



## **WAVERLEY TRAFFIC COMMITTEE MEETING**

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

**10.00 AM, THURSDAY 26 SEPTEMBER 2019**

Nikolas Zervos  
**Acing Executive Manager, Creating Waverley**

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## AGENDA

### Apologies

### Declarations of Interests

### Adoption of previous Minutes by Council - 22 August 2019 ..... 8

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 22 August 2019 were adopted by Council at its meeting on 17 September 2019 with the following change:

1. TC/V.03/19.08 - Seven Ways, Bondi Beach - Public Domain Upgrade Project

The Traffic Committee's recommendation was adopted subject to clause 1(d) being amended to read as follows:

'Retains current single parking space on the southern side of Blair Street, east of Glenayr Avenue, and installs appropriate curb blisters immediately to the east of this parking space to improve pedestrian access and safety, and converts the parking space to a 15-minute drop-in zone.'

### 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.01/19.09      Macpherson Street, Waverley – Pedestrian Refuge Island at Roundabout (A03/0042-04) ..... 19

#### COUNCIL OFFICER'S PROPOSAL:

That Council approves changes to line marking, signage and upgrading of the existing splitter island to a pedestrian refuge island on the eastern approach to the roundabout at Macpherson Street and Albion Street, Waverley as per Drawing 9024 Issue A attached to this report.

#### TC/C.02/19.09      Rawson Lane, Queens Park - Installation of 'No Parking' Zone (A02/0637-02) ..... 27

#### COUNCIL OFFICER'S PROPOSAL:

That Council installs an 8 metre 'No Parking' zone on the eastern side of Rawson Lane opposite the rear lane driveway of 22 Rawson Avenue.

**TC/C.03/19.09      Chesterfield Lane, Bronte - Installation of 'No Parking' Zone (A02/0637-02)..... 32****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 6 metre 'No Parking' zone on the southern side of Chesterfield Lane opposite the driveway of 89 Macpherson Street as shown in **Figure 2** of this report.

**TC/C.04/19.09      Murray Street, Bronte - Construction Zone (A03/2514-04) ..... 37****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 17 metre long 'No Parking 7.00 am to 5.00 pm, Monday–Friday; 8.00 am to 3.00 pm Saturday; Authorised Council Vehicles Excepted' zone on Murry Street, Bronte from the existing P 'Motor Cycles Only' sign west of the driveway at 20 Murray Street to the kerb blister island immediately east of the site.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

**TC/V      STATE ELECTORATE OF VAUCLUSE****TC/V.01/19.09      Multiple Streets - 'No Stopping' Zones (A02/0637-02) ..... 40****COUNCIL OFFICER'S PROPOSAL:**

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

1. Niblick Street and Griffith Avenue, North Bondi:
  - (a) On the eastern side of Niblick Street 10 metres north of Griffith Avenue.
  - (b) On the eastern side of Niblick Street 10 metres south of Griffith Avenue.
  - (c) On both northern & Southern sides of Griffith Avenue 10 metres east of Niblick Street.
2. Kippara Road and Wallangra Road, Dover Heights:
  - (a) On the western and southern sides of Kippara Road, 10 metres on each leg around the corner opposite to the intersection of Wallangra Road.
3. Bennett Street and Ewell Street, Bondi:
  - (a) On the eastern side of Bennett Street 10 metres south of Ewell Street.
  - (b) On the eastern side of Bennett Street 5 metres north of Ewell Street.
  - (c) On both northern & Southern sides of Ewell Street 10 metres east of Bennett Street.

4. Birrell Street and Stanley Lane, Queens Park - Replacement of the existing “No Parking” with ‘No Stopping’ zones at the following locations:
- (a) On the southern side of Birrell Street 10 metres east of Stanley Lane.
  - (b) On the southern side of Birrell Street 10 metres west of Stanley Lane.
  - (c) On the eastern and western sides of Stanley Lane 10 metres south of Birrell Street.

**TC/V.02/19.09      Penkivil Street, Bondi - 'P Motorbikes Only' Parking (A02/0637-02)..... 46**

**COUNCIL OFFICER’S PROPOSAL:**

That Council installs a 3.6 metre ‘P MOTOR BIKES ONLY’ zone on the northern side of the driveway to 64 Penkivil Street, Bondi.

**TC/V.03/19.09      Wellington Street, Bondi – Installation of Continuous Footpath Treatment.  
(A03/0042-04) ..... 49**

**COUNCIL OFFICER’S PROPOSAL:**

That Council approves in principle the installation of continuous footpath treatment on Wellington Street at the intersection with Wellington Place, Bondi, subject to detail design being submitted to and approved by RMS.

**TC/V.04/19.09      Reina Street, North Bondi - 'P MOTOR BIKES ONLY' Parking (A02/0637-02) ..... 55**

**COUNCIL OFFICER’S PROPOSAL:**

That Council installs a ‘P MOTOR BIKES ONLY’ zone between the driveways to 12 and 14 Reina Street, North Bondi.

**TC/V.05/19.09      Bondi Public School – School Pick-up/Drop-off Time No Stopping Zone (A03/0042-04)..... 58**

**COUNCIL OFFICER’S PROPOSAL:**

That Council:

1. Installs ‘NO STOPPING 8AM – 9:30AM 2:30PM – 4PM MON – FRI SCHOOL DAYS’ restrictions for 10 metres either side of the driveway to the Bondi Public School teachers car park off Henderson Street/Moore Street, Bondi.
2. Installs w6-3 ‘CHILDREN CROSSING’ with supplementary w8-14 ‘SCHOOL’ warning signage for vehicles travelling in both directions around the Henderson Street/Moore Street bend.
3. Relocates the existing car share space outside the school gate on the Henderson Street/Moore Street



frontage of Bondi Public School a further 10 metres north.

**TC/V.06/19.09      Mons Street, Vaucluse - Construction Zone (A03/2514-04)..... 62**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 19 metres long 'No Parking 7.00 am to 5.00 pm, Monday–Friday; 8.00 am to 3.00 pm Saturday; Authorised Council Vehicles Excepted' zone on Mons Street, Vaucluse from the southern side of driveway for 4 Mons Street to the Northern side of the driveway at 6 Mons Street.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

**TC/V.07/19.09      Nancy Street, North Bondi - Construction Zone (A03/2514-04) ..... 65**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre long 'No Parking 7.00 am to 5.00 pm Monday–Friday; 8.00 am to 3.00 pm Saturday Authorised Council Vehicles Excepted' zone outside 5 Nancy Street, North Bondi from the northern boundary to the southern boundary including the existing driveway.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

**TC/V.08/19.09      Kenilworth Street, Bondi - Pedestrian Refuge Island (A03/0042-04)..... 68**

**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the installation of the Pedestrian Refuge Island and associated changes to line marking and signage on Kenilworth Street at the intersection with Flood Street, Bondi, as per Drawing 9025 Issue A attached to this report.

**TC/V.09/19.09      Paul Street, Bondi - Traffic Islands (A03/0042-04) ..... 76****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1.      Notes the design presented in Drawing 9027 Issue A attached to this report.
2.      Defers blister installation in this location until the Local Area Traffic Management Study is undertaken.

**TC/CV      ELECTORATES OF COOGEE AND VAUCLUSE**

Nil

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil

**TC/TEACV    ELECTORATES OF COOGEE AND VAUCLUSE**

Nil

**MINUTES OF THE WAVERLEY TRAFFIC  
COMMITTEE MEETING HELD AT WAVERLEY  
COUNCIL CHAMBERS, CNR PAUL STREET AND  
BONDI ROAD, BONDI JUNCTION ON  
THURSDAY, 22 AUGUST 2019**



**Voting Members Present:**

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

**Also Present:**

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	Waverley Council – Senior Traffic Engineer
Mr C Yabuka	Waverley Council – Manager, Strategic Transport

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*At the commencement of proceedings at 10.02 am, those present were as listed above.*

*At 12.00 pm, 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 the following was received:

1. Cr Kay declared a less than significant non-pecuniary interest in Item TC/V.03/19.08 – Seven Ways, Bondi Beach – Public Domain Upgrade Project, and informed the meeting that he lives less than 200 m from the subject site.

**Adoption of Previous Minutes by Council - 25 July 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 25 July 2019 were adopted by Council at its meeting on 20 August 2019, with the following change:

1. TC/C.01/19.07 – Arden Street, Bronte – Macpherson Street to Varna Street – Safety Review and Concept Design.

The Traffic Committee's recommendation was adopted subject to referring the proposal to the relevant Council team for soft surface beautification.

**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)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

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

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/C.03/19.08                    Multiple Streets - 'No Stopping' Zones (A02/0637-02)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/C.04/19.08            Denison Street, Bondi Junction - Temporary Closure for Tower Crane Dismantling (A19/0394)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

*A Hafda (on behalf of Parkview Constructions) addressed the meeting.*

**TC/C.05/19.08            Bondi Junction Cycleway and Streetscape Upgrade - Signage and Linemarking Plans (A14/0193)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted, subject to being amended to read as follows:

That Council:

1. 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, 100-110 Issue "3" dated 13 August 2019 prepared by Bitzios Consulting for the Bondi Junction Cycleway and Streetscape Upgrade project as attached to this report, subject to:
  - (a) Changes recorded by the Executive Manager, Creating Waverley on plans in the attachments to this report.
  - (b) Clarification of 'give way' signs at the intersections of Ruthven Street and Mill Hill Road with Oxford Street.
  - (c) The installation of 'dismount' signs at the crossing at the intersection of Nelson and Oxford Streets.
  - (d) Clarification and any necessary changes to regulatory signage at the intersections of Bronte Road and Oxford Street and Bronte Road and Spring Street.
2. Notes that there will be additional signage and surface treatments at the entrances to Oxford Street Mall.

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

**TC/V        STATE ELECTORATE OF VAUCLUSE**

**TC/V.01/19.08        Wellington Street, Bondi - Changes to Median Island near Edward Street.  
(A03/0042-04)**

**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.

**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.02/19.08            Old South Head Road, Bondi Junction - Bondi Road to Bon Accord Avenue - Shared Path Upgrade (SF19/3435)****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 at Bondi Road between Bon Accord Avenue and Victoria Street.
2.     Notes changing the red light and speed sign from two poles to one pole is 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).

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to clause 1 being amended to include 'subject to the provision of signage to indicate the end of the shared path' at the end of the clause.

*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.03/19.08          Seven Ways, Bondi Beach - Public Domain Upgrade Project (A03/0042-04)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the additional requirement that Council submits a Traffic Management Plan for the closure of Warners Lane to RMS.

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

**TC/V.04/19.08          Hardy Street, North Bondi - Changes to "No Parking" Zone (A02/0637-02)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/CV      ELECTORATES OF COOGEE AND VAUCLUSE****TC/CV.01/19.08      Accessible Parking in Kenneth Street and Marks Lane, Tamarama (A05/1638)**

*This item was listed on the agenda under the Electorates of Coogee and Vaucluse in error. The item only relates to the State Electorate of Coogee.*

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted, subject to clause 3 being amended to include 'and signage' after 'yellow lines' and typographical errors being corrected, such that the Proposal reads as follows:

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 on the 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 on the attached plan.
3. Installs 'No Stopping' yellow lines and signage to new 2x pram ramps along Marks Lane as shown on the attached plan.
4. Removes the existing 'No Stopping' yellow lines to 2x removed pram ramps along Marks Lane as shown on the attached plan.
5. Installs a 'No Stopping' sign to existing pram ramp on the corner of Marks Lane and Fletcher Street as shown on the attached plan.

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

**TC/CV.02/19.08      Sculpture by the Sea 2019 - Special Event - Transport Management Plan  
(A19/0394)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/CV.03/19.08      Multiple Streets- P Disability Zones (A18/0719)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**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 12.35 PM.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**17 SEPTEMBER 2019**

**REPORT**  
**TC/C.01/19.09**

**Subject:** Macpherson Street, Waverley – Pedestrian Refuge Island at Roundabout

**TRIM No.:** A03/0042-04

**Author:** Kablan Mowad, Senior Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council approves changes to line marking, signage and upgrading of the existing splitter island to a pedestrian refuge island on the eastern approach to the roundabout at Macpherson Street and Albion Street, Waverley as per Drawing 9024 Issue A attached to this report.

**1. Executive Summary**

Following a Councillor request, it is proposed that an existing traffic splitter island on the approach to the roundabout at the intersection with Macpherson Street and Albion Street, Waverley is upgraded to a pedestrian refuge island. Pedestrian fencing is also proposed at the north eastern corner of the intersection to discourage pedestrians from crossing away from the refuge. Council will need to exercise its delegated functions to implement the proposal.

**2. Introduction/Background**

Following a Councillor request a site meeting was held with Council officers to consider sight distance and safety issues for vehicles and pedestrians crossing Macpherson Street at the roundabout at the Macpherson Street and Albion Street intersection. Council's design team has undertaken a design of the pedestrian refuge island (attached) and is submitting the design to the Committee for approval.

**3. Technical Analysis**

Council officers have observed significant numbers of northbound/southbound pedestrians crossing Macpherson Street at the existing traffic splitter island on the approach to the roundabout. Many of these pedestrians do not follow the existing footpaths or use the pedestrian ramps, instead they choose to continue straight and cross Macpherson Street as close to the roundabout as possible. To discourage this it is proposed that pedestrian fencing be installed around the north eastern corner of the intersection diverting pedestrians toward the proposed pedestrian refuge island.



**Figure 1: Street view of the existing splitter island on Macpherson Street, Bronte.**

The existing splitter island does not adequately cater for pedestrians or cyclists. The proposed changes will upgrade the existing splitter island to a pedestrian refuge in accordance with the current RMS technical directions for pedestrian refuge islands. Transport for NSW crash data for the current five year period shows that there have been 5 recorded crashes at the roundabout, none of which involved pedestrians.

The proposal does not involve the loss of any parking spaces along Macpherson Street.

Swept wheel path drawings have been provided showing that the proposed changes do not negatively affect buses using the roundabout.

#### **4. Financial Information for Council's Consideration**

Council does not have available budget to deliver these works. An endorsement of budget allocation by Council is required to move this forward to construction. Estimated cost of construction is \$45,000.

