
5. Installs a 'No Stopping' sign to existing pram ramp on the corner of Marks Lane and Fletcher Street and attached plan.

TC/CV.02/19.08 Sculpture by the Sea 2019 - Transport Management Plan (A19/0394)84**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the traffic and transport arrangements for the Sculpture by the Sea 2019 Special Event as per the attached Transport Management Plan, subject to the following conditions:

1. Council must:
 - (a) Forward the Transport Management Plan (TMP) to the RMS for TfNSW approval of the temporary closures and implementation of one-way movements.
 - (b) Undertake the Traffic Control for the event.
 - (c) Develop and implement a Communications Strategy, in conjunction with the Event Organiser, to notify the local residents of the changes to traffic conditions.
2. The Event Organiser must:
 - (a) Provide an Event Management Plan to Council's events team for approval at least four (4) weeks prior to the event including public liability insurance for the event.
 - (b) Apply for crane permits.
3. The Executive Manager, Creating Waverley be delegated authority to:
 - (a) Inspect the TMP.
 - (b) Audit the implementation of the TMP.
 - (c) Cancel this approval, without notice or refund.

TC/CV.03/19.08 Multiple Streets- P Disability Zones (A18/0719)143**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 5.5m long "P Disability Only" zone outside 10 Ebley Street, Bondi Junction immediately east of the "No Stopping" zone at the driveway to the Waverley Council Library.
2. Installs a 5.5m long "P Disability Only" zone outside 370 Military Road, Vaucluse immediately west of the driveway to the property.
3. Removes the existing "P Disability Only" zone outside 84 Ruthven Street, Bondi Junction.

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, 25 JULY 2019**



Voting Members Present:

Cr J Wakefield	Waverley Council (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)
Cr M O’Neill MP	Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vacluse

Also Present:

Cr T Kay	Waverley Council (Alternate Chair)
Snr Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr B Gidies	State Transit – Traffic and Services Manager (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr K Mowad	Senior Traffic Engineer
Mr S Samadian	Traffic Engineer
Mr C Yabuka	Waverley Council – Manager, Strategic Transport (for item TC/C.01/19.07)
Ms C New	Waverley Council – Sustainable Transport Officer (for item TC/C.01/19.07)
Mr S Munro	Waverley Council – Manager, Outdoor Events

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

At 11.30am, Cr Wakefield relinquished the Chair, left the meeting and did not return. Cr Kay assumed the Chair for the remainder of the meeting.

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 - 27 June 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 27 June 2019 were adopted by Council at its meeting on 16 July 2019, with changes 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/L.01/19.06 – Flood Street and Flood Lane, Bondi – Changes to Parking Restrictions.

This matter was deferred to allow for community consultation.

- 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 (note that this resolution is now the subject of a rescission motion).

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)

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 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 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. Approves 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. Progresses 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. Seeks funding to further investigate and develop detailed designs and costing for the remaining approved concept treatments.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

1. Clause 4 be amended to read as follows:
 4. Approves in principle the concept designs, subject to the following amendments:
 - (a) In response to the results of community consultation and specifically clause 3(a) above, improves the visibility of the traffic lights by building out the kerb and gutter, 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.
 - (b) In response to the results of community consultation and specifically clause 3(b) above, upgrades the Chesterfield Parade pedestrian crossing to improve visibility and increase

pedestrian safety through implementing a wombat crossing or other measure.

- (c) In regard to clause 3(g) above, deletes the proposed shared path on the east side of Arden Street between Macpherson Street and Chesterfield Parade.
- (d) Installs kerb blisters in Macpherson Street, east and west of Arden Street, to facilitate the movement of the stop line.

And:

- (e) Further investigates the location of the STA bus stop including the option of relocating it to the south side of the pedestrian crossing, and amends the concept design as necessary.

2. The addition of a new clause 7 that reads as follows:

‘All of the above proposed works are to be the subject of a further report to the Traffic Committee.’

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

TC/C.02/19.07 Multiple Streets - Installation of 'No Stopping' Zones (A03/0042-04)

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/19.07 Henrietta Street, Waverley - Construction Zone (A03/2514-04)**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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted, noting the following typographical correction:

1. The words '*and install a zone with similar times, if necessary, opposite the site*' be deleted from the end of clause 3.

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

Two residents of Henrietta Street addressed the meeting.

TC/C.04/19.07 Spring Street, Bondi Junction - Construction Zone (A03/2514-04)**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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted, noting the following typographical correction:

1. The words '*and install a zone with similar times, if necessary, opposite the site*' be deleted from the end of clause 3.

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

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/19.07 Festival of the Winds - Bondi Beach and Park - Special Event (A19/0394)

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 days prior to the event.
 - (d) Notifying local residents and businesses seven 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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of a new clause 3 to read as follows:

3. Notes that dot points 3 and 4 of the clearway restrictions to be implemented by Roads and Maritime Services (RMS) shown in Table 1 of the report have been amended and a new dot point 6 added such that the clearways to be implemented are now as follows:

'RMS to implement Clearways on:

- 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 Roscoe Street.
- Campbell Parade, southbound between Queen Elizabeth Drive and Roscoe Street.
- Hall Street, on both sides from Campbell Parade to Gould Street.

- North side of Curlewis Street between Campbell Parade and Gould Street.'

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.02/19.07 Mitchell Street, North Bondi - Parking for Reddam House School Bus (A02/0637-02)

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the additional requirement that Council notifies residents within a 50 metre radius of the new parking restrictions.

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.03/19.07 Wellington Street, Bondi Beach - Construction Zone (A03/2514-04)

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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted, noting the following typographical correction:

1. The words '*and install a zone with similar times, if necessary, opposite the site*' be deleted from the end of clause 3.

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.04/19.07 Liverpool Street, Rose Bay - 'P Disability Only' Zone (A18/0719)**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.

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.05/19.07 Hardy 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 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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted, noting the following typographical correction:

1. The words '*and install a zone with similar times, if necessary, opposite the site*' be deleted from the end of clause 3.

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

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.

THE MEETING CLOSED AT 11.46AM

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SIGNED AND CONFIRMED
MAYOR
20 AUGUST 2019

REPORT
TC/C.01/19.08

Subject: Ocean Street (South), Bondi - Kerb Blisters

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of kerb blisters and associated changes to line marking and signage on both sides of Ocean Street (South) immediately north of the intersection with Birrell Street, Bondi, as per Drawing 9004 Issue A attached to this report.

1. Executive Summary

Councillors, in a Notice of Motion, advise vehicles are frequently being parked illegally on the western side of Ocean Street (South) within 8 metres of Birrell Street, Bondi. To control the illegal parking and have vehicles not park within 10m of the intersection, Council at its meeting on 16 April 2019 resolved as follows:

That Council:

- 1. Investigates the feasibility of establishing a blister on the western corner of Ocean Street at its junction with Birrell Street.*
- 2. Notes that the blister is to be designed in such a way that prevents parking within approximately eight metres of the corner (Road Rules require 10 metres), as far as the tree which is planted in the roadway, to improve sight distances.*
- 3. Notes that the blister could include planting of low shrubbery in the blister footprint and could include harder design features to prevent drivers parking on the blister.*
- 4. Notes that the blister could incorporate the existing tree at its northern end.*

Officers have completed detailed design of the proposed island and are now seeking approval to construct it. It should be noted a similar blister island is proposed on the eastern side of Ocean Street (South) to improve conditions for pedestrians when crossing close to Birrell Street. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council's design team has undertaken a detailed design of kerb blisters (see attached) to prevent vehicles parking in Ocean Street (south) within 10m of Birrell Street. This report seeks approval of the blisters in order to proceed to installation.

3. Technical Analysis

Currently, vehicles park within 10 metres of the intersection of Ocean Street (South) and Birrell Street, Bondi. It is proposed to install kerb blisters to re-enforce the statutory 10m No Stopping restrictions. Kerb

blisters will be installed on both sides of Ocean Street at the intersection with Birrell Street to improve conditions for pedestrians when crossing Ocean Street (south) in that vicinity.



Figure 1: Street view of an illegally parked vehicle on the western side of Ocean Street (South) north of Birrell Street.

4. Financial Information for Council's Consideration

Council will fund the installation of the kerb blister from existing budgets.

5. Attachments

1. Drawing No.9004 Issue "A"- Proposed Kerb Blister Islands - Ocean Street (sth) at Birrell Street, Bondi [↓](#) .

FOR TRAFFIC COMMITTEE

OCEAN STREET SOUTH, BONDI AT BIRRELL STREET INTERSECTION PROPOSED KERB BLISTER 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 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. 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 & RMSSPECIFICATION R141 - "PAVEMENT MARKING"
17. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMSSPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPW'S TO COMPLY WITH RMSSPECIFICATION R62.
18. KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMSSPECIFICATION NO. 3353.
19. ALL LINEMARKING AND RRPW'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.

CONCRETE

1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS.
2. 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 MANAGER DESIGNER.

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.

4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS OF APPLIED FINISHES.
5. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE DESIGN MANAGER.
6. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
7. WELDING OF REINFORCEMENT WILL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS.
8. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF THE ENGINEER. THE CONCRETE COVER TO EMBEDDED PIPES OR CONDUITS SHALL BE A MINIMUM OF 20mm.
9. ALL REINFORCEMENT FABRIC SHALL COMPLY WITH AS 1303 AND AS 1304 AND SHALL BE SUPPLIED AS FLAT SHEETS.
10. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF CONCRETE. PROVIDE 20mm CHAMFER TO ALL EXPOSED EDGES U.N.O.
- 11.

DRAWING SCHEDULE

- 1/5 - NOTES AND SCHEDULES
- 2/5 - LAYOUT PLAN
- 3/5 - DETAILS
- 4/5 - TURNING TEST - 8.8m SERVICE VEHICLE
- 5/5 - SERVICES PLAN

RELEVANT STANDARD DRAWINGS:

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

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

LINEMARKING SCHEDULE

LINE TYPE/RRPWS	QUANTITY	LOCATION
E4 LINE-TYPE R	35m	AS SHOWN

SIGNPOSTING SCHEDULE

SIGN NO.	QUANTITY	STEM	CONDITION	LOCATION
D4-1-2A	2	SHORT	NEW	ISLANDS
R5-400	1	LONG	NEW	VERGE

NOTE: SIGNS TO BE REMOVED ARE NOT INCLUDED IN THIS SCHEDULE.

STATION	CO-ORDS	LEVEL
5001	1000.000/1000.000	100.000
5002	997.547/1013.914	101.271
5003	981.356/1006.244	100.544
-	-	-

LEGEND

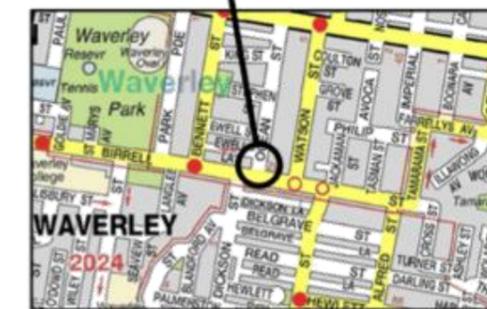
SYMBOLS

- STATE SURVEY MARK
- PERMANENT SURVEY MARK
- SURVEY STATION
- DRILLED HOLE
- SURVEY NAIL
- SIGN
- SILENT COP
- COLUMN
- EXISTING SURFACE LEVEL
- BOLLARD
- WISHPH
- POWER POLE
- LIGHT POLE
- ELECTRICITY & LIGHT POLE
- ELECTRICITY PILLAR
- PHONE BOOTH
- MAIL BOX
- TELECOMM SERVICE COVER
- TELECOMMUNICATION PILLAR
- RUBBER BOX
- STORMWATER MANHOLE
- SEWER MANHOLE
- STOP VALVE
- WATER METER
- GAS VALVE
- TRAFFIC LIGHT BOX
- TRAFFIC LIGHT
- UNDERGROUND SERVICE COVER
- PARKING METER
- TREE

LINE STYLES

- FENCELINE
- WOODEN FENCE
- HAND RAIL
- GUARD RAIL
- GATE
- BOUNDARY LINE
- TOP OF BANK
- TABLE DRAIN
- EXISTING DRAINAGE LINE
- NEW DRAINAGE LINE
- HEDGE
- EDGE OF TREE CANOPY
- EDGE OF BITUMEN
- LINEMARKING (E1, E2, E4)
- LINEMARKING (E1, E2, E4)

LOCATION OF WORKS



LOCALITY PLAN
(NTS)



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

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.

CHECKED & APPROVED		SERVICES	
		TELECOM/OPFUS	---
		GAS	---
		SEWER	---
		WATER	---
		RAILWAY	---
		ELEC. CABLES	---
		OIL PIPELINES	---
		STORM WATER	---



WAVERLEY COUNCIL

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
Ph (02) 9369 8000 Fax (02) 9387 1820
www.waverley.nsw.gov.au

SURVEYED	DATUM
AM/JK DATE 29/05/19	ASSUMED
DESIGNED	CHECKED
A. MADRID DATE 29/05/19	ASHFAQ DATE -
DRAWN	X REFERENCES
A. MADRID DATE 29/05/19	

OCEAN STREET SOUTH, BONDI

AT BIRRELL STREET INTERSECTION

PROPOSED KERB BLISTER ISLANDS

NOTES & SCHEDULES

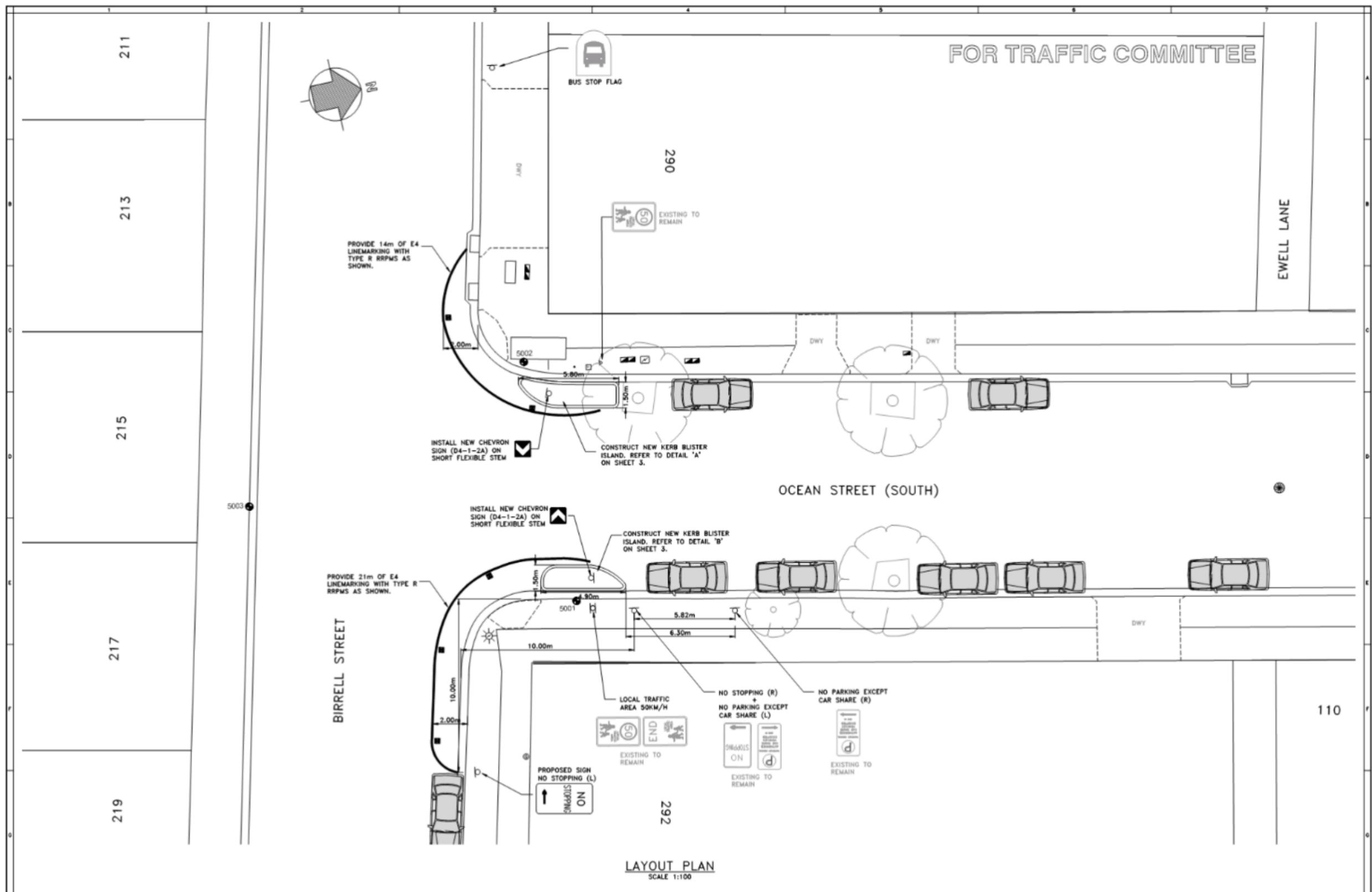
SHEET No 1
OF 5 SHEETS

SCALES (SIGNAL A1)

N.A.

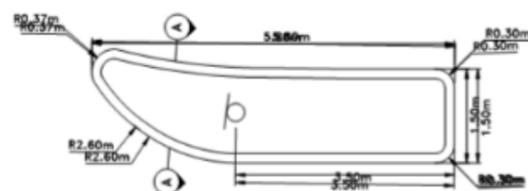
ISSUE No
A

DRAWING No
9004

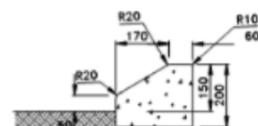


CHECKED & APPROVED				SERVICES		 WAVERLEY COUNCIL Cnr PAUL STREET & BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 www.waverley.nsw.gov.au	SURVEYED AM/JK DATE 29/05/19 DESIGNED A. MADRID DATE 29/05/19 DRAWN A. MADRID DATE 29/05/19	DATUM ASSUMED CHECKED ASHFAQ DATE - X REFERENCES	OCEAN STREET SOUTH, BONDI AT BIRRELL STREET INTERSECTION PROPOSED KERB BLISTER ISLANDS LAYOUT PLAN	SHEET No 2 OF 5 SHEETS SCALES (ORIGINAL #1) 1:100	DRAWING No 9004 ISSUE No A
APPROVED FOR CONSTRUCTION				TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER							
AMEND	DATE	DESCRIPTION	DRAWN	APPROV							
A	-	ORIGINAL ISSUE	A. MADRID	ASHFAQ							

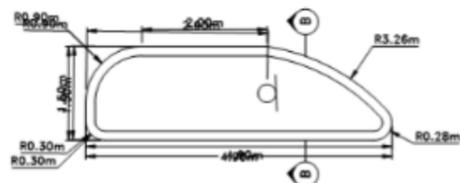
FOR TRAFFIC COMMITTEE



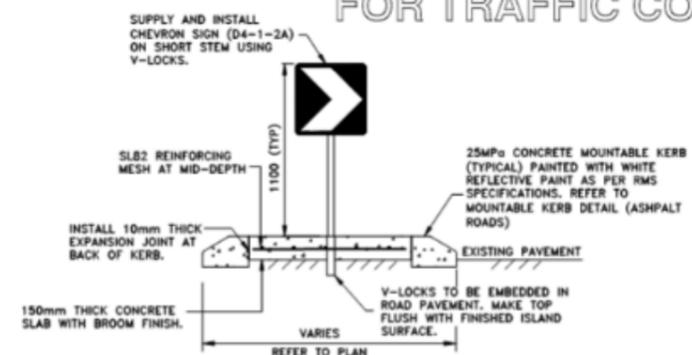
DETAIL-A
MOUNTABLE KERB TYPE-1
(KEYED IN)
SCALE 1:50



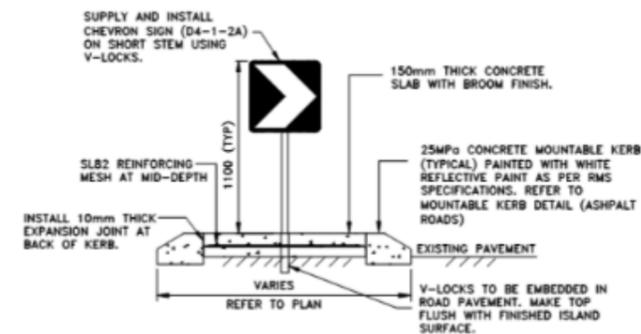
MOUNTABLE KERB TYPE-1
(KEYED IN)
SCALE 1:10



DETAIL-B
MOUNTABLE KERB TYPE-1
(KEYED IN)
SCALE 1:50



TYPICAL SECTION A-A
SCALE 1:20



TYPICAL SECTION B-B
SCALE 1:20

CHECKED & APPROVED				
APPROVED FOR CONSTRUCTION				
AMEND	DATE	DESCRIPTION	DRAWN	APPROV
A	-	ORIGINAL ISSUE	A. MADRID	ASHFAQ

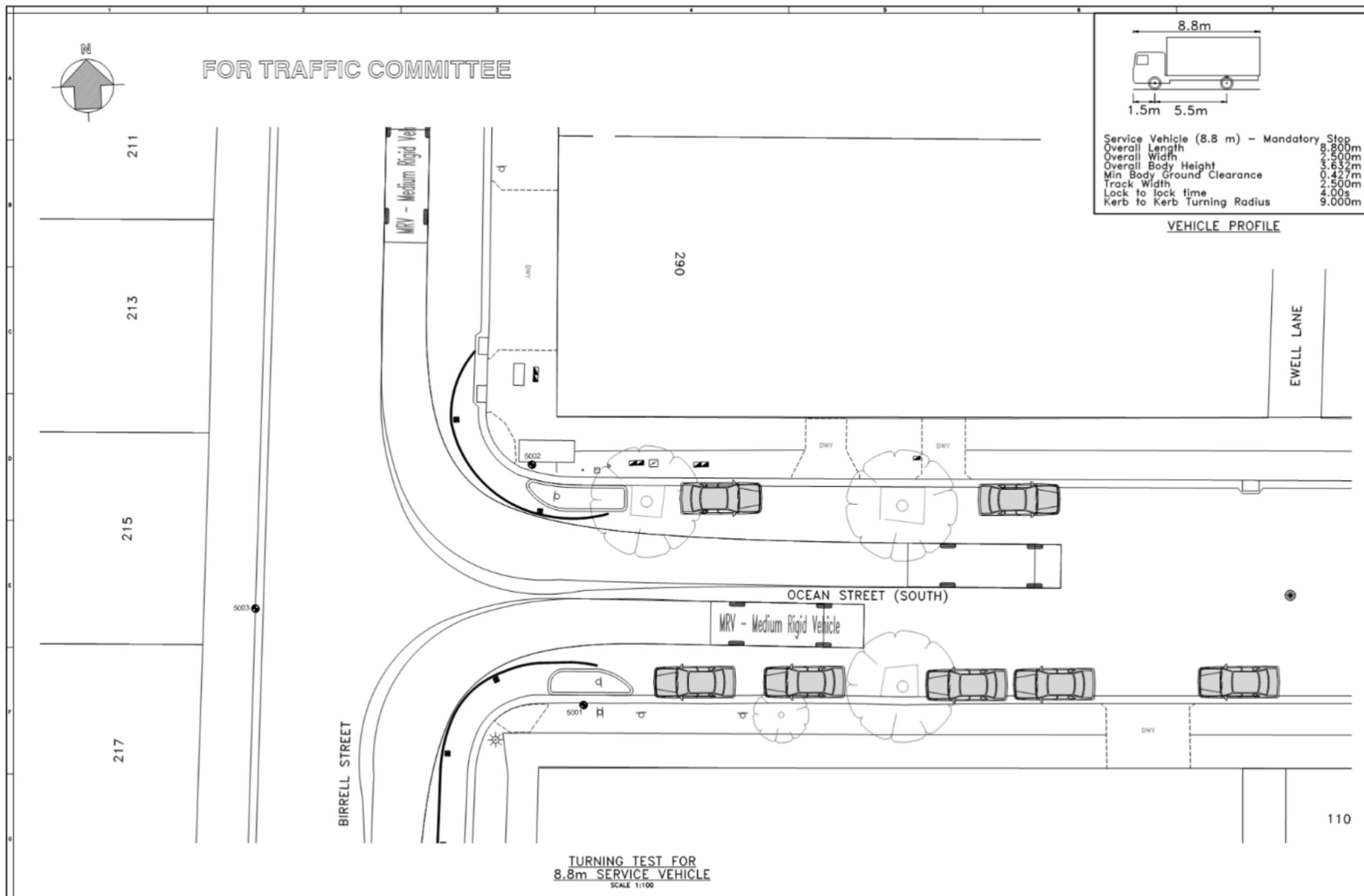
SERVICES	TELECOM/OPTUS	---	T	---	T	---
	GAS	---	G	---	G	---
	SEWER	---	S	---	S	---
	WATER	---	W	---	W	---
	RAILWAY	---	R	---	R	---
	ELEC. CABLES	---	E	---	E	---
	OIL PIPELINES	---	O	---	O	---
	STORM WATER	---	SW	---	SW	---

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SURVEYED	DATUM
AM/JK	ASSUMED
DATE 29/05/19	
DESIGNED	CHECKED
A. MADRID	ASHFAQ
DATE 29/05/19	DATE -
DRAWN	X REFERENCES
A. MADRID	
DATE 29/05/19	

OCEAN STREET SOUTH, BONDI
AT BIRRELL STREET INTERSECTION
PROPOSED KERB BLISTER ISLANDS
DETAILS

SHEET No 3 OF 5 SHEETS	DRAWING No 9004
SCALES (ORIGINAL #1)	ISSUE No A
N.A.	



Service Vehicle (8.8 m) - Mandatory Stop

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.000m

VEHICLE PROFILE

**TURNING TEST FOR
8.8m SERVICE VEHICLE**
SCALE 1:100

CHECKED & APPROVED				SERVICES		<p>WAVERLEY COUNCIL Cnr PAUL STREET & BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 www.waverley.nsw.gov.au</p>	SURVEYED AM/JK DATE 29/05/19		DATUM ASSUMED	OCEAN STREET SOUTH, BONDI		SHEET No 4 OF 5 SHEETS	DRAWING No 9004
APPROVED FOR CONSTRUCTION				TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER			DESIGNED A. MADRID DATE 29/05/19	CHECKED ASHFAQ DATE -	AT BIRRELL STREET INTERSECTION		SCALES (ORIGINAL #1)	ISSUE No	
AMEND	DATE	DESCRIPTION	DRAWN	APPROV			DRAWN A. MADRID DATE 29/05/19	X REFERENCES	PROPOSED KERB BLISTER ISLANDS		1:100	A	
										TURNING TESTS - 8.8m SERVICE VEHICLE			

REPORT

TC/C.02/19.08



Subject: Bronte Road, Queens Park - 'P15 Minute' Parking

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 a 5.5 m long 'P15 Minute 8.00am-6.00pm' zone immediately north of the driveway to 141 Bronte Road, Queens Park.

1. Executive Summary

A request has been received from Caring Waverley for changes to parking restrictions outside 141 Bronte Road, Queens Park, which is a Council owned property providing housing for the elderly. It was requested that a P15 minute parking zone and a disabled parking space be provided outside the property. It is recommended however, that only a single P15 minute parking space be provided. Council will be required to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The Caring Waverley department of Council has made a request on behalf of the elderly residents at the unit block at 141 Bronte Road to install a 'P15 Minute' parking space as well as a disabled parking space to assist residents and their carer's with a parking/drop-off/pick-up area outside the site.



Figure 1: 141 Bronte Road, Queens Park – Aerial image.

3. Technical Analysis

The property is located on the western side of Bronte Road between Church Street and Birrell Street. It is in close proximity to a number of schools and the Waverley Police Station/Court House. As a result, parking demand in the area is extremely high and a number of site inspections have shown that parking occupancy is regularly at 100%. The property has 24 x one and two bedroom units for elderly residents and has 3 off-street parking spaces forward of the unit block which are regularly occupied.

Parking restrictions outside the property north of the driveway are **'2P 8am-6pm Mon-Sat Permit Holders Excepted Area 25'** with **'No Stopping Police Vehicles Excepted'** immediately south of the driveway. Following the removal of 28m of **'1/4P 8.30am-6pm Mon-Fri'** restrictions to extend to the north the **'No Stopping Police Vehicles Excepted'** zone in February 2018 terminating at the driveway to No. 141, there has been a reduction in the turnover parking in the immediate area making it difficult for residents and carers to park or even drop-off/pick-up residents.

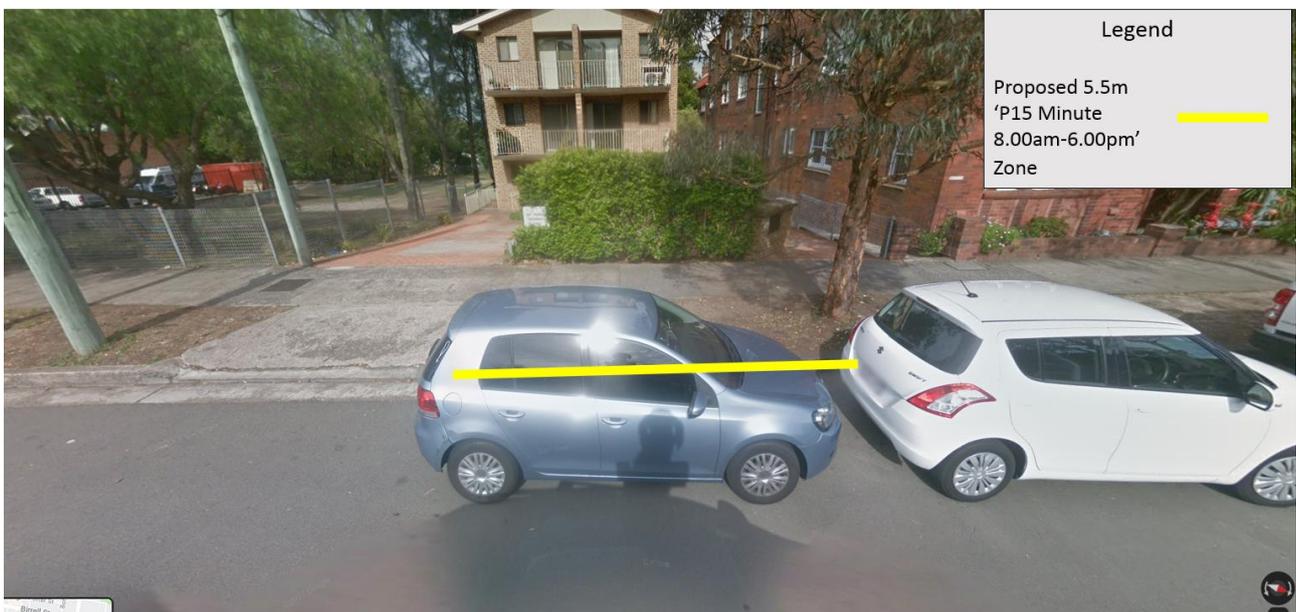


Figure 2: Proposed restrictions outside 141 Bronte Road, Queens Park.

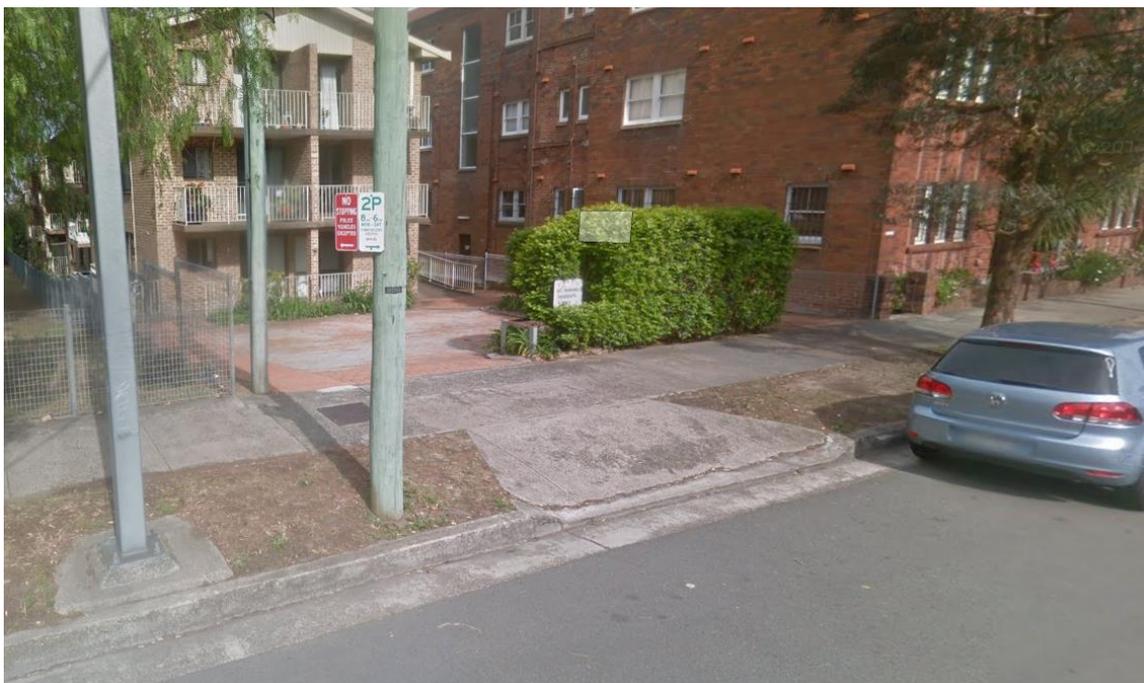


Figure 3: Car parking area forward of the unit block at 141 Bronte Road, Queens Park.

Given the proximity of the property to the Bondi Junction CBD, it is not recommended that a disabled space be installed outside the site as it will likely be occupied by commuter/workers etc., who will be able to park all day. It is recommended that a 'P15 Minute; 8.00am-6.00pm' space be installed outside the property adjacent to the driveway on its northern side to provide increased opportunities for residents/carers to pick-up and drop-off.

4. Financial Information for Council's Consideration

Any changes to signage/line marking will be funded from existing budgets.

5. Attachments:

Nil

REPORT
TC/C.03/19.08

Subject: Multiple Streets - 'No Stopping' Zones

TRIM No.: A02/0637-02

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' zones as follows at the following intersections:

1. Newland Lane and Manning Street, Queens Park:
 - (a) On the southern side of Newland Lane 10m east of Manning Street.
2. Newland Lane and Cuthbert Street, Queens Park:
 - (a) On the eastern side of Newland Lane 8.5m south of Cuthbert Street terminating at the driveway at the rear of No. 1 Manning Street.
 - (b) On the southern side of Cuthbert Street 10m east of Newland Lane.
3. Cuthbert Street and Stanley Street, Queens Park:
 - (a) On the northern side of Cuthbert Street 10m west of Stanley Street.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to improving sight distances and manoeuvrability by imposing statutory 'No Stopping' restrictions at the following three (3) locations. Council will be required to exercise its delegated functions to implement the proposal.

