



WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 27 FEBRUARY 2020

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 28 November 2019 11

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 28 November 2019 were adopted by Council at its meeting on 10 December 2019.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/20.02 Bronte Village Centre Upgrade Works (A14/0145) 22

COUNCIL OFFICER'S PROPOSAL:

That Council approves the amended plans for the Bronte Village Upgrade Works as shown in Drawing P2960, Revision 003, sheets 100 to 103 (excluding changes in the speed limit from 50 km/hr to 40 km/hr).

TC/C.02/20.02 455A Bronte Road, Bronte - Construction Zone (A03/2514-04) 29

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 15.5 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 455A Bronte Road Bronte.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/C.03/20.02 Dudley Street, Bondi - Removal of existing 'No Stopping' Zone (A02/0637) 32**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the removal of existing 12 metre "No Stopping" zone fronting property numbers 18 and 20 Dudley Street, Bondi.

TC/C.04/20.02 Macpherson Street, Waverley - Construction Zone (A03/2514-04)..... 34**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 56 metre long 'No Parking 7.00 am to 6.00 pm Monday–Friday; 8.00 am to 1.00 pm Saturday Authorised Council Vehicles Excepted Excludes Public Holidays' zone outside 17 Macpherson Street, Waverley from the eastern side of the entry to the school carpark to the property boundary of No.2 Macpherson Street.
2. The temporary relocation of the westbound bus stop on Macpherson Street to between properties at No.10 and No.14 Macpherson Street (47 metres to the east).
3. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/C.05/20.02 Macpherson Street / Lugar Street, Bronte - Intersection upgrade (A20/0069) .. 40**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the design for the upgrade of the intersection of Macpherson Street and Lugar Street, Bronte as presented in Drawing 9033 Issue A attached to this report.

TC/C.06/20.02 Macpherson Street / St Thomas Street, Bronte - Intersection upgrade (A14/0145)..... 48**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the design for the upgrade of the intersection of Macpherson Street and St Thomas Street, Bronte as presented in Drawing 9035 Issue A attached to this report.

TC/C.07/20.02	Macpherson Street, Bronte - Temporary Road Closure for Tower Crane Installation (A19/0394).....	54
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary closure of Macpherson Street, Bronte, between Albion Street and Leichhardt Street from 6am to 11pm on Sunday 19th April 2020 in accordance with the Traffic Control Plan attached to this report, subject to the Applicant:
 - (a). Notifying NSW Police.
 - (b). Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue.
 - (c). Notifying local residents and businesses prior to the event.
 - (d). Using RMS-accredited traffic controllers.
 - (e). Covering all costs associated with closing the road, including traffic control.
2. Delegates authority to the Executive Manager, Creating Waverley to approve any backup date and times, if required.
3. Requires a Council compliance officer to be on-site for the duration of the works at the Applicant's expense, and that this be communicated to the Applicant.

TC/C.08/20.02	Lower Hewlett Street, Bronte - Give Way Linemarking (A14/0145)	62
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a Type TB Give Way Line for eastbound vehicles exiting the lower section of Hewlett Street, Bronte (west of Mirimar Avenue).

TC/C.09/20.02	53 Ebley Street, Bondi Junction - Construction Zone (A03/2514-04)	66
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 53 Ebley Street Bondi Junction.
2. Requires the Applicant to protect the tree located within the construction zone.
3. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/C.10/20.02 Carlton Street, Waverley - Relocation of existing 'P Disability Only' Zone (A18/0719) 69**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the relocation of the existing 5.5 metres long 'P Disability Only' zone on the Carlton Street frontage of 2 Kent Street, Waverley, starting 6 metres north of Kent Street as shown in Figure 3 of this report.
2. Approves the installation of a 'No Stopping' unbroken yellow (C3) line on the south east corner of the intersection of Carlton Street and Kent Street, each end being 6 metres out from the nearest point of the intersection as shown in Figure 3 of this report.

TC/C.11/20.02 Scott Street, Bronte - Removal of 'P Disability Only' Zone (A18/0719) 74**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the removal of an existing 6.5 metres long 'P Disability Only' zone outside 4 Scott Street, Bronte.