#### **5. Attachments:**

1. Macpherson St @ Albion - Ped Ref - Traffic Committee - Revised [↓](#)



**MACPHERSON STREET, WAVERLEY  
AT ALBION STREET INTERSECTION  
PROPOSED PEDESTRIAN REFUGE ISLANDS**

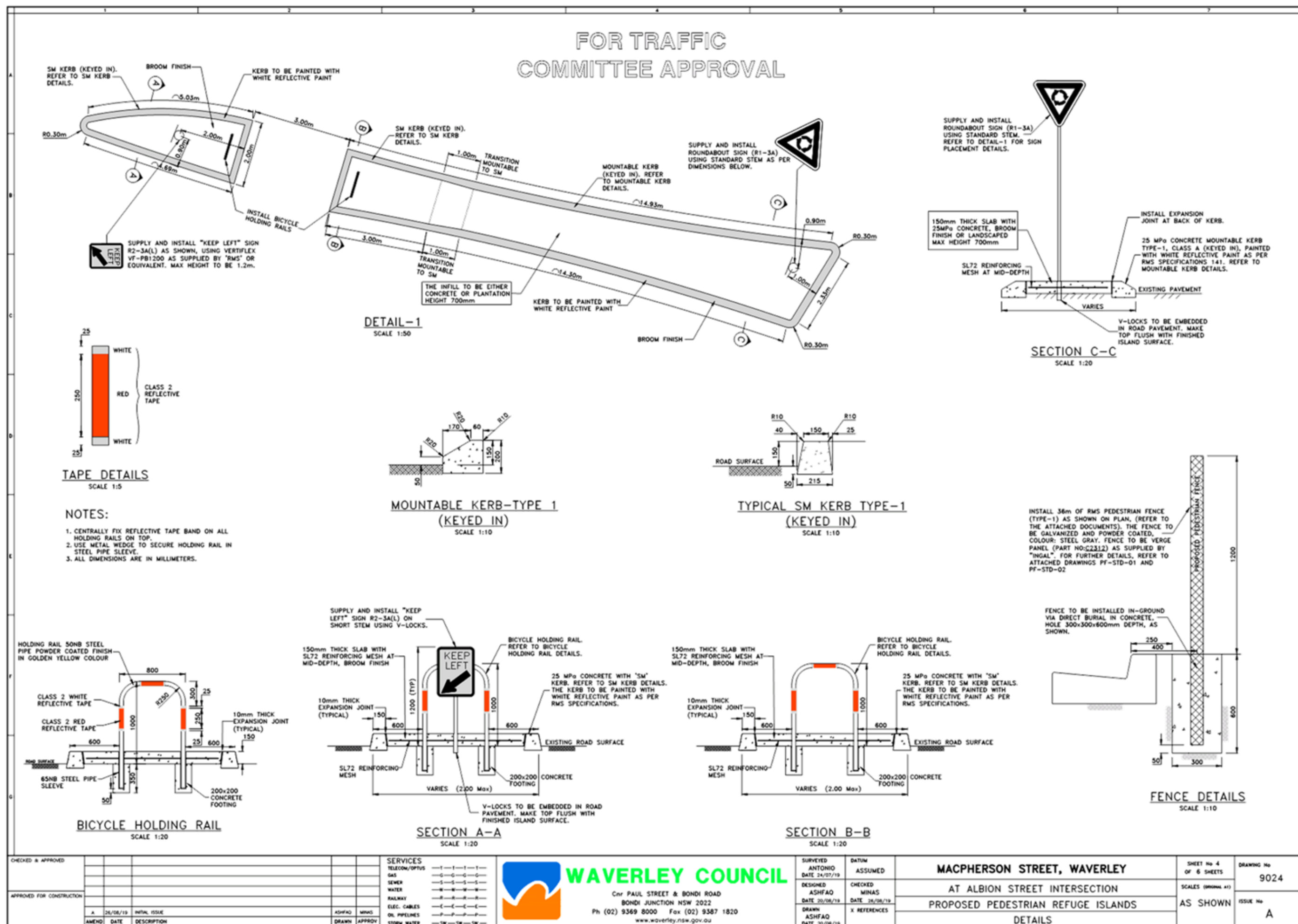
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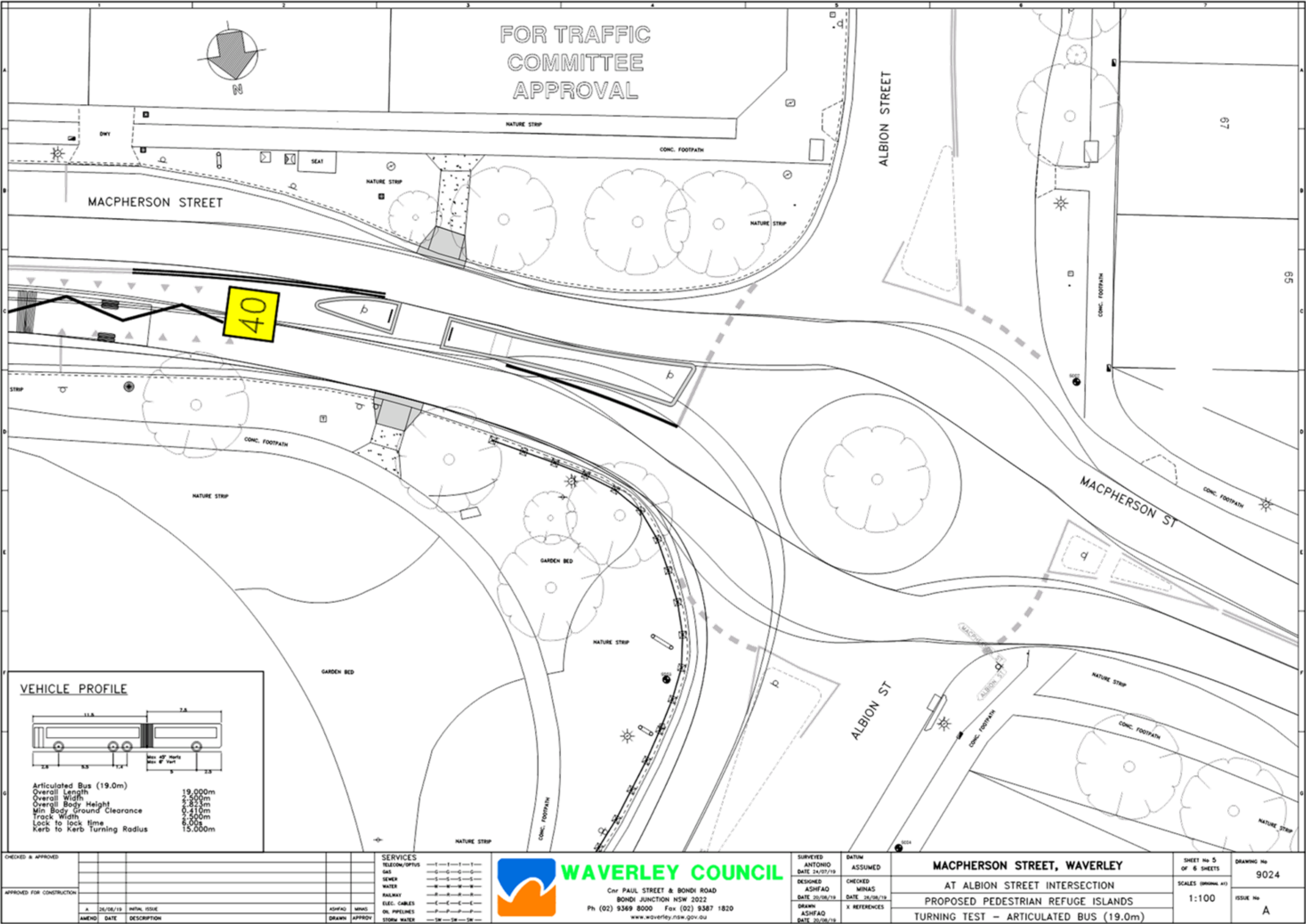




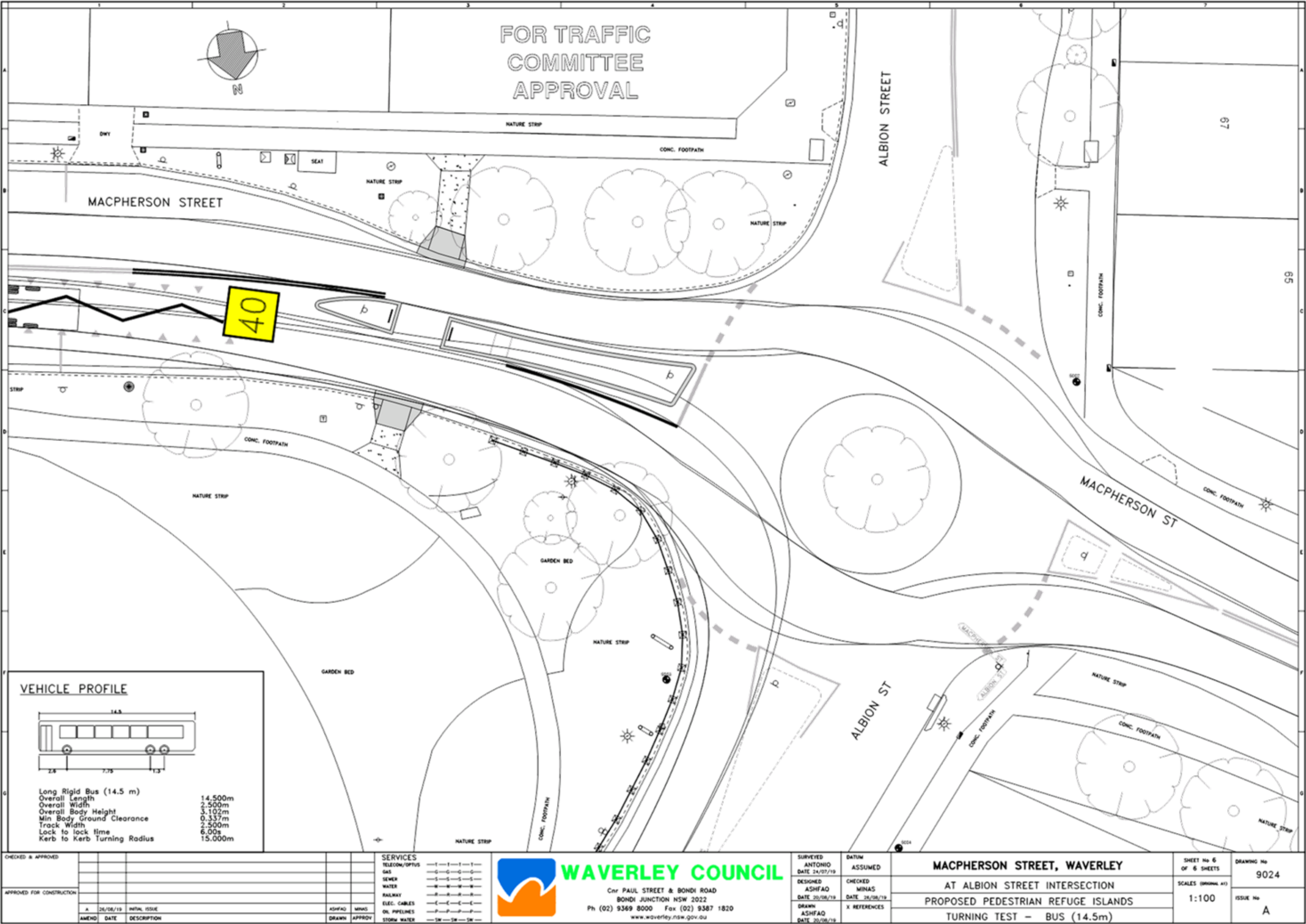












**REPORT**  
**TC/C.02/19.09**

**Subject:** Rawson Lane, Queens Park - Installation of 'No Parking' Zone

**TRIM No:** A02/0637-02

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs an 8 metre 'No Parking' zone on the eastern side of Rawson Lane opposite the rear lane driveway of 22 Rawson Avenue.

**1. Executive Summary**

A resident of 22 Rawson Avenue, Queens Park has advised that vehicles parking opposite his garage in Rawson Lane block access to and from the garage. He has requested consideration be given to restricting parking opposite his driveway. Council will need to exercise its delegated functions to implement the proposal.

**2. Introduction/Background**

Rawson Lane is a local access road for the rear of properties on Rawson Avenue and Denison Street. It is a two way lane with a pavement width of 4.5m from kerb to kerb. Currently there are no parking restrictions in parts of Rawson Lane. It is a narrow road where on-street parking on one or both sides of the road restricts the free movement of vehicles (especially waste vehicles and service vehicles) along this road. The on-street parking opposite a garage also blocks the ability to gain exit and access to the property.

Council's Resource Recovery team have advised that given the narrow width of the lane, garbage trucks have difficulty travelling through when there are parked vehicles. This is addressed using parking restrictions on waste collection days.

**3. Technical Analysis**

Rawson Lane is a two-way road with a carriageway width of 4.5 metres from kerb to kerb. The width of the garage for 22 Rawson Avenue accessing Rawson Lane is 5.2 metres. There are currently no restrictions opposite to the garage that permit parking of vehicles.

NSW Road Rule 208 (7) & (8) states:

- (7) If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.*
- (8) The driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.*

NSW Road Rule 198 (2) states:

*A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless:*

*(a) the driver:*

*(i) is dropping off, or picking up, passengers, and*

*(ii) does not leave the vehicle unattended, and*

*(iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping, or*

*(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.*

Vehicles parking opposite the driveway in Rawson Lane leave less than 3 metres alongside of the road which restricts access to and from the driveway.

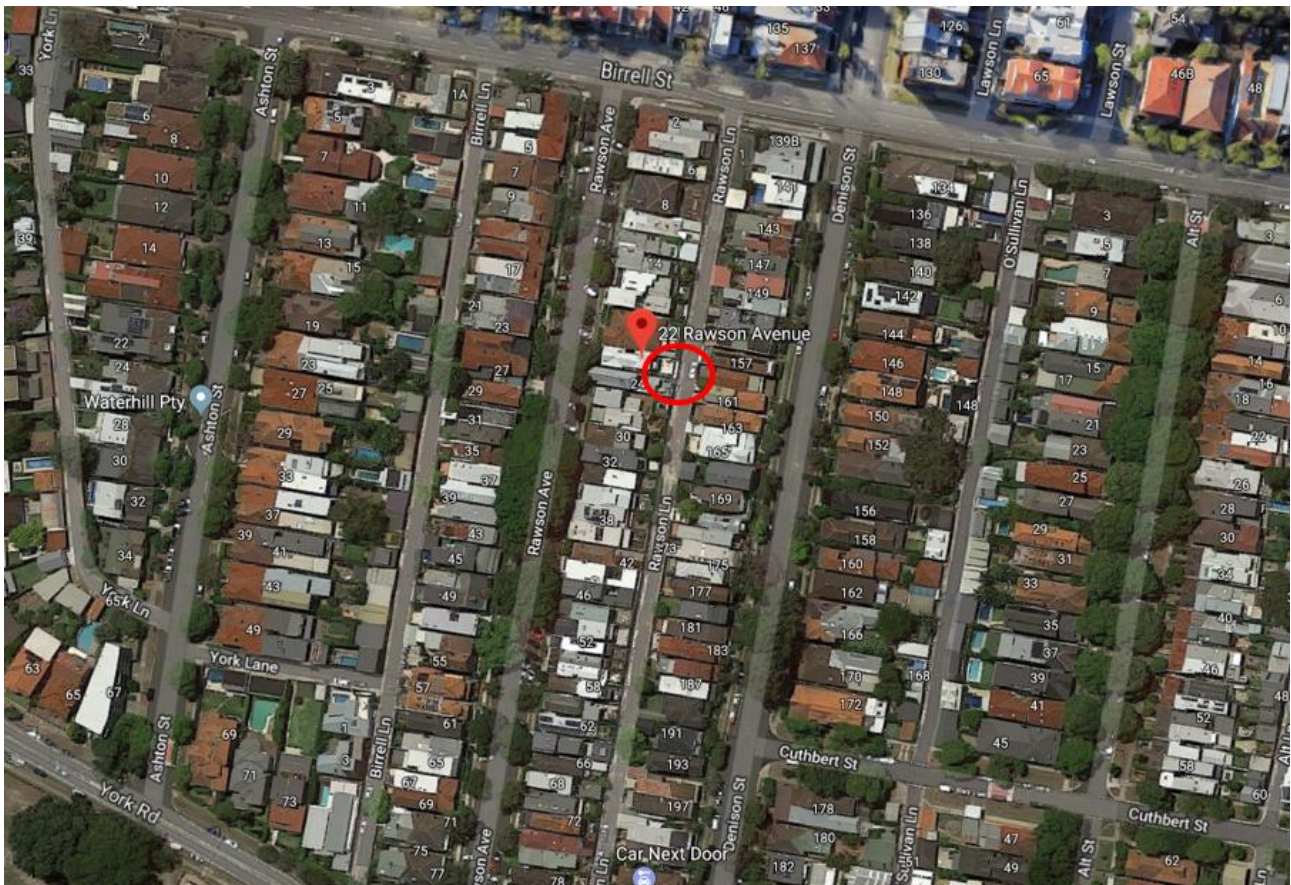
The swept path of a vehicle accessing the garage in Rawson Lane is shown in **Figure 1**. The conflict with the currently available on street space is apparent.