1. Newland Lane and Manning Street, Queens Park.
2. Newland Lane and Cuthbert Street, Queens Park.
3. Cuthbert Street and Stanley Street, Queens Park.

In response, it is proposed to 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 Newland Lane and Manning Street, Queens Park

There are currently 'No Stopping' restrictions:

- On the northern side of Newland Lane, west of Manning Street.
- On the western side of Manning Street, north and south of Newland Lane.

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.

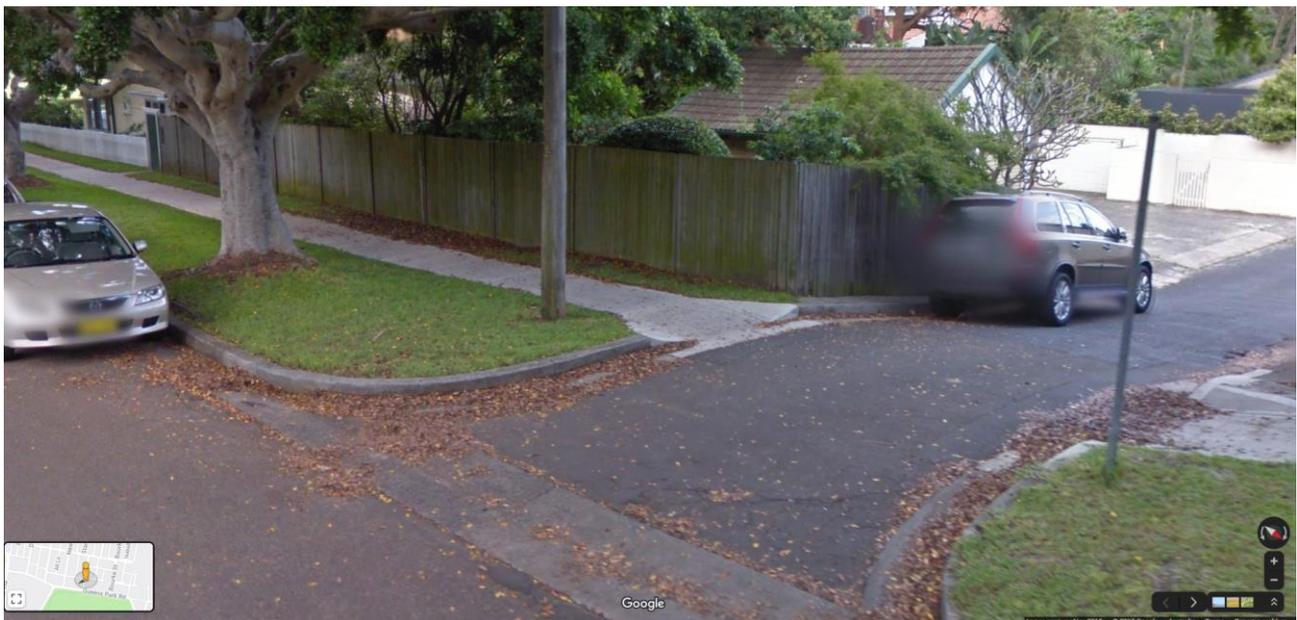


Figure 1. Street view of Newland Lane and Manning Street, Queens Park.

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

Intersection of Newland Lane and Cuthbert Street, Queens Park

There are currently 'No Stopping' restrictions:

- On the southern side of Cuthbert Street, west of Newland Lane.
- On the western side of Newland Lane, south of Cuthbert Street.

A number of inspections have taken place during the day revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at this location considerably reduce driver sight lines and hinder access.



Figure 2. Street view of the intersection of Newland Lane and Cuthbert Street, Queens Park.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted on the eastern side of Newland Lane south of Cuthbert Street and on the southern side of Cuthbert Street east of Newland Lane. This will not result in a net loss of legal, on-street parking spaces.

Intersection of Cuthbert Street and Stanley Street, Queens Park

There are currently 'No Stopping' restrictions:

- On both sides of Stanley Street, north of Cuthbert Street.
- On the northern side of Cuthbert Street, east of Stanley Street.

A number of inspections have taken place during the day revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at this location considerably reduce driver sight lines and hinder access.



Figure 3. Street view of the intersection of Cuthbert Street and Stanley Street, Queens Park.

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

Legislative requirements

Under the [NSW] *Road Rules 2014*:

'A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops ... at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules...'

Therefore, vehicles parked at these locations may be infringed without the installation of additional signage. However, the RMS's Technical Direction TDT 2002/12 *Stopping and Parking Restrictions at intersections and Crossings* addresses the installation of 'No Stopping' and 'No Parking' signs at intersections and states:

'It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. However, signposting adjacent to children's crossings, pedestrian crossings and marked foot crossings should always occur. The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.'

Existing signs, with the exception of NO STANDING signs (see Technical Direction No 99/21), are not to be removed or replaced until required under maintenance. Where the post is required to be replaced, the sign should be relocated to the new location as specified in this Technical Direction.'

Guidelines used:

- *Transport Administration Act 1988.*
- *RMS's Delegation to Councils; Regulation of Traffic.*
- *RMS's Signs Database.*
- *[NSW] Road Rules 2014.*
- *RMS's TDT 2002/12.*

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.04/19.08

Subject: Denison Street, Bondi Junction - Temporary Closure for Tower Crane Dismantling

TRIM No: A19/0394

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the temporary closure of Denison Street between Oxford Street and Spring Street between 4am and 9pm (crane to start setting up from 5am) on Sunday 15 September in accordance with the "Traffic Control Plan – Tower Crane Dismantle – Road Closure" drawn by Commercial TC dated 31 July 2018.
2. Council approves the removal of all parking spaces in Denison Street between Oxford Street and Spring Street to facilitate the manoeuvring of semi-trailers into the crane lift area.
3. Council delegate's authority to the Executive Manager, Creating Waverley to approve any backup date and times for the temporary closure of Denison Street between Oxford Street and Spring Street if required.
4. Businesses and residents affected by the closure and emergency services be notified of the closure in writing by the applicant not less than seven (7) days prior to the road closure.
5. A copy of the notification letter be forwarded to the Senior Traffic Engineer for approval prior to distribution.
6. A Council compliance officer be present for the duration of the works at the applicant's expense and that this be communicated to the applicant.

1. Executive Summary

Council has received an application for the temporary, full closure of Denison Street, Bondi Junction in the section between Oxford Street and Spring Street to facilitate the dismantling of a tower crane from the development site at 59-69 Oxford Street, Bondi Junction (Mill Hill Hotel site). Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

An application has been received from the builder at 59-69 Oxford Street, Bondi Junction for a temporary, full closure of Denison Street, Bondi Junction, in the section between Oxford Street and Spring Street from 4am and 9pm to facilitate the dismantling of a tower crane.

3. Technical Analysis

Development application, DA-585/2015, was approved by Council in September 2016 for the partial demolition of existing structures and construction of a new 12 storey, mixed use development with basement car park to be constructed at 59-69 Oxford Street, Bondi Junction. With the development nearing completion, an application has been received for the dismantling of the site tower crane.

This site has frontages to both Oxford Street and Denison Street. It is preferable to setup a mobile crane on Denison Street rather than Oxford Street to dismantle the tower crane as it will result in less disruption to traffic.



Figure 1: Aerial photo of 59-69 Oxford Street, Bondi Junction.

The road closure will involve semi-trailers accessing Denison Street by approaching in an easterly direction on Oxford Street, then turning right into Newland Street, then right into Spring Street to Denison Street then reversing into the closed area of Denison Street under full traffic control. Once loaded, the semi-trailers will exit Denison Street via a left turn onto Ebley Street then right onto Newland Street, then Birrell Street, then York Road and then onto Syd Einfield Drive and out of the LGA.



Figure 2: Street view of the site at 59-69 Oxford Street, Bondi Junction.

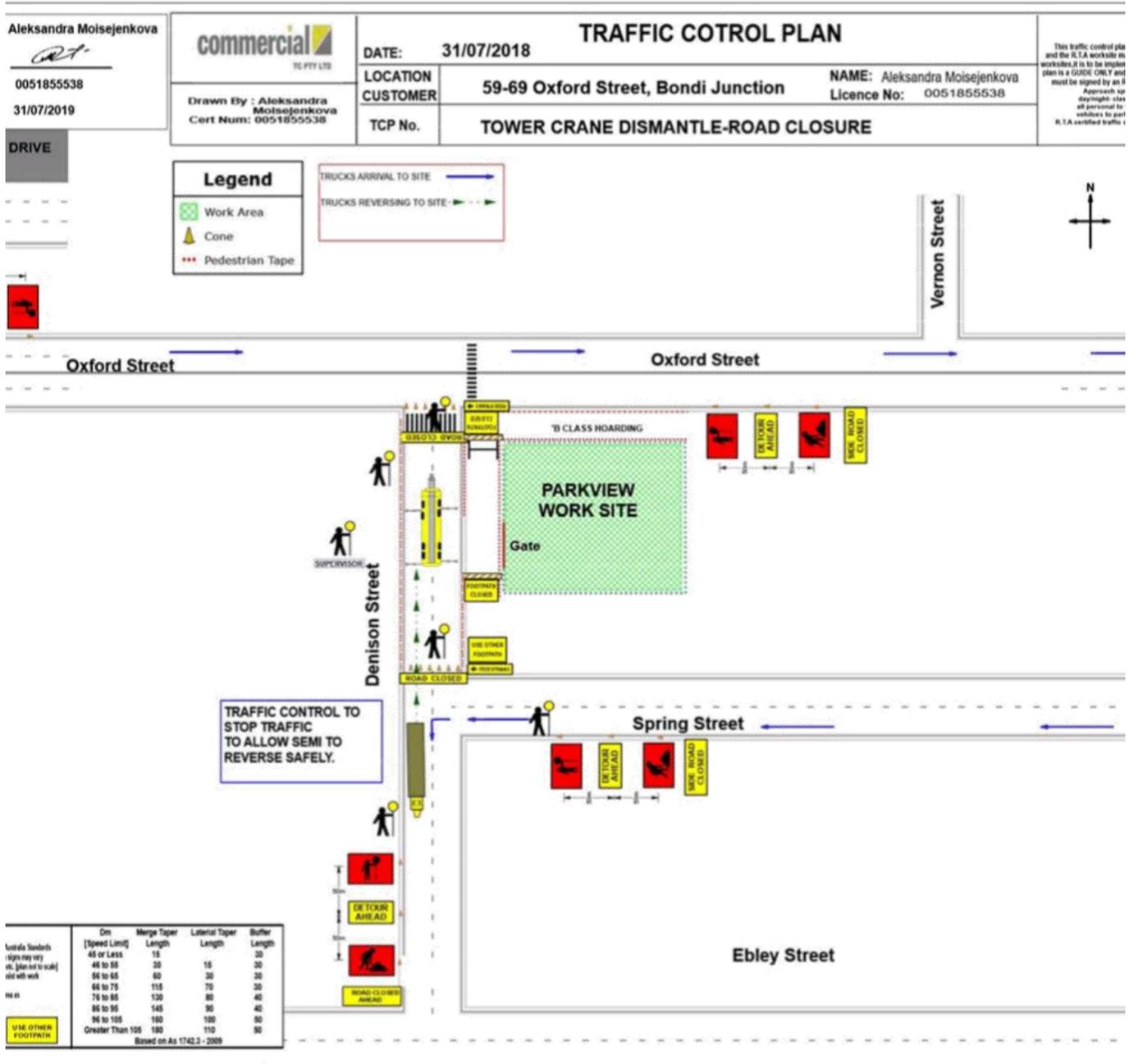
To minimise the impact on road users, particularly bus services on Oxford Street inbound to the Bondi Junction Bus Rail Interchange, the tower crane installation is to be limited to a Sunday as has been applied to other building sites in the Bondi Junction CBD area.

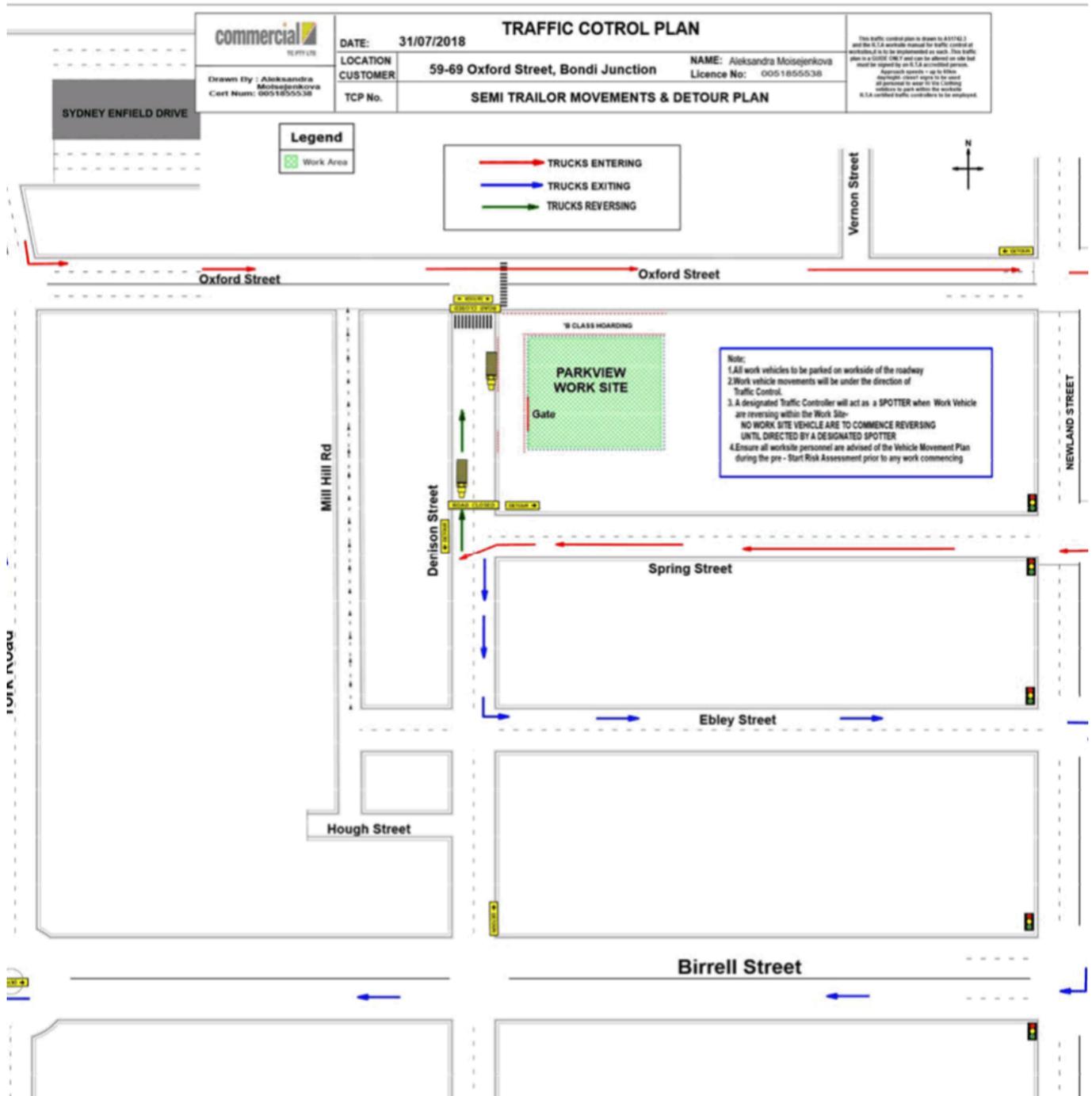
4. Financial Information for Council's Consideration

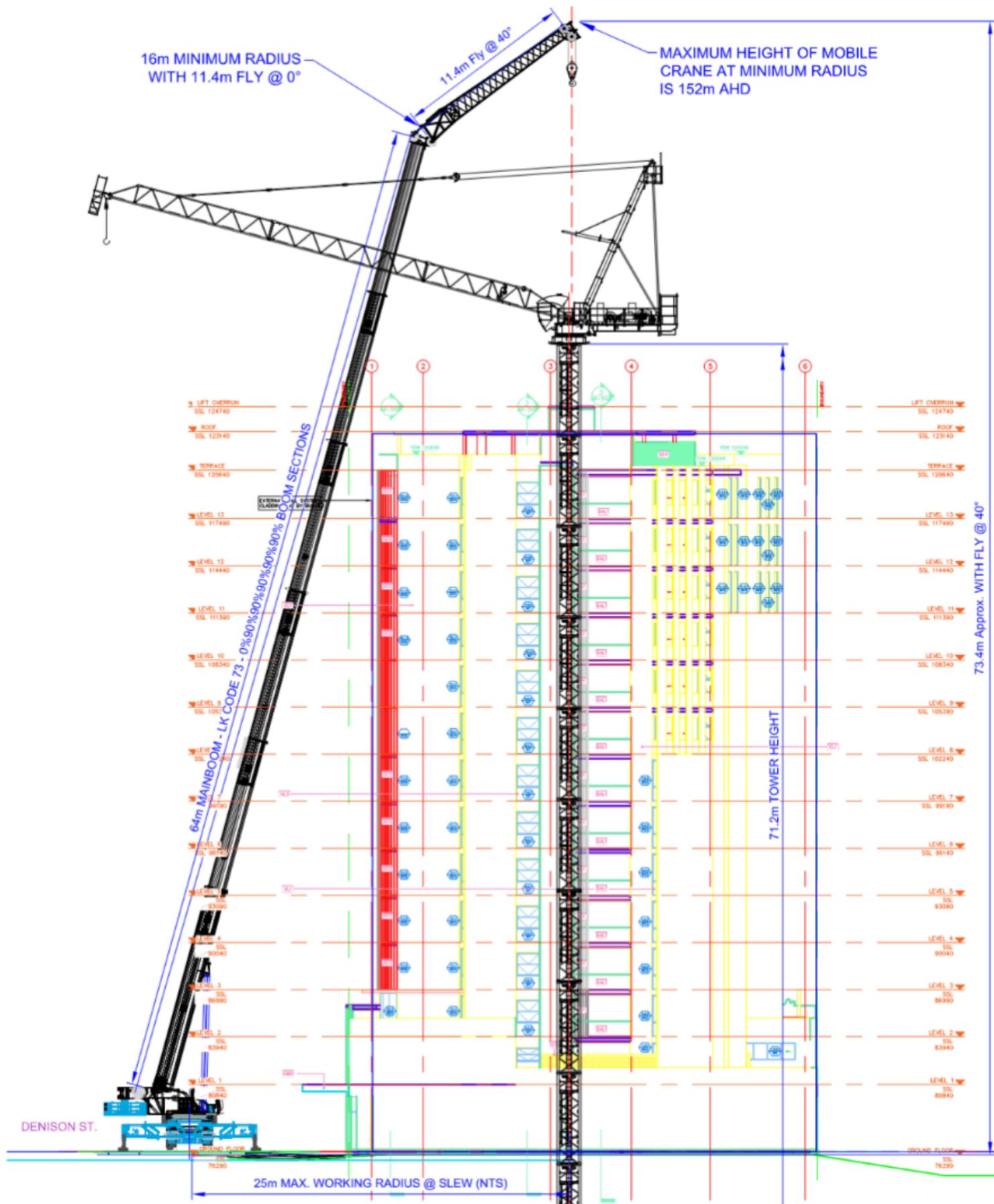
The applicant will be required to meet the cost of closing the road and standing plant in accordance with Council's fees and charges for 2019/20.

5. Attachments

1. TCP-DENISON ST ROAD CLOSURE [↓](#)
2. TCP-SEMI MOVEMENT & DETOUR [↓](#)
3. Tower Crane Dismantle - Elevation [↓](#)
4. Tower Crane Dismantle - Plan [↓](#) .







ELEVATION VIEW

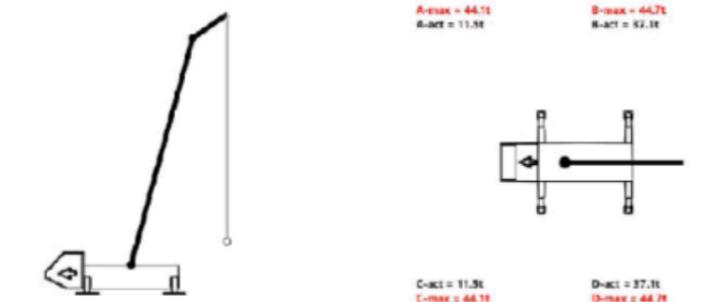


Outrigger loading, load charts and setup condition for crane no.: 4
58 Oxford Street Road

Combinations		
Crane Model: AC300-6	Serial number: 85400	Combination: MAW
Chart number: 51756612	Support: 650x540m	Test standard: DIN 50132
Slew range: 0-360°	Swing angle upper structure: 0.0°	
Counterweight: 13.2t	Control system: -	
Parts of line: 1-Q	Load in: 4t	LK-code: 73
MS-length: 54.0m	MS-angle: 34.7°	Line sequence: 0-90-90-90-90
JB-length: 11.4m	JB-angle: 34.7°	JB-offset: $\leq 0.0^\circ$
Radius: 21.0m	Gross load (inc. accessories): 1.2t	Max. load at radius: 5.9t

Use to identify: max. radius with current gross load: 20.51m

90° Max to superstructure / boom top view



Radius [m]	Gross load [t]	T.F. height [m]
22.0	8.1	73.0
24.0	8.9	72.6
26.0	9.6	71.6
28.0	7.6	70.5
30.0	5.3	70.0
32.0	5.3	69.1
34.0	4.3	67.1
36.0	3.5	66.3
38.0	2.6	65.4
40.0	2.1	64.1
42.0	1.6	62.4
44.0	1.0	61.2

Disclaimer
CAUTION: The planning tool software helps you to assess load on radius. Please note that the actual ground pressure is a function of other factors which can only be assessed under certain conditions. It is assumed that the crane is placed on firm and regular surface. Further, it is presumed that the developer / contractor / site manager is within the minimum safety distance of all infrastructure, obstructions, wind loading, crane accessories are taken into consideration in this planning tool. The actual ground pressure / outrigger loading according to the amount of such influences could be different from the calculated results in the software. The ground pressure might be higher without gross load than the maximum pressure occurs with gross load. The results do not release the user from any duty of care, but to check the crane status at the values on the building plan (and to recalculate them if necessary). Neither COSMO Cranes nor its employees take the responsibility of errors which might occur.

created by Nihil Blatt on 6/25/2019 created with CRANE MANAGER 2014



Do not scale from this drawing
The technical details, illustrations & dimensions shown on this drawing are without liability. No claims whatsoever can be derived from these details. This drawing is the property of Cosmo Cranes and it must not be copied or used without consent.

Notes: It is the responsibility of the builder to inform Cosmo Cranes of any possible obstacles for safe operation of mobile and tower cranes at this location. Obstacles may include, but not limited to neighbouring buildings, aerials, phone towers, large trees, overhead power lines and neighbouring tower cranes. Builder to ensure that the access and working area is cleared sufficiently to accommodate the crane and transport. Builder to ensure a suitable hard standing and level area to be provided to support all crane and transport loads imposed.



Project Name
59 OXFORD STREET, BOND JUNCTION

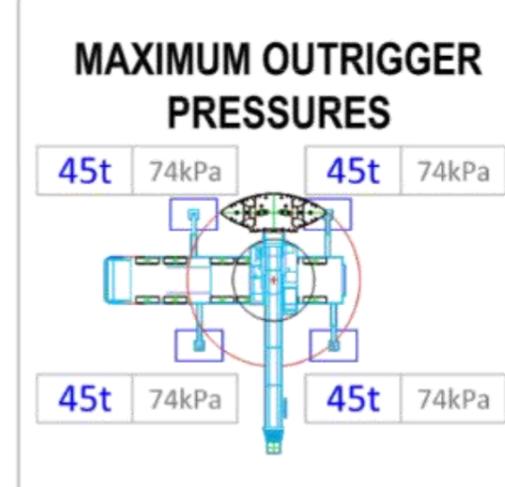
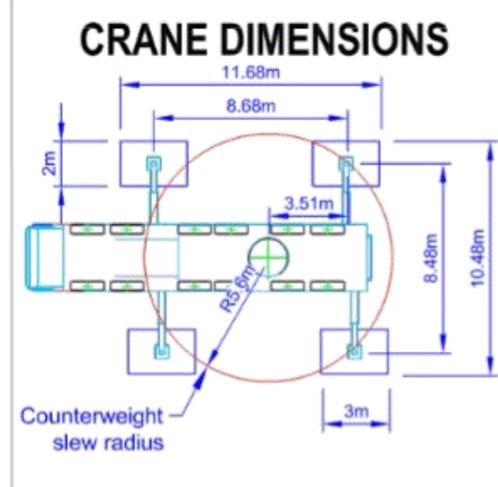
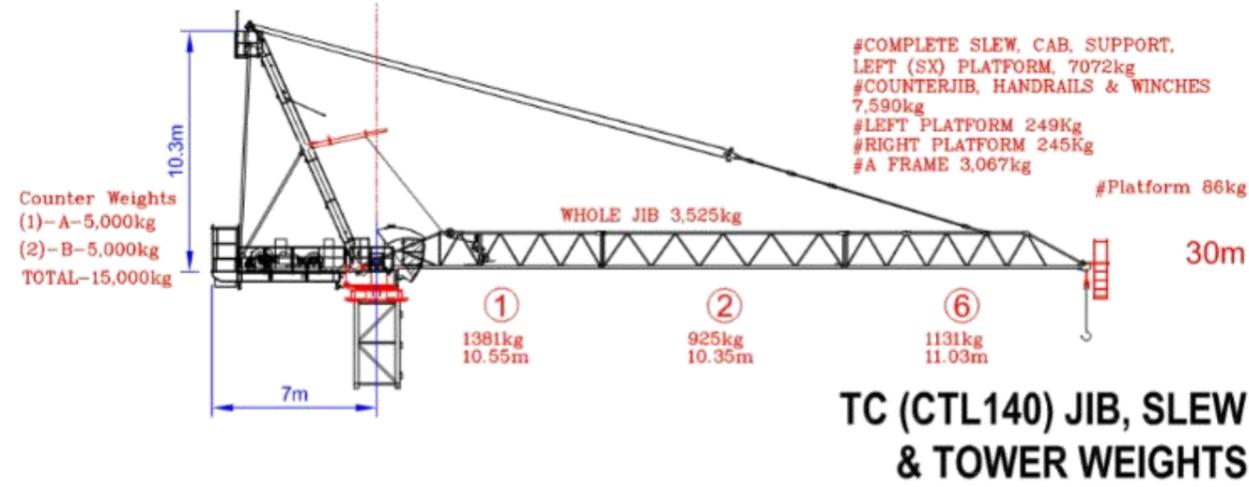
Drawing Title
TOWER CRANE DISMANTLE ELEVATION

Project - Drawing No. 1284-DIS-PLN-002 Rev. 0

Scale: A3 Date: 26/06/2019 Drawn By: NB Checked: AW

Rev	Date	Comment	By
0	26/06/19	FOR REVIEW	NB



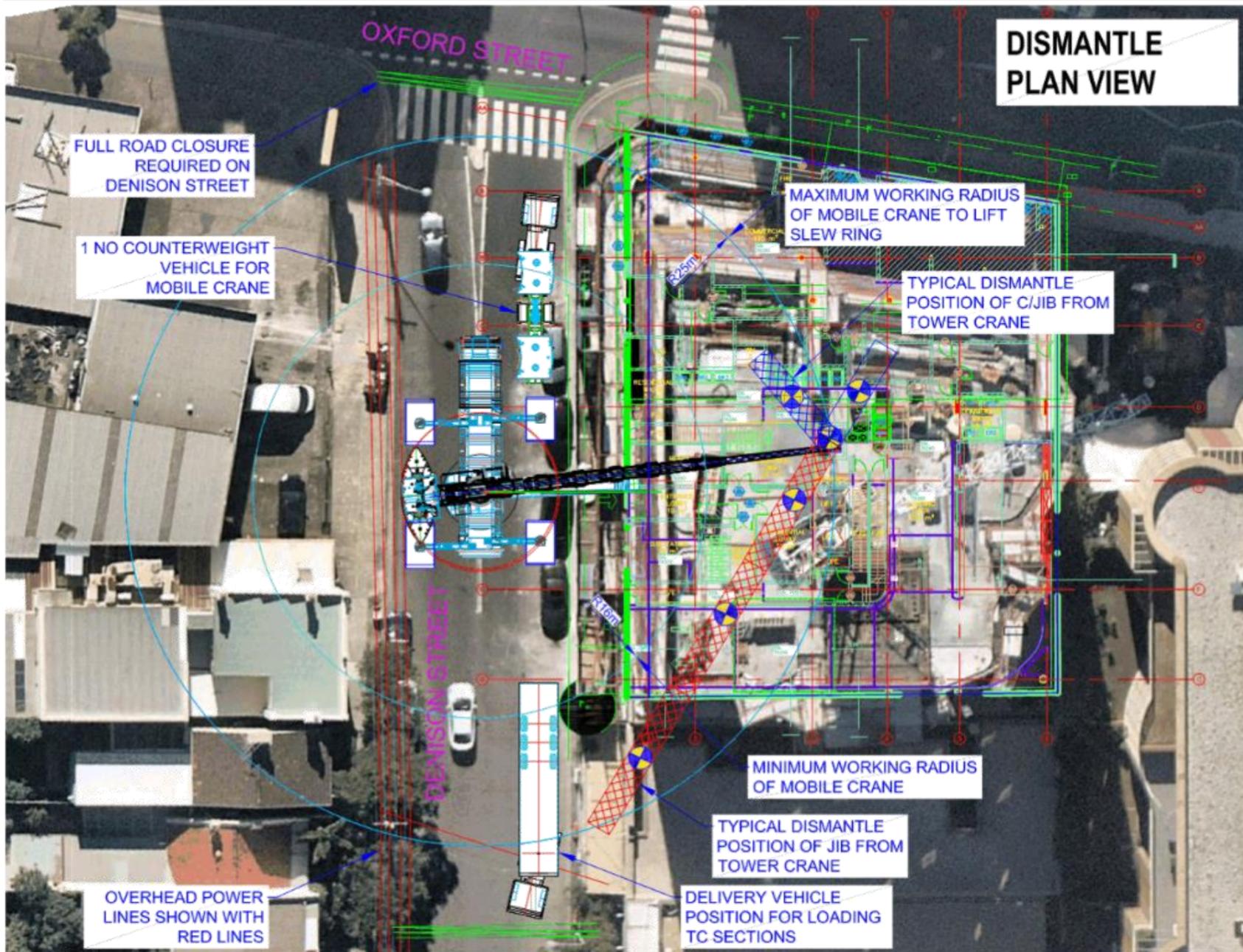


Do not scale from this drawing

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Builder to ensure that the access and working area is cleared sufficiently to accommodate the crane and transport. Builder to ensure a suitable hard standing and level area to be provided to support all crane and transport loads imposed.



MOBILE CRANE INFORMATION

CRANE SPECIFICATION/TYPE:
 Demag AC300-6 - All-Terrain Mobile Crane

OUTRIGGER BASE:
 8.68m x 8.48m Centres - Fully Rigged

CRANE COUNTERWEIGHT:
 19.2 tonnes - 1no Support Vehicle

CRANE CONFIGURATION:
 HAV - 64m Mainboom with 11.4m Fly @ 40°
 Hook Block - 35.1te SWL (750kg Self Weight)
 2no Falls of Line - 115kN Line Pull ea.

LIFTS INCLUDING RIGGING

- 7.2te - SLEW RING SECTION
- 7.0te - COUNTER JIB (w/o platforms)
- 4.1te - A FRAME COUNTER JIB
- 6.2te - COUNTERWEIGHT SECTION
- 5.8te - TOWER SECTION - 12m (TS16)

S.W.L AT MAX/MIN WORKING RADIUS

- 8.9te @ 25m Maximum working Radius
- 9.1te @ 22m Reference working Radius
- 14.7te @ 16m Minimum working Radius

% OF S.W.L. CAPACITY USED / F.O.S.
 80.1% / 19.9% (8.9te SWL @ 25.0m Radius for landing slew ring - worst case radius)



Client:

Project Name:
 59 OXFORD STREET, BONDI JUNCTION

Drawing Title:
 TOWER CRANE DISMANTLE PLAN

Project - Drawing No:	Rev:		
1284-DIS-PLN-001	0		
Scale: A3	Date:	Drawn By:	Checked:
N.T.S	26/06/2019	NB	AW



REPORT
TC/C.05/19.08

Subject: Bondi Junction Cycleway and Streetscape Upgrade -
Signage and Linemarking Plans

TRIM No: A14/0193

Author: Rodhan Haughton, Senior Project Manager

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council approves signage and line marking drawings L501 to L515 Issue "1" dated 19 July 2019 prepared by Spackman Mossop Michaels, and drawings P2966 Sheets 1-2, 100-100 Issue "3" dated 13 August 2019 prepared by Bitzios Consulting for the Bondi Junction Cycleway and Streetscape Upgrade project as attached to this report.

1. Executive Summary

The Bondi Junction Cycleway and Streetscape Upgrade (the Project) will provide a separated cycleway through the Bondi Junction commercial centre, linking Oxford Street, Syd Einfield Drive and Bondi Road to an existing cycleway at the north eastern corner of Centennial Park.

The Project is a priority route driven by Waverley Council and the NSW Government with funding predominantly provided by the Roads and Maritime Services (RMS).

The purpose of this report is to seek Council's approval of the proposed signage and line marking plans for the Project. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Waverley Council began facilitating and developing the cycleway design in 2014, including public exhibition of the preliminary design.

Extensive consultation with technical stakeholders to address the feedback on aspects of the preliminary design followed. The final concept design was approved by the Traffic Committee in November 2017 (ref TC/C.04/17.11). This was endorsed by Council in December 2017 (ref CM/4.3/17.12).

3. Technical Analysis

Parsons Brinckerhoff's (PB) Traffic, Transport and Parking Assessment (13 April 2015, Rev B) reviewed the traffic related impacts of the Project's proposed design and is attached to this Report. The Assessment was also included as Appendix G to the Project's Review of Environmental Factors (REF). PB's Traffic Assessment concludes as follows:

The proposed two-way separated cycleway with sections of shared path will provide improved cycle facilities, key connections within Bondi Junction and improved links to the Sydney CBD via Centennial

Park. It will also improve pedestrian amenity and connectivity to key attractors within the Bondi Junction Town Centre.