TC/C.12/20.02 Victoria Street, Waverley - Linemarking Plan (A14/0145)..... 76**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the line-marking for the upgrade of Victoria Street between Carrington Road and Henrietta Street, Waverley as presented in Drawings 9015 Issue C Sheets 1 & 2 attached to this report.

TC/C.13/20.02 20 Illawong Avenue, Tamarama - Construction Zone (A03/2514-04) 80**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' for 18 metres on the southern side and 8 metres on the northern side of the dead end of Illawong Avenue, Tamarama.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

TC/C.14/20.02 45 Dudley Street, Bondi - 'P Disability Only' zone (A18/0719) 83**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.5 metre long 'P Disability Only' zone outside 45 Dudley Street, Bondi.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/20.02 Galilee Catholic Primary School – Extension of school pick-up / drop-off zone (A14/0145)..... 86****COUNCIL OFFICER'S PROPOSAL:**

That Council approves extension of the existing 'No Parking 8am-9:30am, 2:30pm-4:30pm SCHOOL DAYS' zone in Blair Street, North Bondi by 10.5 metres resulting in a 26.2 metre pick-up / drop-off zone fronting Galilee Catholic Primary School.

TC/V.02/20.02 11 Hardy Street, North Bondi - Construction Zone (A03/2514-04) 89**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 13 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 11 Hardy Street North Bondi.
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.03/20.02 Reina Street, North Bondi - Removal of 'P Motor Bikes Only' (A14/0145)..... 92**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the existing 'P MOTOR BIKES ONLY' signs on Reina Street, North Bondi between the properties of No. 12 and No. 14.

TC/V.04/20.02 58 Mitchell Street, Bondi Beach - Construction Zone (A03/2514-04) 95**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 16 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone in Hastings Parade along 58 Mitchell Street Bondi Beach.
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.05/20.02 Notts Avenue, Bondi Beach - Safety & Streetscape Upgrade (A20/0069) 98**COUNCIL OFFICER'S PROPOSAL:**

That Council approve the signage and linemarking as per the attachment for the upgrade of the safety and streetscape of Notts Avenue, Bondi Beach (Drawing TX.01 to TX.04, Revision B, Project 18.99 prepared by by Traffix).

TC/V.06/20.02 Glenayr Lane, Bondi Beach – Installation of Continuous Footpath Treatment (A14/0145)..... 107**COUNCIL OFFICER'S PROPOSAL:**

That Council;

1. Approves the installation of continuous footpath treatment on Glenayr Lane at the intersection with Glenayr Avenue, Bondi Beach as per design plan 9028, Issue A attached.
2. Install a pedestrian warning sign aligned with the north-western corner of the building on Glenayr Lane as shown on Figure 4 of this report.

TC/V.07/20.02 101 Hastings Parade, North Bondi - Construction Zone (A03/2514-04) 113**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 101 Hastings Parade North Bondi.
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.08/20.02 299 Old South Head Road, Bondi Beach - Construction Zone (A03/2514-04)... 116**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone on Simpson Street adjacent to 299 Old South Head Road, Bondi Beach.
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.09/20.02 Lancaster Road, Dover Heights – Extension of 'No Stopping' zone (A14/0145) 119**COUNCIL OFFICER'S PROPOSAL:**

That Council approves extension of the existing "No Stopping" zone on the northern side of Lancaster Road at Military Road, Dover Heights by 5.3 metres resulting in a 15.3 metre 'No Stopping' zone.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/20.02 Smart City Transport and Parking Initiative PUDO bays (SF18/4225) 122****COUNCIL OFFICER'S PROPOSAL:**

That Council Installs "No Parking" pick up / drop off bays at the following locations:

1. Pick-up / drop-off bay at Glenayr Avenue south side between Glasgow Avenue and Beach Road (5.4 metres).
2. Pick-up / drop-off Bay at Curlewis Street north side between Campbell Parade and Gould Street (9.0 metres).
3. Pick-up / drop-off Bay at Roscoe Street north side between Gould Street and Gould Lane (9.4 metres).
4. Pick-up / drop-off Bay at Hall Street north side between Gould Lane and Campbell Parade (6.0 metres).
5. Pick-up / drop-off Bay at Campbell Parade west side between Lamrock Ave and Hall Street (6.7 metres).
6. Pick-up / drop-off Bay at Hall Street north side between O'Brien Street and Gould Street (18.0 metres).
7. Pick-up / drop-off Bay at Adelaide Street west side between Oxford Street and Grafton Street (15.0 metres).