**Figure 1: Swept path for access to / from garage**



It is proposed is to install 8 metres of 'No Parking' restrictions as shown in **Figure 2**. This will result in the loss of one on-street parking space in Rawson Lane. It is noted that parking in this space does not strictly comply with the NSW Road Rules.



**Figure 2: Aerial view of the site location in Rawson Lane as well as surrounding streets**





Figure 3: A vehicle parking opposite to the driveway of No. 22 Rawson Lane and subsequently restricting vehicular access for the subject property.

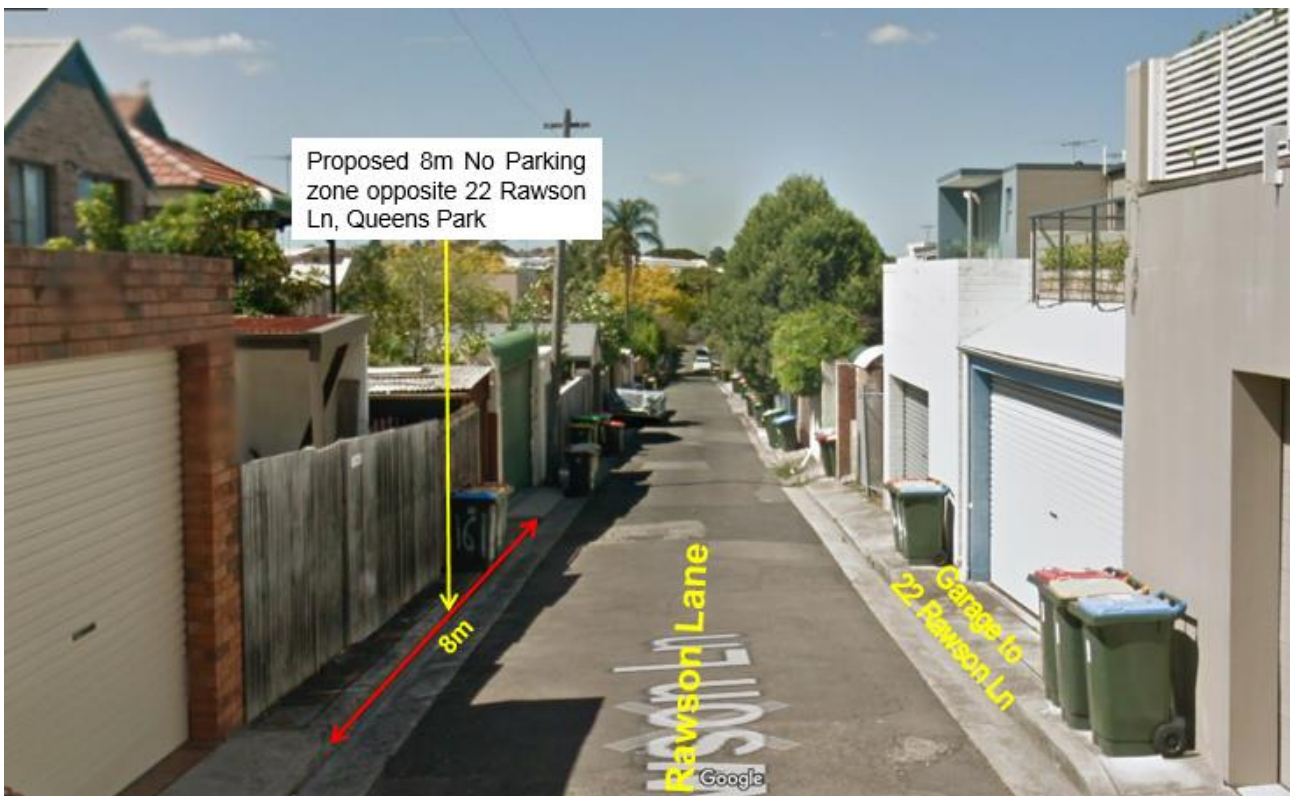


Figure 4: The proposed 8 metre 'No Parking' zone opposite to the garage to 22 Rawson Avenue/Lane.



**Figure 5: The driveway of 22 Rawson Avenue, Queens Park from Rawson Lane**

**4. Financial Information for Council's Consideration**

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

**5. Attachments**

Nil .

## REPORT

### TC/C.03/19.09



**Subject:** Chesterfield Lane, Bronte - Installation of 'No Parking' Zone

**TRIM No:** A02/0637-02

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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#### COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6 metre 'No Parking' zone on the southern side of Chesterfield Lane opposite the driveway of 89 Macpherson Street as shown in **Figure 2** of this report.

#### 1. Executive Summary

A resident of 89 Macpherson Street, Bronte has advised that vehicles parking opposite her garage in Chesterfield Lane block access to and from the garage. She has requested consideration be given to restricting parking opposite the driveway. Council's Resource Recovery team have previously advised that narrow laneways with parked vehicles restrict garbage trucks travelling through. Council will need to exercise its delegated functions to implement the proposal.

#### 2. Introduction/Background

Chesterfield Lane is a local access road for the rear of properties on Macpherson Street and Chesterfield Parade. It is restricted to one-way flow in an easterly direction and has a carriageway width of 4.7m from kerb to kerb. There are no restrictions at the subject location that prohibit parking of vehicles. It is a narrow road where on-street parking on the road restricts the free movement of vehicles (especially waste and service vehicles). The on-street parking that occurs opposite the garage associated with 89 Macpherson Street also blocks the ability to gain exit and access to the property.

#### 3. Technical Analysis

Chesterfield Lane is a one-way road with a carriageway width of 4.7m from kerb to kerb. The width of the garage to property number 89 Macpherson Street is 5.7m at the back (on Chesterfield Lane). There are no restrictions opposite to the garage that permit parking of vehicles.

NSW Road Rule 208 (7) & (8) states:

- (7) If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.*
- (8) The driver must position the vehicle so the vehicle does not unreasonably obstruct the path of other vehicles or pedestrians.*



NSW Road Rule 198 (2) states:

*A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless:*

*(a) the driver:*

*(i) is dropping off, or picking up, passengers, and*

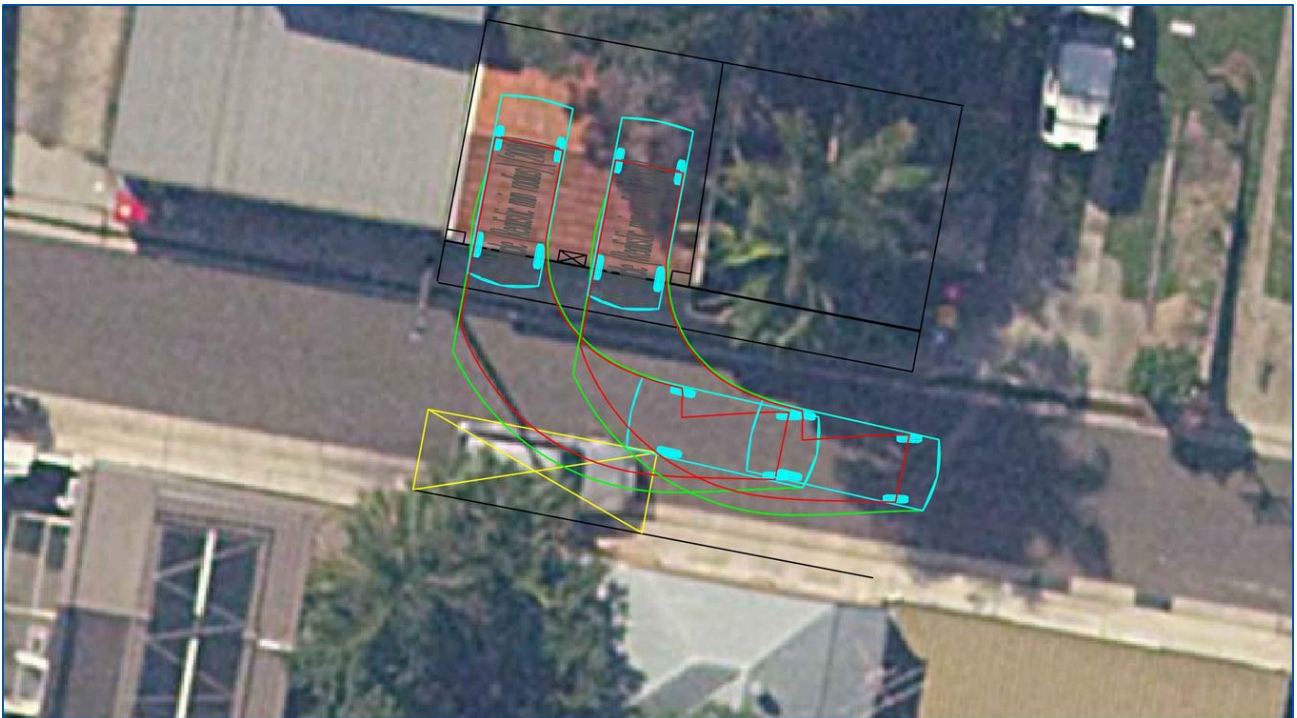
*(ii) does not leave the vehicle unattended, and*

*(iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping, or*

*(b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.*

Vehicles parking opposite the rear lane driveway of 89 Macpherson leave less than 3 metres alongside of the road.

The swept path of a vehicle accessing the garage in Chesterfield Lane is shown in **Figure 1**. The conflict with the currently available on street space is apparent.



**Figure 1: Swept path for access to / from garage**

It is proposed is to install 8 metres of 'No Parking' restrictions as shown in **Figure 2**. This will result in the loss of one on-street parking space in Rawson Lane. It is noted that parking in this space does not strictly comply with the NSW Road Rules due to the narrow lane width.





Figure 2: Aerial view of the site location in Chesterfield Lane as well as surrounding streets



Figure 3: The proposed 6m 'No Parking' zone opposite to the garage to on 89 Chesterfield Lane





**Figure 4: A vehicle parking opposite to the driveway in Chesterfield Lane and consequently restricting vehicular access for the subject property**



**Figure 5: The driveway of 89 Macpherson Street, Bronte from Chesterfield Lane**

**4. Financial Information for Council's Consideration**

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

**5. Attachments**

Nil .



## REPORT

### TC/C.04/19.09



**Subject:** Murray Street, Bronte - Construction Zone

**TRIM No:** A03/2514-04

**Author:** Hamoon Bahari, Professional Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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#### COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 17 metre long 'No Parking 7.00 am to 5.00 pm, Monday–Friday; 8.00 am to 3.00 pm Saturday; Authorised Council Vehicles Excepted' zone on Murry Street, Bronte from the existing P 'Motor Cycles Only' sign west of the driveway at 20 Murray Street to the kerb blister island immediately east of the site.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

#### 1. Executive Summary

Council has received an application from the builder/developer at Murray Street, Bronte for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



Figure 1. Aerial Photo of 20 Murray Street, Bronte.

## 2. Introduction/Background

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

## 3. Technical Analysis

The site is located on the northern side of Murray Street, Bronte. It is proposed to install a 17 metre construction zone outside the property from the existing P 'Motor Cycles Only' sign west of the driveway to 20 Murray Street to the kerb blister island immediately east of the site.

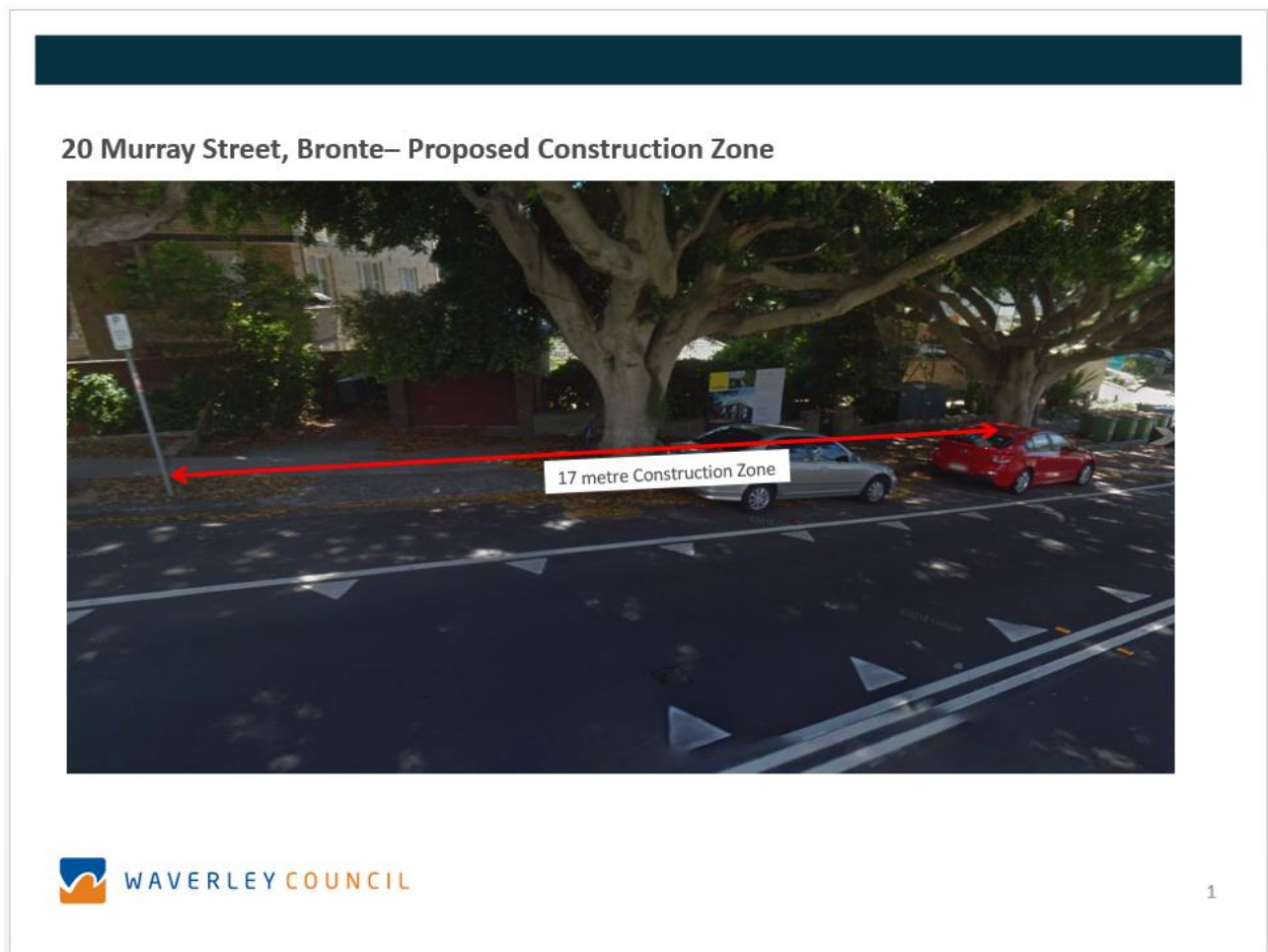


Figure 2. Proposed construction zone at 20 Murray Street, Bronte.