The impacts associated with the projects implementation include slightly deteriorating intersection performance, leading to increased travel times and delays.

The proposed cycleway results in a loss of 24 on-street car parking spaces. This may be mitigated by future on-street parking improvements on adjoining streets.

Several mitigation measures have been suggested to remove or ameliorate any project related impacts, with a focus on improving safety for pedestrians and cyclists. These have been incorporated into the proposed cycleway and streetscape design.

The documentation of the Project has been split into two sections:

- West - being Oxford Street (from Centennial Park to Denison Street), Denison Street (from Oxford Street to Spring Street), and Spring Street (from Denison Street to Bronte Road) and
- East - being Bronte Road (from Ebley Street to Oxford Street), and Oxford Street (from Bronte Road to Bondi Road).

Spackman Mossop Michaels (SMM) documented the 'Signs and Line marking' Plans for the Western section in conjunction with TTPP traffic consultants.

Bitzios Consulting documented the 'Signage and Line marking' Plans for the Eastern section of the project. The Signage and Line marking Plans are attached to this Report.

4. Financial Information for Council's Consideration

The Minister for Transport and Infrastructure continues to support the delivery of the Bondi Junction Cycleway with approval of funding for the first stage of construction of the Cycleway. \$6 million dollars of state funds through the Active Transport program has been released for the 2019-20 financial year. This funding allows construction works to commence, subsequent to completion of services investigations.

5. Attachments

1. BJC West_L501-515 SIGNS AND MARKINGS PLANS_IFC Rev1 (under separate cover)
2. P2996.003D East Bondi Jct Signs and Lines 100% (under separate cover)
3. Bondi Junction Cycleway - PB Traffic Report (under separate cover) .

REPORT
TC/V.01/19.08

Subject: Wellington Street, Bondi – Changes to Median Island near Edward Street.

TRIM No.: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council approves the changes to the existing median island, line marking, signage and pavement on Wellington Street immediately south of and at the intersection with Edward Street, Bondi as per Drawing No. 9003 Issue B attached to this report.

1. Executive Summary

Council has received representations from the public requesting consideration be given to upgrading existing traffic facilities on Wellington Street to improve the safety of northbound vehicles on the approaches to and near Edward Street to reduce the incidence of northbound vehicles on Wellington Street leaving the carriageway. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The matter has been investigated and Council's design team has undertaken a detailed review of the design of the central islands (see attachment) and is proposing changes to the line of travel for northbound vehicles on the approach to Edward Street and changes to cyclist facilities. Approval is being sought for the changes in order to proceed to construction.

3. Technical Analysis

The design of the central median island on Wellington Street immediately south of the intersection with Edward Street deflects the path of northbound vehicles towards the outside (west side) of the carriageway. There have been a number of "run off road" type crashes on the bend mostly in wet conditions. To reduce the incidence of these types of crashes, changes to the median island are proposed. The island width is being reduced so as to reduce the amount of deflection for northbound vehicles towards the outside (west side) of the bend. The design also proposes to install a new, high friction surface on the roadway on the northbound lane to increase adhesion in the wet.

Improvements at the intersection for cyclists are also proposed. The improvements involve the removal of the existing concrete kerb blister island on the eastern side of Wellington Street immediately north of Edward Street and replace it with a painted island to aid cyclist movements on the uphill run. It is also proposed to remove the green painted bicycle lane on the western side of Wellington Street at the intersection with Edward Street. The green painted bicycle lane at Edward Street is installed off to the left/west of the travel lane and it is considered cyclists are unlikely to travel to the left into the lane and then ride out of it to again and join the travel lane on the down gradient.



Figure 1: Aerial view of Wellington Street (north-south road) at Edward Street, Bondi



Figure 2: Median islands on Wellington Street looking north towards Edward Street, Bondi.



Figure 3: Median islands on Wellington Street looking south from Edward Street, Bondi



Figure 4: Green painted bicycle lane (left side) to be removed on Wellington Street at Edward Street, Bondi.

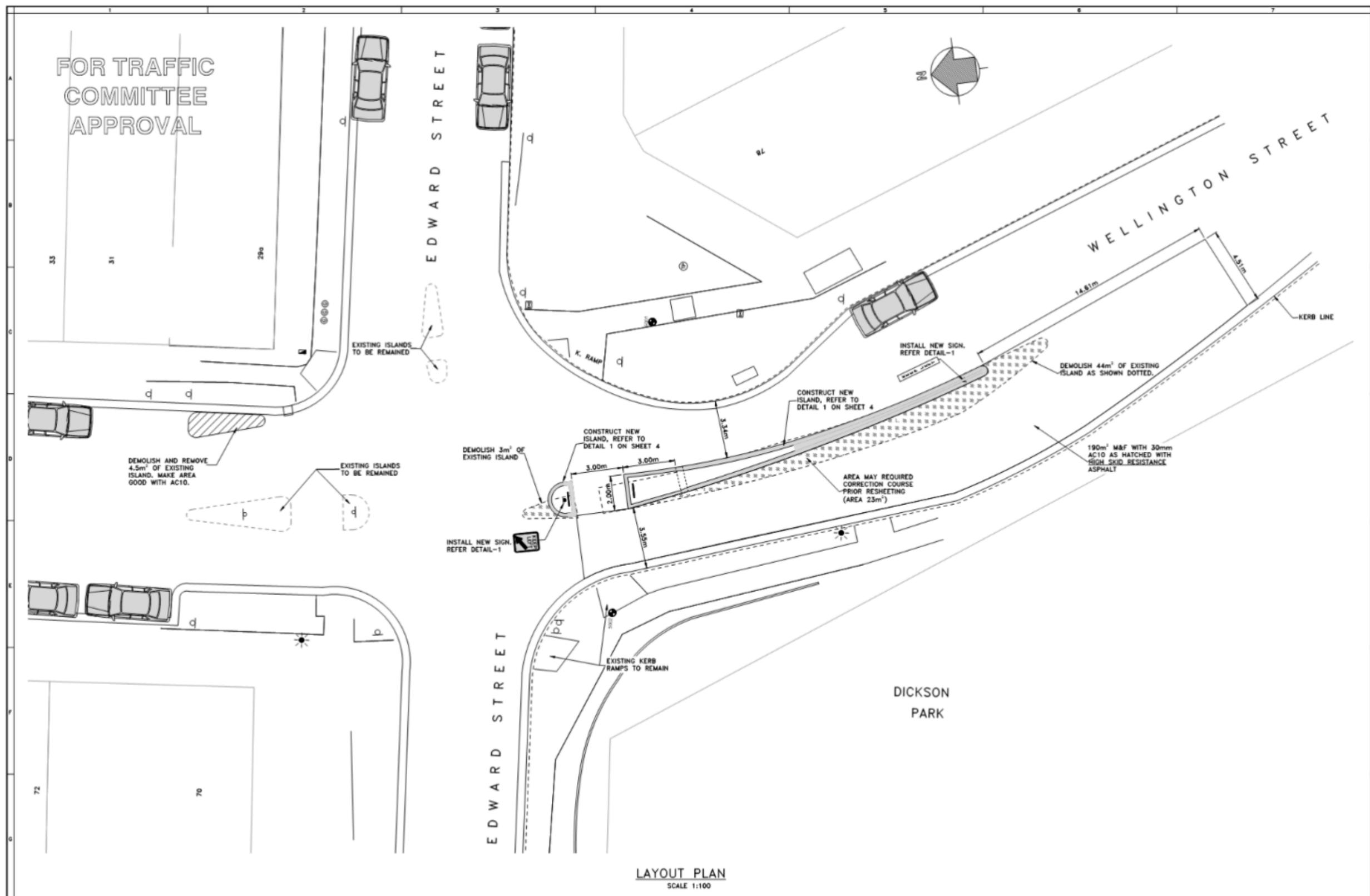
Crash data shows that there have been 7 recorded crashes in the last five years in the vicinity of the intersection, 6 of these involved vehicles losing control at the bend when northbound on Wellington Street.

4. Financial Information for Council's Consideration

Council will fund the changes to the pedestrian refuge from existing budgets.

5. Attachments:

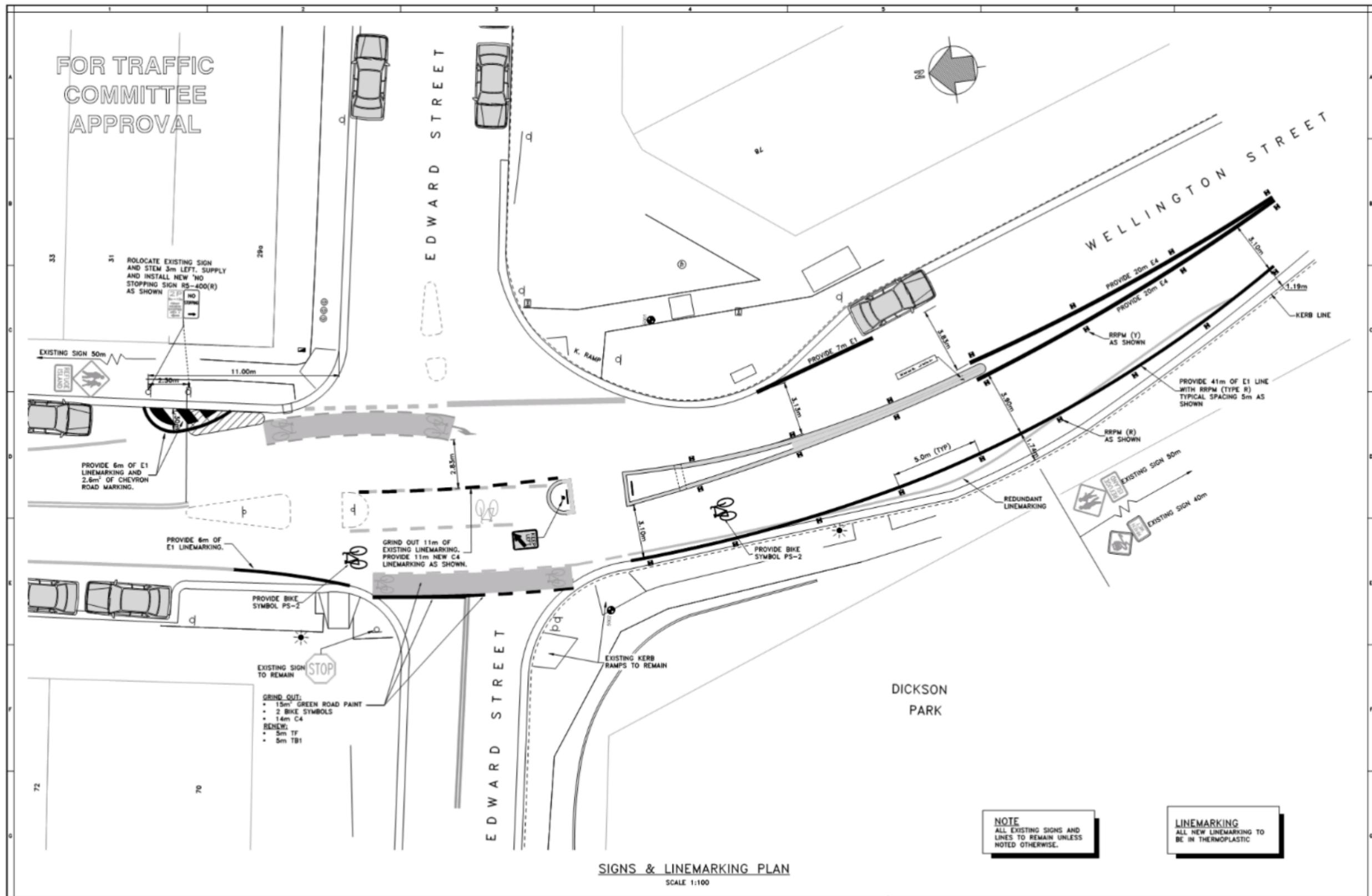
1. Drawing No. 9003 Rev B - Traffic Island Modifications [↓](#)



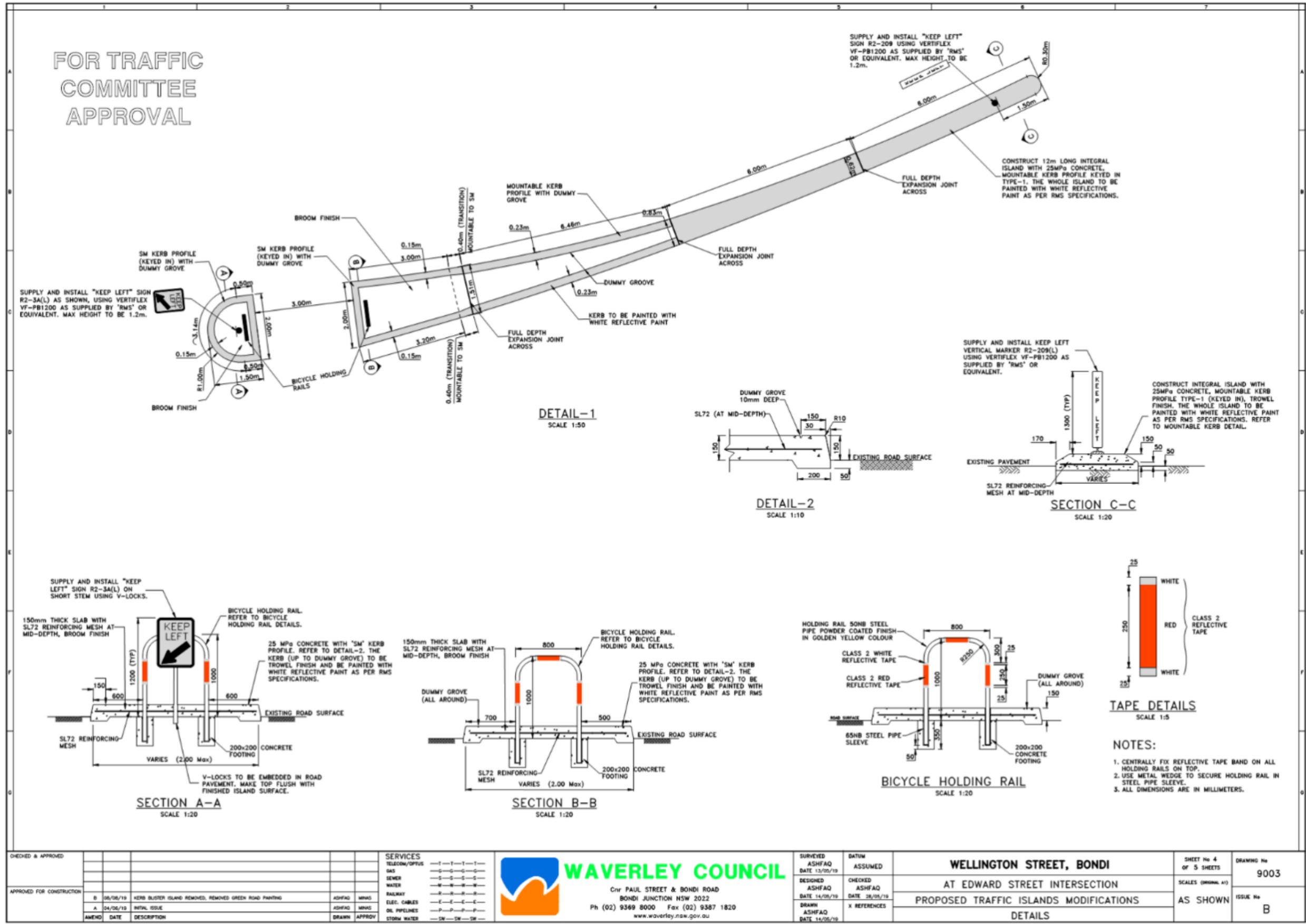
LAYOUT PLAN
SCALE 1:100

CHECKED & APPROVED				SERVICES		SURVEYED		DATUM		WELLINGTON STREET, BONDI		SHEET No 2		DRAWING No	
				TELECOM/OPTUS		ASHFAQ		ASSUMED		AT EDWARD STREET INTERSECTION		OF 5 SHEETS		9003	
APPROVED FOR CONSTRUCTION				SWS		DATE 13/05/19		CHECKED		PROPOSED TRAFFIC ISLANDS MODIFICATIONS		SCALES (ORIGINAL A1)		ISSUE No	
B 06/06/19		KERB BLISTER ISLAND REMOVED, REMOVED GREEN ROAD PAINTING		SEWER		DATE 14/05/19		DATE 28/05/19		1:100				B	
A 04/06/19		INITIAL ISSUE		RAILWAY		DRAWN		X REFERENCES							
AMEND DATE DESCRIPTION				ELEC. CABLES		DRAWN									
				OIL PIPELINES		DATE 14/05/19									
				STORM WATER		DATE 14/05/19									

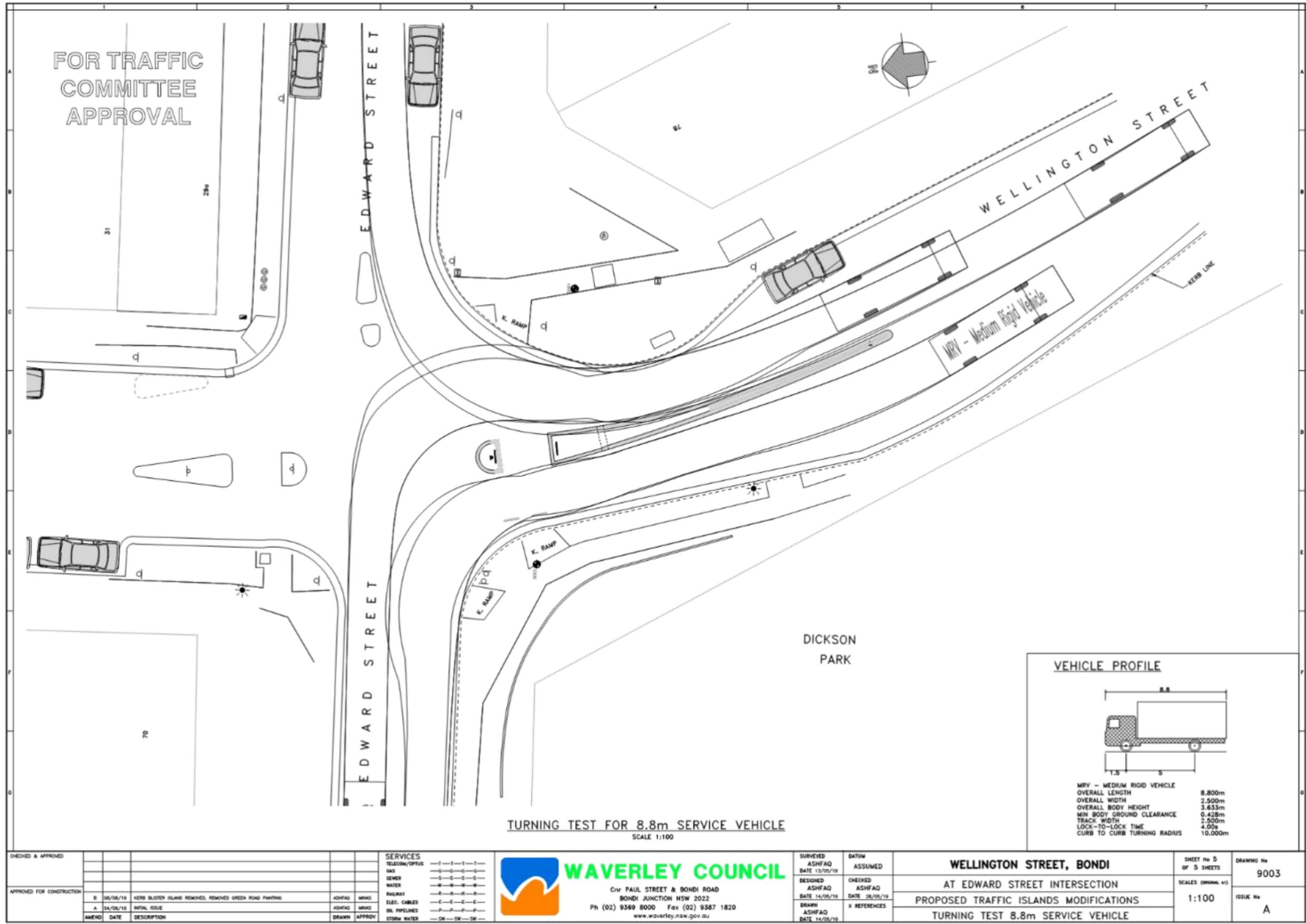
WAVERLEY COUNCIL
 Cnr PAUL STREET & BONDI ROAD
 BONDI JUNCTION NSW 2022
 Ph (02) 9369 8000 Fax (02) 9387 1820
 www.waverley.nsw.gov.au



CHECKED & APPROVED				SERVICES		 WAVERLEY COUNCIL Cnr PAUL STREET & BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 www.waverley.nsw.gov.au		SURVEYED ASHFAQ DATE 13/05/19 DESIGNED ASHFAQ DATE 14/05/19 DRAWN ASHFAQ DATE 14/05/19		DATUM ASSUMED CHECKED ASHFAQ DATE 28/05/19 X REFERENCES		WELLINGTON STREET, BONDI AT EDWARD STREET INTERSECTION PROPOSED TRAFFIC ISLANDS MODIFICATIONS SIGNS & LINEMARKING PLAN		SHEET No 3 OF 5 SHEETS SCALAS (ORIGINAL A1) 1:100 DRAWING No 9003 ISSUE No B	
APPROVED FOR CONSTRUCTION				TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER											
B 06/06/19 KERB BLISTER ISLAND REMOVED, REMOVED GREEN ROAD PAINTING A 04/06/19 INITIAL ISSUE				ASHFAQ MNA3 ASHFAQ MNA3 DRAWN APPROV											
AMEND DATE DESCRIPTION															



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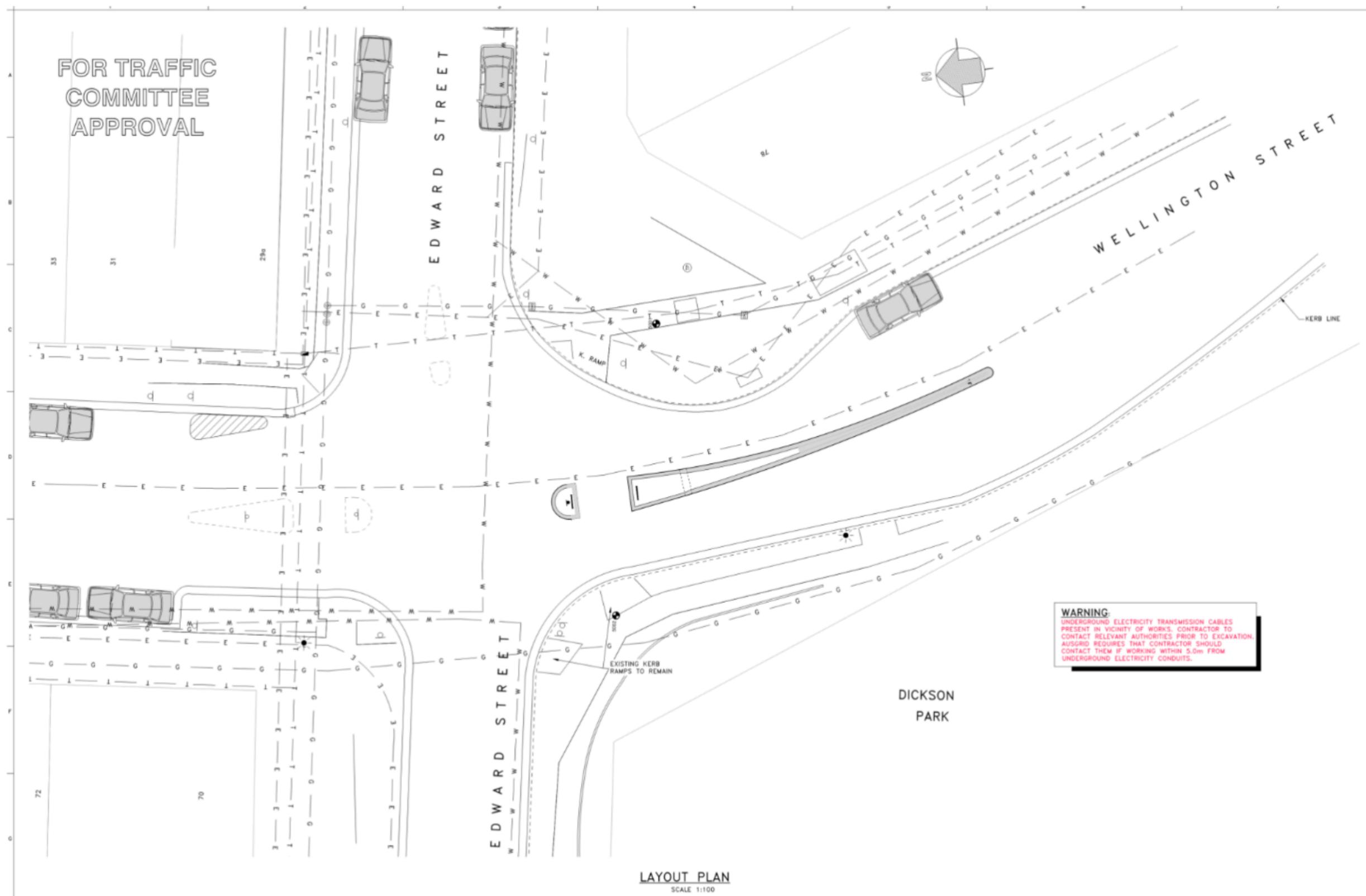
CHECKED & APPROVED		SERVICES	
DATE	DESCRIPTION	TYPE	STATUS
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		NSW	---
		SEWER	---
		WATER	---
		RAILWAY	---
		ELEC. CABLES	---
		OIL PIPELINES	---
		STORM WATER	---

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SURVEYED ASHFAQ DATE 13/05/19	DATUM ASSUMED
DESIGNED ASHFAQ DATE 14/05/19	CHECKED ASHFAQ DATE 28/05/19
DRAWN ASHFAQ DATE 14/05/19	X REFERENCES

WELLINGTON STREET, BONDI	SHEET No 5 OF 5 SHEETS	DRAWING No 9003
AT EDWARD STREET INTERSECTION	SCALES (ORIG. A1)	ISSUE No A
PROPOSED TRAFFIC ISLANDS MODIFICATIONS	1:100	
TURNING TEST 8.8m SERVICE VEHICLE		



WARNING:
 UNDERGROUND ELECTRICITY TRANSMISSION CABLES
 PRESENT IN VICINITY OF WORKS. CONTRACTOR TO
 CONTACT RELEVANT AUTHORITIES PRIOR TO EXCAVATION.
 AUSGRID REQUIRES THAT CONTRACTOR SHOULD
 CONTACT THEM IF WORKING WITHIN 5.0m FROM
 UNDERGROUND ELECTRICITY CONDUITS.

LAYOUT PLAN
 SCALE 1:100

CHECKED & APPROVED				SERVICES		 WAVERLEY COUNCIL Cnr PAUL STREET & BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 www.waverley.nsw.gov.au		SURVEYED ASHFAQ DATE 13/05/19		DATUM ASSUMED		WELLINGTON STREET, BONDI AT EDWARD STREET INTERSECTION PROPOSED TRAFFIC ISLANDS MODIFICATIONS		SHEET No 5 OF 5 SHEETS		DRAWING No 9003	
APPROVED FOR CONSTRUCTION				TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER				DESIGNED ASHFAQ DATE 14/05/19		CHECKED ASHFAQ DATE 28/05/19		SCALES (ORIGINAL A1) 1:100		ISSUE No A			
AMEND	DATE	DESCRIPTION	DRAWN	APPROV				DATE		X REFERENCES							
B	06/08/19	KERB BULSTER ISLAND REMOVED, REFINISHED GREEN ROAD PAINTING	ASHFAQ	MMMS													
A	04/06/19	INITIAL ISSUE	ASHFAQ	MMMS													

REPORT
TC/V.02/19.08

Subject: Old South Head Road, Bondi Junction- Bondi Road to Bon Accord Avenue - Shared Path Upgrade

TRIM No: SF19/3435

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. Installs updated pavement markers and new planting on the shared path along Old South Head Road between Bondi Road and Bon Accord Avenue as per Rev "G" drawings L101, L102 and L103 prepared by Spackman Mossop Michaels contained in Attachment 1 to this report which are consistent with the pavement markers already installed along the Old South Head Road shared path between Bon Accord Avenue and Victoria Street.
2. Notes changing the red light and speed sign from two poles to one poles subject to RMS approval.
3. Notes the intention to remove the concrete islands at the Paul Street intersection with Old South Head Road and replace with continuous footpath subject to RMS and future Traffic Committee approval.
4. Notes the intention to install continuous footpath or alternative traffic calming at the intersection of Bon Accord Avenue and Old South Head Road subject to RMS and future Traffic Committee approval.
5. Notes original concept design and responses relating to existing shared path for community consultation in January/February 2017 for Old South Head Road shared path upgrade (Attachments 3, 4, and 5).

1. Executive Summary

The Old South Head Road shared path between Bondi Road and Bon Accord Avenue is to be renewed as it is in poor condition and the causal developments are now complete. The shared path markings have been illegible for some time with the original pavement marking design not appropriate for current use. The original design assumes one-way bicycle use for most of its extent. This proposal is to update the markings on the pavement consistent with the pavement markings used on the shared path between Bon Accord Avenue and Victoria Street thereby creating a consistently legible shared path from Victoria Road to Bondi Road that will link to the future Bondi Junction cycleway.

The concept design for a proposed new layout and upgrade to the intersections at Paul Street and Bon Accord Avenue to include continuous footpaths was developed by consultants and placed on community consultation in January / February 2017. The concept design also included an extension of the shared path

from Bon Accord Avenue to Victoria Street which was separately approved at the February 2018 Traffic Committee meeting and completed that year.

This report seeks approval for the pavement marking upgrade and notes the proposals for continuous footpaths at Paul Street and Bon Accord Avenue which is subject to RMS approval and Traffic Committee detailed design approval.

2. Introduction/Background

The Waverley Bike Plan 2013 included an existing shared path along Old South Head Road between Bondi Road and Bon Accord Avenue. As of 2013, the shared path markings were illegible and the 2013 Bike Plan included an action to update these markings as well as rationalisation of the poles and installation of raised threshold at the Paul Street intersection. The pre-2013 pavement markings split the shared path across the southern (Waverley) and northern (Woollahra) side with the bicycle direction following the adjacent traffic flow. The pre-2013 pavement markings indicate that the kerbside half of the path is for bicycles and the building side for pedestrians. Only the section from Bon Accord Ave to the signalised pedestrian crossing at Edgecliff Road was originally marked for two-way bicycles to facilitate the route to Bondi Beach.

The existing illegible pavement markings are unsuitable for a number of reasons:

- Two-way bicycle use is necessary along Old South Head Road. The existing but faded arrangement assumes that bike riders leaving Bondi Junction will use the northern shared path in Woollahra and cross to the southern shared path at the signalised Edgecliff pedestrian crossing. This has never been practical and does not include for a safe crossing at the Syd Einfeld Drive / Bondi Road crossing for bicycles and pedestrians. The need for two-way bicycle travel on the Old South Head Road shared path is emphasised by the approved bi-directional separated Bondi Junction Cycleway on the northern side of Oxford Street.
- Separation of the path into pedestrian and bicycle use is not practical and unlikely to be observed due to the large number of pedestrians using the path.
- Separation of the path by direction of travel is not practical and unlikely to be observed due to the heavy tidal travel with a very large majority of pedestrians and bike riders travelling towards Bondi Junction in the morning and away from Bondi Junction in the afternoon/evening.

The most practical path layout was therefore determined to be in accordance with the layout used in the City of Sydney with the blue line and "Shared Path" written along the kerb for the entire length. The entire pavement width is then available for bicycles to use and avoid pedestrians.

Bike Plan 2013 also included an extension of the shared path from Bon Accord Avenue to Victoria. Council was successful in receipt of funding under Transport for NSW's *Active Transport Program* for this extension only. Consultants were engaged to develop a new concept design for improvements to the full length of the shared path, both existing and the new section, using the recommended City of Sydney layout plan. The entire section was placed on Community Consultation in January/February 2017 and only the new section between Victoria Rd and Bon Accord Avenue was completed in 2018.

The condition of the existing shared path between Bon Accord Avenue and Bondi is quite poor but on-going developments were continuing to damage the footpath. The decision was taken to wait until these developments were complete and funding would be available to rebuild the path. As these are now complete and the path will be rebuilt within a few months. This report seeks approval for the upgraded pavement markings.

3. Technical Analysis

Concept design for the updated pavement markings, inclusion of new plantings and continuous footpath across Paul Street and Bon Accord Avenue intersection was on exhibition in January / February 2017. The consultation was on Council's *Have Your Say* web page and the residential buildings along the existing and proposed shared path were letterboxed. A total of 18 submissions were received. While two of these submissions were in opposition to the proposal, their opposition was to the proposed shared path which has already been approved and built and is not the subject of this report.

The remaining 16 submissions supported an upgrade to the path. Two submissions were from bicycle groups, BIKEast and Bicycle Network and the remaining 14 submitted by individuals. Three (3) of the individual submissions also noted their support of the BIKEast submission and other submissions raised similar issues. We address those comments in the following table.

Respondent	Comment	Council Response
BIKEast and 3 individuals	Support for new angled kerb ramp with green bicycle lane	Requires approvals from RMS for major intersection and coordination with Woollahra Council to sign shared path correctly. Out of scope for this project. Consider for future.
	NE corner at Syd Einfield Drive/Bondi Rd requires widening of kerb ramp and bicycle crossing lantern.	Agree, but out of scope for this project. Budget does not cover rebuild of path west of red light camera. Area is very constrained for shared use but there is a need for a concept design to 'complete the gap' between this shared path and the Bondi Junction Cycleway which terminates which will terminate on the other side of this intersection.
	Path surface upgrades required	Path will be rebuilt from the red light cameras to Bon Accord Avenue.
	Remount regulatory double sign (red Speed Light Camera Ahead – 50kph speed limit) to single pole at similar distance to kerb as all other poles in this section.	Remount subject to RMS approval.
	Plantings in conjunction with existing kerb side poles supported subject to foliage and branches not protruding into the operating space of the path uses.	Agreed.
	Paul St intersection. Support continuous footpath treatment but not surface finish with geometric painted pattern.	Continuous footpath is out of scope and requires further detailed design and approvals from RMS. Detailed design will include a finish more in line with other cycleway projects.
	Bon Accord Avenue intersection. Similar comments to Paul Street intersection, plus recommendation to widen kerb extensions or islands to reduce the opening.	Continuous footpath is out of scope and required further detailed design and approvals from RMS as per Paul Street

	Victoria Road intersection. Did not support moving the crossing.	Out of scope as already designed and built. Crossing was not moved but wide ramps and bike lanterns were installed.
	Recommend inclusion of dashed path line as a safety measure the separate opposing flows and encourage more purposeful usage behaviour.	Do not recommend due to the tidal nature of the pedestrian and bike rider usage.
	Establish code of behaviour which supports the shared usage of the path. BIKEast is willing to assist Council officers in conducting cyclist/pedestrian interventions with the aim of educating path users in respectful behaviours.	Agreed.