8. Pick-up / drop-off Bay at Bronte Road west side between Ebley Street and Spring Street (24.0 metres).
9. Pick-up / drop-off Bay at Grafton Street south side between Grosvenor Street and Newland Street (16.9 metres).
10. Pick-up / drop-off Bay at Ebley Street north side between Newland Street and Bronte Road (10.0 metres).

TC/CV.02/20.02	Changes to Parking Signs - Introduction of pay by plate and pay by bay meters (SF17/2837)	150
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COUNCIL OFFICER'S PROPOSAL:

That Council amends signage associated with ticket parking in all metered areas to remove "Ticket/Phone" and replace with "METER REGISTRATION"

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.

TC/TEAL ITEMS WITHOUT NOTICE

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 28 NOVEMBER 2019**



Voting Members Present:

Cr P Masselos	Waverley Council – Chair
Sgt L Barrett	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr M Carruthers	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:

Cr T Kay	Waverley Council – Alternate Chair
Mr B Gidies	State Transit – Traffic and Services Manager (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr E Kayes	Waverley Council – Traffic Engineer
Mr B Magistrale	Waverley Council – Senior Development Assessment Officer
Mr R Sabato	Waverley Council – Senior Project Manager
Mr C O'Malley	Waverley Council – Events Co-ordinator
Mr S Munro	Waverley Council – Manager, Outdoor and Flagship Events

At the commencement of proceedings at 10.05am, those present were as listed above.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

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

1. Mr Pearce declared a less than significant non-pecuniary interest in Item TC/TEAC.01/19.11 – 113 Macpherson Street, Bronte – Change of Use to a Supermarket and Associated Loading Zone (DA-231/2019), and informed the meeting that Marjorie O'Neill, MP, Member for Coogee, whom Mr Pearce represents, was an opponent of the original development application for the site.

Adoption of Previous Minutes by Council - 24 October 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 24 October 2019 were adopted by Council at its meeting on 19 November 2019 with the following change:

1. TC/C.03/19.10 – Macpherson Street, Waverley – Pedestrian Refuge Island at Roundabout.

Council resolved that:

1. Option A is supported with the following amendments to the proposed design:
 - (a) The existing traffic splitter island on Macpherson St East be reconstructed to incorporate a pedestrian refuge that is located 16m from the intersection.
 - (b) The traffic splitter island incorporates landscaping.
 - (c) The temporary fence to limit unsafe pedestrian paths be reduced in length along Albion St to the north of the intersection to be approximately 7m from the Holding Line on the southbound lane of Albion St approach so as not to limit opportunities for pedestrians to cross Albion St.
 - (d) Landscaping of the area on the north east corner of Albion St and Macpherson St to the west of the existing stone garden edge and no more than 7m to the north of the Holding Line on the southbound approach of Albion St be installed to both beautify the intersection and limit unsafe pedestrian movement.
 - (e) The temporary fence be removed approximately 12 months after the establishment of the landscaping.
2. Funding for Option A above be sourced through the Q2 budget review.
3. Council notes that the Charring Cross traffic study will be extended to include the intersection of McPherson and Leichardt Streets, Leichardt Street and Bronte Road, McPherson and Albion Streets and Albion Street and Bronte Road.

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.01/19.11 66 Fletcher Street, Bondi - Construction Zone (A03/2514-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 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 66 Fletcher Street, Bondi from the eastern boundary to the western boundary.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove the construction zone, as necessary.

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).

TC/C.02/19.11 Bronte Road, Waverley - Proposed Median Island (A03/0042-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 20 metre median island on Bronte Road fronting the driveway to Waverley Public School, Waverley.
2. Installs a safety mirror adjacent to the light pole on the northern side of the driveway.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 1 being amended such that the recommendation reads as follows:

That Council:

1. Installs a 20 metre median island on Bronte Road fronting the driveway to Waverley Public School to create a left in, left out of the school driveway, subject to Council receiving a letter of support from the school.
2. Installs a safety mirror adjacent to the light pole on the northern side of the driveway.