<b>Applicant</b>	Dreambuild
<b>Development Application</b>	DA-416/2015
<b>Works</b>	Demolish of existing dwelling and construction of a new boarding house.
<b>Approved Hours of Construction</b>	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
<b>Frontage Length</b>	14.50 metres

<b>Road</b>	Murray Street
<b>Existing Parking</b>	Unrestricted
<b>Requested Length</b>	17 metres
<b>Proposed Length</b>	17 metres
<b>Duration</b>	20 <sup>th</sup> of September 2019 – 20 <sup>th</sup> of May 2020
<b>Beginning</b>	20 <sup>th</sup> of September 2019
<b>Fee Area</b>	Residential, without metered parking
<b>Estimated Fees</b>	\$1,132.20 per week

*Table 1. Application details for 20 Murray Street, Bronte.*

#### **4. Financial Information for Council's Consideration**

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

The approved usage charges for the 2019/20 financial year are:

- \$66.60 per metre per week in a Residential Development Area.
- \$92.20 per metre per week in a Commercial and mixed-use Development Area.

#### **5. Attachments**

Nil .

**REPORT**  
**TC/V.01/19.09**

**Subject:** Multiple Streets - 'No Stopping' Zones

**TRIM No.:** A02/0637-02

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

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

1. Niblick Street and Griffith Avenue, North Bondi:
  - (a) On the eastern side of Niblick Street 10 metres north of Griffith Avenue.
  - (b) On the eastern side of Niblick Street 10 metres south of Griffith Avenue.
  - (c) On both northern & Southern sides of Griffith Avenue 10 metres east of Niblick Street.
2. Kippara Road and Wallangra Road, Dover Heights:
  - (a) On the western and southern sides of Kippara Road, 10 metres on each leg around the corner opposite to the intersection of Wallangra Road.
3. Bennett Street and Ewell Street, Bondi:
  - (a) On the eastern side of Bennett Street 10 metres south of Ewell Street.
  - (b) On the eastern side of Bennett Street 5 metres north of Ewell Street.
  - (c) On both northern & Southern sides of Ewell Street 10 metres east of Bennett Street.
4. Birrell Street and Stanley Lane, Queens Park - Replacement of the existing "No Parking" with 'No Stopping' zones at the following locations:
  - (a) On the southern side of Birrell Street 10 metres east of Stanley Lane.
  - (b) On the southern side of Birrell Street 10 metres west of Stanley Lane.
  - (c) On the eastern and western sides of Stanley Lane 10 metres south of Birrell 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 four (4) locations. Council will be required to exercise its delegated functions to implement the proposal.



1. Niblick Street and Griffith Avenue, North Bondi.
2. Kippara Road and Wallangra Road, Dover Heights.
3. Bennett Street and Ewell Street, Bondi.
4. Birrell Street and Stanley Lane, Queens Park:

In response, it is proposed to install the statutory 10 metre '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 Niblick Street and Griffith Avenue, North Bondi

Currently there is no signage on:

- the eastern side of Niblick Street, north of Griffith Avenue.
- the eastern side of Niblick Street, south of Griffith Avenue.
- both the northern & southern sides of Griffith Avenue, east of Niblick Street.

Vehicles are often parked close to and within 10 metres of the intersection. Vehicles parked illegally at these locations significantly reduces driver sight lines and inhibits pedestrian access.



**Figure 1. Top view of the intersection of Niblick Street and Griffith Avenue, North Bondi.**

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

**Kippara Road and Wallangra Road, Dover Heights**

No Stopping restrictions are currently in place in the corner formed by the northern side of Kippara Road and the western side of Wallangra Road. There are no signposted parking restrictions on the western and southern sides of Kippara Road opposite the intersection with Wallangra Road.

Vehicles are often parked close to this intersection. Vehicles parked illegally at this location reduce driver sight lines and hinder access.



**Figure 2. Top view of the intersection of Kippara Road and Wallangra Road, Dover Heights.**

It is recommended that the legislative requirements are signposted on the western and southern sides of Kippara Road opposite the intersection of Wallangra Road.

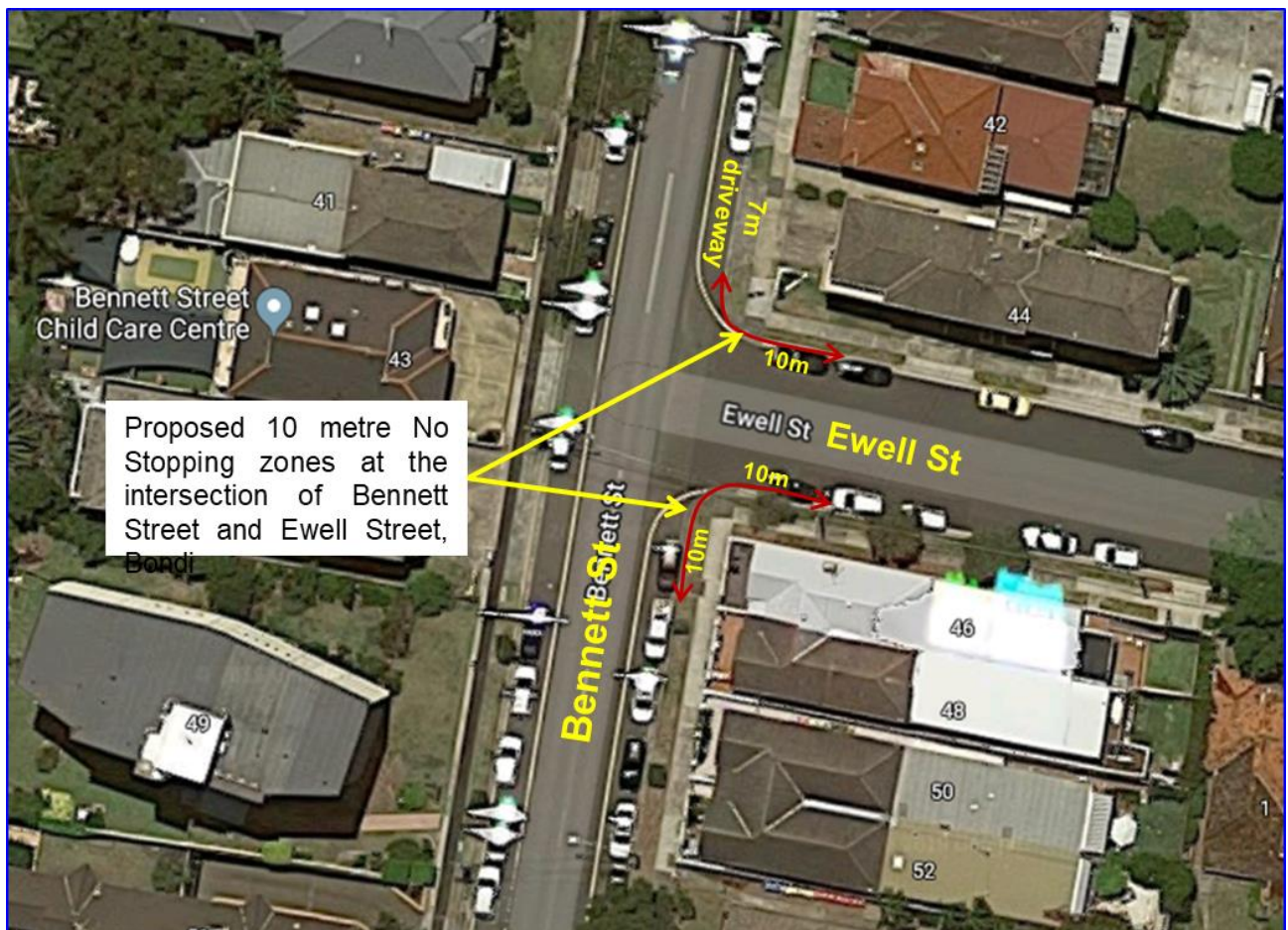
No Stopping signage is in place on the northern side on Kippara Road adjacent to the intersection of Wallangra Road. It will not be changed.

**Intersection of Bennett Street and Ewell Street, Bondi**

There is no signage at the intersection of Bennett Street and Ewell Street reinforcing the No Stopping restrictions.

Vehicles are often parked close to this intersection. Vehicles parked illegally at this location reduce driver sight lines.





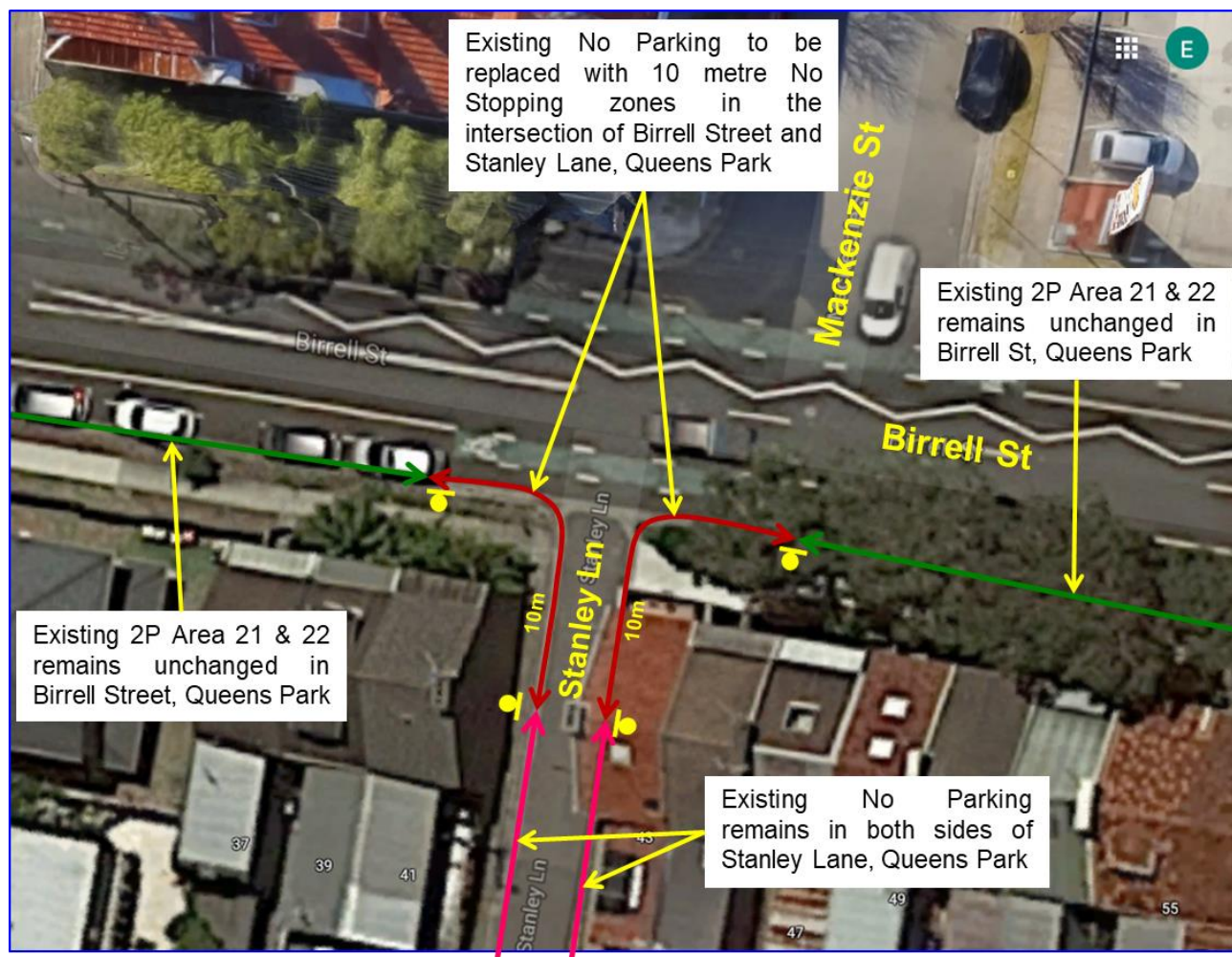
**Figure 3. Top view of the intersection of Bennett Street and Ewell Street, Bondi.**

It is recommended that the legislative requirements are signposted on the northern and southern sides of Ewell Street east of Bennett Street and the eastern side of Bennett Street north and south of south Ewell Street. This will not result in a loss of legal, on-street parking spaces.

#### **Intersection of Birrell Street and Stanley Lane, Queens Park**

No Parking restrictions are currently in place in the corners formed by Birrell Street and Stanley Lane.

Vehicles parked illegally in the No Parking area close to this intersection reduce driver sight lines and hinder access.



**Figure 4. Top view of the intersection of Birrell Street and Stanley Lane, Queens Park.**

As compliance is an issue at this location, it is recommended that the existing No Parking restrictions be removed and legislative requirements be signposted on the southern side of Birrell Street, east/ & west of Stanley Lane; and on both eastern & western sides of Stanley Lane, south of Birrell 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. 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:

- RMS's *Delegation to Councils; Regulation of Traffic*.
- RMS's *Signs Database*.
- *NSW Road Rules 2014*.
- RMS Technical Direction TDT 2002/12.

#### **4. Financial Information for Council's Consideration**

Council will undertake the installation of signs/lines from existing budgets if the proposed changes are approved.

#### **5. Attachments:**

Nil

## REPORT TC/V.02/19.09



**Subject:** Penkivil Street, Bondi - 'P Motorbikes Only' Parking

**TRIM No.:** A02/0637-02

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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### COUNCIL OFFICER'S PROPOSAL:

That Council installs a 3.6 metre 'P MOTOR BIKES ONLY' zone on the northern side of the driveway to 64 Penkivil Street, Bondi.

#### 1. Executive Summary

Council has received representations from the Bondi Heights (formerly Penkivil) Precinct Committee requesting consideration be given changing parking control adjacent to 64 Penkivil Street. The Committee resolved:

*"That, council officers investigate converting one car space on nth side of exit of 64 Penkivil street to either only motorcycle parking space, only small car or only car share, so as to provide a clear view of oncoming traffic".*

This report is recommending approval of a motorbike only parking zone on the northern side of the driveway to 64 Penkivil Street, Bondi. Council will need to exercise its delegated function to implement the proposal.

#### 2. Introduction/Background

The Bondi Heights Precinct Committee has requested consideration to change some of the unrestricted parking north of 64 Penkivil Street. Options suggested are motorbike parking, a small car space or a car share space to provide a clear view of oncoming traffic.

The committee notes that *"Large vehicles such as trucks and vans are frequently parking at this location creating an unreasonable visual obstruction for vehicles entering Penkivil Street from the driveway at #64"*.

There are already two car share spaces on opposite sides of the road north and south the site. Another car share space is unlikely to be required. An isolated small car space on street would be difficult to enforce and could restrict options for others parking in the street.

Motorbike parking is recommended.

#### 3. Technical Analysis

Austroroads guidelines and Council resolutions support the use of motorbike parking spaces in circumstances such as outside 64 Penkivil Street.

Austrroads' *Guide to Traffic Management - Part 11: Parking (Section 7.8.3)*, states that motorbike parking provision can be achieved by utilising under-sized parking spaces. The Traffic Committee and Council have supported this principle and have previously been in favour of installing 'P MOTOR BIKES ONLY' zones in short sections of kerb where other vehicles would obstruct vehicular access.