4. Financial Information for Council's Consideration

The pavement marking upgrade is to be funded under the budgets for developer restoration. The continuous footpaths will be funded under existing Council budgets.

5. Attachments

1. Concept Design-Old South Head Road Shared Path- Spackman Mossop Michaels- Rev "G" [↓](#)
2. Old South Head Road shared path consultation BIKEast submission [↓](#)
3. Old South Head Road shared path concept design existing section submissions [↓](#)
4. Old South Head Road shared path consultation Bicycle Network submission [↓](#)
5. Old South Head Road shared path upgrade concept design for consultation [↓](#) .

Old South Head Road Shared Path

Concept Design



DRAWING REGISTER

SHEET	TITLE	SCALE	ISSUE
L.001	COVER PAGE	1:2000 @ A3	G
L.002	CONTEXT PLAN	1:15000 @ A3	F
L.101	CONCEPT PLAN	1:300 @ A3	G
L.102	CONCEPT PLAN	1:300 @ A3	G
L.103	CONCEPT PLAN	1:300 @ A3	G

1 Sheet Layout
1 : 2000

REV	AMENDMENT	DESCRIPTION	DRAWN	APPR	DATE	NORTH
F	POST PUBLIC CONSULTATION REVIEW		MD/TFM	MS	17.02.17	
E	CONCEPT DESIGN FOR COSTING		MD/TFM	MS	31.01.17	
D	CONCEPT DESIGN INCORPORATING FEEDBACK		MD/TFM	MS	23.12.16	
C	CONCEPT DESIGN INCORPORATING FEEDBACK		MD/TFM	MS	21.12.16	
B	CONCEPT DESIGN INCORPORATING FEEDBACK		MD/TFM	MS	16.12.16	
A	DRAFT FOR DISCUSSION		MD/TFM	MS	13.12.16	



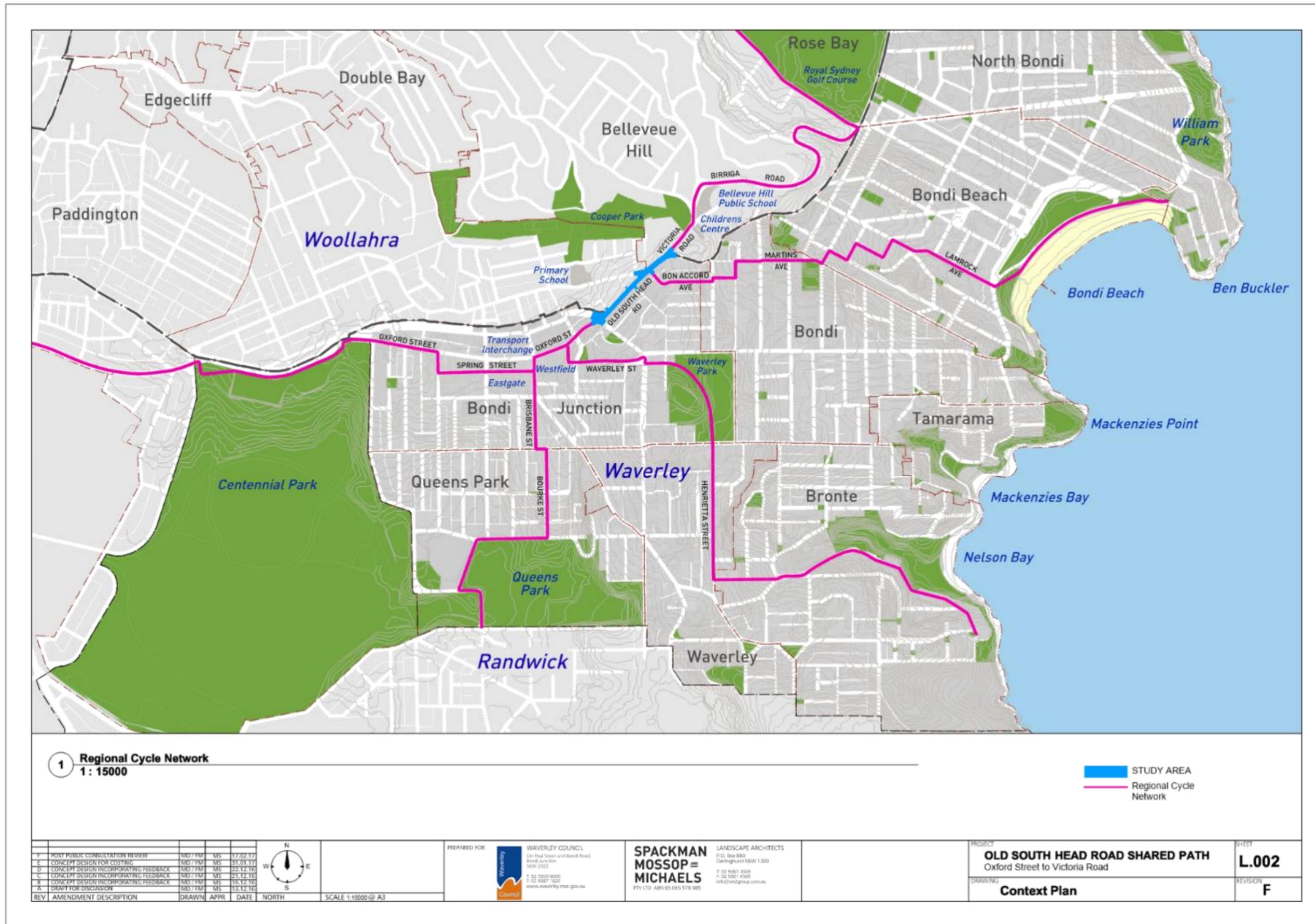
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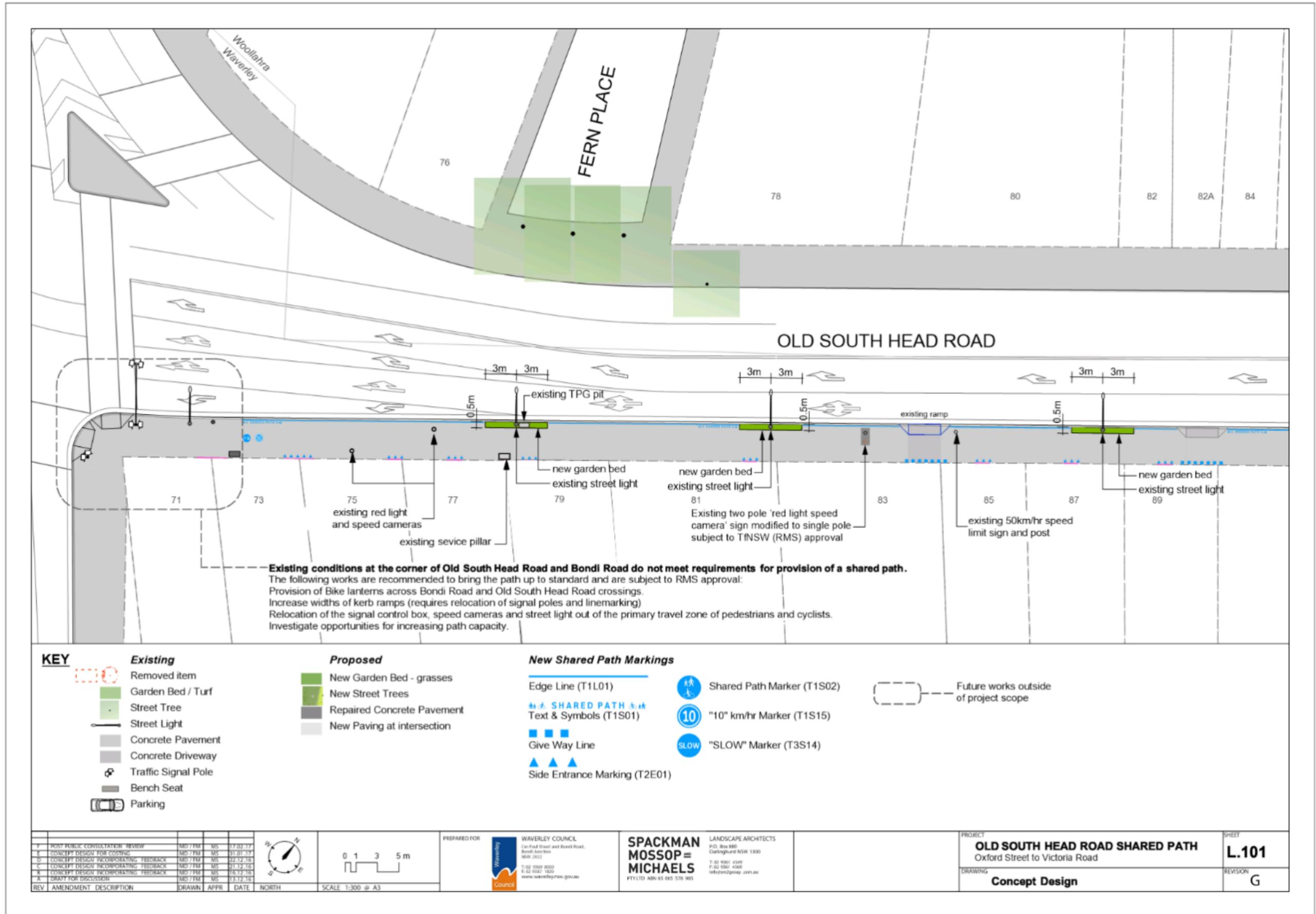
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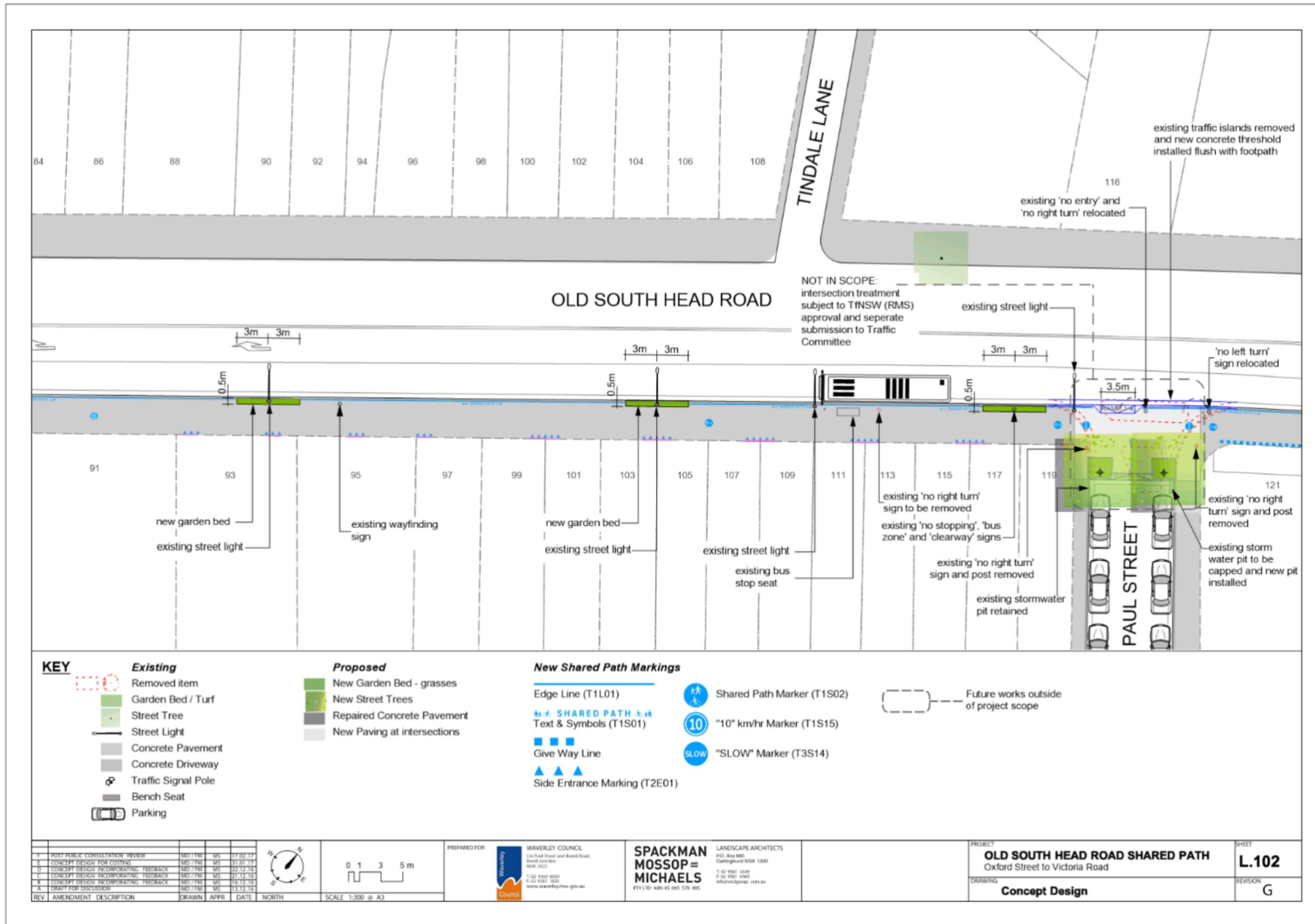
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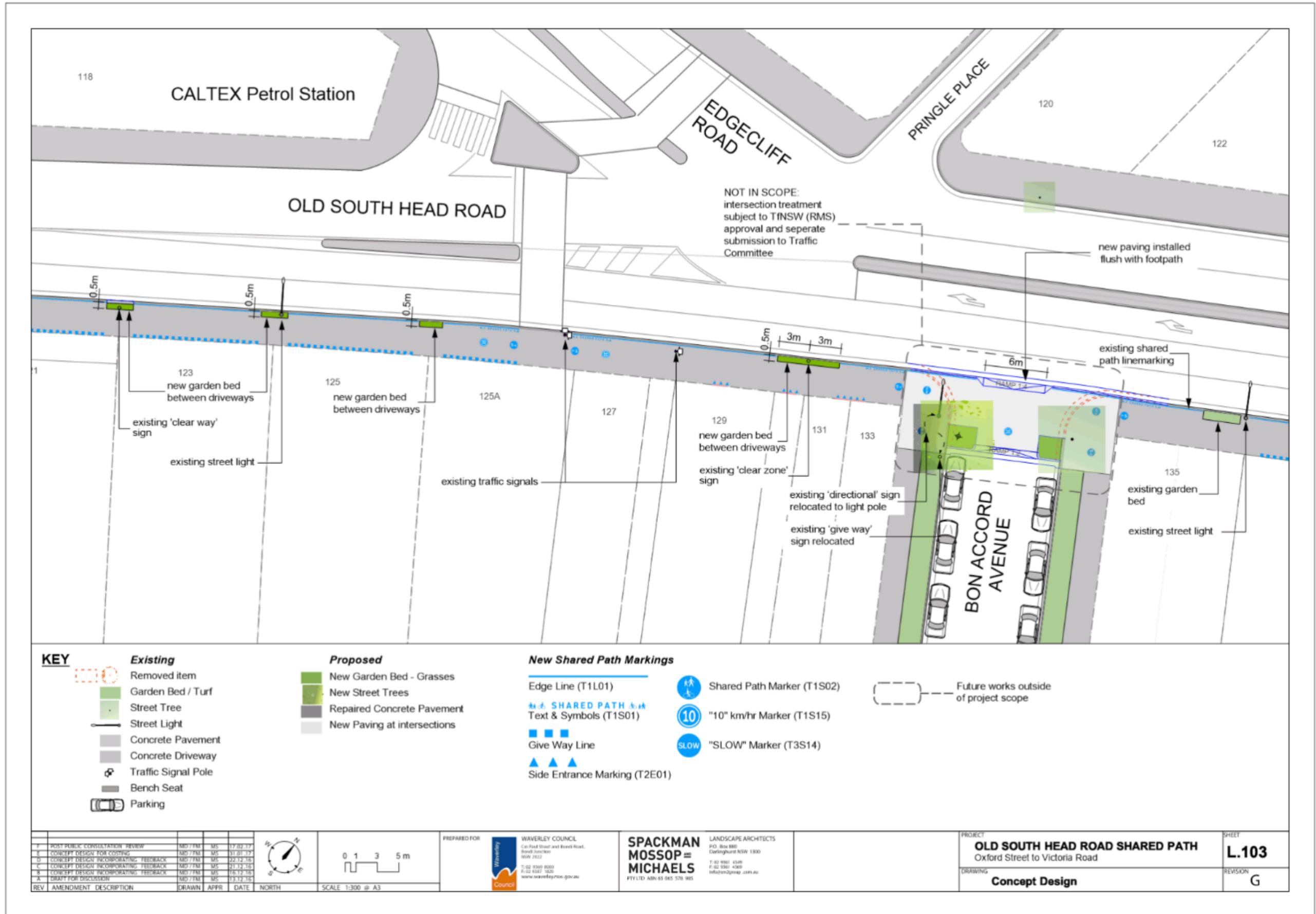
PROJECT
OLD SOUTH HEAD ROAD SHARED PATH
 Oxford Street to Victoria Road
 DRAWING
Cover Page

SHEET
L.001
 REVISION
F









REV	AMENDMENT DESCRIPTION	DRAWN	APPR	DATE
F	POST PUBLIC CONSULTATION REVIEW	MD/7FM	MS	17.02.17
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PROJECT
OLD SOUTH HEAD ROAD SHARED PATH
 Oxford Street to Victoria Road

DRAWING
Concept Design

SHEET
L.103

REVISION
G



Representing the community's interests in
bicycle riding in Sydney's eastern suburbs
www.bikeast.org.au



Old South Head Road Shared Path Upgrade

6 February 2017

Mr Peter Brown,
General Manager, Waverley Council
PO Box 9 BONDI JUNCTION NSW 1355

Mark Worthington
President, BIKEast Inc.
PO Box 1601
Bondi Junction 1355

Dear Mr. Brown,

I am writing on behalf of BIKEast to provide our considered comments on Council's proposed project to upgrade the existing shared path along Old South Head Road between Syd Einfeld Drive and Victoria Road, Bondi Junction.

We support this important initiative as, in its current condition, this facility does not provide a comfortable operating environment for the large numbers of people who use the path on a daily basis.

We fully support the need for an upgrade.

The shared path facility along Old South Head Road is an essential link for cyclists and walkers living in the Bondi Basin, Dover Heights and Bellevue Hill areas to access the Bondi Junction CBD and suburbs to the south and west beyond that. As a key regional route identified in the Waverley Bikeplan, its purpose is to provide a safe, direct, comfortable and connected path within a State Road corridor which carries upwards of 53,000 vehicles per day.

Due to the hilly topography and the constraints of the adjacent street network, this route, along the ridge, is preferred by substantial numbers of people walking and people riding bikes throughout the day - with large tidal flows during the morning and evening peaks.

BIKEast thanks Waverley Council for its continued development of facilities for bicycles and for initiating the design for this route. We would like to submit the following critical concerns and responses for further consideration before finalisation of the detailed design.

1) Syd Einfeld Drive / Bondi Road intersection

- a) On the NE corner of the intersection the proposal includes a new angled kerb ramp fed by a green bicycle lane to channel eastbound cyclists onto the northern shared path.

BIKEast supports this element of the proposal as we consider that this facility will siphon off a percentage of cyclists from the path on the southern side of Old South Head Road thus reducing path congestion, particularly during peak periods.

- b) The consultation drawings show the existing kerb ramp on the marked east-west crossing (SE corner) with no proposed modifications.

BIKEast recommends that this kerb ramp be widened to double-width (the width of the crossing lines) to better cater for the large numbers of walkers using the crossing and for westbound cyclists moving from the end of the shared path onto the roadway (see Photo 1 on the next page). We also recommend that bicycle crossing lanterns be fitted to the crossing facing eastbound cyclists.



Submission to Waverley Council on
Old South Head Road Shared Path Upgrade
6 February 2017



Photo 1: Crossing of Bondi Road in morning peak

2) Bondi Road to Paul Street – southern path

- a) The consultation drawings do not contain detail on the path surface upgrades along this section. In the past year there has been considerable development activity at a number of sites along this section. Currently there are multiple instances of newly excavated service trenches with temporary asphalt capping (particularly in the vicinity of 83 to 93 Old South Head Road – see Photo 2). In most instances this temporary capping has been poorly applied and is a trip hazard to walkers and destabilising to cyclists.

We urge Council to replace all temporary capping with smooth concrete as part of the proposed path upgrade works.

- b) A pair of regulatory signs (Red Speed Light Camera Ahead – 50km/h speed limit) are fixed to two support poles on the path outside of 83 Old South Head Rd (see Photo 3). The vertical supports for these signs have been poorly located and create a hazardous ‘squeeze point’ for path users. The gap between these supports is visibly less than the operating envelope of cyclists and pedestrians (800mm) and the kerb side support is 600mm from the roadway, thus reducing the operating width of the path by 1.4m.

Given the high usage of this path, we strongly recommend that this sign be remounted on a single pole at a similar distance to the kerb as all other poles in this section. Generally street poles and RMS directional road signs in this area are mounted close to the kerb or cantilevered above the path with adequate head clearance.



Submission to Waverley Council on
Old South Head Road Shared Path Upgrade
6 February 2017



Photo 2: Damage to path surface adjacent to 91-93 Old South Head Road.



Photo 3: Poorly placed double post sign creates path 'squeeze point' adjacent to 83 Old South Head Road.



Submission to Waverley Council on
Old South Head Road Shared Path Upgrade
6 February 2017



- c) The consultation drawings show a repeated arrangement consisting of two trees planted in conjunction with existing kerb side poles. We support this arrangement with the proviso that tree species do not produce foliage or branches which will protrude into the operating space of the path users.

The Austroads Guidelines state that 500mm (200mm minimum) side clearance should be provided to all vertical objects above 50mm in height. We realise that there are a number of existing poles located along the length of the proposed project. These are generally sited close to the kerbside. Though these may be tolerated by path users we are not in favour of an increase of potential path obstacles some of which may require regular Council maintenance to prevent their incursion into the path operating area.

3) Paul Street intersection

- a) The raised platform and new kerb extensions/traffic islands shown in the consultation drawings and intersection concept image are excellent and create a “continuous footpath” treatment which is now recognised by RMS. As the continuous path is within the ‘road related area’ (Road Rules terminology), vehicles crossing the raised paved area will have to give way to walkers and riders already using the path.

Continuous path treatments have been used successfully for many years on the Bourke and George Streets Cycleway projects and other City of Sydney cycleway projects (see Photo 4).



Photo 4: Continuous path treatment on City of Sydney's Bourke Street Cycleway south of Taylor Square.

- b) Though we support the continuous path treatment, we do not support the surface finish shown in the consultation drawings and intersection concept image. This geometric painted pattern is a non-standard treatment which has the potential to send at best, ambivalent, and at worst, misleading messages to people negotiating the intersection (walkers, cyclists and motorists).



Submission to Waverley Council on
Old South Head Road Shared Path Upgrade
6 February 2017



We assume that this pattern will be applied as paint, it will therefore wear rapidly given the amount of foot, cycle and vehicle traffic through this intersection. Within a year it will look very patchy, unsightly and confusing.

BIKEast recommends a much more durable and attractive finish in an urban setting such as the light-coloured paving treatments used throughout the City of Sydney's cycleway projects (see Photo 4). This type of treatment has the added advantage of less maintenance and uses a visual language more in keeping with current metropolitan urban design best practice.

4) Bon Accord Avenue intersection

- a) As this street has been treated in a similar manner to the Paul Street intersection in the consultation drawings, our comments at that intersection also apply to the Bon Accord Avenue junction.
- b) Bon Accord Avenue has a wider street opening onto Old South Head Road so we recommend that the kerb extensions or traffic islands be widened so as to reduce the opening and the width of the vehicle ramps.

5) Victoria Road intersection

- a) The consultation drawings show the marked signalised crossing of Old South Head Road just east of Victoria Road moved eastwards by approximately 2.0m. We estimate the costs for moving this leg of the signalised crossing will be substantial as it will involve substantial engineering works including the repositioning of three signal poles one of which is an overhead extended arm pole.

BIKEast believes there is little benefit to the project in moving this crossing and therefore do not support this element of the proposal. We recommend that the provision of smooth wide kerb ramps (full width of the crossing markings) and the addition of cycle lanterns will provide a safe and convenient crossing without the need for the relocation of the crossing and the high costs that would entail.

6) Project-wide improvements

- a) Due to the high numbers of users, on what is primarily an active transport facility, we strongly recommend the fitting of a dashed path centreline. Austroads and the *New South Wales Bicycle Guidelines* also advise fitting dashed centrelines to commuter paths as a safety measure to separate opposing flows and to encourage more purposeful usage behaviour.
- b) In the past there have been a number of reported incidents of poor cyclist behaviour on sections of this heavily used path. BIKEast considers that the upgrade of the path provides an excellent opportunity to firmly establish a code of behaviour which supports the shared usage of the path. BIKEast is willing to assist Council officers in conducting cyclist/pedestrian interventions with the aim of educating path users in respectful behaviour.

We look forward to assisting Council to ensure the final proposal is part of an attractive and safe route for cycling and walking that promotes active travel for residents and visitors in Waverley.

Yours sincerely,

Mark Worthington
President, BIKEast

Old South Head Road Shared Path Upgrade Submissions

1. Agree with the proposal - the shared part is in a shameful state. Do you consider continuing the path further to Bronte Street Mall? Most cyclists (me included) use this route but the part of the road between Bondi Road and Hollywood Ave is often congested with angry and aggressive drivers. Also consider measures to stop drivers entering Old South Head Road from Bon Accord and Paul Streets not to queue across the bike / pedestrian path as one car can create an obstruction to many users when Old South Head Rd is full (especially morning peak hours).
2. I fully support the submission provided to Council by BIKEast on this essential project.
3. I think that this off road path provides a necessary link to hopefully the bike path to be built within Bondi Junction. Presently because it is narrow with plenty of pedestrians and poles and street furniture I opt to take the road. I would ask that you find every way of removing street furniture to have more available space. Also signs to inform users to keep left unless overtaking.
4. Great idea!
5. Cars often block the path, or not even look, from the side road trying to turn onto OSH Rd. I welcome any upgrade to cycling infrastructure as long as it links together with other paths well. Any chance of a cycling super highway along Syd Einfield drive? Cars have 3 lanes and never fully utilised. Bike path along Oxford Street next to Centennial is great, BUT, hits a dead end near Lang Road if you need to go down Oxford St to the city. Good example of an unfinished, unlinked cycling lane
6. As a regular user of this shared path, both as pedestrian and cyclist, I support the upgrade of the shared path. There are a lot of bumps and broken path areas, obstacles and little signage and paint showing the shared path lines. Given the number of users, particularly during peak hours overcrowding the path, it has become a dangerous path to walk.
7. Certainly I agree with this proposal. Thanks
8. Sounds good.
9. I'm a Bicycle NSW registered Rides Leader. I lead regular bike rides through parts of Waverley LGA, including along Old South Head Road. It is most welcome that the current shared path is being up-graded. The pathway is heavily used, particularly during AM peak-times and with the current, below standard marking (which are so faded that we cyclist frequently get abuse by some walkers). Basically, the exhibited proposal for this Regional cycling route is not fully satisfactory. For this reason, I fully endorse BIKEast's submission and their requests to further improve the proposal.
10. Strongly support any proposal to improve cycling facilities in the district. The health benefits for all who walk or cycle have long been known, and we have been far too slow to take advantage of this by improving cycling facilities and encouraging cycling; to say nothing of the reduction in heat load, noise and danger from the reduced use of motorised vehicles.
11. I ride a bike regularly along the shared path along Old South Head Road and I welcome an upgrade along this important route both for pedestrians and cyclists. It is very important that this facility be made as safe as possible for all I fully support the detailed submission by BIKEast
12. I think the upgrade is a good idea, particularly because of the new apartments that will be opening in Old South Head Road soon. Any improvement of that stretch of footpath would be welcome, as it is hot, bleak, and most pedestrians who use it seem to be surprised to see bikes on it due to the poor signage. The footpath is also in poor repair, bumpy, narrow in parts, and lacks shade at the bus stops. I would support any proposal to improve bike and pedestrian access, and to clearly indicate that it is also a path used by bikes.

13. I am in support of the proposed plan. The current situation is dangerous and I believe the plan you have goes a long way to fixing the problem making it safer for cyclists, wankers and vehicles
14. I really welcome the proposal for the shared path and offer my support for this very worthwhile initiative. Having found it more and more difficult to ride a bike from Bronte to Waverley and then to Paddington and the City due to congestion, this is a really welcome proposal. Great work.



Bicycle Network Submission - Old South Head Road - Proposed Upgrade to Shared Path

Bicycle Network welcomes the opportunity to provide comments on the proposed upgrade to the shared path on Old South Head Road between Victoria Road and Bondi Road in Waverley Council. The proposal sits within the Waverley Bike Plan 2013 along Route 1: Bondi Beach to Bondi Beach and the City as its highest priority route and recommends the installation of off-road path along the proposed route due to the high speed and high volume of motorised traffic.

In short, it is very positive to see the improved landscaping and pedestrian facilities highlighted in the draft concept design, especially raised crossings so that motorists have to give way to pedestrians and cyclists. However, Bicycle Network believes that there is great potential for improvement to the design by:

- Reducing conflict between cyclists and pedestrians through the removal of street furniture at pinch points such as at bus stops
- Replacing the painted blue treatment at the raised crossings with light coloured brick pavers used on the Bourke Street cycleway for improved durability and visibility
- Providing safe crossing and bike lanterns across the intersection at Bondi Road and Old South Head Road onto Oxford Street
- Installing “Watch for bikes” signage at all intersections for motorists and “Warn when approaching” signage for cyclists at all bus stops along the shared path

We also support the recommendations that are currently subject to RMS approval to:

- Provide bike lanterns across Bondi Road, Victoria Road and Old South Head Road crossings
- Increase widths of kerp ramps to 3 metres. In fact, the beginning of the shared path at Victoria Road and Old South Head Road should have a ramp onto it before the crossing so that cyclists heading westwards have a continuous path and do not have to stop or slow down to negotiate a 90-degree angle at the new crossing.

Additionally, it is great to see the on-road bicycle lane through the intersection of Bondi Road and Old South Head Road for cyclists heading eastwards. However it only places cyclists in the direct path of traffic. Is it the intention to place these cyclists in danger on a busy arterial road? Or is this treatment just for temporary protection of recreational cyclists that pass through the intersection?

Bicycle Network trust these comments will be carefully considered when finalising the proposed upgrade to the shared path on the Old South Head Road revised concept design. We welcome the opportunity to meet and discuss the submission further in person.