At its meeting held on 15 April 2008 Council resolved that it should investigate:

1. *Expanding the amount of designated on-street, time-limited free motorbike and scooter parking at Bondi Junction, Bondi Beach and Bronte Beach.*
2. *The provision of all-day commuter free parking for motorbikes and scooters at the Syd Einfeld Car Park, Bondi Junction and other places such as Council's car parks depending on feasibility.*
3. *Increasing the number of designated spaces available to motorbikes and scooters by at least 100% over the next five years.*

An example of motorbike parking signage already on Niblick Street is shown in **Figure 1**. The signage is adapted from RMS sign "r5-1-4"

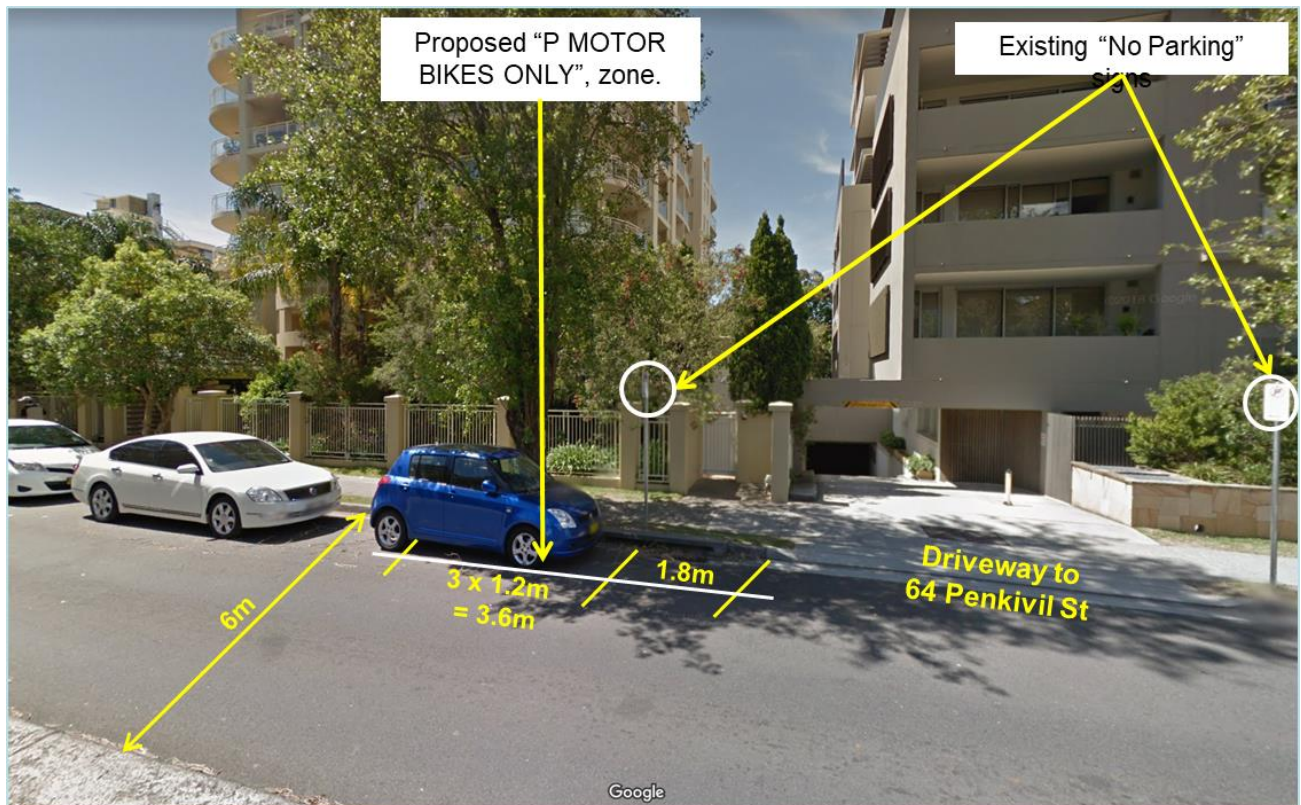


**Figure 1: Example of motorbike signage from Niblick Street, North Bondi**

The southbound carriageway of Penkivil Street is 6 metres wide allowing for one traffic lane and one parking lane. A 3.6 metre long motor bike parking zone is recommended starting at the existing No Parking signage north of the driveway to 64 Penkivil Street.

Guidelines used:

- *RMS Delegation to Councils; Regulation of Traffic.*
- *RMS Signs Database.*
- *NSW Road Rules 2014.*
- *Austrroads Guide to Traffic Management – Part 11.*



**Figure 2: Motor Bike signage proposed north of 64 Penkivil Street, Bondi.**

**4. Financial Information for Council's Consideration**

Council will fund the cost of installing the signs from existing budgets if the signage is approved.

**5. Attachments:**

Nil

## REPORT

### TC/V.03/19.09



**Subject:** Wellington Street, Bondi – Installation of Continuous Footpath Treatment.

**TRIM No.:** A03/0042-04

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

#### COUNCIL OFFICER'S PROPOSAL:

That Council approves in principle the installation of continuous footpath treatment on Wellington Street at the intersection with Wellington Place, Bondi, subject to detail design being submitted to and approved by RMS.

#### 1. Executive Summary

Council has received representations from the public requesting consideration be given to upgrading existing traffic facilities at the intersection of Wellington Street and Wellington Place. The intent is to improve the safety of pedestrians crossing Wellington Place (See **Figure 1**). Council will need to exercise its delegated functions to implement the proposal.

#### 2. Introduction/Background

Traffic and pedestrian movements along Wellington Street and across Wellington Place have been surveyed. Conditions at the crossing point are poor with damage to the carriageway of Wellington Place. Approval is being sought for the continuous crossing in order to proceed to detailed design taking into consideration street levels and drainage.

#### 3. Technical Analysis

Wellington Place is a cul-de-sac which forms a T-intersection with Wellington Street. East bound traffic in Wellington Place is controlled by Stop signage and faded line marking at Wellington Street. The site is near Bondi Public School and Montessori East Primary & Pre School. Significant numbers of pedestrians cross Wellington Place in the morning and afternoon on school days. Pedestrians do not have priority crossing Wellington Place. Brick fences on both sides of Wellington Place limit sight distances to pedestrians for drivers exiting onto Wellington Street.

Traffic movements to and from Wellington Place were surveyed over three one-hour periods on the 4<sup>th</sup> of September 2019. The results of the survey are presented in **Table 1** below.

**Table 1 – Pedestrian and vehicle flows at Wellington Place, Bondi**

One Hour Time Period	Pedestrian flows across Wellington Place	Vehicle movements to and from Wellington Place
8.00 to 9.00 am	275	19
12.00 to 1.00 pm	65	16



2.30 to 3.30 pm	335	17
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The pedestrian flows in Table 1 are significant. The associated vehicle movements to and from Wellington Place are low. These flows do not satisfy the RMS warrant for installation of a marked pedestrian crossing. A continuous crossing can be considered instead for crossing points with low vehicle movements.



**Figure 1: Aerial view of Wellington Place at Wellington Street, Bondi**

**Figure 2** shows a concept design for a continuous crossing at Wellington St. It comprises short “ramps” to a raised crossing aligned with the current footpath. Piano bars can also be used for the side street to raise awareness of the crossing. A concept plan is attached to this report. Further detail design will also investigate options for increasing greenery as part of the kerb blisters/extensions.

The RMS guideline specifies that a continuous crossing can be installed where traffic flows across the crossing point are less than 45 vehicles per hour. This criteria is satisfied.

Other desirable characteristics are contained in the guideline. They are presented and addressed in **Table 2**.



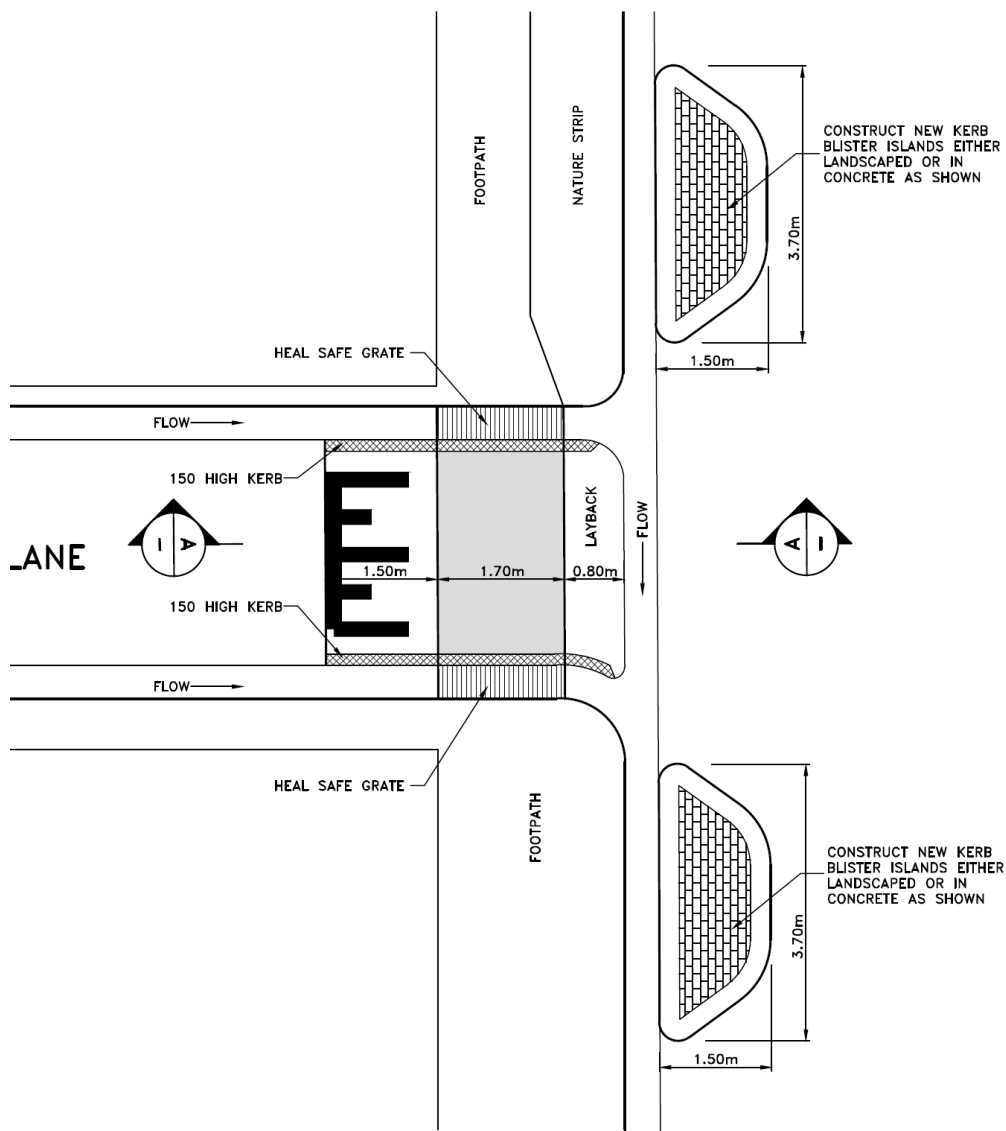


Figure 2:

Example of a continuous footpath treatment layout.

Table 2: RMS Desirable Characteristics

Item	RMS Guide	Compliance
Measured vehicle flow per hour	Typically no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location.	Satisfied (see Table 1).
Measured pedestrian flow per hour	No minimum. Continuous footpath treatments may be implemented to encourage pedestrian activity or to reduce the car-dominant appearance of an area. Baseline measured pedestrian flows will be irrelevant in these instances.	Satisfied.

Risk assessment	<p>If a continuous footpath treatment is being considered, the location will already have been identified as one where it is appropriate to provide pedestrian priority.</p> <p>A risk assessment, ie identification of types of people using the path, types of vehicles, sight lines, etc, will help to inform the facility's design to ensure the treatment is safe and effective.</p>	The location provides pedestrian priority for students accessing Bondi Public School and Montessori East Primary & Pre School.
Type of intersection	<p>A continuous footpath treatment can be used on any type of intersection other than a signalised intersection.</p> <p>However, careful consideration may be needed if implementing the treatment at four way intersections as the gap required by vehicles crossing the main street will be increased because they have to slow down to traverse the continuous footpath treatment.</p>	Satisfied. Intersection is a T-configuration and un-signalised.
Direction of traffic	<p>Ideally, traffic would be one way into the side street.</p> <p>However, this is not mandatory as it may place undue restrictions on the implementation of continuous footpath treatments and/or unduly complicate traffic flow in the area.</p> <p>Consideration needs to be given to the movement of traffic on the main street.</p> <p>Depending on the specific location, it may be appropriate to limit turning movements on the side street to left in/left out to minimise impacts on main traffic flow.</p>	Satisfied. Two way traffic flow on the side street is low. Traffic speeds are low as the side street is used for access to adjacent properties.
Maximum width of crossing point	<p>The driveway laybacks must be no wider than 7m.</p> <p>This will constrain the available space while still allowing width for two motor vehicles to pass each other if required.</p> <p>Where the side street is significantly wider than 7m, additional treatments may be required to constrain the intersection so drivers do not think they have the full width of the street in which to manoeuvre, for example bollards or appropriate street plantings.</p>	Satisfied. The width of the side road is 5 to 6 metres.
Effective speed of vehicles traversing the footpath	<p>10 kilometres per hour or less.</p> <p>This is the speed of vehicles entering and exiting the side street once the continuous footpath treatment has been installed. The use of driveway laybacks and stop or give way signs on exit should help to achieve this speed.</p>	Satisfied.
Signage	<p>Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment.</p>	Satisfied. Traffic flow from the side road is currently controlled by Stop sign

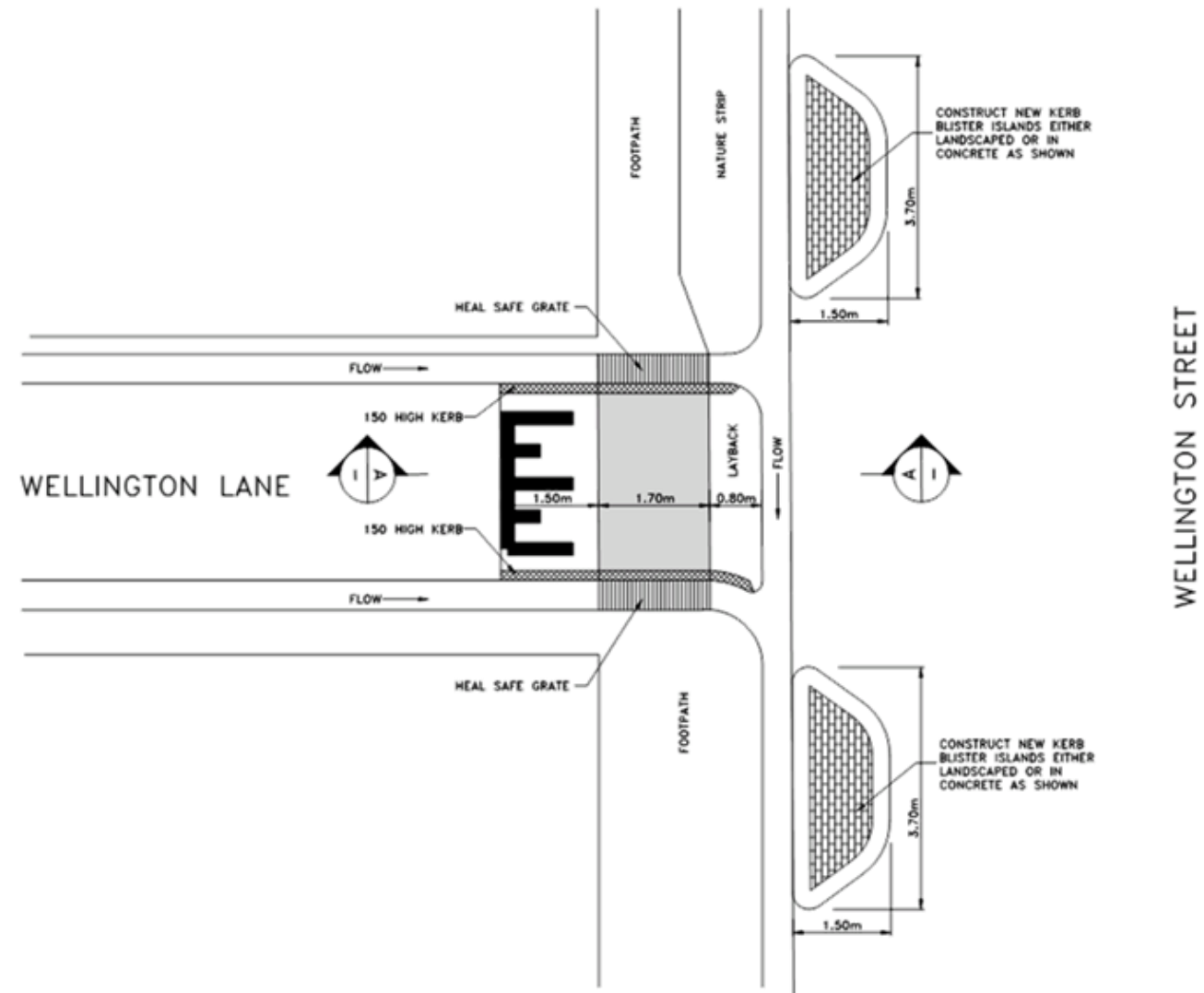
Shared zones	A continuous footpath treatment may be used as part of the threshold treatment for a shared zone. In these cases, the maximum width requirement for the intersection is waived as the 10 kilometre per hour speed limit and other measures will help to calm the traffic and minimise conflict.	Not applicable. A shared zone is not proposed.
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#### 4. Financial Information for Council's Consideration

Council will be undertaking footpath renewal along between Bondi Road and the Traffic Signals outside Bondi Public School. Council will fund the continuous footpath treatment in the intersection of Wellington Street and Wellington Place from existing SAMP budgets.