Sincerely,

Peter Eckersley BA MSc
NSW Government & External Relations Advisor

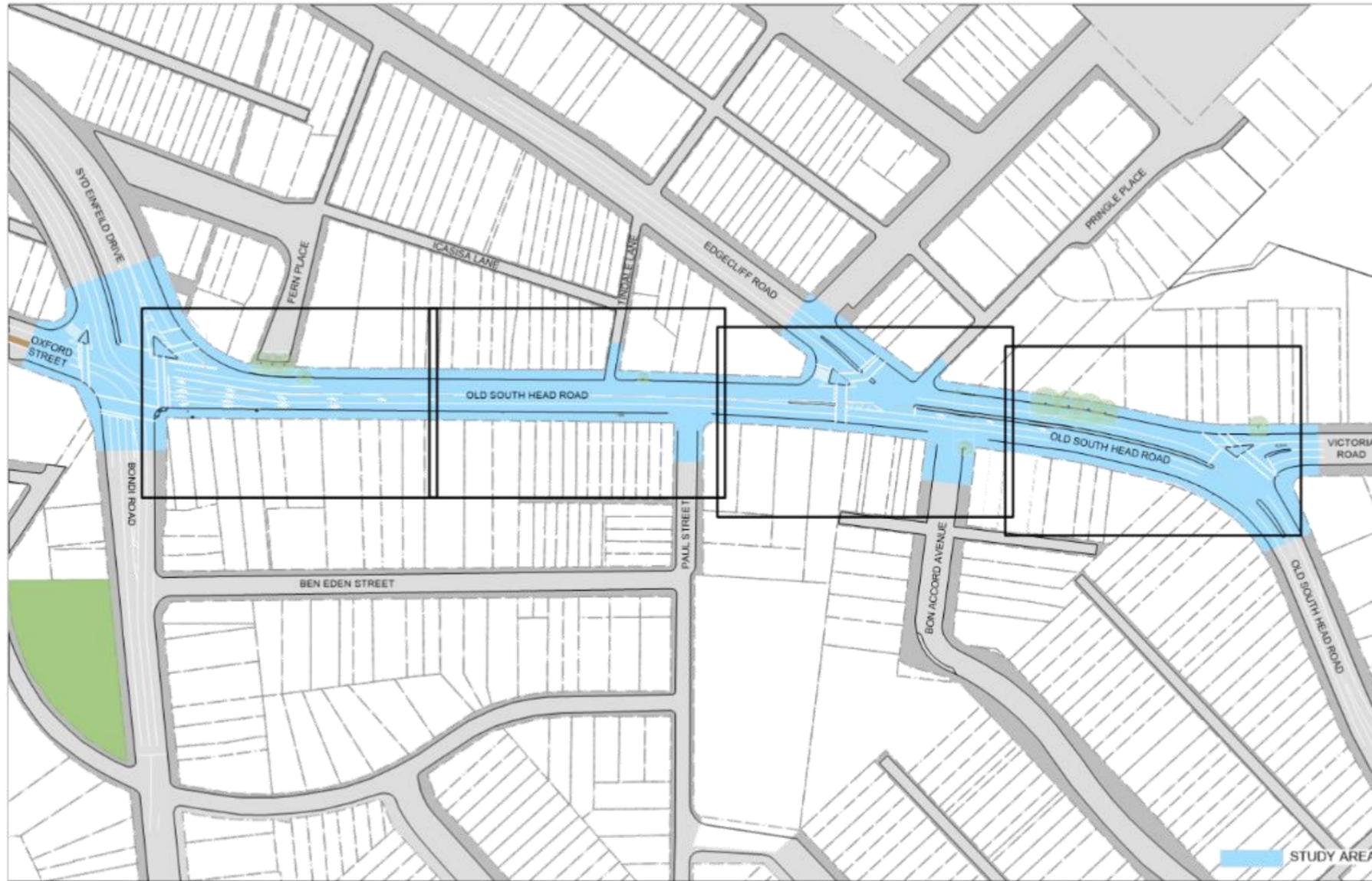
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Old South Head Road Shared Path

Concept Design

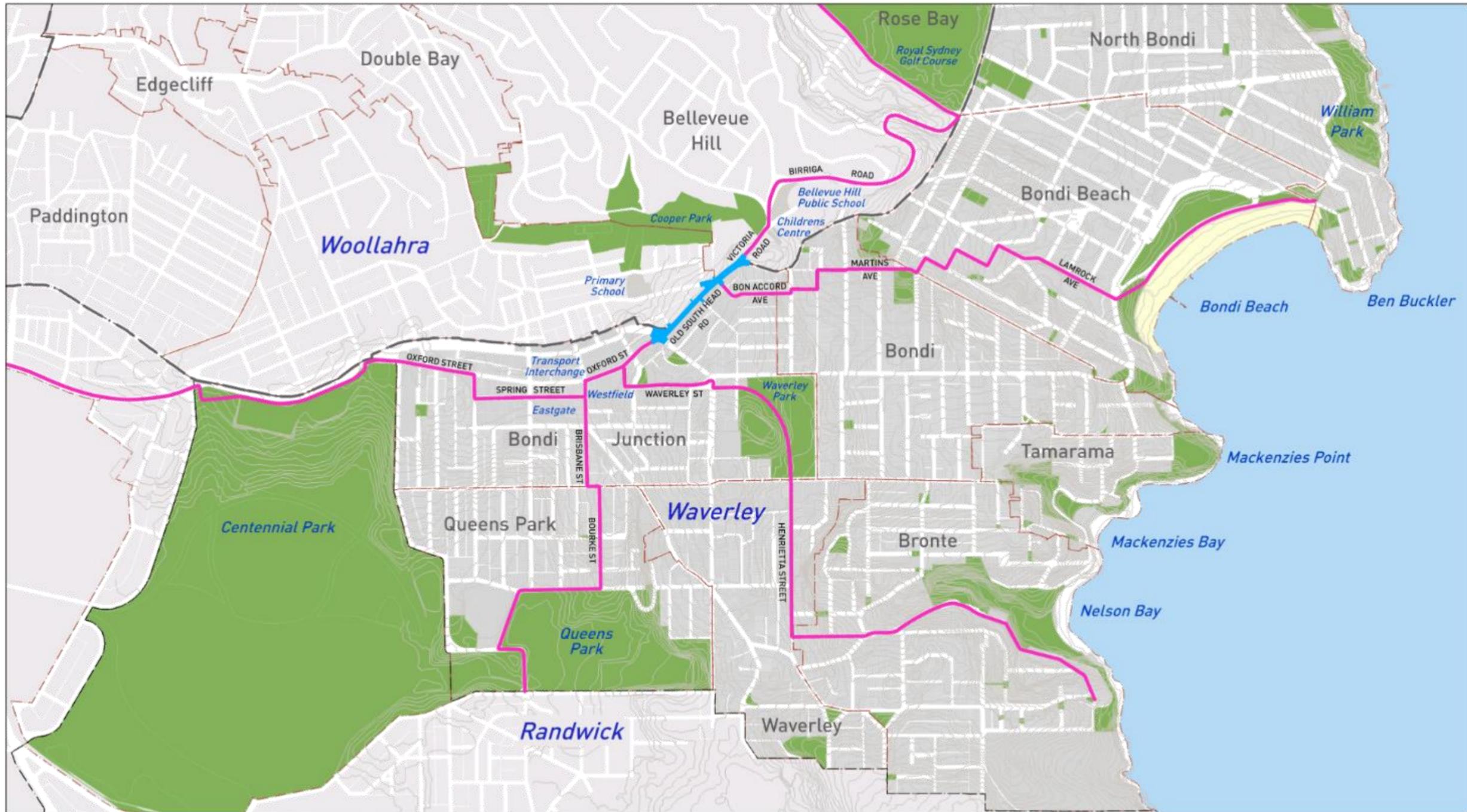
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L.002	CONTEXT PLAN	1:15000 @ A3	E
L.101	CONCEPT PLAN	1:300 @ A3	E
L.102	CONCEPT PLAN	1:300 @ A3	E
L.103	CONCEPT PLAN	1:300 @ A3	E
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L.201	QUANTITIES	N/A	A



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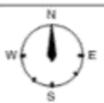
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1 Regional Cycle Network
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STUDY AREA
Regional Cycle Network

REV	AMENDMENT DESCRIPTION	DRAWN	APPR	DATE
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D	CONCEPT DESIGN INCORPORATING FEEDBACK	MS 7 PM	MS	22.12.16
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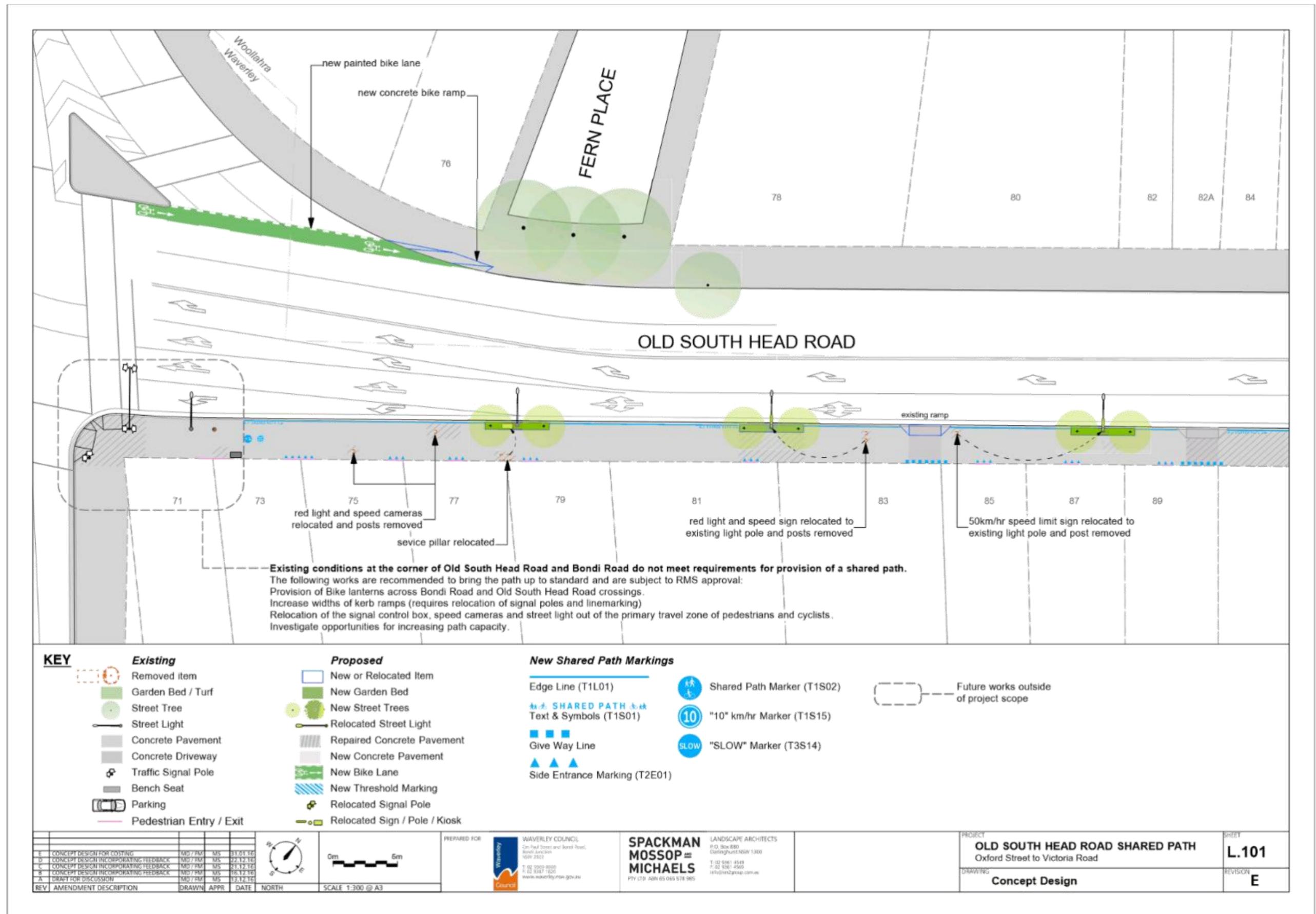
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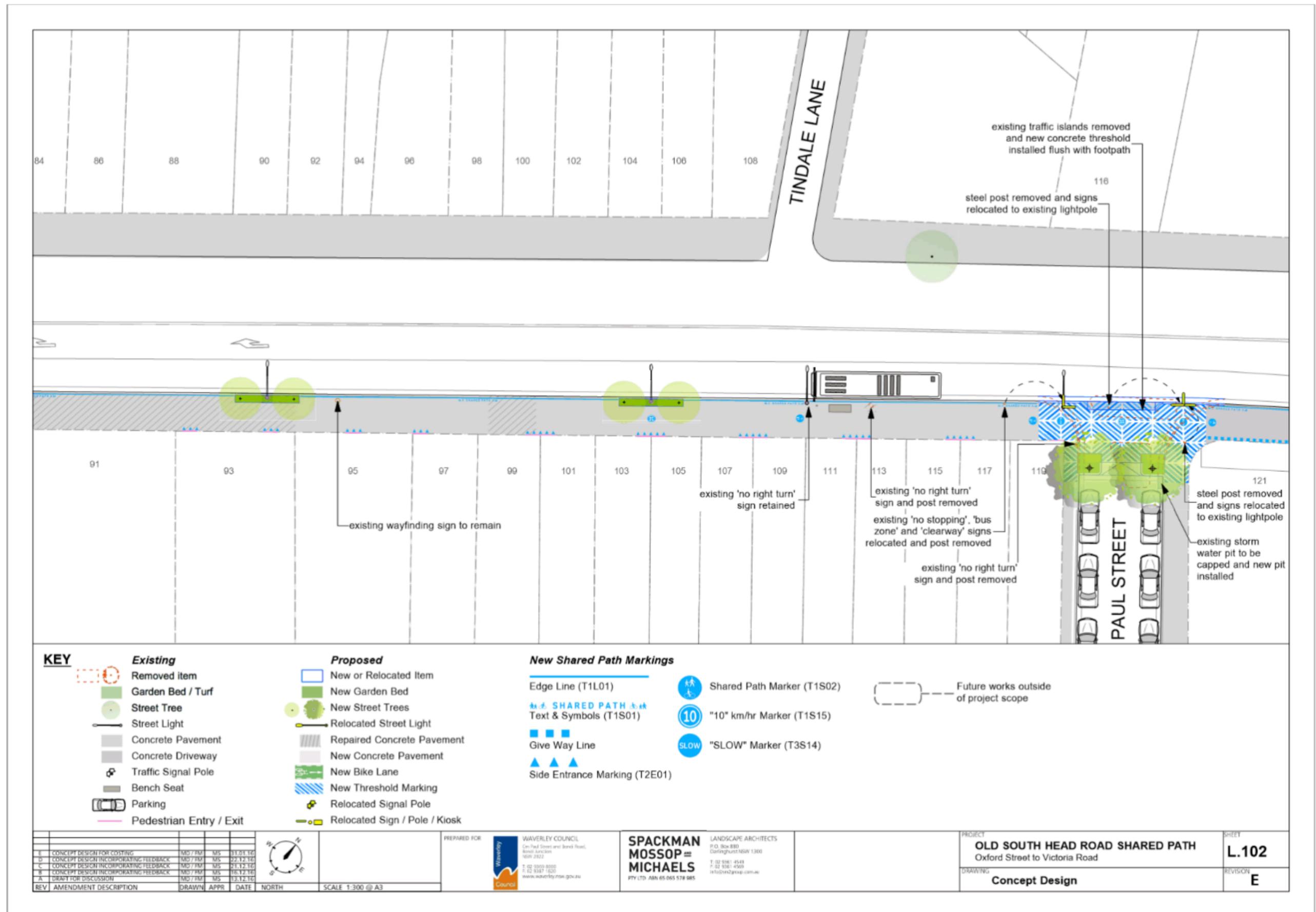
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OLD SOUTH HEAD ROAD SHARED PATH
Oxford Street to Victoria Road
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Context Plan

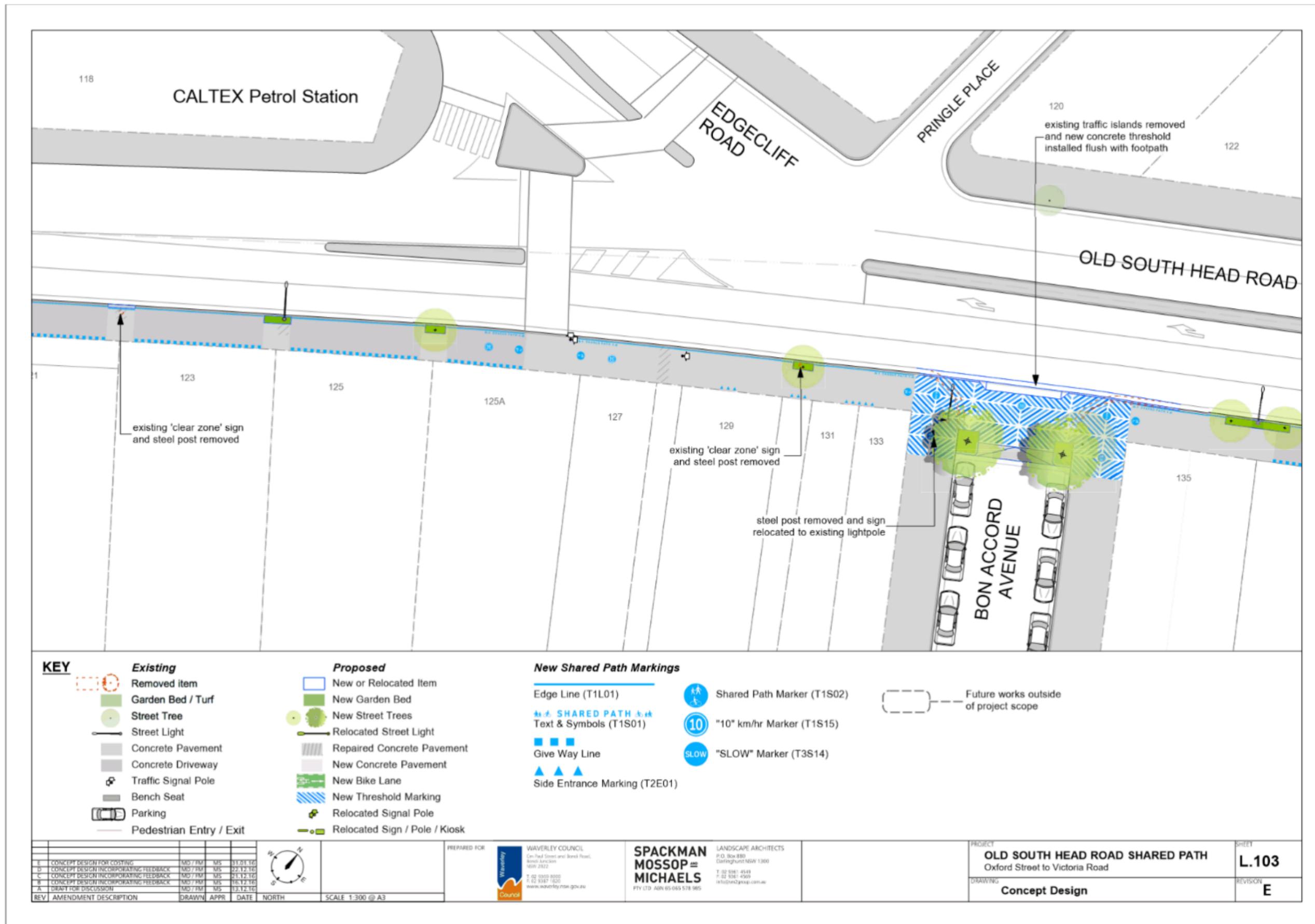
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KEY		Existing		Proposed		New Shared Path Markings		Future works outside of project scope	
	Removed item		Garden Bed / Turf		New or Relocated Item		Edge Line (T1L01)		Shared Path Marker (T1S02)
	Street Tree		New Street Trees		Relocated Street Light		SHARED PATH Text & Symbols (T1S01)		"10" km/hr Marker (T1S15)
	Street Light		Relocated Street Light		Repaired Concrete Pavement		Give Way Line		"SLOW" Marker (T3S14)
	Concrete Pavement		New Concrete Pavement		New Bike Lane		Side Entrance Marking (T2E01)		Future works outside of project scope
	Concrete Driveway		New Threshold Marking		Relocated Signal Pole		Relocated Sign / Pole / Kiosk		
	Traffic Signal Pole								
	Bench Seat								
	Parking								
	Pedestrian Entry / Exit								

<table border="1"> <thead> <tr> <th>REV</th> <th>AMENDMENT DESCRIPTION</th> <th>DRAWN</th> <th>APPR</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>E</td> <td>CONCEPT DESIGN FOR COSTING</td> <td>MD</td> <td>JM</td> <td>31.01.19</td> </tr> <tr> <td>D</td> <td>CONCEPT DESIGN INCORPORATING FEEDBACK</td> <td>MD</td> <td>JM</td> <td>22.12.18</td> </tr> <tr> <td>C</td> <td>CONCEPT DESIGN INCORPORATING FEEDBACK</td> <td>MD</td> <td>JM</td> <td>21.12.18</td> </tr> <tr> <td>B</td> <td>CONCEPT DESIGN INCORPORATING FEEDBACK</td> <td>MD</td> <td>JM</td> <td>18.12.18</td> </tr> <tr> <td>A</td> <td>DRAFT FOR DISCUSSION</td> <td>MD</td> <td>JM</td> <td>13.12.18</td> </tr> </tbody> </table>				REV	AMENDMENT DESCRIPTION	DRAWN	APPR	DATE	E	CONCEPT DESIGN FOR COSTING	MD	JM	31.01.19	D	CONCEPT DESIGN INCORPORATING FEEDBACK	MD	JM	22.12.18	C	CONCEPT DESIGN INCORPORATING FEEDBACK	MD	JM	21.12.18	B	CONCEPT DESIGN INCORPORATING FEEDBACK	MD	JM	18.12.18	A	DRAFT FOR DISCUSSION	MD	JM	13.12.18	 NORTH	 SCALE 1:300 @ A3	PREPARED FOR WAVERLEY COUNCIL 521 Red Street and Bondi Road, Bondi Junction NSW 1582 T: 02 9559 8000 F: 02 9559 1500 www.waverley.nsw.gov.au	LANDSCAPE ARCHITECTS P.O. Box 880 Darlinghurst NSW 1300 T: 02 9561 4549 F: 02 9361 4569 info@spackmanmossop.com.au	PROJECT OLD SOUTH HEAD ROAD SHARED PATH Oxford Street to Victoria Road DRAWING Concept Design	SHEET L.101 REVISION E
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KEY

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|-------------------------|-------------------------------|------------------------------------|---------------------------------------|
| Existing | Proposed | New Shared Path Markings | |
| Removed item | New or Relocated Item | Edge Line (T1L01) | Shared Path Marker (T1S02) |
| Garden Bed / Turf | New Garden Bed | SHARED PATH Text & Symbols (T1S01) | "10" km/hr Marker (T1S15) |
| Street Tree | New Street Trees | Give Way Line | "SLOW" Marker (T3S14) |
| Street Light | Relocated Street Light | Side Entrance Marking (T2E01) | Future works outside of project scope |
| Concrete Pavement | Repaired Concrete Pavement | | |
| Concrete Driveway | New Concrete Pavement | | |
| Traffic Signal Pole | New Bike Lane | | |
| Bench Seat | New Threshold Marking | | |
| Parking | Relocated Signal Pole | | |
| Pedestrian Entry / Exit | Relocated Sign / Pole / Kiosk | | |

REV	AMENDMENT DESCRIPTION	DRAWN	APPR	DATE
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D	CONCEPT DESIGN INCORPORATING FEEDBACK	MD/7/PM	MS	22.12.16
C	CONCEPT DESIGN INCORPORATING FEEDBACK	MD/7/PM	MS	21.12.16
B	CONCEPT DESIGN INCORPORATING FEEDBACK	MD/7/PM	MS	16.12.16
A	DRAFT FOR DISCUSSION	MD/7/PM	MS	13.12.16

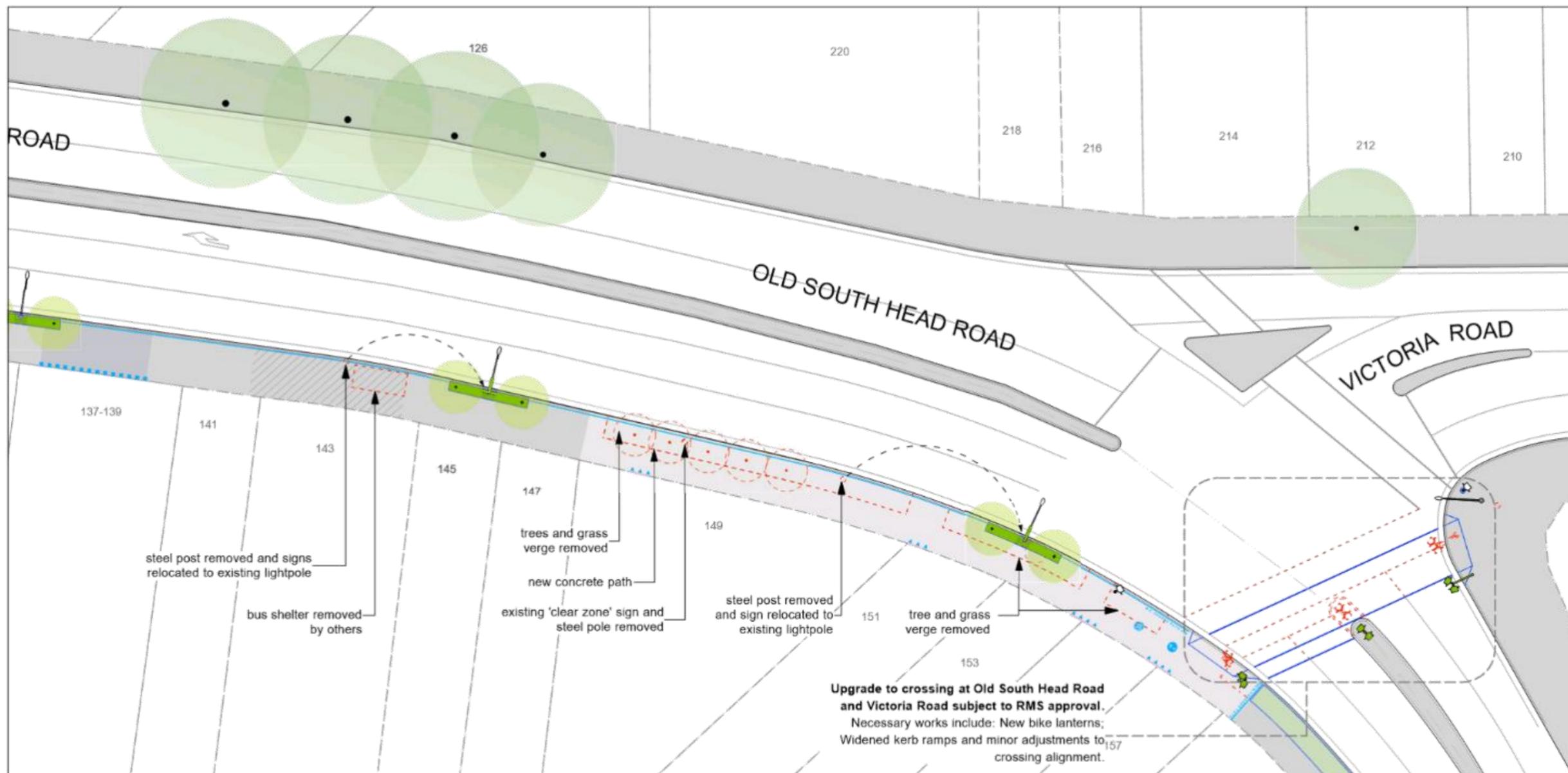
NORTH
 SCALE 1:300 @ A3

PREPARED FOR
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 PTY LTD ABN 65 045 578 985

PROJECT
OLD SOUTH HEAD ROAD SHARED PATH
 Oxford Street to Victoria Road
 DRAWING
Concept Design

SHEET
L.103
 REVISION
E



KEY

	Existing Removed item		Proposed New or Relocated Item		New Shared Path Markings Edge Line (T1L01)		Shared Path Marker (T1S02)		Future works outside of project scope
	Garden Bed / Turf		New Garden Bed		SHARED PATH Text & Symbols (T1S01)		"10" km/hr Marker (T1S15)		
	Street Tree		New Street Trees		Give Way Line		"SLOW" Marker (T3S14)		
	Street Light		Relocated Street Light		Side Entrance Marking (T2E01)				
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REPORT
TC/V.03/19.08**Subject:** Seven Ways, Bondi Beach- Public Domain Upgrade Project**TRIM No:** A03/0042-04**Author:** Kablan Mowad, Senior Traffic Engineer**Director:** Dan Joannides, Executive Manager, Creating Waverley**WAVERLEY**
COUNCIL

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. In accordance with Drawing No. L-161 dated 9 August 2018 attached to this report, approves:
 - (a) The closure of Warners Lane to vehicular traffic and removal of the vehicular crossings/driveways at its Glenayr Avenue and Blair Street ends.
 - (b) The loss of four parking spaces from Warners Lane.
 - (c) The gain of one new parking space on Blair Street as a result of the closure of the driveway on Warners Lane at its western end.
 - (d) The loss of one on street parking space on the southern side of Blair Street east of Glenayr Avenue to allow for the installation of a kerb blister to improve pedestrian access and safety.
2. Installs four timed parking spaces on the north eastern side of Glenayr Lane.

1. Executive Summary

Following a number of voluntary planning agreements (VPA's) being entered into by Council and developers for public domain upgrade works to be undertaken in the vicinity of the Blair Street/Glenayr Avenue intersection, Council is now progressing the public domain upgrade works.

Proposed upgrade works involve:

- (a) Closing Warners Lane, a one way service lane running east to west between Glenayr Avenue and Blair Street outside the development site at 87-89 Glenayr Avenue to all vehicular traffic resulting in the loss of four (4) parallel parking spaces.
- (b) Removal of a driveway layback on the southern side of Blair Street at the western end of Warners Lane resulting in the gain of one (1) on street parking space.
- (c) Extending a kerb blister island on the southern side of Blair Street east of Glenayr Avenue resulting in a loss of one (1) car space.

The purpose of this report is to seek approval for the closure of Warners Lane to traffic and to the changes to on street parking spaces. More detailed plans of the signage associated with the changes to parking will be the subject of a further report to the Committee. Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

Seven Ways is a local Village Centre serving the Bondi community and is located at the intersection of Glenayr Avenue, Warners Avenue and Blair Street, Bondi Beach. This project aims to greatly enhance the amenity and quality of the public domain, green space and streetscapes to support local resident's social and recreational utilisation. The intent of this project is to provide a diversity of experiences and to attract external visitation and business investment to the commercial / retail area with associated returns to the local economy.

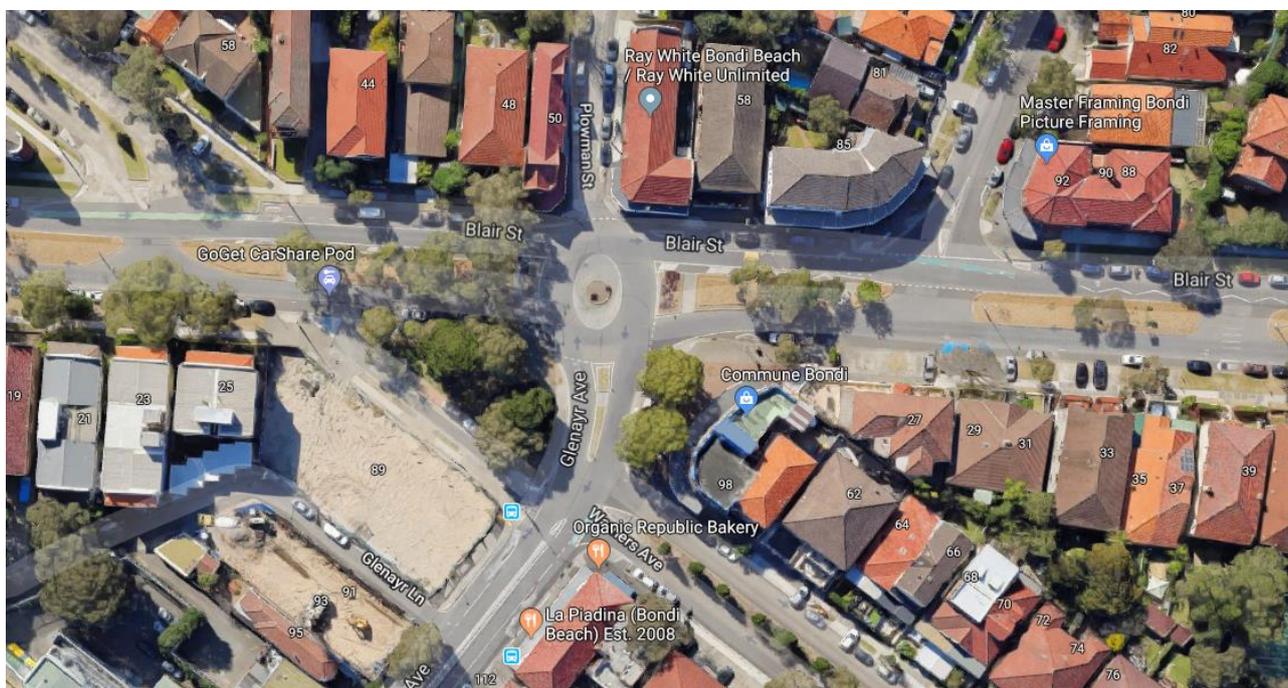


Figure 1: Aerial view of 7 ways at the intersection of Glenayr Avenue, Warners Avenue and Blair Street, Bondi

3. Technical Analysis

Warners Lane was not previously used as a through road but more as a service lane for properties that had a frontage to it prior to them being demolished and redeveloped. Vehicular access is no longer required off the lane with the development site at 87-89 Glenayr Avenue having vehicular access from the rear via Glenayr Lane. Council is now proposing to close the lane to vehicular traffic, remove the roadway and convert it to greenspace.

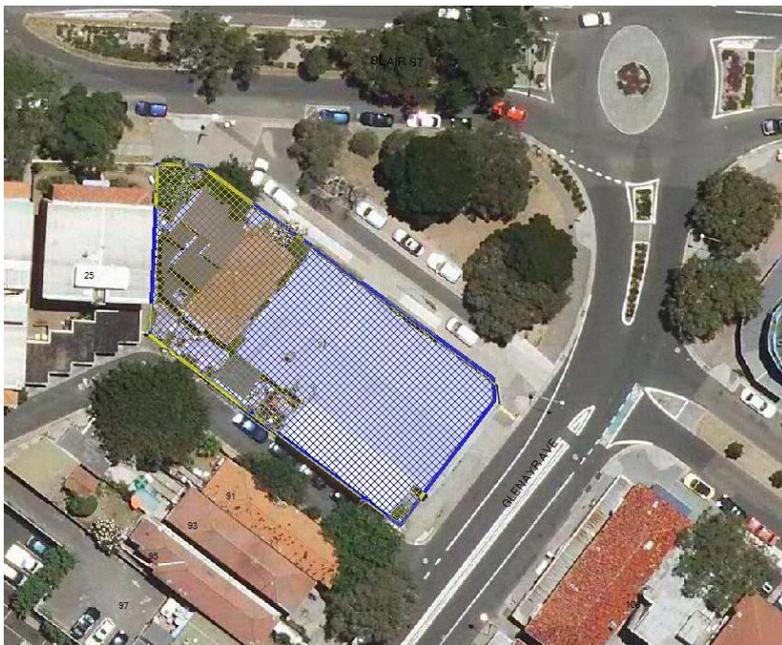


Figure 2: Property 87-89 Glenayr Avenue shown hatched with Warners Lane on its northern side



Figure 3: Warners Lane, Bondi Beach at its entry from Glenayr Avenue.

The proposed public domain upgrade works will result in:

- (i) The nett loss of four (4) parallel parking spaces formerly on the northern side of Warners Lane
- (ii) The gain of one (1) on street parking space at the western end of Warners Lane with the closure of a driveway layback on Blair Street.
- (iii) The loss of one (1) on street parking space on the southern side of Blair Street east of Glenayr Avenue as a result of the installation of a blister island to increase pedestrian access and safety.

A TMP has not been prepared and submitted to the RMS for the closure of Warners Lane due to the laneway not being used as a through road for traffic but used principally for parking purposes.

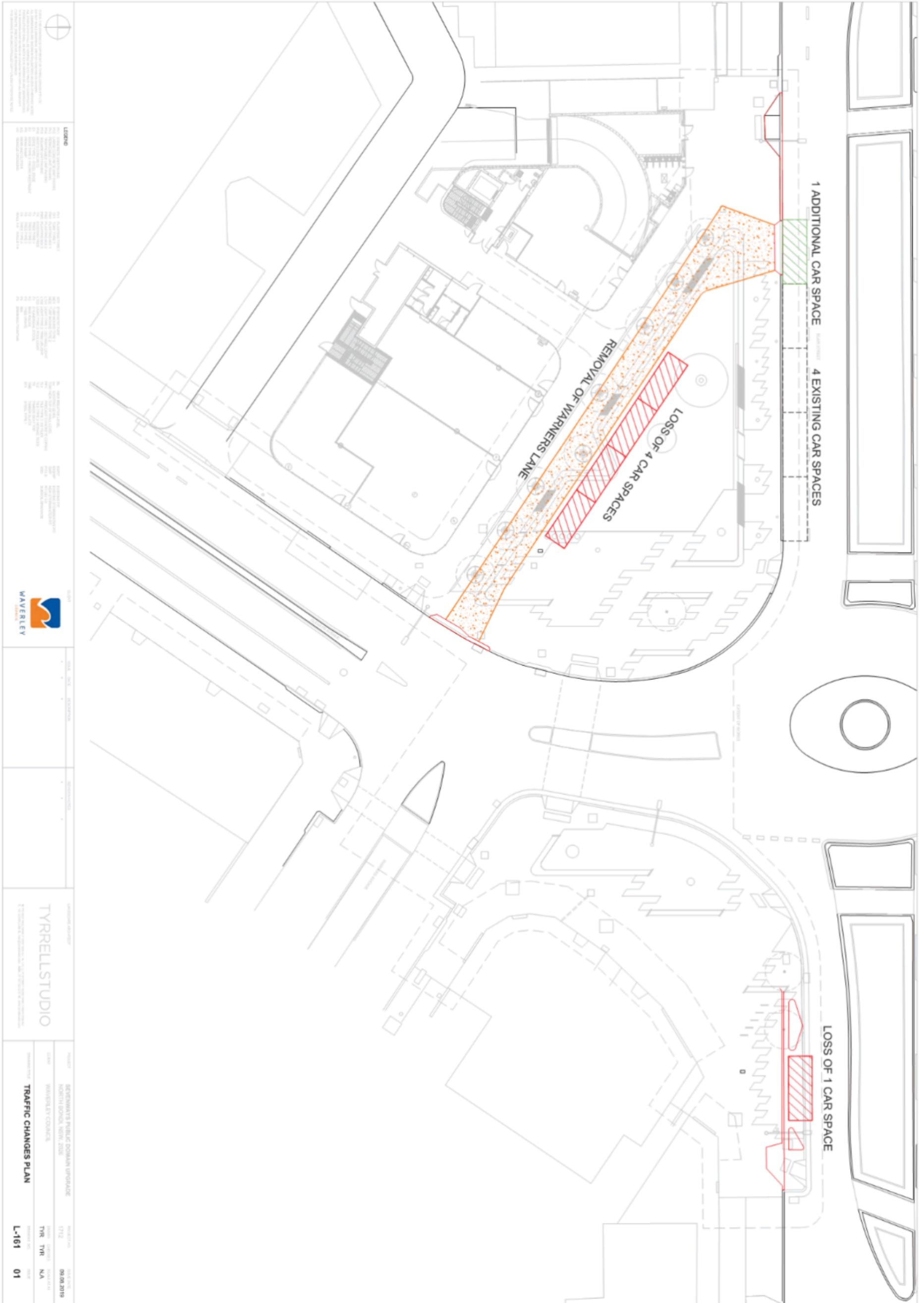
The closure of the lane will have no impact on traffic movements along any of the roads in the vicinity.

4. Financial Information for Council's Consideration

This project will be funded from existing budgets.

5. Attachments

1. Seven Ways Public Domain Upgrade - Traffic Changes [↓](#) .



REPORT
TC/V.04/19.08**WAVERLEY**
COUNCIL**Subject:** Hardy Street, North Bondi- Changes to "No Parking" Zone**TRIM No:** A02/0637-02**Author:** Geoff Garnsey, Manager, Transport and Development**Director:** Dan Joannides, Executive Manager, Creating Waverley**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the relocation of the existing "No Parking" (arrow left) from the southern side of the driveway to No.31 Hardy Street, North Bondi to the southern side of the driveway at No. 33 Hardy Street.

1. Executive Summary

Council has received a request from the owner/resident of 31 Hardy Street, North Bondi to have a portion of an existing "No Parking" zone that covers her driveway and the driveway to her neighbour's property to the immediate north removed from the frontage of her property. It is recommended the portion of the zone outside No. 31 be removed. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Property No. 31 Hardy Street is located on the eastern side of Hardy Street approximately midway between Kippara Road and MacLeay Street, North Bondi.

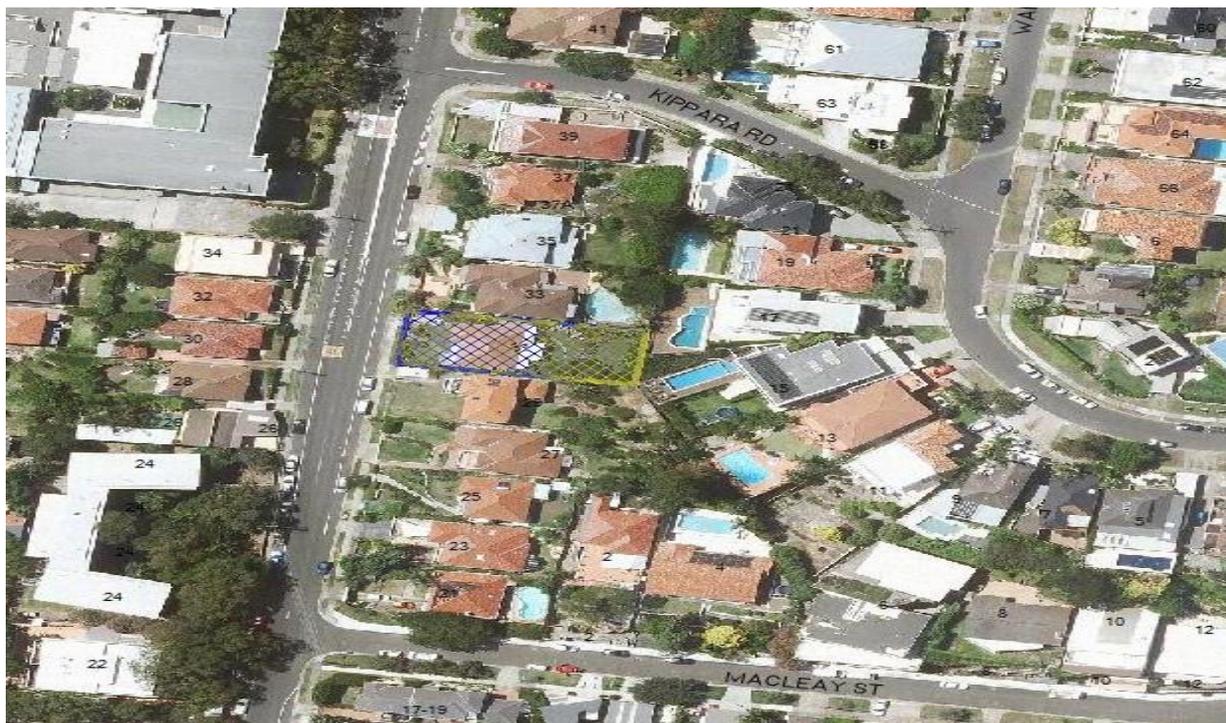


Figure 1: Aerial view of 31 Hardy Street, North Bondi

A “No Parking” zone exists across the driveways to No.31 and No. 33. It is understood the zone was installed many years ago in an attempt to control the parking of vehicles associated with those dropping off/picking up students from the nearby Rose Bay Secondary College.

3. Technical Analysis

Hardy Street is a local road under Council’s control.

A “No Parking” zone extends across the driveways to No. 31 and No. 33.

The owner of No. 31 is requesting removal of that portion of the zone across the driveway to that property only to allow vehicles to stand for longer than the 2 minutes maximum when dropping off and picking up.

No objections are raised to the request however its removal could lead once again to parents and others parking across the driveway to No. 31 when dropping off/picking up students at the college.



Figure 2: “No Parking” zone across driveways to No. 31 and 33 Hardy Street, North Bondi



Figure 3: “No Parking” (arrow left) sign on the right of the image (outside No. 31 Hardy Street to be removed and positioned on the southern (right side) of the driveway to No. 33 to the left/north.

4. Financial Information for Council’s Consideration

If changes to the signs are approved, the cost to carry out the adjustments to signs can be funded from existing budgets.

5. Attachments

Nil.

REPORT

TC/CV.01/19.08



Subject: Accessible Parking in Kenneth Street and Marks Lane, Tamarama.

TRIM No: A05/1638

Author: Bianca Simpson, Open Space Planning Manager

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 6.7m long, 'P DISABILITY ONLY' parallel parking space on the flat crest of Marks Lane opposite No. 91 Fletcher Street, as shown in Figure 1 and attached plan.
2. Installs a double 2.4m wide 'P DISABILITY ONLY' 90 degree angle parking space with 2.4m wide shared area outside No. 23 Kenneth Street, as shown in Figure 2 and attached plan.
3. Installs 'No Stopping' yellow lines to new 2x pram ramps along Marks Lane and attached plan.
4. Removes the existing 'No Stopping' yellow lines to 2x removed pram ramps along Marks Lane and attached plan.
5. Installs a 'No Stopping' sign to existing pram ramp on the corner of Marks Lane and Fletcher Street and attached plan.

1. Executive Summary

Council is required to provide universal access to our public spaces including parks under the *Disability Discrimination Act 1992*. Furthermore Council has committed to improving access and inclusion in our Local Government Area through the following Plans and Policies:

- **Waverley Community Strategic Plan 2018-2029** identifies the main priorities and aspirations of the community, providing a clear set of strategies to achieve this vision of the future. The Community Strategic Plan has been based on the social justice principles of access, equity, participation and rights and it address the quadruple bottom line (social, environmental, economic and civic leadership) issues and includes several key actions that relate to access and inclusion.
- **Waverley Council Events Policy 2015** set the framework for the assessment and approval of temporary events on Council managed public land and in public buildings and cross references Council's former Access and Mobility Action Plan, now Disability Inclusion Action Plan 2017 – 2021.
- **Waverley Council Disability Inclusion Action Plan 2017 – 2021** is a collaboration between Waverley and Randwick Council to develop a joint regional framework to ensure a consistent

approach to disability planning across the Eastern Suburbs supporting the needs of residents to access and use a wide range of facilities and services across the region and meet Council's obligations under the NSW DIA 2014. The DIAP includes a number of key strategies to ensure recreational facilities and cultural activities and events are inclusive by:

- Design all new council assets, buildings and open spaces to disability access standards and universal design principles.
- Review event management processes and procedures to increase the accessibility and inclusiveness of events held in the region.
- Increase and promote recreational, social and cultural programs that are inclusive accessible.

Council has recently upgraded Marks Park and Playground, which includes universal access to key park facilities such as the amenities building, playground, lookout and open space. These works will provide an opportunity for people with limited mobility to visit the park and its facilities as well as access to annual events held in the park such as 'Sculptures by the Sea'. As part of this project Council has received recommendations from an external Access Consultant 'Funktion' requesting consideration be given to the installation of 'P DISABILITY ONLY' parking zones to improve access to the recently upgraded Marks Park.

Council has also been advised that 2x existing 'No Stopping' yellow line markings in front of demolished pram ramps along Marks Lane are no longer required and that 2x new sets of 'No Stopping' line markings are requested to be installed at 2x new pram ramps along Marks Lane. Council Parking Officers have also requested 'No Stopping' signs to accompany the existing 'No Stopping' yellow line markings to the pram ramps at the corner of Marks Lane and Fletcher Street, as currently Parking Officers are experiencing non-compliance with the yellow lines.

Council will need to exercise its delegated functions to implement the proposals. Refer to the attached plan illustrating changes to signs and line marking.

2. Introduction/Background

At the Waverley 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
Crest of Marks Lane	No	No	80% in the afternoon	6.7 m	Yes	Parallel parking
23 Kenneth Street	No	No	95% in the afternoon	2.4 m	Yes	90° Angle Parking
23 Kenneth Street	No	No	95% in the afternoon	2.4 m	Yes	90° Angle Parking
23 Kenneth Street	No	No	95% in the afternoon	2.4 m	Yes	Shared area



Figure 1. Street view of the proposed 'P DISABILITY ONLY' parking zone on the crest of Marks Lane



Figure 2. Street view of the 2x 'P DISABILITY ONLY' parking zones with shared area proposed outside 23 Kenneth Street

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:

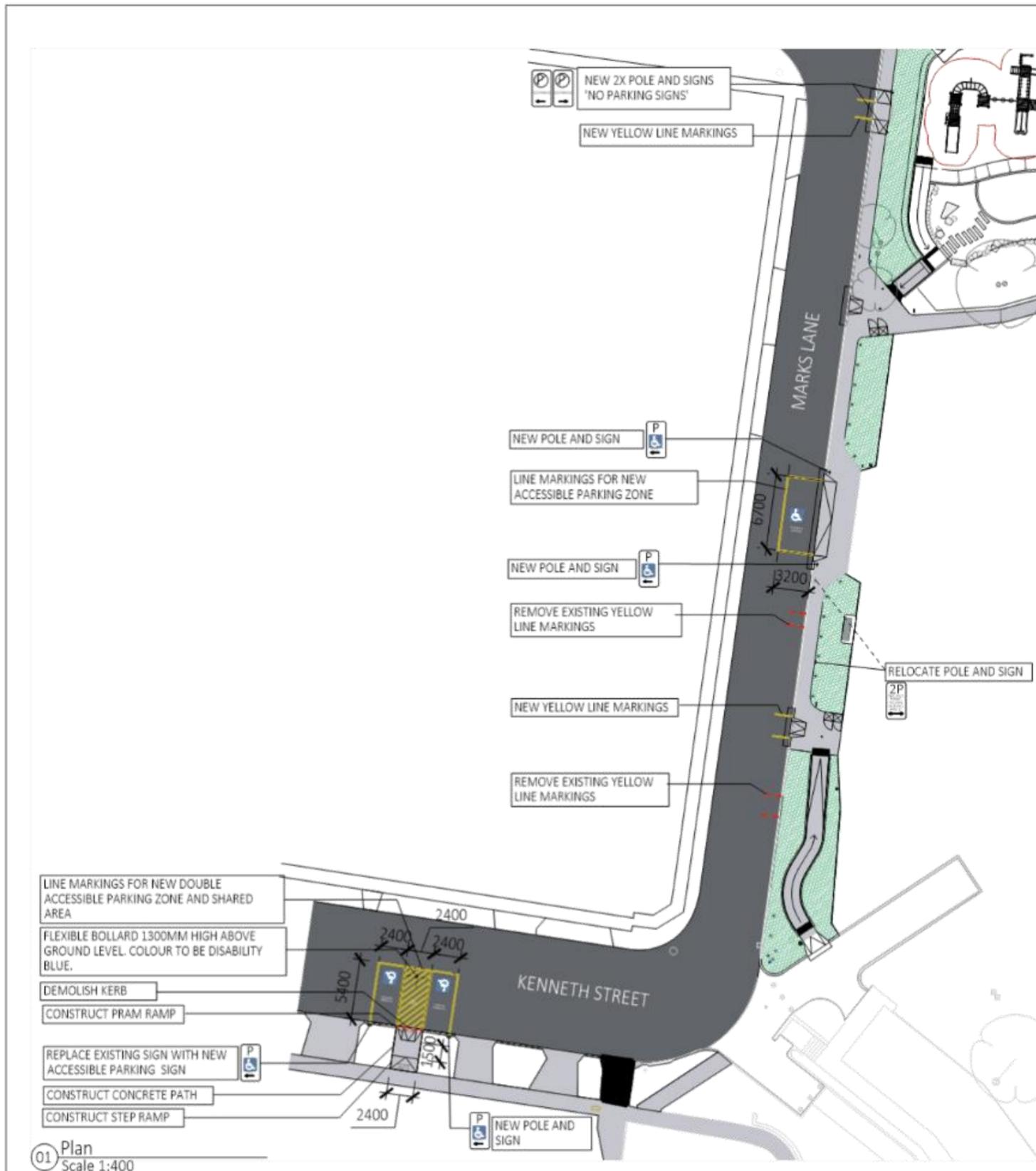
- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *[NSW] Road Rules 2014.*

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 existing signs with funds from existing budgets.

5. Attachments

1. Kenneth St and Marks Ln, Tamarama_Traffic Plan_A [↓](#) .



LOCATION - 6.7M WIDE 'P DISABILITY ONLY' PARALLEL PARKING SPACE



LOCATION - DOUBLE 2.4M WIDE 'P DISABILITY ONLY' ANGLED PARKING SPACE WITH 2.4M CENTRAL SHARED AREA.



LOCATION - NO PARKING SIGNS

PRELIMINARY
NOT FOR CONSTRUCTION

01 Plan
Scale 1:400

ISSUE	DATE	FOR APPROVAL	ISSUE DESCRIPTION	DRWN	CHKD	APPRVD
A	15/08/19	FOR APPROVAL		BP	BS	BS

Consultants:	

Prepared by:
Open Space Planning
55 Grafton Street,
Bend Junction, NSW, 2022
Ph: 9357 8400
PO Box 9, Bondi Junction NSW 1535

WAVERLEY
COUNCIL

Approved Signed:

Date Signed:

Scale: 1:400 @ A3

Project Name:
Marks Park Upgrade

Drawing Title:
Traffic Plan

TRIM No:
A17/0348

Drawing No:
T0.01

Issue:
A

REPORT
TC/CV.02/19.08

Subject: Sculpture by the Sea 2019 - Special Event - Transport Management Plan

TRIM No.: A19/0394

Author: Kablan Mowad, Senior Traffic Engineer

Director: Dan Joannides, Executive Manager, Creating Waverley

Council Officer's Proposal:

That Council approves the traffic and transport arrangements for the Sculpture by the Sea 2019 Special Event as per the attached Transport Management Plan, subject to the following conditions:

1. Council must:
 - (a) Forward the Transport Management Plan (TMP) to the RMS for TfNSW approval of the temporary closures and implementation of one-way movements.
 - (b) Undertake the Traffic Control for the event.
 - (c) Develop and implement a Communications Strategy, in conjunction with the Event Organiser, to notify the local residents of the changes to traffic conditions.
2. The Event Organiser must:
 - (a) Provide an Event Management Plan to Council's events team for approval at least four (4) weeks prior to the event including public liability insurance for the event.
 - (b) Apply for crane permits.
3. The Executive Manager, Creating Waverley be delegated authority to:
 - (a) Inspect the TMP.
 - (b) Audit the implementation of the TMP.
 - (c) Cancel this approval, without notice or refund.

1. Executive Summary

Sculpture by the Sea 2019, an event now in its 22nd year, is a free sculpture exhibition held between Marks Park and Tamarama Park along the Coastal Walk. The exhibition is planned to be held between Thursday, 24 October and Sunday, 10 November 2019. The event is mounted by the not-for-profit Sculpture by the Sea (referred to in this report as the Event Organiser). To manage the impact of the event on local roads

and resident amenity, Council implements a Transport Management Plan submitted to the Traffic Committee for approval. This report details the traffic management aspects of the event.

There are no changes proposed to the 2018 traffic management plan.

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

2. Introduction/Background

Council's Creating Waverley Department has developed the attached Transport Management Plan (TMP) in consultation with the Event Organiser and Council's Outdoor and Flagship Events Team. In line with the 2018 event, Council will engage a contract traffic management company to implement the TMP.

Similar to last year's event, Council implements strategies to manage safety and resident issues experienced in Bronte Marine Drive around Tamarama Park involving:

1. The creation of a dedicated zone on Campbell Parade for private coaches and chartered buses, associated communications plan and signage as shown in *Figure 1* attached to the report,
2. The Event Organisers splitting their education program sites between Tamarama Park and Marks Part to alleviate the pressure of school buses/coaches requiring drop off and pick up access to Tamarama Park.

After the 2018 event, stakeholders agreed that these additional strategies to manage coach and bus access in and around Marks and Tamarama Park had worked well despite the occasional 'rogue' private bus operators not complying with the Plan and parking in Tamarama Marine Drive. The event organisers had however received feedback from some schools catering for young children attending the two Programs held in Tamarama Park (one in morning, one in afternoon) to cater to this age group. They felt that the walk to and from the designated Campbell Parade drop-off/pick-up area was too much for this age group.

It was also noted that one way couplet at the intersection of Gaerloch Avenue and Dellview Street, implemented for the last 5 years, had been working well with no reported incidents.

The NSW Police Force has previously indicated that this is a Class 2 Special Event, with road closures, 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.

TfNSW will need to approve temporary closures and one-way movements and the Transport Management Plan will be forwarded to the RMS for consideration. Once all approvals and conditions have been met, staff from the RMS and Council's Executive Manager, Creating Waverley can sign the Traffic Management Plan to authorise implementation.

3. Technical Analysis

A copy of the Transport Management Plan has been attached.

Guidelines used:

- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *RMS's Permit Parking*

- [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

Sculpture by the Sea is funded through sponsorship, government grants, philanthropy donations, commission from the sale of sculptures, brochure sales and visitor donations. Council is a major sponsor and recognised as a 'Significant Partner' of the event through the services and funding provided, including the provision of:

- the venue at no charge,
- additional waste collections,
- parking facilities,
- park restoration,
- electricity,
- additional Ranger and Parks staff hours,
- other Council officer's time
- an annual community grant

All of these costs are absorbed by existing budgets of relevant Divisions, at the expense of competing demands.

It is intended that:

- (a) The cost of providing traffic control for the event will be funded by Council from existing budgets.
- (b) The cost of providing traffic control for the bump-in and bump-out will be recovered from the Event Organiser.

5. Attachments:

1. Sculpture by the Sea 2019 - Transport Management Plan - Attach 1- Ver 1 [↓](#)

Sculpture by the Sea 2019

**Transport Management Plan
Prepared by Creating Waverley
Waverley Council**

INTRODUCTION

Sculpture by the Sea (referred to as the Event), now in its 23rd year, is a free outdoor sculpture exhibition along Waverley's Coastal Walk between Marks Park and Tamarama Park. This year the event will be held from 24 October – 10 November 2019. The event is organised by the not-for-profit entity Sculpture by the Sea (referred to as the Event Organiser).

This *Transport Management Plan (TMP)* is prepared by Waverley Council (referred to as Council) to manage the impact of the Sculpture by the Sea event on local roads, resident amenity and pedestrian safety. It has been prepared by Waverley Council's Senior Traffic Engineer, Mr Kablan Mowad, in consultation with Council's Outdoor and Flagship Events Unit.

Any changes made to the approved 2018 TMP resulting from feedback from all stakeholders including Sydney Buses and RMS have been highlighted in yellow in the document.

This *TMP* will remain in Draft format, until it has been approved by Council. Any conditions placed on this *TMP* by Council will be incorporated in the Final version.

Waverley Council will engage a contractor to undertake the traffic management of The Event.

Objectives

The objectives of this *TMP* are to:

- comply with requirements of Occupational Health & Safety Act 2000,
- manage reduced capacity of local road system
- minimise traffic impact on non-event community & emergency services

Scope

This *TMP* covers the traffic and transport requirements of The Event, including:

Marks Park bump-in	14 October to 23 October 2019,
Tamarama Park bump-in	21 October to 23 October 2019,
Coastal Walk bump-in	21 October to 23 October 2019,
Sculpture by the Sea event	24 October to 10 November 2019,
Marks Park bump-out	11 November to 16 November 2019,
Tamarama Park bump-out	11 November to 15 November 2019,
Coastal Walk bump-out	11 November to 15 November 2019.

Any further traffic management measures will need to be provided by The Event Organiser. This includes, but is not limited to, traffic control for crane lifts associated with the bump-in / bump-out periods. Additional approvals will be required.

ADMINISTRATION

Approvals

Waverley Traffic Committee

The Local Area 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.

Waverley Council

Council will consider the recommendations of the Traffic Committee and assess all other impacts on the surrounding environment before issuing a Schedule of Conditions. It is anticipated that this *TMP* and the committee's recommendations will be considered by Council at the same meeting that it considers all other aspects of the event.

Separate approval is required from Council's Executive Manager – Creating Waverley for additional traffic control. The use of cranes will require additional permits.

Transport Management Centre (TMC)

This is classified as a **Type B Hallmark Event**, in accordance with the RMS's *Guide to Traffic and Transport Management for Special Events*.

The TMC will need to approve the temporary traffic changes. This *TMP*, together with the RMS's standard *TMP*, will be forwarded for their consideration. Once all approvals have been received and all conditions have been met, Council's Executive Manager – Creating Waverley can issue a signed copy of this *TMP* for implementation.

The event organiser in conjunction with Sydney Buses are to discuss the implementation of clearways on weekends along Bondi Road with the TMC. It is understood that Clearways on weekends remain unchanged as below:

Dates:

- **Saturday 26 and Sunday 27 October,**
- **Saturday 2, Sunday 3, Saturday 9 and Sunday 10 November.**

Times:

- **From 7am to 2pm** on Bondi Road between Oxford Street and Sandridge Street (eastbound only),
- **From 12pm midday until 8pm** on Bondi Road between Sandridge Street and Oxford Street (citybound side only).

Gazetted Speed Limits will not be changed for this event.

NSW Police Force

This *TMP* has been provided to the Eastern Suburbs Local Area Command, as part of the membership to the Local Area Traffic Committee.

The Event Organiser is required to obtain Police approval to hold the event.

Notifications

Event notifications, prepared in consultation with Council's Communications Team and the Event Organiser, will be distributed via a letter-box drop in the weeks leading up to the Event. Copies of the residents' notification letters and their distribution maps have been provided in *Appendix 1*.

Sydney Buses, Local Fire Brigades (Randwick, Woollahra & Bondi Fire Stations) and NSW Ambulance Service are to be notified with a copy of this *TMP* via fax before 1 October 2019.

BUMP IN AND OUT HEAVEY VEHICLE ACCESS AND EGRESS ROUTES

Drivers of Heavy Vehicles are to be instructed by the Event Organiser to travel to and from their relevant event delivery/pick up destination via the following routes.

Destination	Route
Notts Avenue	Access: Syd Einfeld Drive, Bondi Road, Campbell Parade, Notts Avenue. Access and egress to be in a forward direction (turning at the southern end of Notts Avenue). Egress: Notts Avenue, Campbell Parade, Bondi Road, Syd Einfeld Drive.
Marks Park	Access: Syd Einfeld Drive, Bondi Road, Denham Street, Fletcher Street, Alexander Street, Kenneth Street. Access and egress to be in a forward direction Egress: , Kenneth Street, Alexander Street, Fletcher Street, Denham Street, Bondi Road, Syd Einfeld Drive.
Pacific Avenue	Access: Syd Einfeld Drive, Bondi Road, Denham Street, Fletcher Street, Alexander Street, Gaerloch Avenue, Dellview Street, Pacific Avenue. Trucks will parallel park on the southern side of Pacific Avenue, in the direction of travel. Egress: Pacific Avenue, Tamarama Marine Drive, Hewlett Street, Alfred Street, Birrell Street, Bennett Street, Bondi Road, Syd Einfeld Drive.

Tamarama Park	<p>Access: Syd Einfeld Drive, Bondi Road, Council Street, Birrell Street, Alfred Street, Hewlett Street, Tamarama Marine Drive.</p> <p>Access to and egress from the park be in a forward direction</p> <p>Egress: Tamarama Marine Drive, Hewlett Street, Alfred Street, Birrell Street, Bennett Street, Bondi Road, Syd Einfeld Drive.</p>
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TRAFFIC CONTROL

Bump-In period (15 October to 23 October 2019)

Tamarama Gully

Tamarama Gully will be used for event crew parking. Following the Bump In period staff vehicles will park there.

Event period (24 October to 10 November 2019)

Road Closures

The table below details proposed road closures

MANNED ROAD CLOSURES			
<ul style="list-style-type: none"> Manned by accredited RMS Traffic Controllers Easily identified "Special Event Permits" available to residents on application 			
Road/Street	24 October to 10 November 2019		Notes
	Days	Times	
Notts Avenue	7 days per week	7.30am to 6.30pm	Access available to local resident, Bondi Iceberg patrons, taxis and emergency vehicles
Fletcher Street	Thursday to Sunday (first week)	7.30am to 6.30pm	Access available to local residents, emergency vehicles and permitted Sculpture by the Sea vehicles
Kenneth Street	Saturdays to Sundays		
UN MANNED ROAD CLOSURES			
<ul style="list-style-type: none"> Unmanned Road Closures with signage and barricades in place 			
Road/Street	24 October to 10 November 2019		Notes
Bayview Street	7 days per week	7.30am to 6.30pm	Sign:
Wolaroi Crescent			
Silva Street			

Rowland Street			Road Closed - Local Residents Access Only
Wilga Street			
Carlisle Street			
Birrell Street			
Darling Street			
Kenneth St at Alexander St	Mondays to Wednesdays (First Week) then Mondays to Fridays	7.30am to 6.30pm	Sign: Road Closed - Local Residents Access Only
Fletcher St at Alexander	Mondays to Wednesdays(First Week) then Mondays to Fridays	7.30am to 6.30pm	Sign: Road Closed - Local Residents Access Only

One Way Couplets

To minimise the impact of additional congestion and improve traffic flow for public transport services, the following one way couplets will be put in place:

The one-way signs will be installed by Council's Clean and Attractive Division. These signs will remain covered until the one-way begins to operate at 9am on Thursday, 24 October 2019, when they will be unveiled by RMS-accredited Traffic Controllers.

Gaerloch Avenue and Dellview Street

Gaerloch Avenue will be signposted one-way southbound and Dellview Street will be signposted one-way northbound during the following period:

10am Thursday, 24 October to 10am, Monday 10 November 2019

RMS-accredited Traffic Controllers will install water-filled barriers in Dellview Street, at Gaerloch Avenue, and Fletcher Street, to create partial road closures and reinforce the one-way operation. Additional water-filled barriers will be installed to help prevent illegal parking and improve flow for public transport services in the 'No Stopping' zones located in:

Gaerloch Avenue, on the inside of the bend at 22 Gaerloch Avenue,
Dellview Street, on the inside of the bend at 28 Dellview Street, and
Dellview Street, on the inside of the bend at 17 Dellview Street.

Mirimar Avenue, Ashley Street, Thompson Streets and Turner Street

Mirimar Avenue will be signposted one-way northbound, Thompson Street and Turner Street will be signposted one-way westbound to minimise the impact of additional congestion during the following period:

9am Thursday, 24 October to 10am Monday 10 November 2019

RMS-accredited Traffic Controllers will install water-filled barriers in Darling Street and Ashley Street to reinforce the one-way operation. Additional water-filled barriers will be installed to help prevent illegal parking and improve flow for public transport services in the 'No Stopping' zones located in Mirimar Avenue, at Thompson Street.

An RMS-accredited Traffic Controller will be located in Darling Street, at Ashley Street, during the following periods:

10am to 6.30pm, Thursday 24 October 2019

7.30am to 6.30pm, Friday 25 October to Sunday, 27 October 2019

7.30am to 6.30pm, Saturday 2 October to Sunday, 3 November 2019, and

7.30am to 6.30pm, Saturday, 9 November to Sunday, 10 November 2019.

Bump-Out

Tamarama Gully

Tamarama Gully will be used for event crew parking during the Bump Out period.

Extraordinary Traffic Control

Any additional traffic control will need to be provided by The Event Organiser and this will require separate permits and approval by the Divisional Manager Technical Services. This includes, but is not limited to, traffic control for crane lifts.

Traffic Control Plans

Traffic Control Plans will be prepared, in accordance with Australian Standard AS1742.3 *MUTCD: Part 3 – Traffic Control at Work Sites* and the RMS's *Traffic Control at Work Sites* manual, by Council officers once Council has approved this *TMP*.

Council will engage a contractor to implement the Traffic Control Plans in the manner outlined in *Appendix 3*.

PARKING

To assist the Event Organiser with the organisation required to stage the event whilst minimising the impact on local residents, limited parking passes will be provided in designated areas and additional temporary permit/coach areas parking zones will be created as detailed below.

Parking Permits

The Event Organiser will be provided with a range of Council authorised parking permits over the exhibition period, in order to provide parking for:

- Set up and de rig crew (including artists)
- Staff and Volunteers,
- VIPs and Media Personnel.

The permits will be clearly identify as Council issued permits for the purpose of the Exhibition and will have the date(s) and specific areas the permit is valid.

Council will provide all permits to the Event Organiser prior to bump-in of the event. The Event Organiser will be responsible for the management of distributing:

- Day only permits – Valid for the day as indicated on the permit and able to be transferred to different vehicles as required during the applicable permit's date. No vehicle registration included.
- Council permitted vehicle permits with relevant vehicle registration number and valid for dates stated on permit. Registration included on permit.

Any additional exhibition-related vehicles requiring parking will need to utilise the existing on-street parking in the area.

Any vehicle parked in Council's reserves without a permit and/or contrary to the [NSW] *Road Rules 2014* will be infringed by Council's Parking Services Division.

The table below details the number of parking permits to be issued or each area:

Permit valid area	Bump-in period 14 Oct - 23 Oct	Exhibition Period 24 Oct – 10 Nov	Bump out period 11 Nov - 16 Nov
Marks Park	20 day only permits	5 x permits	20 transferable permits
Tamarama Gully	20 transferable daily passes	20 x daily permits	20 spaces provided. 20 transferable daily passes
Notts Ave (North side west of turning circle	1 transferable permit	5 x Council permitted vehicle permit valid for weekend use only by Hyundai courtesy vehicles.	1 transferable permit – Permit Holders excepted zone
Notts Avenue Fletcher St, Kenneth St, Marks Lane	n/a	10 Day Only permits for each day of the exhibition	n/a
	n/a	2 daily permits for use by chartered school buses/coaches.	n/a

Pacific Avenue & Campbell Pde	n/a	5 x Council permitted vehicle permit valid for weekend use only by Hyundai courtesy vehicles.	n/a
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Temporary 'No Parking Authorised Vehicles Excepted' areas

	Bump-in period 14 Oct - 23 Oct	Exhibition Period 24 Oct – 10 Nov	Bump out period 11 Nov - 16 Nov
Notts Ave (North side west of turning circle) 2 spaces	2 space 'No Parking 10am-5pm Council Authorised Vehicles Excepted"	2 space 'No Parking 10am-5pm Council Authorised Vehicles Excepted"	2 space 'No Parking 10am-5pm Council Authorised Vehicles Excepted"
Marks Lane – East 1 car space	'No Parking Authorised Vehicles Excepted'	n/a	'No Parking Authorised Vehicles Excepted'
Pacific Avenue – 15m section western side, south of existing mobility parking	n/a	No Parking Authorised Vehicles Excepted 9.30am-5.30pm	n/a
Campbell Parade 50 metres long on the eastern side of Campbell Parade adjacent to Hunter Park	n/a	8.30am- 6.00pm Weekdays Only Coach and bus zone	n/a

SPECTATORS

It is estimated that up to 500,000 spectators will attend the Event. While a significant number of these are expected on weekends, a large number of school and private tour groups are expected during weekdays.

Other than the provision of increased Sydney Bus services, and designated private/coach bus temporary designated drop off/pick zones, no additional transport arrangements will be made for event goers to and from the Event. It is anticipated that on-street parking will be difficult, especially on weekends.

Public Transport

Public Transport will be heavily promoted in the lead up and during The Event, through:

Council's website www.waverley.nsw.gov.au,

Sculpture by the Sea website www.sculpturebythesea.com, and

Transport for NSW *Live Traffic* website www.livetraffic.com, and mobile applications.