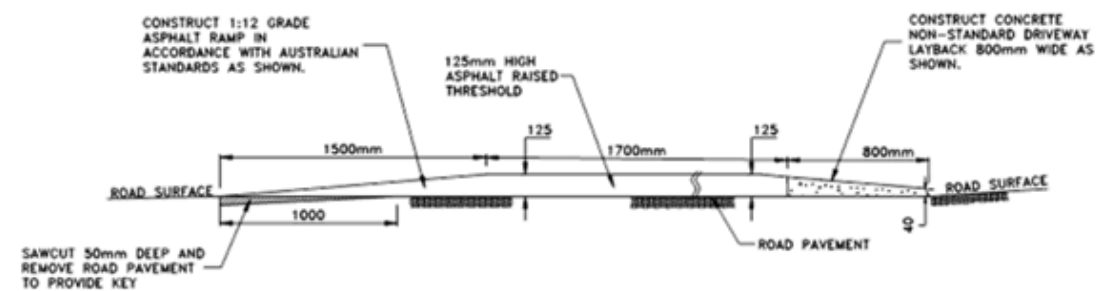
#### 5. Attachments:

1. Concept Design - Wellington Street @ Wellington Lane [↓](#)



LAYOUT PLAN - CONTINUOUS FOOTPATH  
SCALE 1:50

**IMPORTANT**  
THE LOCATION OF  
UNDERGROUND SERVICES  
HAVE NOT BEEN SHOWN ON  
THIS PLAN. CHECK SERVICES.



SECTION A-A  
CROSS SECTION - CONTINUOUS FOOTPATH  
SCALE 1:20

CHECKED & APPROVED					 <div><b>WAVERLEY COUNCIL</b> Cnr PAUL STREET &amp; BONDI ROAD BONDI JUNCTION NSW 2022 Ph (02) 9369 8000 Fax (02) 9387 1820 <a href="http://www.waverley.nsw.gov.au">www.waverley.nsw.gov.au</a></div>	SURVEYED — DATE 02/06/19		DATUM —		WELLINGTON STREET, BONDI		SHEET No 1 OF 1 SHEETS		PROJECT No 9028	
APPROVED FOR CONSTRUCTION						DESIGNED — DATE —		CHECKED — DATE —		AT WELLINGTON LANE INTERSECTION		SCALES (ORIGINAL A1)		ISSUE No A	
A 17/06/19 INITIAL ISSUE						DRAWN — DATE —		X REFERENCES		PROPOSED CONTINUOUS FOOTPATH		AS SHOWN			
AMENO DATE DESCRIPTION						DRAWN APPROV				LAYOUT AND DETAILS					



**REPORT**  
**TC/V.04/19.09**

**Subject:** Reina Street, North Bondi - 'P MOTOR BIKES ONLY' Parking

**TRIM No.:** A02/0637-02

**Author:** Emraul Kayes, Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 'P MOTOR BIKES ONLY' zone between the driveways to 12 and 14 Reina Street, North Bondi.

**1. Executive Summary**

Council has received representations from a resident requesting consideration be given to installing parking controls in the space between driveways at 12 and 14 Reina Street, North Bondi. There are currently no controls. This report is recommending approval of a motorbike only parking between the driveways. Council will need to exercise its delegated function to implement the proposal.

**2. Introduction/Background**

The space between the two driveways is approximately 3.5 metres. It is insufficient to fit a standard car. It can accommodate a small "smart" car.

There are no parking restrictions in this section of Reina Street. If standard cars park between the driveways they would partially block either one or both driveways.

There is no standard signage for "smart" car parking on street.

Motorbike parking is recommended.

**3. Technical Analysis**

Austrroads guidelines and Council resolutions support the use of motorbike parking spaces in circumstances such as the space between property numbers 12 and 14.

Austrroads' *Guide to Traffic Management - Part 11: Parking (Section 7.8.3)*, states that motorbike parking provision can be achieved by utilising under-sized parking spaces. The Traffic Committee and Council have supported this principle and have previously been in favour of installing 'P MOTOR BIKES ONLY' zones in short sections of kerb where other vehicles would obstruct vehicular access.

At its meeting held on 15 April 2008 Council resolved that it should investigate:

1. *Expanding the amount of designated on-street, time-limited free motorbike and scooter parking at*

*Bondi Junction, Bondi Beach and Bronte Beach.*

2. *The provision of all-day commuter free parking for motorbikes and scooters at the Syd Einfeld Car Park, Bondi Junction and other places such as Council's car parks depending on feasibility.*
3. *Increasing the number of designated spaces available to motorbikes and scooters by at least 100% over the next five years.*

An example of motorbike parking signage already on Niblick Street is shown in **Figure 1**. The signage is adapted from RMS sign "r5-1-4"



**Figure 1: Example of motorbike signage from Niblick Street, North Bondi**

A 2.5 metre long motor bike parking zone is recommended as shown in **Figure 2**.

Guidelines used:

- *RMS Delegation to Councils; Regulation of Traffic.*
- *RMS Signs Database.*
- *NSW Road Rules 2014.*
- *Austroads Guide to Traffic Management – Part 11.*



**Figure 2: Proposed Motor Bike signage in the space between the driveways to 14 and 12 Reina Street.**

#### **4. Financial Information for Council's Consideration**

Council will fund the cost of installing the signs from existing budgets if the signage is approved.

#### **5. Attachments:**

Nil

**REPORT**  
**TC/V.05/19.09**

**Subject:** Bondi Public School – School Pick-up/Drop-off Time No Stopping Zone

**TRIM No:** A03/0042-04

**Author:** Kablan Mowad, Senior Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 'NO STOPPING 8AM – 9:30AM 2:30PM – 4PM MON – FRI SCHOOL DAYS' restrictions for 10 metres either side of the driveway to the Bondi Public School teachers car park off Henderson Street/Moore Street, Bondi.
2. Installs w6-3 'CHILDREN CROSSING' with supplementary w8-14 'SCHOOL' warning signage for vehicles travelling in both directions around the Henderson Street/Moore Street bend.
3. Relocates the existing car share space outside the school gate on the Henderson Street/Moore Street frontage of Bondi Public School a further 10 metres north.

**1. Executive Summary**

Council has received representations from the Principal of Bondi Public School requesting that consideration be given to improving road safety around the school for students during school pick-up/drop-off times. Officers were informed at a site meeting that the request was being made following an incident earlier this year where a student of Bondi Public School was hit by a car on Henderson Street when they walked out from in between two parked cars. In an effort to address this issue it is proposed that a number of parking spaces be removed from outside of the schools rear gate on Henderson/Moore Street, Bondi during school pick-up/drop-off times. Council would have to exercise its delegated functions to implement the proposal.





Figure 1. Photo of the bend onto Henderson/Moore Street, Bondi.

## **2. Introduction/Background**

Following a request from the school a site meeting was held between Council officers and Bondi Public School staff to investigate various challenges and opportunities to improve the road safety for students in the streets surrounding the school.

## **3. Technical Analysis**

Bondi Public School is located in the block bound by Wellington Street, Bondi Road, Henderson Street, Moore Street and Edward Street, with frontages to Wellington Street, Henderson Street and Moore Street. Children enter/exit the school via the rear gate on Henderson/Moore Street as well as the main gate on Wellington Street. The rear pedestrian gate is right next to the driveway to the teacher's car park.

Site observations were conducted during the school pick-up period between 2:45pm and 3:30pm on 11 September 2019 outside the rear gate on Henderson/Moore Street. This inspection showed that on-street parking was at 100 percent occupancy. Children were observed leaving from the rear gate, with a number of the children observed emerging from between the tightly parked cars along the street.

Parking is unrestricted around the bend on Henderson/Moore Street with cars parked immediately adjacent to the driveway to the teacher's car park. A car share space is located directly outside the pedestrian gate used by the students which reduces site distance to vehicles travelling around the Henderson/Moore Street bend.

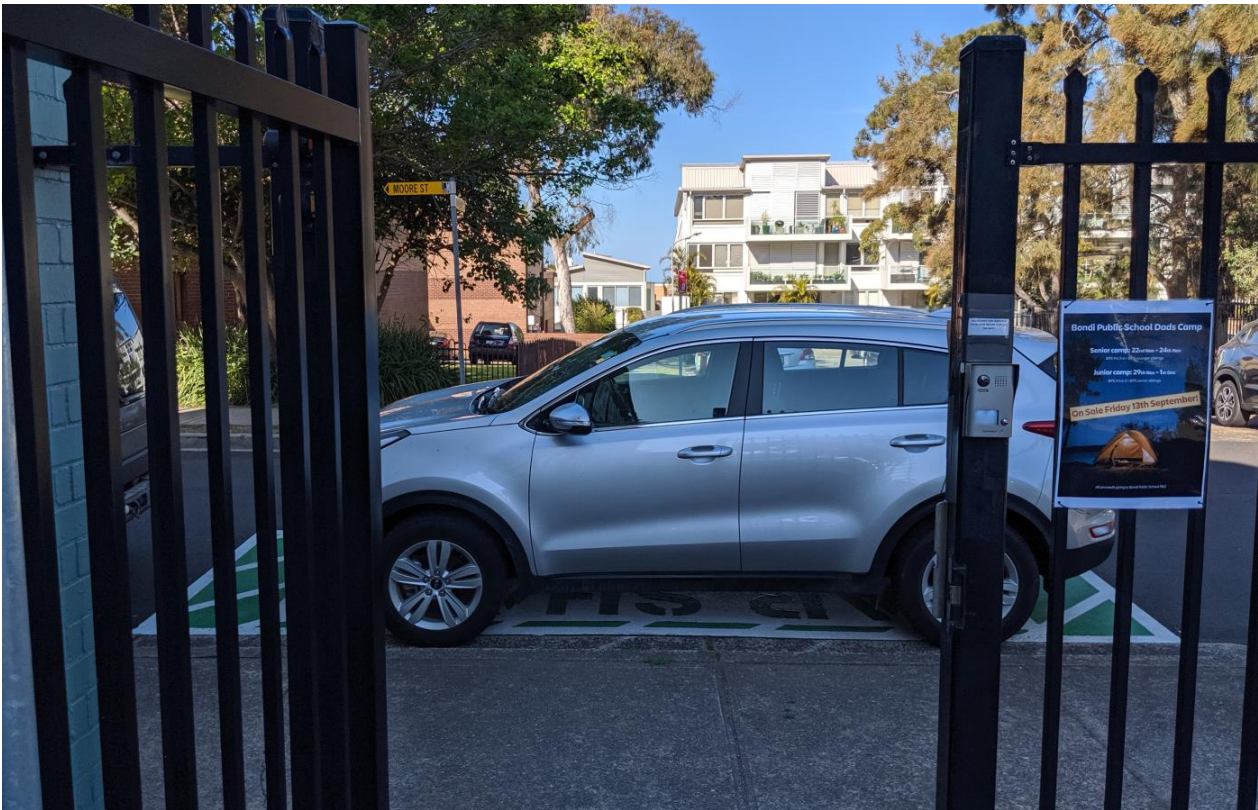


Figure 2. View from the rear gate onto Henderson/Moore Street, Bondi.

To improve visibility to children exiting from the rear gate it is recommended that that 'NO STOPPING 8AM – 9:30AM 2:30PM – 4PM MON – FRI SCHOOL DAYS' restrictions are installed for 10 metres on both sides of the teachers car park driveway. This will result in:

- Moore Street - The replacement of one car share space and one and a half general car parking spaces with No Stopping before and after school plus one car share space. The car share space is to be relocated outside the new No Stopping zone.
- Henderson Street - The replacement of one and a half general car parking spaces with No Stopping before and after school.

It is also proposed for w6-3 'CHILDREN CROSSING' with supplementary w8-14 'SCHOOL' warning signage to be installed at the bend for vehicles travelling in both directions.

The net loss in car parking before and after school is 3 spaces.



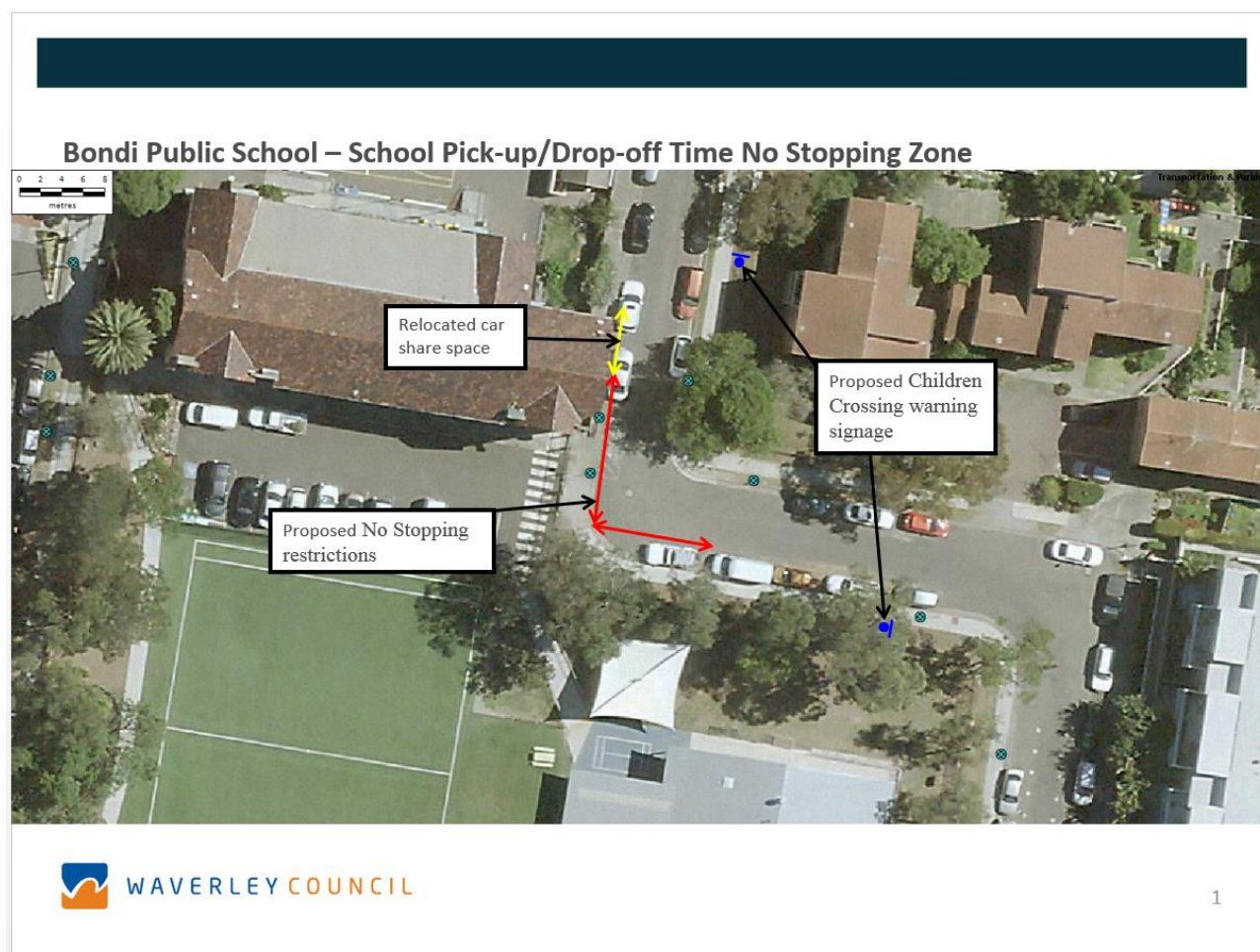


Figure 3. Sketch of the proposed signage changes on Henderson Street/Moore Street, Bondi.