The area is well serviced by public transport, with the 333, 360, 379, 380, 381 and Beach Runner bus routes running past/through the area.

Courtesy Cars

The Event Organiser's sponsor Hyundai will be supplying five complimentary vehicles to be used to shuttle Spectators between Notts Avenue and Tamarama Park, at the discretion of the Event Organiser.

Emergencies

First Aid

Details of First Aid facilities to be provided for the event are to be included by the Event Organiser in their Final Event Management Plan submitted for Council approval.

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 following individuals will be available to co-ordinate any emergencies, should they arise, for the duration of the event:

Table 2 Emergency contacts:

Name	Organisation	Telephone Number
Site Supervisor	[Traffic Control Company]	TBA
Philip Wadds	Sculpture by the Sea	0418 585 812
Parking Patrol Officer	Waverley Council	0414 369 802
Corey O'Malley	Waverley Council	0424 129 501

Appendix 1

Notification Letters



IMPORTANT INFORMATION FOR BONDI AND TAMARAMA RESIDENTS

Local access, road closures and parking restrictions during Sculpture by the Sea, Thu 24 October – Sun 10 November 2019

Each spring, for the past 22 years, Waverley's magnificent coastline from Bondi to Tamarama becomes a show-stopping outdoor art gallery. The combination of man-made sculptures and nature's sculpture of our landscape is simply magnificent.

An estimated 500,000 people are expected to attend this year's Sculpture by the Sea over the event period, with a significant number of these visitors coming on weekends.

To minimise the impact on local residents, there will be restricted access zones. Information is provided overleaf about local access, one way traffic changes and road closures.

Special permits for parking in the streets that are closed to commuter traffic are being organised for residents living in those streets. An application will be sent to those residents shortly with instructions on how Council is making access to your street easier for you.

In addition to traffic changes, all event publicity is promoting public transport and walking routes as a means of getting to and from the event in a hope to minimise traffic to the area and parking issues. If you have friends or family coming to the event, please suggest they leave their cars at home and catch public transport.

If you need to speak to someone throughout the event about a parking issue, contact Council's Customer Service Centre between 8.30am–5pm, Monday – Friday, on **9083 8000**. Outside these hours call the Parking Patrol Officers on **0414 369 802**.

If you would like more information about the event, visit www.sculpturebythesea.com or call **8399 0233**.

We would like to invite you to an exclusive evening amongst the sculptures in Marks Park at our Residents Nights during Sculpture by the Sea. There are two dates to choose from:

- _____ Friday, 31 October at the 'Sculpture Inside' marquee, 5.45pm – 7.15pm; or
- _____ Tuesday, 4 November at our 'Sunset Bar' (middle of Marks Park), 5.45pm – 7.15pm.

Places are limited and RSVPs are essential. RSVP with your preferred date to lucy@sculpturebythesea.com by Friday, 24 October to confirm your attendance.

Complimentary drinks will be served as well as Japanese cuisine courtesy of PaperPlanes Bondi. PaperPlanes Bondi is pleased to be sponsoring our annual Residents Nights and will also be offering a complimentary cocktail when dining at PaperPlanes by quoting 'Sculpture by the Sea' upon reservation.

We appreciate and thank you for your patience during the event period, as we recognise it is a disruption to some local residents. We will do what we can to minimise the impacts for you.

Kind regards

John Wakefield
Mayor of Waverley

David Handley
Sculpture by the Sea Founding Director

Our ref: A02/0216

1 October 2019

Dear Resident,

Parking during the Sculpture by the Sea Exhibition

As you are aware, **Sculpture by the Sea** will run from **Thursday, 24 October to Sunday, 10 November 2019**.

For the duration of the exhibition, Gaerloch Avenue, Dellview Street, Thompson Street and Mirimar Avenue will be temporarily made one way, as shown on the attached map.

You are reminded that under the [NSW] *Road Rules 2014*, vehicles will need to be parked in the direction of travel:

208 Parallel parking on a road (except in a median strip parking area)

- (2) The driver must position the vehicle to face:
 - (a) in the direction of travel of vehicles in the marked lane or line of traffic on, or next to, the part of the road where the driver parks, or
 - (b) if there is no traffic on, or next to, that part of the road—in the direction in which vehicles could lawfully travel on that part of the road.
- (4) If the road is a one-way road, the driver must position the vehicle parallel, and as near as practicable, to the far left or far right side of the road, unless otherwise indicated by information on or with a parking control sign.

The area will be monitored by Council's Parking Officers and vehicles parked contrary to the [NSW] *Road Rules 2014* will be infringed.

Should you require any further information please call us on **9083 8000**, or email us at **parkingadmin@waverley.nsw.gov.au**.

Yours faithfully

Colin Handsaker
Manager Parking Operations

Distribution Map



Our ref: A02/0216

1 October 2019

Dear Resident,

Parking during the Sculpture by the Sea Exhibition

As you are aware, **Sculpture by the Sea** will run from **Thursday, 24 October to Sunday, 10 November 2019**.

For the duration of the exhibition, Notts Avenue, Fletcher Street (east of Alexander Street), Kenneth Lane (east of Alexander Street) and Marks Lane will have road closure restrictions, as shown on the attached map. These road closures will be staffed by RMS-accredited traffic controllers to ensure that access is only granted to residents, emergency vehicles and other authorised vehicles when required.

To facilitate faster and easier access to these streets Waverley Council is offering you a yellow '**SPECIAL EVENT PERMIT**' that you can adhere to the front of your windscreen so that it can easily be seen by the traffic controllers. In order for us to send you the 'Special Event Permit' we need you to fill out the attached form and return it to us. This can be done by:

email to: parkingadmin@waverley.nsw.gov.au, or mail to:

**Waverley Council, Parking Services
PO Box 9 Bondi Junction NSW 1355**

Should you require any further information please call us on **9083 8000**, or email us at parkingadmin@waverley.nsw.gov.au.

Yours faithfully

Colin Handsaker
Parking Operations Manager



Appendix 2

Coach Operators' Maps & School Notification Letter

SCULPTURE BY THE SEA Bus Groups Walking from Tamarama Park to Hunter Park



Figure 1 - Drop-off at Tamarama Park and proceed to lay-over area

Permit Holder Coach buses should only stop in a designated 'No Parking Authorised Parking Excepted' zone to pick-up and drop-off passengers.



Figure 2 - Pick-up at Hunter Park

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.

SCULPTURE BY THE SEA Bus Groups Walking from Hunter Park to Tamarama Park



Figure 1 - Drop-off at Hunter Park and proceed to lay-over area

Permit Holder Coach buses should only stop in a designated 'No Parking Authorised Parking Excepted' zone to pick-up and drop-off passengers.



Figure 2 - Pick-up at Tamarama Park

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.

SCULPTURE BY THE SEA Bus Groups Dropping-off & Picking-up at Hunter Park



Figure 1 - Drop-off at Hunter Park and proceed to lay-over area

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.



Figure 2 - Pick-up at Hunter Park

Coach buses should only stop in a designated 'Coaches Only Zone' to pick-up and drop-off passengers.

Important Updated Information for Hired School Buses / Coaches Visiting *Sculpture by the Sea, Bondi 2019* 24 October - 10 November 2019

DO NOT use the public bus stops (fines apply)

DO NOT use the public bus stops (fines apply)

NO access permitted to Tamarama by private bus or coach (fines apply).

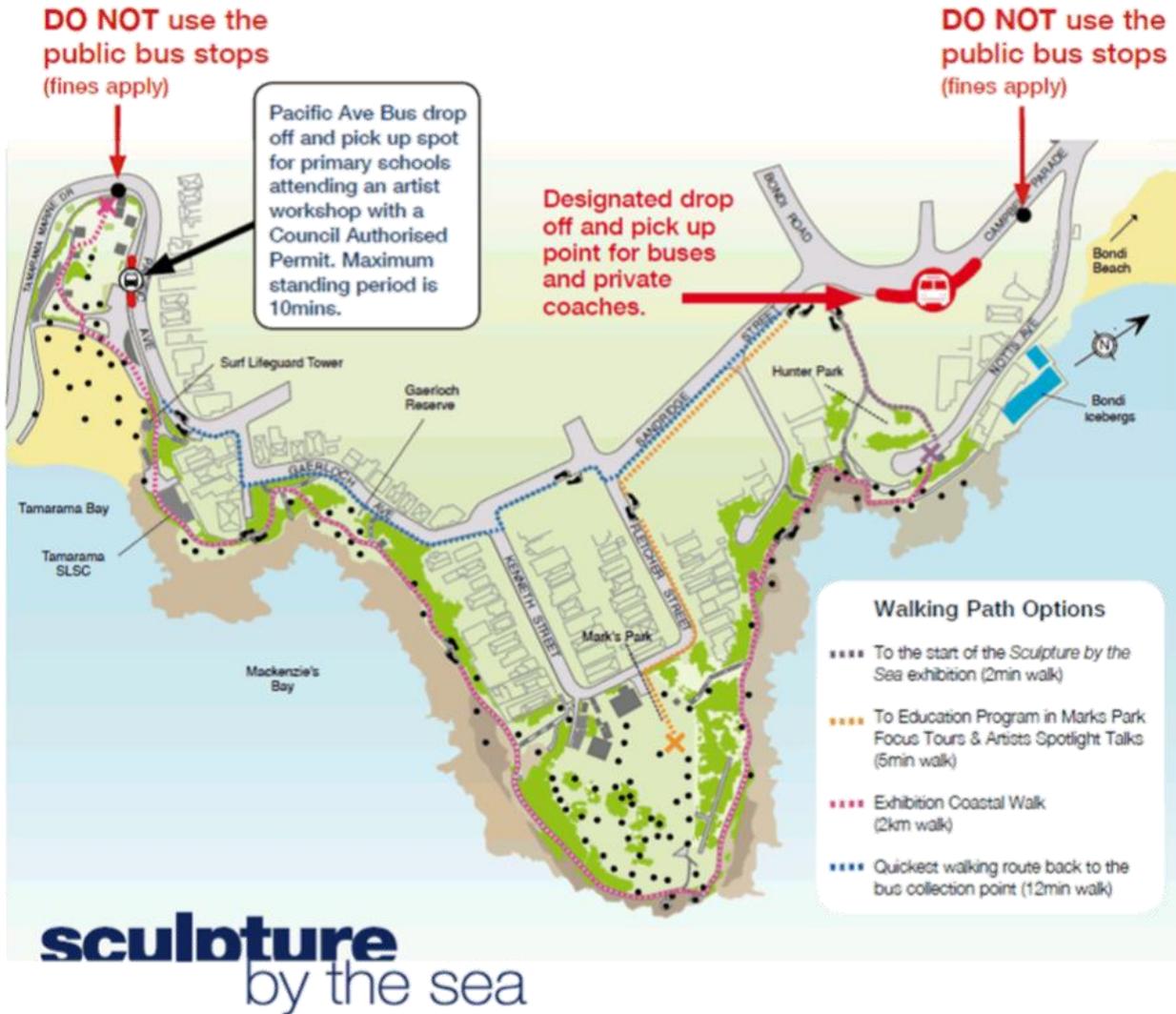
Drop off and pick up point for buses and private coaches.



sculpture
by the sea

Important Information for Primary Schools Visiting *Sculpture by the Sea* for Artist Workshops at Tamarama Beach

24 October - 10 November 2019



Appendix 3

Traffic Control Schedule

Day	Date	Time	Activity	TCP
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Notification

Monday	30-Sept	-	Deliver notification letters	-
Thursday	17-Oct	-	Set up VMS in Pacific Avenue	TBA
Thursday	17-Oct	-	Set up VMS in Fletcher Street	
Thursday	17-Oct	-	Set up VMS in Campbell Parade	
Thursday	17-Oct	-	Install all advance notification signs	

Bump-in

TBA	TBA	TBA TBA	Set up traffic control in Tamarama Marine Drive/Pacific Avenue Control traffic in Tamarama Marine Drive/Pacific Avenue Pack up traffic control in Tamarama Marine Drive/Pacific Avenue	TBA
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Day	Date	Time	Activity	TCP
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The Event

Thursday	24-Oct	7:30 AM	Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs deliveries, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Set up WFBs in Mirimar/Thompson Traffic controller at Notts Ave Traffic controller at Mirimar/Thompson one way Traffic controller at Fletcher/Sandridge St Traffic controller at Kenneth St/Alexander St	Appendix 4
		8:00 AM	Unveil one-way signs in Mirimar/Thompson - Traffic controller at Mirimar/Thompson	Appendix 4
		9:00 AM	one way	
		9:00 AM	Set up WFBs in Gaerloch/Dellview	Appendix 4
		10:00 AM	Unveil one-way signs in Gaerloch/Dellview Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	
		6:00 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary	Appendix 4

		6:30 PM	Open Notts Avenue to entering traffic and open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St	Appendix 4
Friday	25-Oct	7:30 AM	Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Traffic controller at Notts Ave Traffic controller at Mirimar/Thompson one way Traffic controller at Fletcher/Sandridge St Traffic controller at Kenneth St/Alexander St	Appendix 4
		6:30 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Open Notts Avenue to entering traffic Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St	

<p>Saturday Sunday</p>	<p>26-Oct 27-Oct</p>	<p>7:30 AM</p> <p>6:30 PM</p>	<p>Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St</p> <p>Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS</p> <p>Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS</p> <p>Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson</p> <p>Adjust WFBs as necessary</p> <p>Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview</p> <p>Traffic controller at Notts Ave</p> <p>Traffic controller at Mirimar/Thompson one way</p> <p>Traffic controller at Fletcher/Sandridge St</p> <p>Traffic controller at Kenneth St/Alexander St</p> <p>Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview</p> <p>Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson</p> <p>Adjust WFBs as necessary</p> <p>Open Notts Avenue to entering traffic</p> <p>Open Fletcher/Kenneth to entering traffic</p> <p>Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St</p>	<p>Appendix 4</p>
<p>Monday Tuesday Wednesday Thursday Friday</p>	<p>28-Oct 29- Oct 30- Oct 31- Oct 1- Nov</p>	<p>7:30 AM</p>	<p>Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St</p> <p>Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS</p>	<p>Appendix 4</p>

			<p>Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS</p> <p>Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson</p> <p>Adjust WFBs as necessary</p> <p>Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview</p> <p>Traffic controller at Notts Ave</p>	
		6:30 PM	<p>Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview</p> <p>Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson</p> <p>Adjust WFBs as necessary</p> <p>Open Notts Avenue to entering traffic</p> <p>Open Fletcher/Kenneth to entering traffic</p> <p>Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St</p>	
Saturday Sunday	2-Nov 3-Nov	7:30 AM	<p>Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St</p> <p>Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS</p> <p>Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS</p> <p>Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson</p> <p>Adjust WFBs as necessary</p> <p>Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview</p> <p>Traffic controller at Notts Ave</p> <p>Traffic controller at Mirimar/Thompson one way</p>	Appendix 4

			Traffic controller at Fletcher/Sandridge St Traffic controller at Kenneth St/Alexander St	
		6:30 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Open Notts Avenue to entering traffic Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St	
Monday Tuesday Wednesday Thursday Friday	4-Nov 5- Nov 6- Nov 7- Nov 8- Nov	7:30 AM	Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview	Appendix 4

		6:30 PM	<p>Traffic controller at Notts Ave</p> <p>Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Open Notts Avenue to entering traffic Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St and Kenneth St</p>	
Saturday Sunday	9-Nov 10-Nov	7:30 AM	<p>Set up closure of Notts Avenue and Road closed/ Local Traffic Only signs and barriers on side of following streets (half closure): Bayview St, Darling St at Alfred St, Birrell St at Tamarama St, Ashley St at Turner St, Wolaroi Cres, Carlisle St at Dellview St, Silva St at Fletcher St, Wilga St at Sandridge St, Rowland Ave at Fletcher St Close Notts Avenue to entering traffic. Access open to peds, cyclists, local residents, Bondi Icebergs, taxis, emergency veh's & SxS Close Fletcher/Kenneth to entering traffic. Access open to peds, cyclists, local residents, taxis, emergency veh's & SxS Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Install barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Traffic controller at Notts Ave Traffic controller at Mirimar/Thompson one way Traffic controller at Fletcher/Sandridge St Traffic controller at Kenneth St/Alexander St</p>	Appendix 4

		6:30 PM	Remove barrier boards / road closed signs & traffic cones in Gaerloch/Dellview Check WFBs & one-way signs in Gaerloch/Dellview & Mirimar/Thompson Adjust WFBs as necessary Open Notts Avenue to entering traffic Open Fletcher/Kenneth to entering traffic Pack up closure of Notts Avenue, Wolaroi Cres, Bayview St, Carlisle at Dellview, Silva St at Fletcher St, Fletcher St, Birrell St at Tamarama and Kenneth St	
Monday	11-Nov	8:00 AM 9:00 AM 9:00 AM 10:00 AM	Remove WFBs in Mirimar/Thompson Cover one-way signs in Mirimar/Thompson Remove WFBs in Gaerloch/Dellview Cover one-way signs in Gaerloch/Dellview	

Day	Date	Time	Activity	TCP
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Bump-out

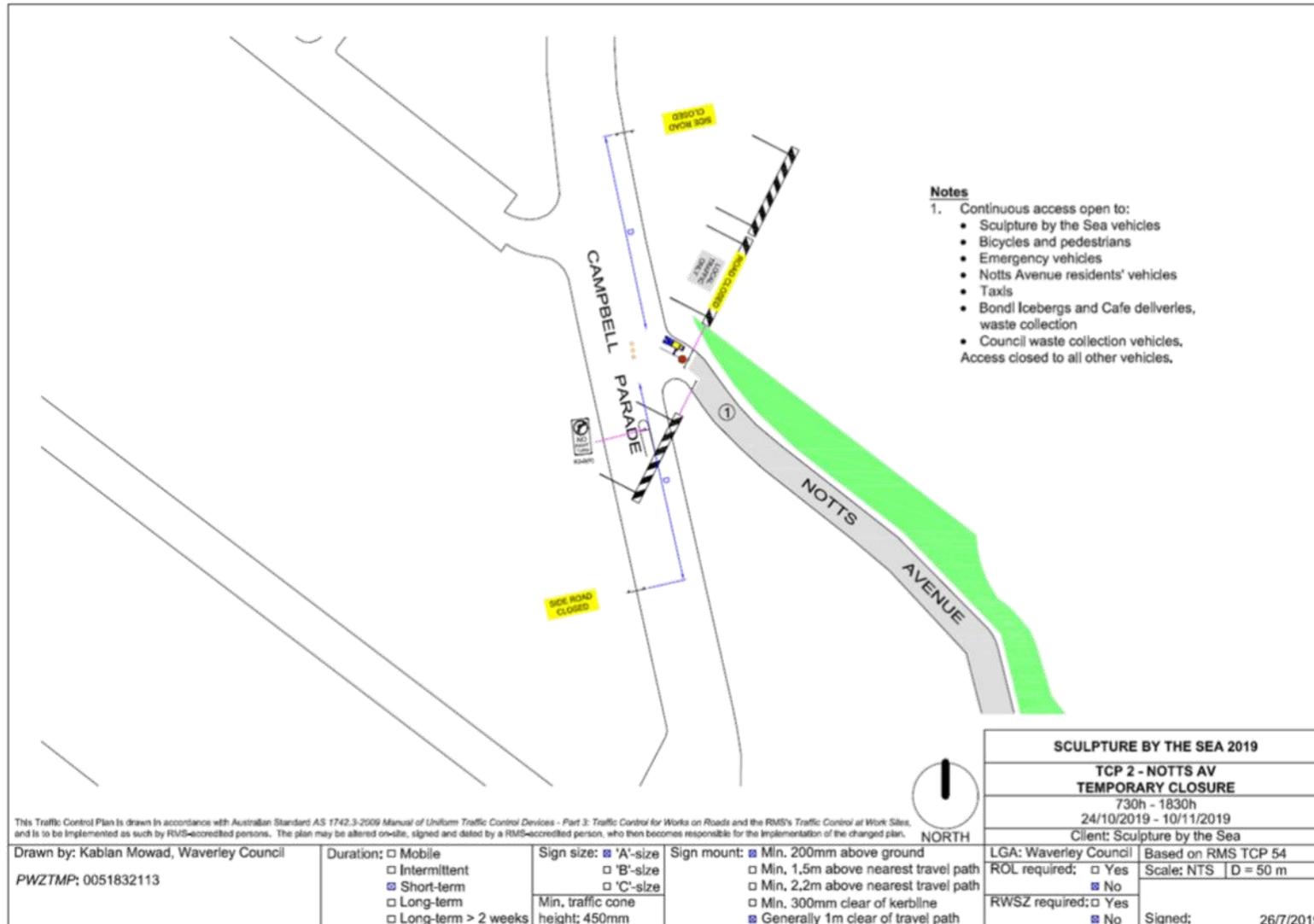
Tuesday	12-Nov	10:00 AM 6:00 PM	Set up traffic control in Tamarama Marine Drive/Pacific Avenue Control traffic in Tamarama Marine Drive/Pacific Avenue Pack up traffic control in Tamarama Marine Drive/Pacific Avenue	TBA
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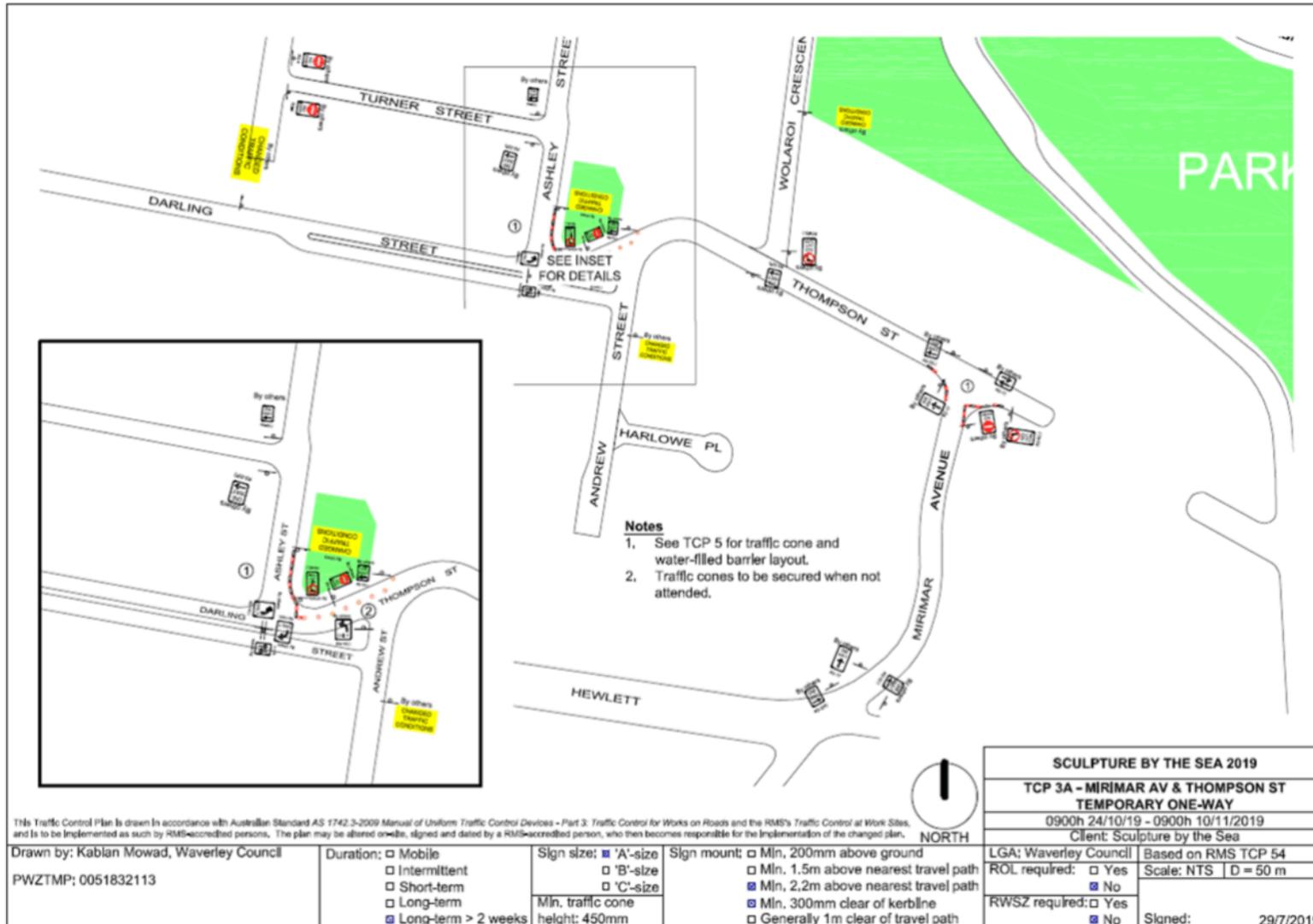
Appendix 4