#### 4. Financial Information for Council's Consideration

Any changes to signage will be funded from existing budgets.

#### 5. Attachments

Nil.

**REPORT**  
**TC/V.06/19.09**

**Subject:** Mons Street, Vacluse - Construction Zone

**TRIM No:** A03/2514-04

**Author:** Hamoon Bahari, Professional Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 19 metres long 'No Parking 7.00 am to 5.00 pm, Monday–Friday; 8.00 am to 3.00 pm Saturday; Authorised Council Vehicles Excepted' zone on Mons Street, Vacluse from the southern side of driveway for 4 Mons Street to the Northern side of the driveway at 6 Mons Street.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

**1. Executive Summary**

Council has received an application from the builder/developer at 6 Mons Street, for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



*Figure 1. Aerial Photo of 6 Mons Street, Vacluse.*



## 2. Introduction/Background

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

## 3. Technical Analysis

The site is located on the eastern side of Mons Street, Vaucluse. It is proposed to install a 19 metres construction zone outside the property from the southern side of 4 Mons Street to the northern side of 6 Mons Street.

The applicant has indicated a requirement for a 13 metres construction zone. The distance between the two existing driveways on either side of the development is 19 metres. The full 19 metres will be applied to the construction zone.



Figure 2. Proposed construction zone at 6 Mons Street, Vaucluse.

<b>Applicant</b>	John Sophios
<b>Development Application</b>	DA-403/2016
<b>Works</b>	Demolish existing dwelling and construct two attached two storey dwellings with basement parking.
<b>Approved Hours of Construction</b>	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
<b>Frontage Length</b>	16 metres
<b>Road</b>	Mons Street
<b>Existing Parking</b>	Unrestricted
<b>Requested Length</b>	13 metres

<b>Proposed Length</b>	19 metres
<b>Duration</b>	13 Weeks
<b>Beginning</b>	September
<b>Fee Area</b>	Residential, without metered parking
<b>Estimated Fees</b>	\$1,265.40 per week (based on the 19 metres provided)

*Table 1. Application details for 6 Mons Street, Vaucluse.*

#### **4. Financial Information for Council's Consideration**

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

The approved usage charges for the 2019/20 financial year are:

- \$66.60 per metre per week in a Residential Development Area.
- \$92.20 per metre per week in a Commercial and mixed-use Development Area.

#### **5. Attachments**

Nil .

**REPORT**  
**TC/V.07/19.09**

**Subject:** Nancy Street, North Bondi - Construction Zone

**TRIM No.:** A03/2514-04

**Author:** Hamoon Bahari, Professional Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre long 'No Parking 7.00 am to 5.00 pm Monday–Friday; 8.00 am to 3.00 pm Saturday Authorised Council Vehicles Excepted' zone outside 5 Nancy Street, North Bondi from the northern boundary to the southern boundary including the existing driveway.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

**1. Executive Summary**

Council has received an application from the builder/developer at 5 Nancy Street, North Bondi for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



Figure 1. Aerial image of 5 Nancy Street, North Bondi.

## 2. Introduction/Background

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

## 3. Technical Analysis

The site is located on the eastern side of Nancy Street, North Bondi. It is proposed to install a 12 metre construction zone outside the property from the northern boundary to the southern boundary including the existing driveway.

<b>Applicant</b>	Oppidan Designer Homes Pty Ltd
<b>Development Application</b>	DA-385/2018
<b>Works</b>	Demolition of existing structures, construction of two semi-detached dwellings.
<b>Approved Hours of Construction</b>	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
<b>Frontage Length</b>	12.40 metres
<b>Road</b>	Nancy Street
<b>Existing Parking</b>	Unrestricted parking
<b>Requested Length</b>	9 metres
<b>Proposed Length</b>	12 metres (includes existing driveway)
<b>Duration</b>	26 weeks
<b>Beginning</b>	September
<b>Fee Area</b>	Residential, without metered parking
<b>Estimated Fees</b>	\$799.20 per week (based on 12 metres provided)

*Table 1. Application details for 5 Nancy Street, North Bondi.*



**5 Nancy Street, North Bondi – Proposed Construction Zone**

*Figure 2. Proposed construction zone at 5 Nancy Street, North Bondi.*

**4. Financial Information for Council's Consideration**

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

The approved usage charges for the 2019/20 financial year are:

- \$66.60 per metre per week in a Residential Development Area.
- \$92.20 per metre per week in a Commercial and mixed-use Development Area.

**5. Attachments:**

Nil

**REPORT**  
**TC/V.08/19.09**

**Subject:** Kenilworth Street, Bondi - Pedestrian Refuge Island

**TRIM No:** A03/0042-04

**Author:** Kablan Mowad, Senior Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the installation of the Pedestrian Refuge Island and associated changes to line marking and signage on Kenilworth Street at the intersection with Flood Street, Bondi, as per Drawing 9025 Issue A attached to this report.

**1. Executive Summary**

Council has been notified of damage occurring to footpaths and a unit building as a result of heavy vehicles turning and mounting the kerb at the corner of Paul Street and Kenilworth Street, Bondi Junction. Following a site meeting between Councillors, Council officers and residents it was decided that Council would investigate the installation traffic islands along the subject streets.

Officers have completed detailed designs of a proposed pedestrian refuge island on Kenilworth Street at the intersection with Flood Street and are now seeking approval to construct them. Council will need to exercise its delegated functions to implement the proposal.

**2. Introduction/Background**

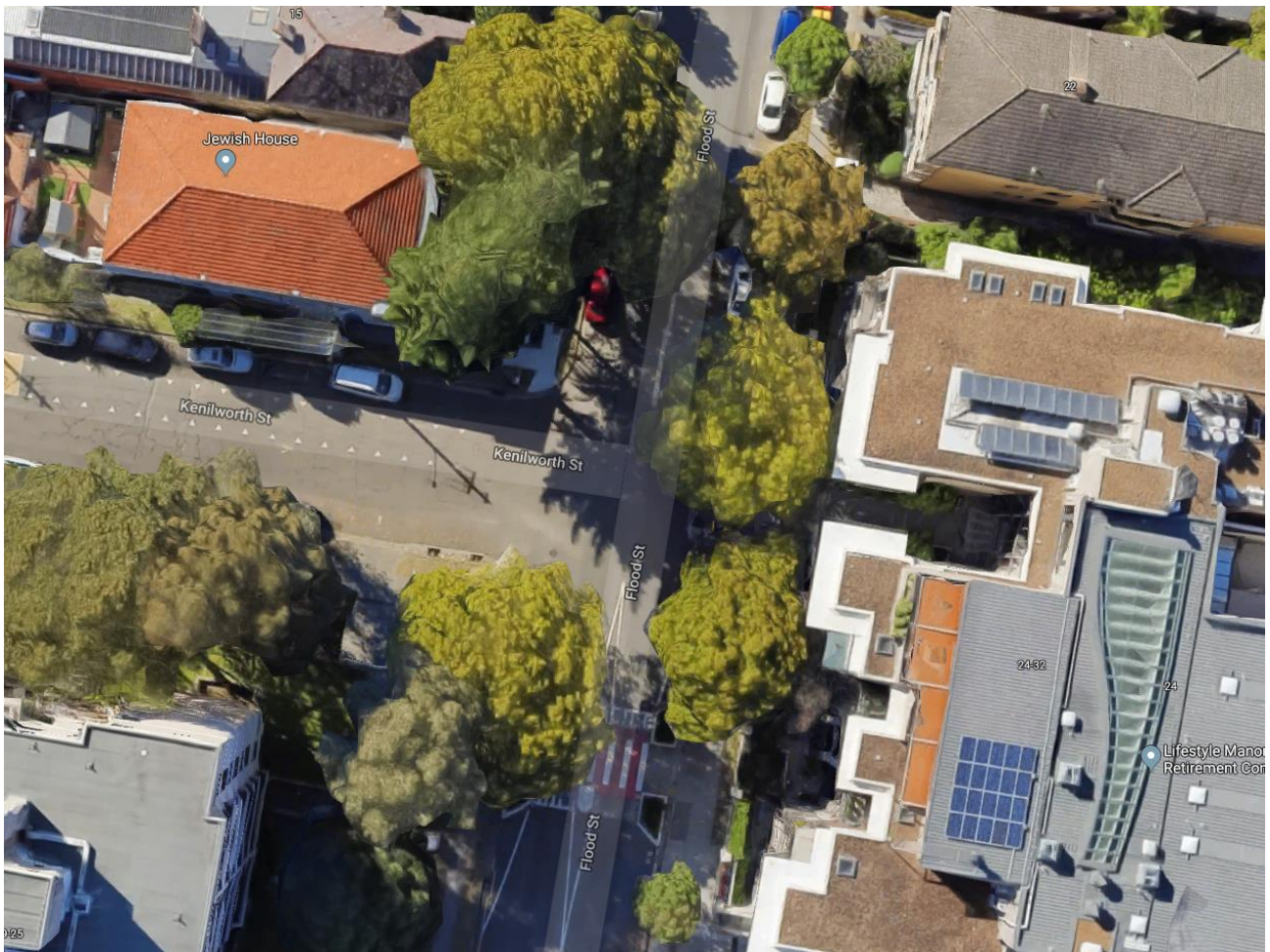
Council's design team has undertaken a detailed design of the proposed traffic facility (see attached) to address the issue of large vehicles using Kenilworth Street and Paul Street, Bondi.

No stopping restrictions on the northern side of Kenilworth Street will be extended in order to maintain the travel path around the refuge. This will result in the removal of two on-street car parking spaces.

This report seeks approval of the designs in order to proceed to installation.

**3. Technical Analysis**

Kenilworth Street and Paul Street are both local roads under Council control. Kenilworth Street running from Flood Street in the east to Paul Street in the west has a carriageway width of 12.8 metres over much of its length. The width reduces to some 10 metres at its intersection with Paul Street. Paul Street has a narrow carriageway width some 5.5 metres, and is two-way at Kenilworth Street.



**Figure 1: Aerial image of Kenilworth Street at Flood Street, Bondi Junction.**

It is recommended that the proposed design be approved in an attempt to address the issue of large heavy vehicles using these narrow streets and to improve pedestrian safety at the Kenilworth Street/Flood Street intersection.

#### **4. Financial Information for Council's Consideration**

Council does not have available budget to deliver these works. An endorsement of budget allocation by Council is required to move this forward to construction. Estimated cost of construction is \$30,000.

#### **5. Attachments**

1. 00 - Kenilworth St @ Flood St - Ped Ref - Traffic Committee [↓](#) .



# KENILWORTH STREET, BONDI AT FLOOD STREET INTERSECTION PROPOSED PEDESTRIAN REFUGE ISLANDS

FOR TRAFFIC  
COMMITTEE  
APPROVAL

## 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 & RMSSA 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 3355 RESPECTIVELY. ALL RRPMS 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 RRPMS REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE REINSTALLED 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 DESIGN.

3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-

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

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

## DRAWING SCHEDULE

- 1/6 - NOTES AND SCHEDULES
- 2/6 - LAYOUT PLAN
- 3/6 - SIGNS & LINEMARKING PLAN
- 4/6 - DETAILS
- 5/6 - TURNING TEST - B85 VEHICLE (8m)
- 6/6 - TURNING TEST - SERVICE VEHICLE (8.8m)

## RELEVANT STANDARD DRAWINGS:

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

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

## LINEMARKING SCHEDULE

LINE TYPE/RRPMS	QUANTITY	LOCATION
E4	34	OUTLINE ISLAND
BB	26m	ROAD & PRECEDING ISLAND
CHEVRON PAINTING	10sq.m	ALONG E4 LINES
RRPMS-TYPE Y	4	ALONG BB LINES
RRPMS-TYPE YY	6	AS SHOWN
GRINDING DRAGONS TEETH	8 PAIRS	AS SHOWN
DRAGON'S TEETH	8 PAIRS	AS SHOWN

## SIGNPOSTING SCHEDULE

SIGN NO.	QUANTITY	STEM	CONDITION	LOCATION
R2-3A(L)	2	VERTIFLEX	NEW	ISLAND
R5-400(L)	1	STANDARD	NEW	KERBSIDE
R5-400(R)	1	USE EXISTING	RELOCATE	KERBSIDE
2P PARKING	1	USE EXISTING	RELOCATE	KERBSIDE
W6-30	1	POWER POLE	NEW	KERBSIDE
W6-250	1	POWER POLE	NEW	KERBSIDE

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

STATION	CO-ORDS	LEVEL
S001	1000.000/1000.000	100.000
S002	1013.938/ 986.062	100.884
S003	994.710/ 980.428	101.279



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.

## LOCATION OF WORKS



LOCALITY PLAN  
(NTS)

CHECKED & APPROVED

22/8/2019

APPROVED FOR CONSTRUCTION

22/8/2019

## SERVICES

TELECOM/OPUS

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

AM/JK

DATE 28/08/19

DESIGNED

A. MADRID

DATE 29/08/19

DRAWN

A. MADRID

DATE 02/09/19

DATUM

ASSUMED

CHECKED

ASHFAQ

DATE -

X REFERENCES

**KENILWORTH STREET, BONDI**

**AT FLOOD STREET INTERSECTION**

**PROPOSED PEDESTRIAN REFUGE ISLANDS**

**NOTES & SCHEDULES**

SHEET No 1

OF 6 SHEETS

SCALES (ORIGINAL A1)

N.A.