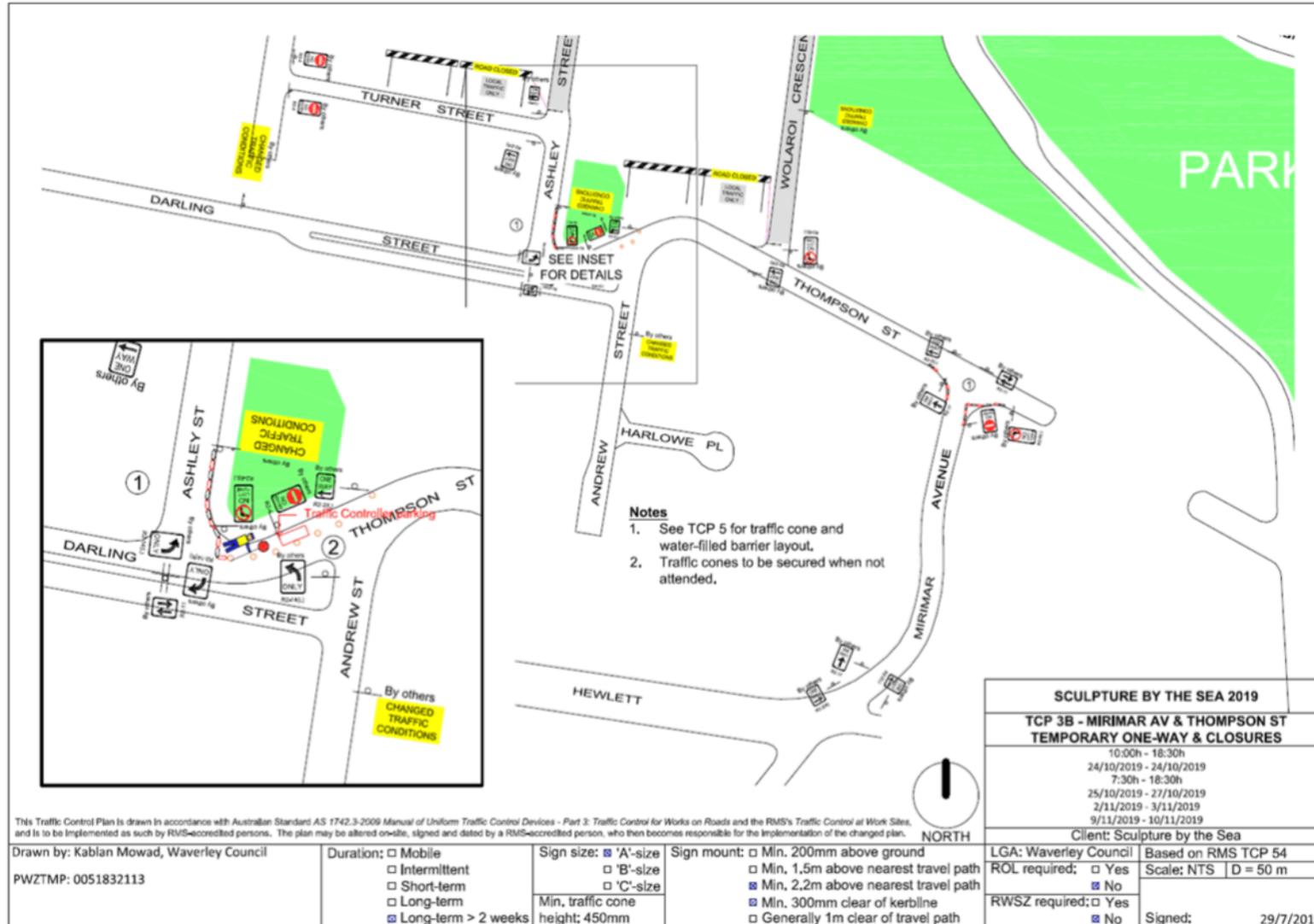
Traffic Control Plans

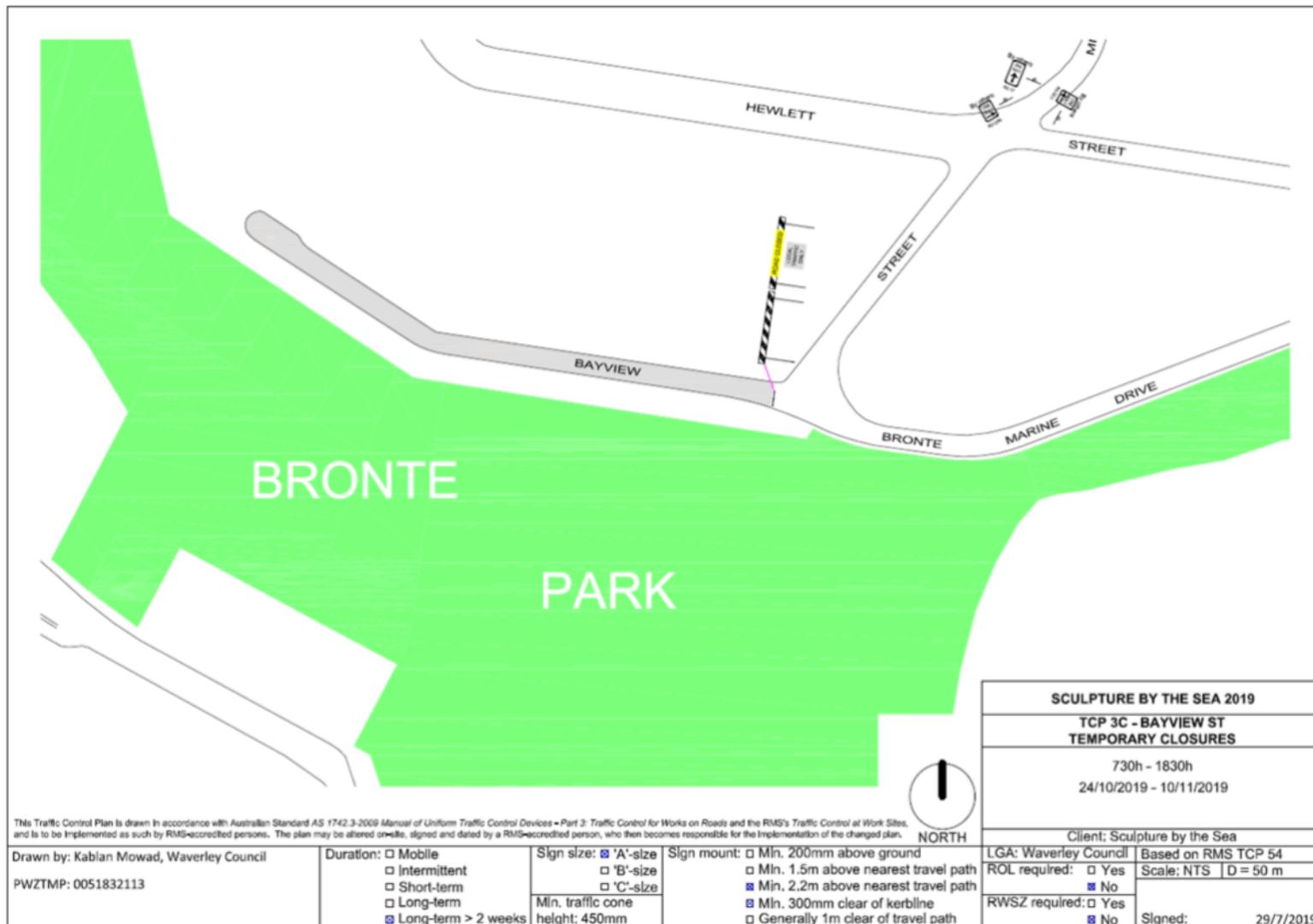


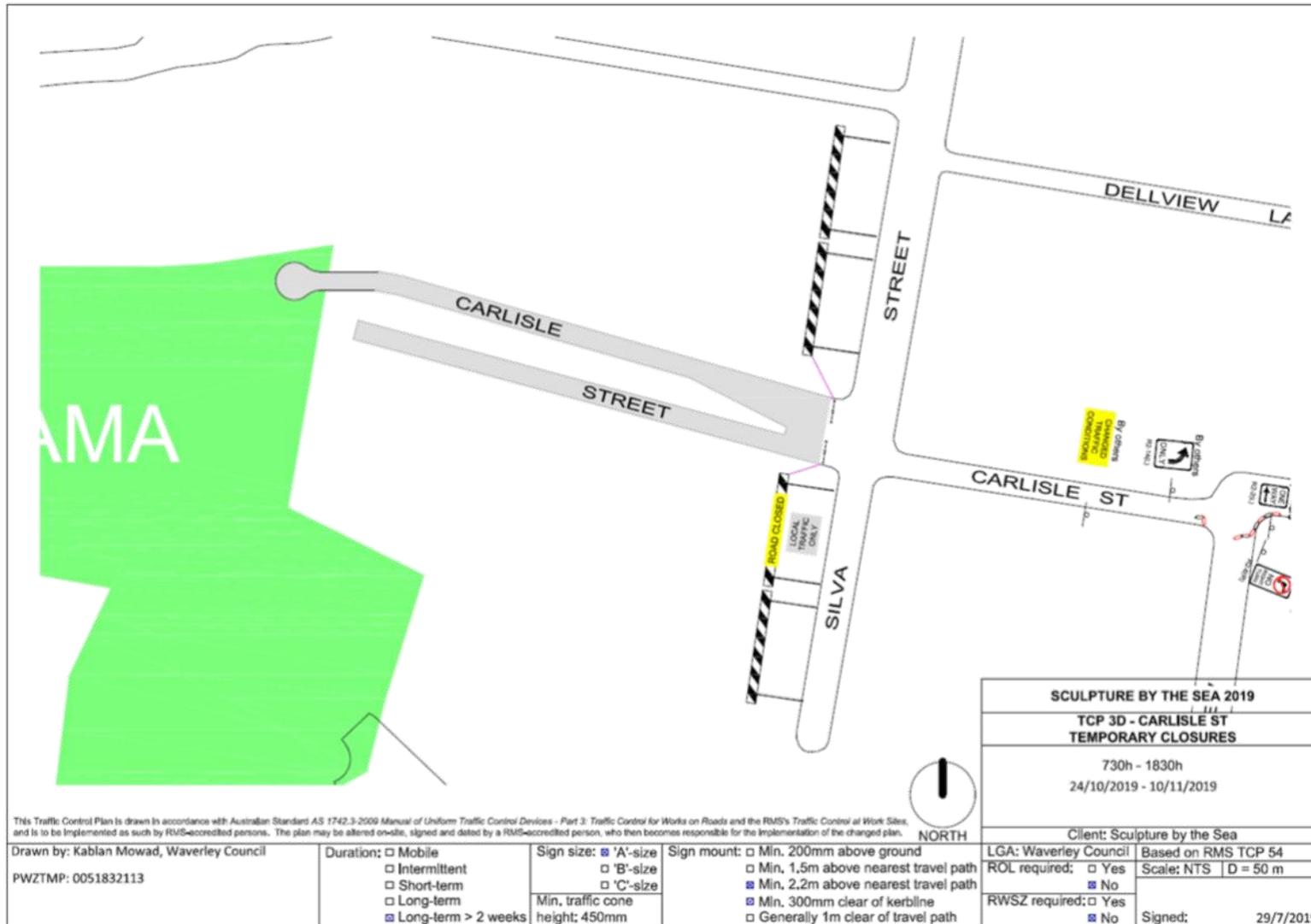
Remaining TCPs

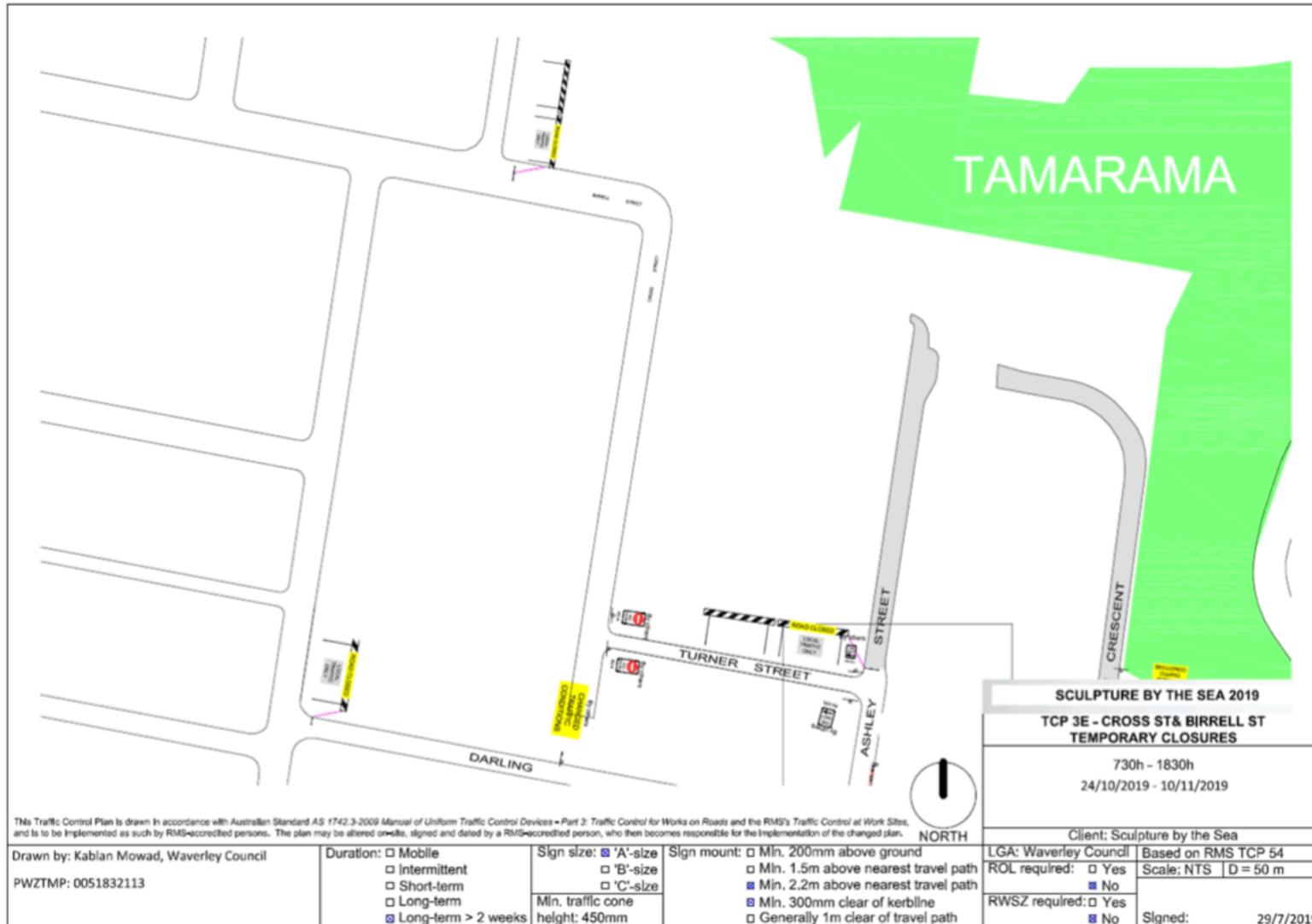


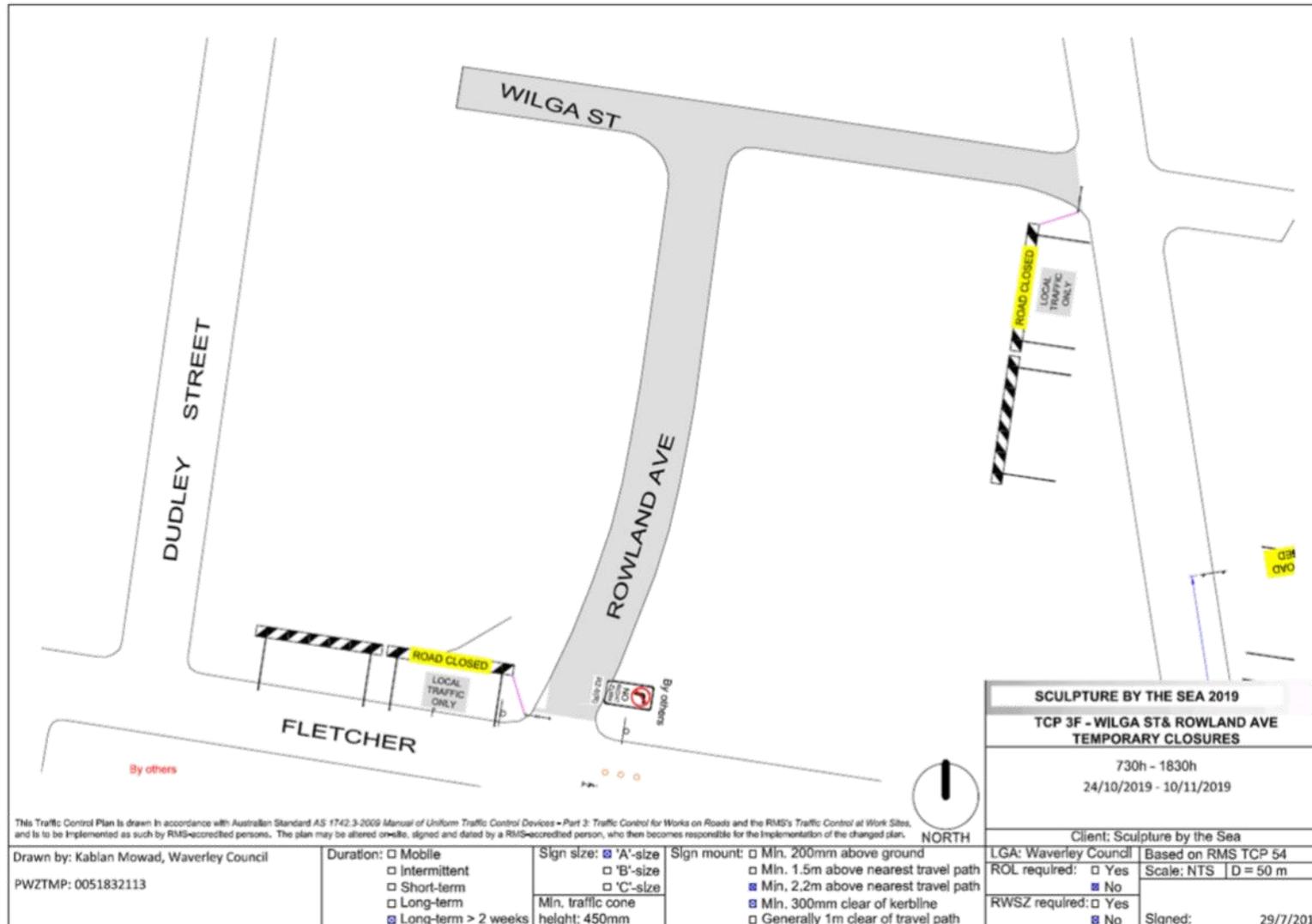


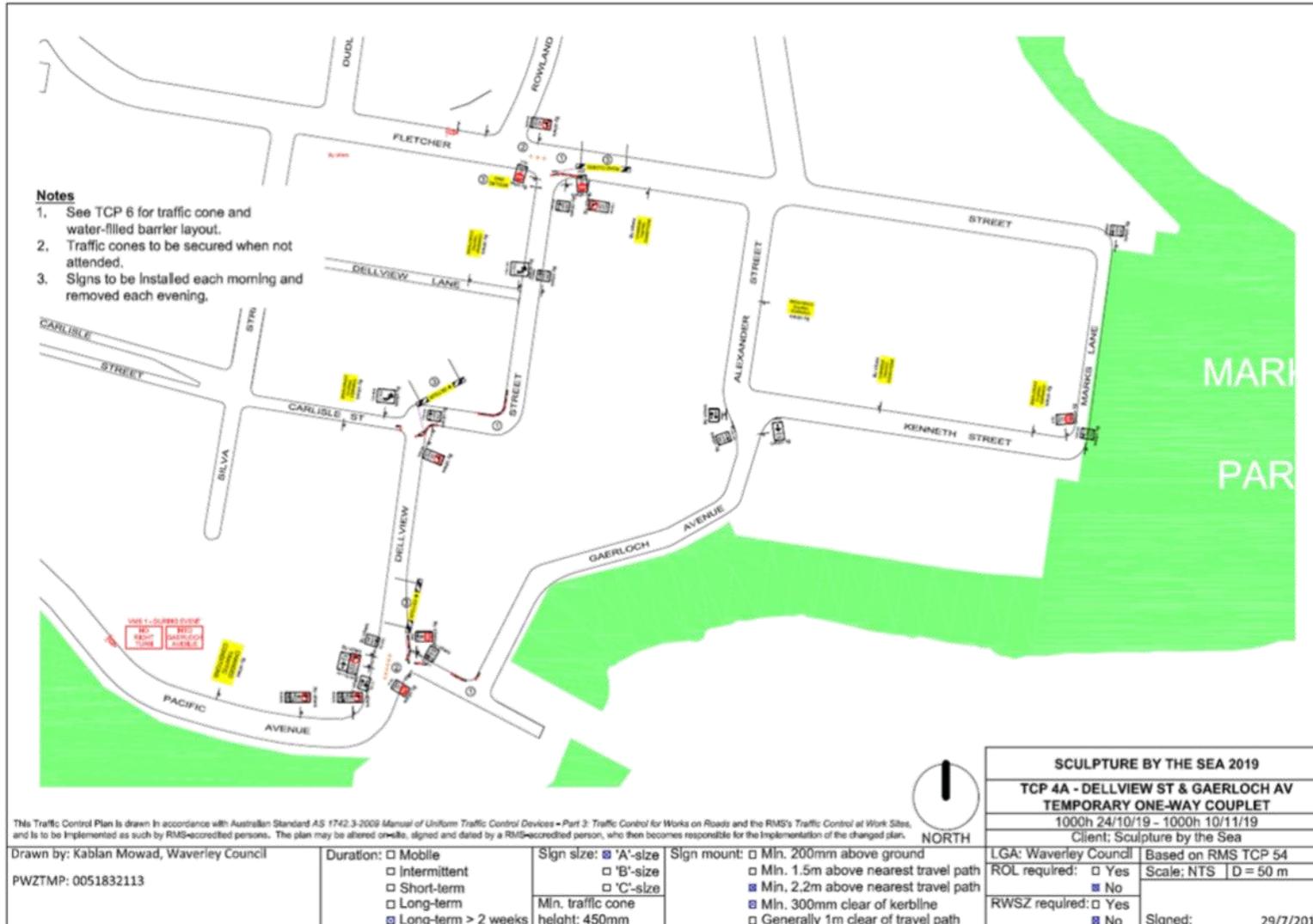


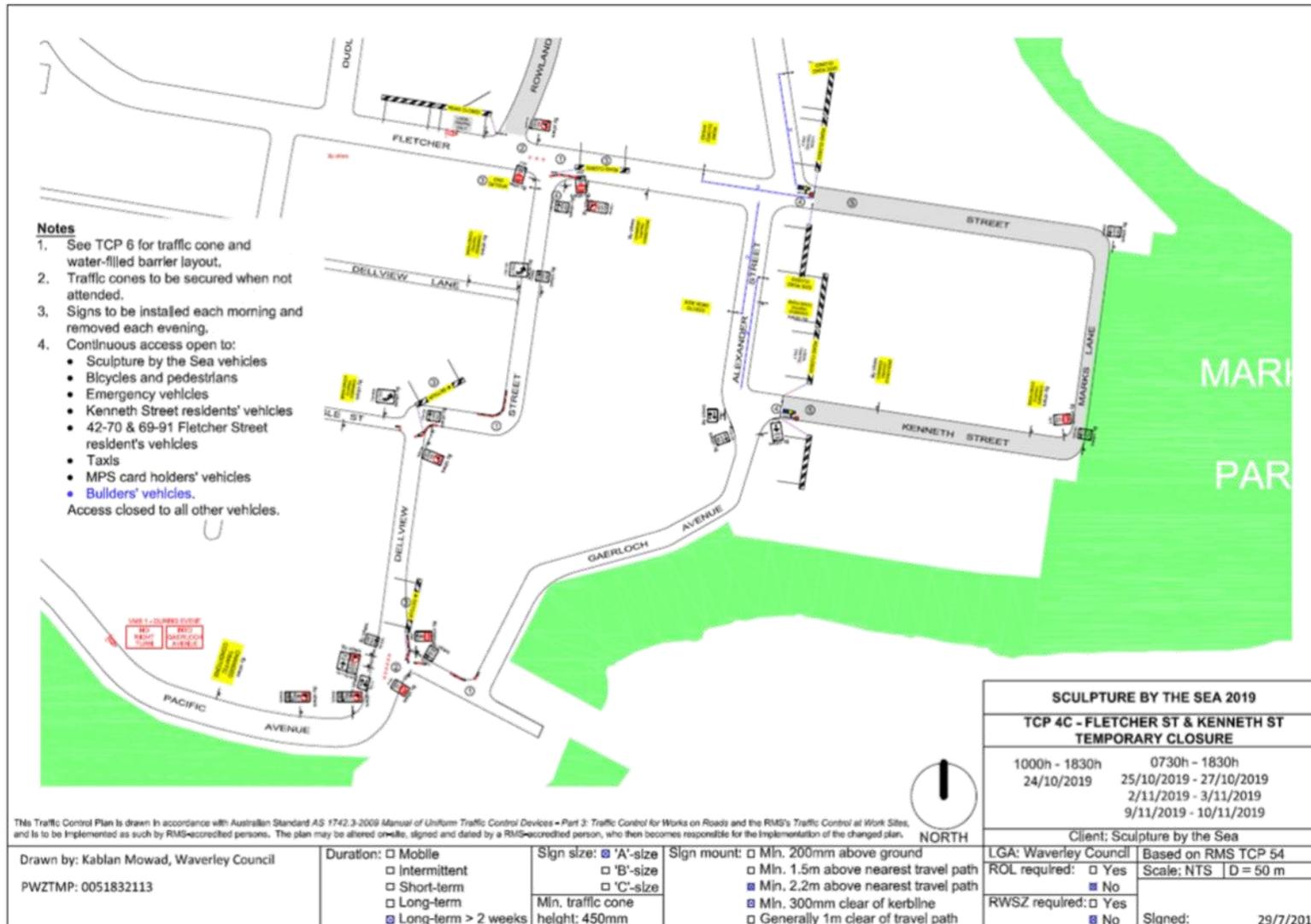


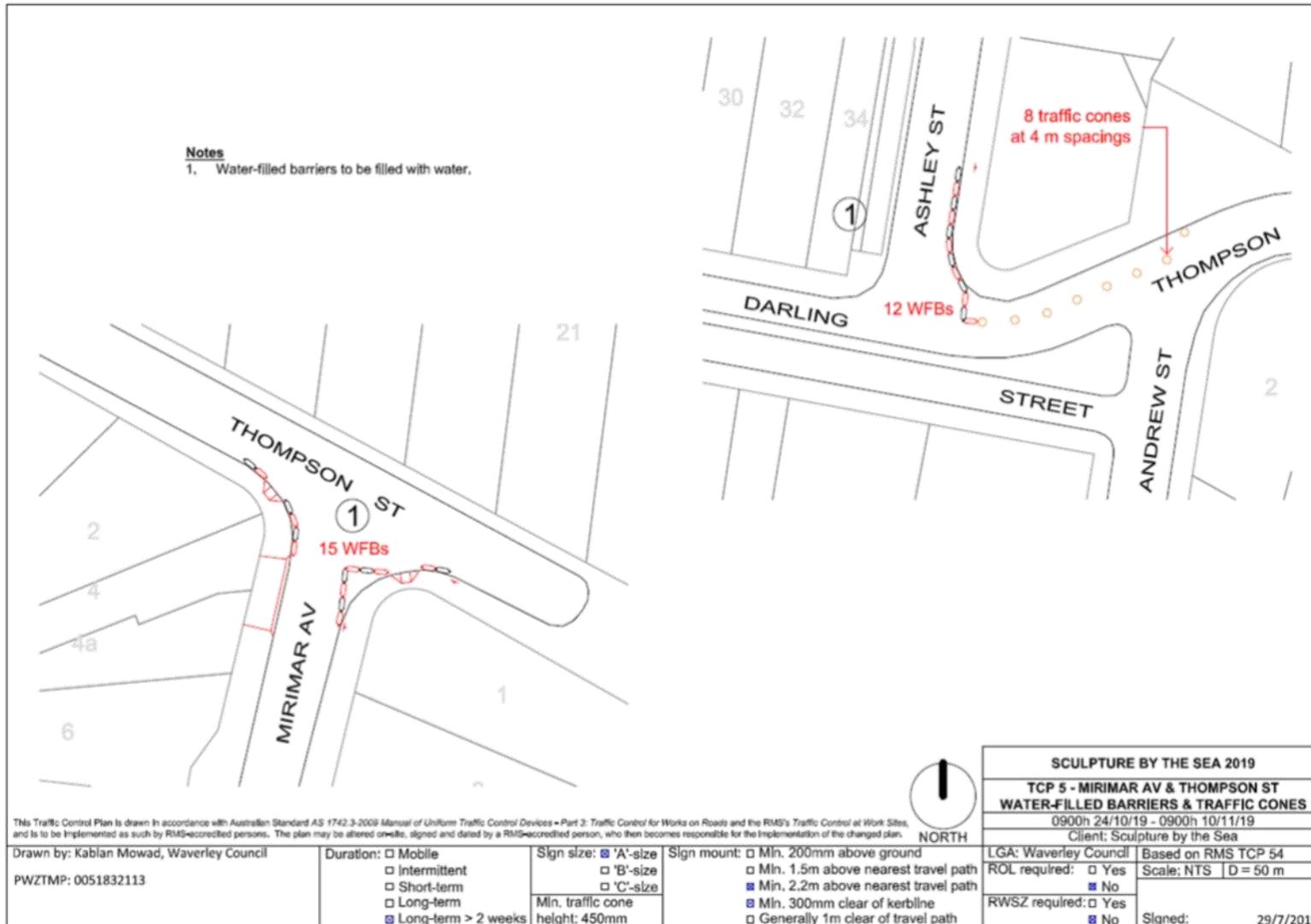


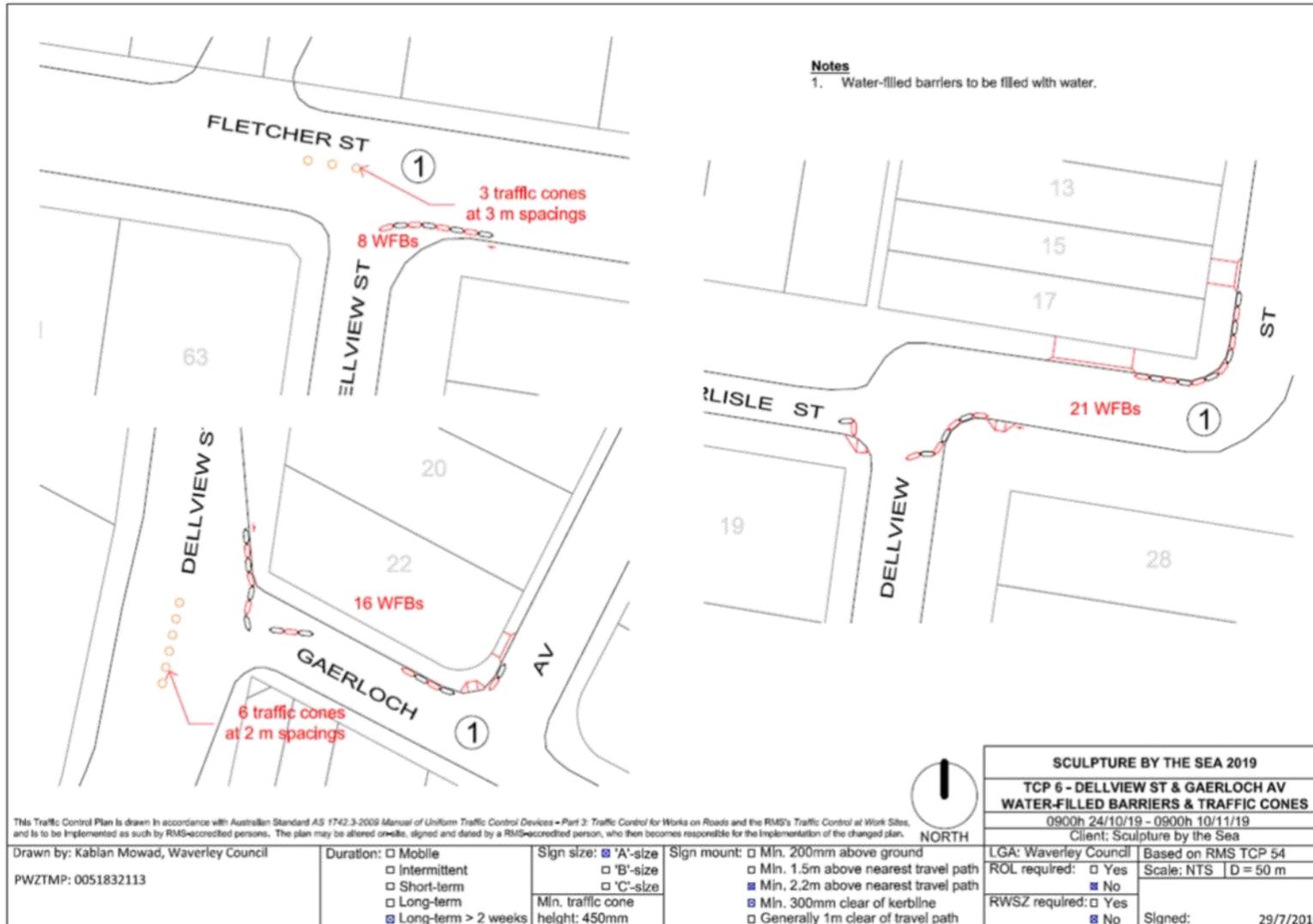












Appendix 5

VMS Requirements

VMS Requirements - Messages

Sculpture by the Sea - Bondi & Tamarama

VMS 1	Activation Time	Screen 1	Screen 2
Pacific Ave - Tamarama			
Deliver Mon 14th Oct 2019			
Message 1	Tue 15-10-19 06:00	SCULPTURE BY SEA 24/10 - 10/11	CHANGED TRAFFIC CONDITIONS
Message 2	Thurs 24-10-19 09:00	NO RIGHT TURN	INTO GAERLOCH AVE
Deactivate at 09:00 Mon 11th Nov 2019			

VMS 2	Activation Time	Screen 1	Screen 2
Fletcher St Bondi (between Dudley St and Rowland Ave)			
Deliver Mon 14th Oct 2019			
Message 1	Tue 15-10-19 06:00	SCULPTURE BY SEA 24/10 - 10/11	CHANGED TRAFFIC CONDITIONS
Message 2	Thurs 24-10-19 09:00	NO RIGHT TURN	INTO DELLVIEW STREET
Deactivate at 09:00 Mon 11th Nov 2019			

VMS 3	Activation Time	Screen 1	Screen 2
Bondi Rd, Bondi Cnr Sandridge St			
Deliver Tue 15th Oct 2019			
Message 1	Thurs 24-10-19 09:00	NO COACH/BUS ACCESS TAMARAMA	NO COACH/BUS ACCESS TAMARAMA
Deactivate at 09:00 Mon 11th Nov 2019			



Sculpture by the Sea
VMS Locations



Sculpture by the Sea

VMS 1 – Pacific Ave, Tamarama

Sculpture by the Sea

VMS 2 – Fletcher St, Bondi
(between Dudley St and
Rowland Ave)



Sculpture by the Sea

VMS 3 – Bondi Rd Bondi
Cnr Sandridge St



REPORT
TC/CV.03/19.08

Subject: Multiple Streets- P Disability Zones

TRIM No: A18/0719

Author: Geoff Garnsey, Manager, Transport and Development

Director: Dan Joannides, Executive Manager, Creating Waverley

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 5.5m long "P Disability Only" zone outside 10 Ebley Street, Bondi Junction immediately east of the "No Stopping" zone at the driveway to the Waverley Council Library.
2. Installs a 5.5m long "P Disability Only" zone outside 370 Military Road, Vaucluse immediately west of the driveway to the property.
3. Removes the existing "P Disability Only" zone outside 84 Ruthven Street, Bondi Junction.

1. Executive Summary

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

- 10 Ebley Street, Bondi Junction
- 370 Military Road, Vaucluse

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

- 84 Ruthven Street, Bondi Junction

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
10 Ebley Street, Bondi Junction	Yes	No	100% during site visits	5.5 m	Yes	
370 Military Road, Vaucluse	Yes	Yes	95% during site visits	5.5 m	Yes	Resident reports unable to use garage for parking as unable to exit vehicle when in garage. Owner's vehicle observed parked in the street.

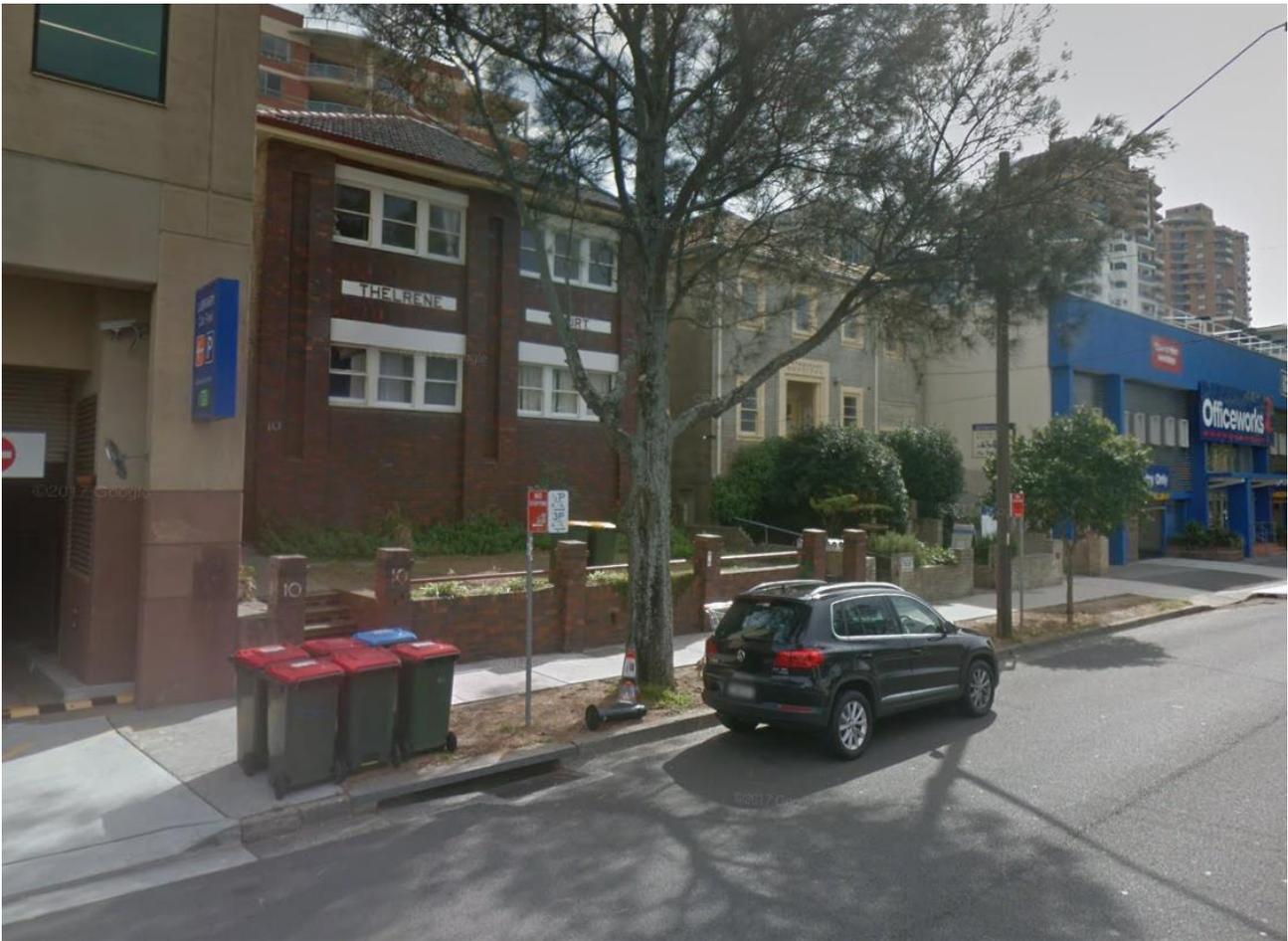


Figure 1: Unit block without off street parking at 10 Ebley Street, Bondi Junction

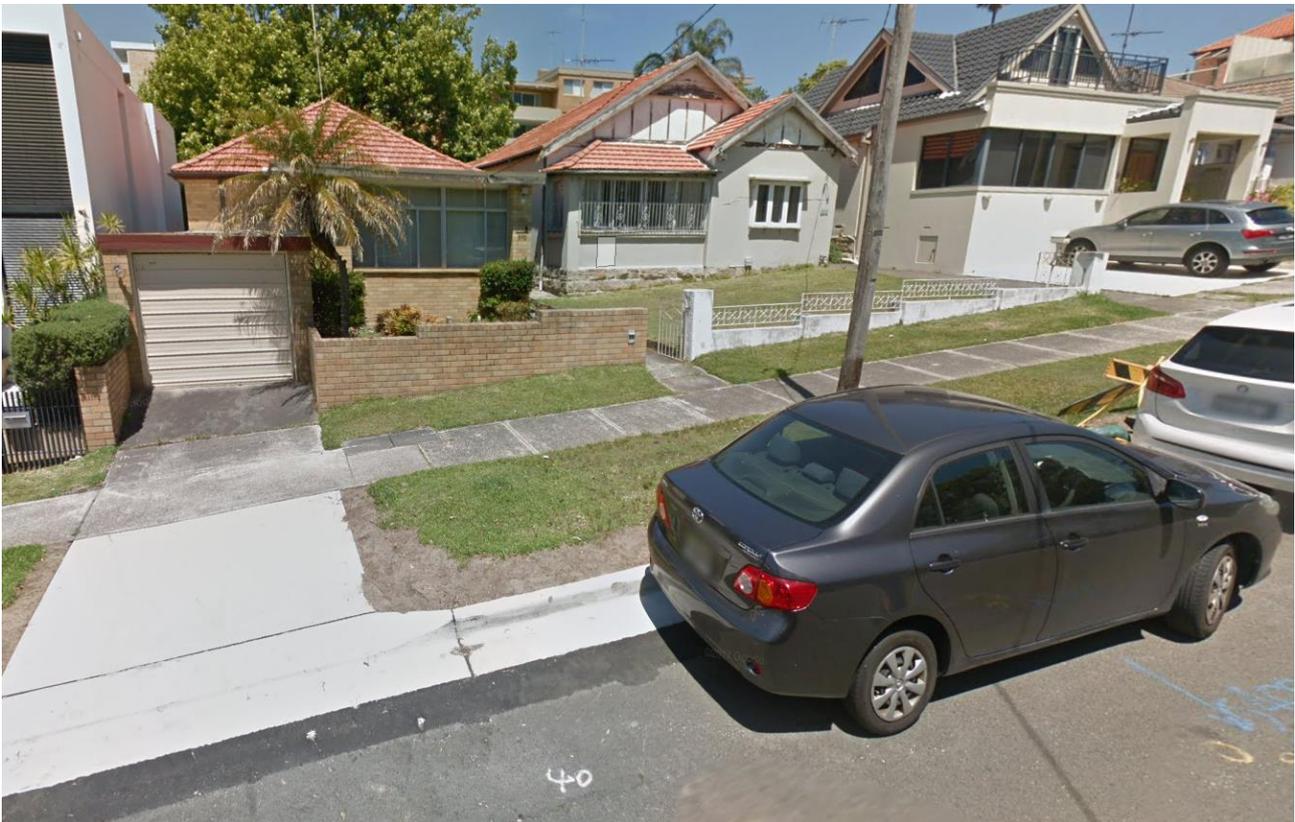


Figure 2: Property at 370 Military Road, Vaucluse (offstreet parking unable to be used)

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

Address	WTC approval	Surrounding parking restrictions	Recommend removal	Comments
84 Ruthven Street, Bondi Junction	September 2016	2P 8am-6pm Mon-Sat Permit Holders Excepted Area 22	Yes	Not required. Disabled resident has moved.



Figure 3: Disabled zone at 84 Ruthven Street, Bondi Junction

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.