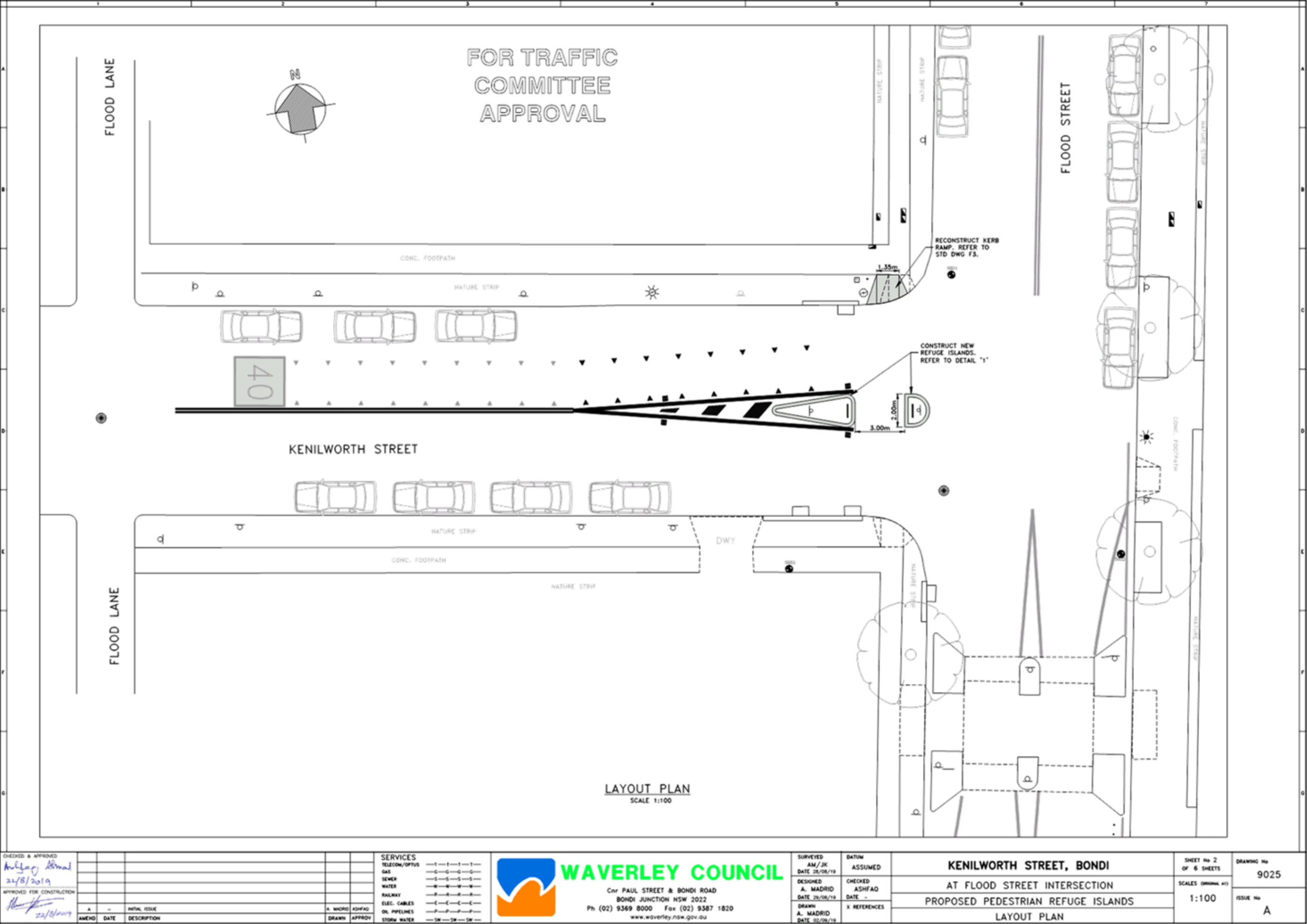
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DRAWING No

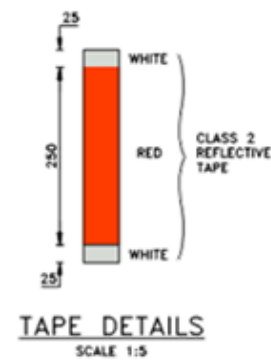
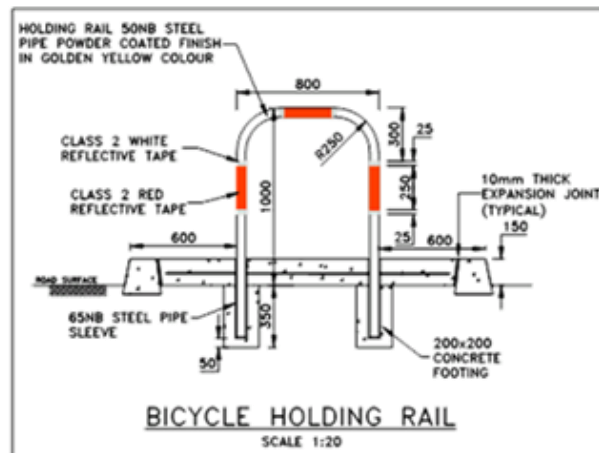
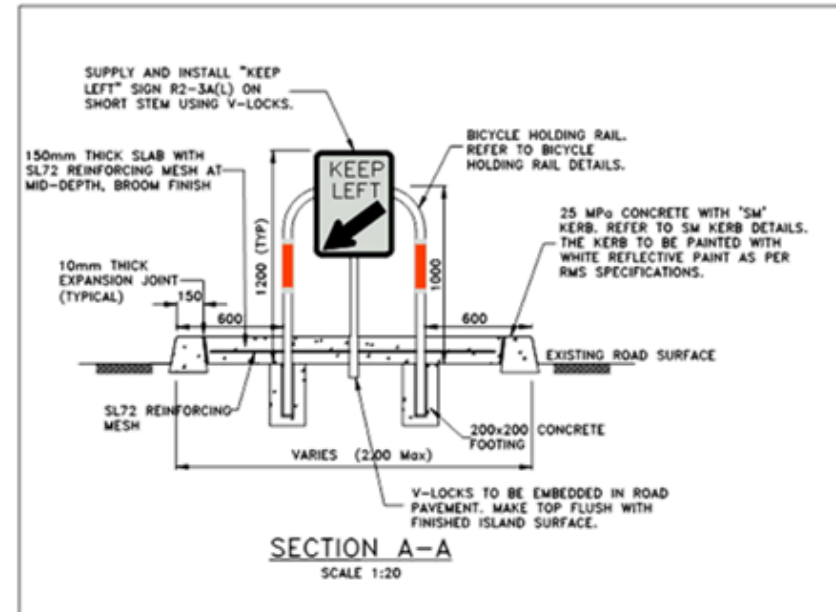
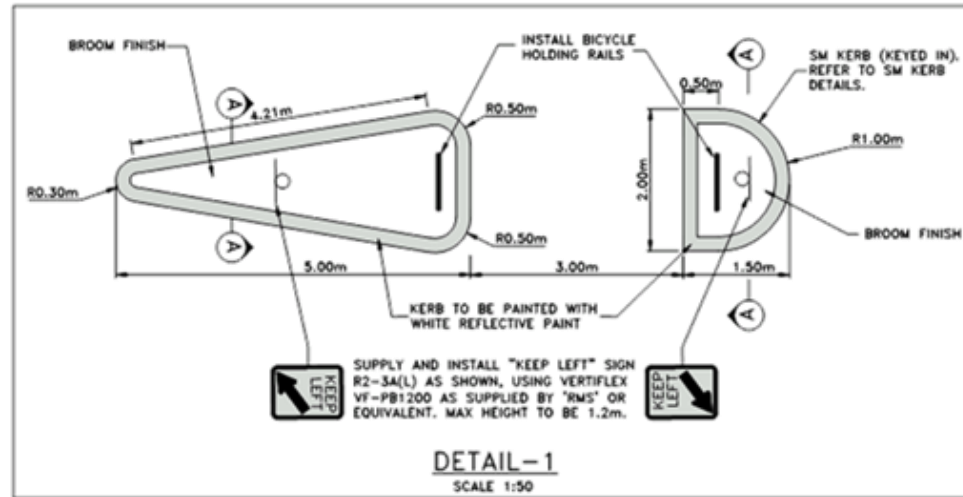
9025





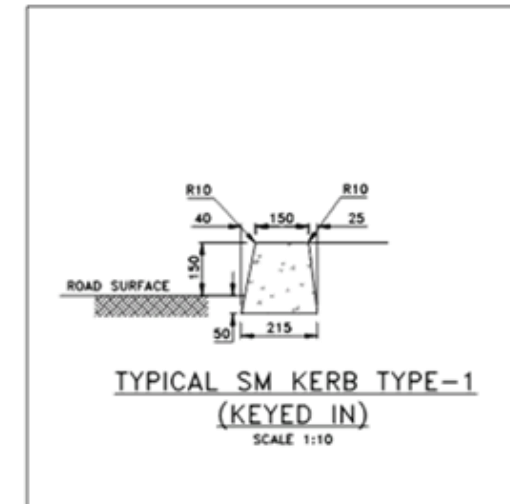


FOR TRAFFIC  
COMMITTEE  
APPROVAL



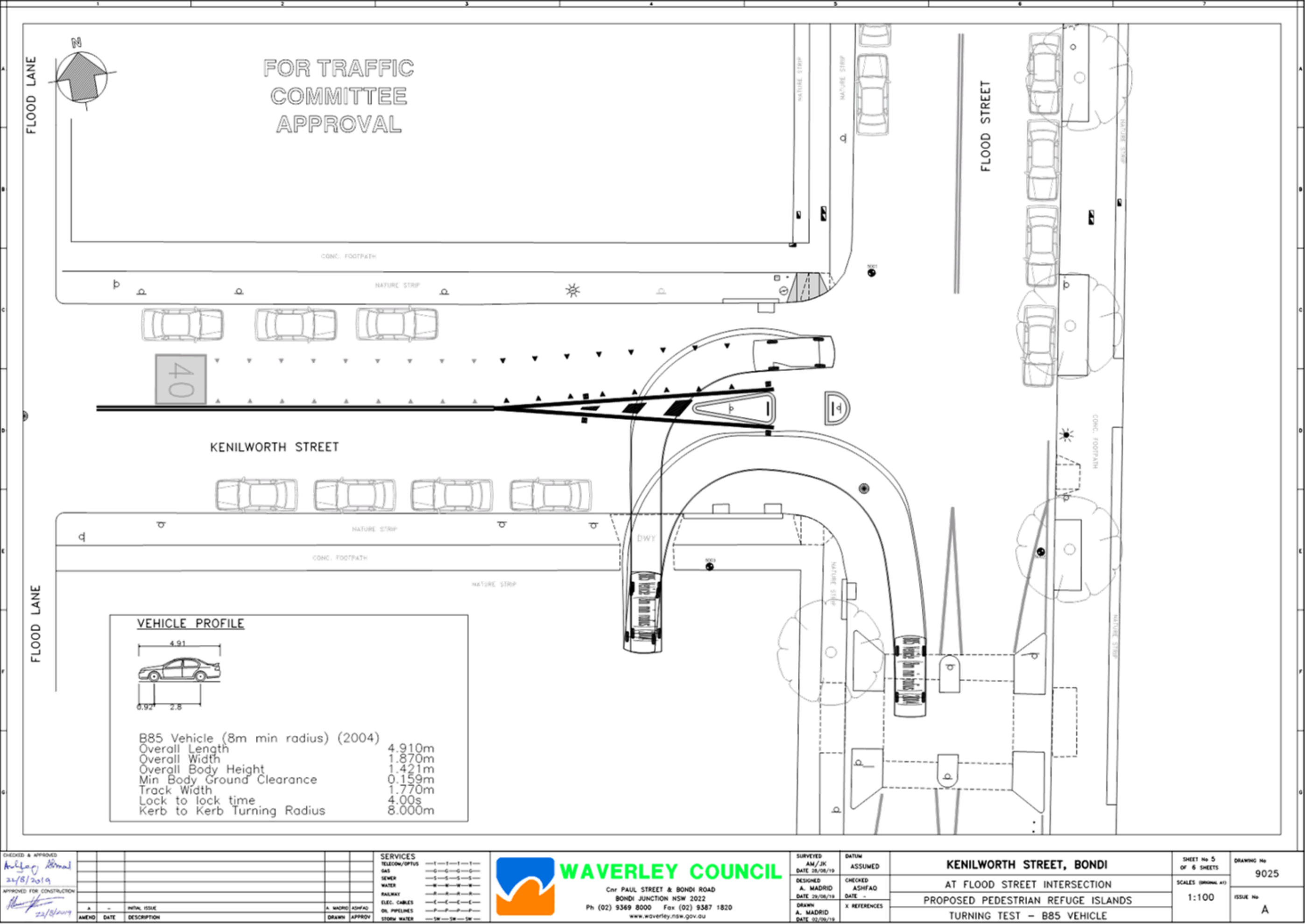
#### NOTES:

1. CENTRALLY FIX REFLECTIVE TAPE BAND ON ALL HOLDING RAILS ON TOP.
2. USE METAL WEDGE TO SECURE HOLDING RAIL IN STEEL PIPE SLEEVE.
3. ALL DIMENSIONS ARE IN MILLIMETERS.



CHECKED & APPROVED <i>Amiraj Ahmad</i> 21/8/2019			APPROVED FOR CONSTRUCTION <i>Amiraj Ahmad</i> 22/8/2019			SERVICES TELECOM/OPTUS GAS SEWER WATER RAILWAY ELEC. CABLES OIL PIPELINES STORM WATER			 <b>WAVERLEY COUNCIL</b> 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 28/08/19 DESIGNED A. MADRID DATE 29/08/19 DRAWN A. MADRID DATE 02/09/19		DATUM ASSUMED CHECKED ASHFAQ DATE - X REFERENCES		KENILWORTH STREET, BONDI AT FLOOD STREET INTERSECTION PROPOSED PEDESTRIAN REFUGE ISLANDS DETAILS			SHEET No 4 OF 6 SHEETS SCALES (ORIGINAL A1) AS SHOWN		DRAWING No 9025 ISSUE No A	
A	—	INITIAL ISSUE	A	MADRID	ASHFAQ																	
AMEND	DATE	DESCRIPTION	DRAWN	APPROV																		









**REPORT**  
**TC/V.09/19.09**

**Subject:** Paul Street, Bondi - Traffic Islands

**TRIM No:** A03/0042-04

**Author:** Kablan Mowad, Senior Traffic Engineer

**Director:** Nikolaos Zervos, Acting Executive Manager, Creating Waverley

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Notes the design presented in Drawing 9027 Issue A attached to this report.
2. Defers blister installation in this location until the Local Area Traffic Management Study is undertaken.

**1. Executive Summary**

Council has been notified of damage occurring to footpaths and a unit building as a result of heavy vehicles turning and mounting the kerb at the corner of Paul Street and Kenilworth Street, Bondi Junction including speeding vehicles on Paul Street. Following a site meeting between Councillors, Council officers and residents it was decided that Council would investigate the installation traffic islands along the subject streets.

Officers have completed a design for two kerb blister islands on Paul Street immediately south of the intersection with Woodstock Lane. The design identifies turning circle issues out of Woodstock Lane. Officers believe that further review through the Local Area Traffic Management Study will identify suitable solutions to resolve current issues.

**2. Introduction/Background**

Council's design team has undertaken a detailed design of the proposed traffic facilities (see attached) to address the issue of large vehicles using Kenilworth Street and Paul Street, Bondi. Identified turning circle issues mainly affect Council waste pickup services.

**3. Technical Analysis**

Paul Street is a local road under Council control. Paul Street has a narrow carriageway width some 5.5 metres. The MRV turning circles documented in the design represent garbage vehicle movement exiting Woodstock Lane into Paul Street. These turning circles identify issues with installation of Kerb blister island installation in the proposed locations.



**Figure 1: Aerial image of Paul Street, Bondi Junction.**

It is recommended that the proposed designs be deferred until the Local Area Traffic Management Study is undertaken to holistically review the needs of the area and amend the designs where required. Measures have already been taken to reduce risk of property damage from vehicle movement on the corner of Kenilworth Street and Paul Street with the use of bollards.

#### **4. Financial Information for Council's Consideration**

Council does not have available budget to deliver these works. An endorsement of budget allocation by Council is required to move this forward to construction. Estimated cost of construction is \$45,000.

#### **5. Attachments**

1. Paul Street - Design Plans - For Traffic Committee [↓](#) .