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

TC/C.03/19.11 Kenneth Street and Marks Lane, Tamarama - Parking Restrictions (A05/1638)**COUNCIL OFFICER'S PROPOSAL:**

That Council implements the following changes to parking restrictions in Marks Lane and Kenneth Street, Tamarama:

1. Moving the existing "No Parking Council Vehicles Excepted" parking space in Marks Lane 7.5 metres to the south.
2. Installation of a "No Stopping" zone from south of the "No Parking Council Vehicles Excepted" space to the eastern side of the driveway to No. 25 Kenneth Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clauses 1 and 2 being replaced by clauses 1(a) and (b) and the addition of new clauses 1(c) and 2 such that the recommendation reads as follows:

That Council:

1. Implements the following changes to parking restrictions in Marks Lane and Kenneth Street, Tamarama:
 - (a) Removes the existing "No Parking Council Vehicles Excepted" parking space and 7.5 metre "No Stopping" zone immediately south in Marks Lane and replaces them with "2P 8AM-10PM Permit Holders Excepted".
 - (b) Installs a "No Stopping" zone from immediately north of the driveway to Marks Park to the eastern side of the driveway to No. 25 Kenneth Street.
 - (c) Restricts the time limit of the three existing disabled parking spaces to 8am-6pm.
2. Officers monitor the three existing disabled parking spaces over the summer period to determine usage rates and appropriate locations, and prepare a further report for the Committee.

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

B Parnes addressed the meeting.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/19.11 Kippara Road and Wallangra Road, Dover Heights - Installation of 'No Stopping' and Centreline (A03/2514-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 25 metre broken dividing separation (S1) centre line along Kippara Road at the intersection of Wallangra Road.
2. Installs an 18 metre 'No Stopping' unbroken yellow (C3) line on the south west corner of the bend in Kippara Road, each end being 10 metres out from the intersection.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 2 being amended such that the recommendation reads as follows:

That Council:

1. Installs a 25 metre broken dividing separation (S1) centre line along Kippara Road at the intersection of Wallangra Road.
2. Installs a 'No Stopping' unbroken yellow (C3) line on the south west corner of the bend in Kippara Road, from the southern side of the driveway to No. 19 Kippara Road, north for 16 metres".

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

TC/V.02/19.11 Dudley Page Reserve - Special Event - Traffic Management Plan (A14/0145)
COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats the attachment to this report as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(e) of the *Local Government Act 1993*. The report contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Military Road clearways, and Bondi Road closure in accordance with the Traffic Management Plan attached to this report, subject to the Traffic Management Plan being forwarded to RMS for its approval of road closures and clearways.
3. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the Traffic Management Plan.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 3 being amended and the addition of a new clause 4 such that the recommendation reads as follows:

That Council:

1. Treats the attachment to this report as confidential in accordance with section 11(3) of the *Local Government Act 1993*, as it relates to a matter specified in section 10A(2)(e) of the *Local Government Act 1993*. The report contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Military Road clearways, and Bondi Road closure in accordance with the Traffic Management Plan attached to this report, subject to the Traffic Management Plan being forwarded to RMS for its approval of road closures and clearways.
3. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to Special Events 1 and 2 in the Traffic Management Plan.
4. Delegates authority to Roads and Maritime Services to approve any modification to Special Event 3 in the Traffic Management Plan".

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

TC/V.03/19.11 Old South Head Road and The Avenue - 'No Stopping' (A14/0145)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' signs on both sides of The Avenue, 10 metres in from Old South Head Road.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/19.11 Arnold Street and Blenheim Lane - 'No Parking' (A14/0145)

This matter was incorrectly listed on the agenda as a Vacluse electorate matter. Arnold Street and Blenheim Lane are in the Coogee electorate. The representative of the Member for Coogee, Mr Pearce, is entitled to vote on this matter. The representative of the Member for Vacluse, Ms Zin, is not entitled to vote on this matter.

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Parking' signs at the southern edge of the driveway on Blenheim Lane for a span of 9 metres north towards Arnold 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 (Chair).

**TC/V.05/19.11 North Bondi Surf Life Saving Club Storage Project – Traffic Arrangements
(A14/0145)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the proposed traffic and parking arrangements and the attached Traffic Control Plan associated with the construction of an advanced response lifesaving facility within the North Bondi Surf Life Saving Centre (NBSLSC).
2. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the traffic and parking arrangements and Traffic Control Plan.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 1 being amended such that the recommendation reads as follows:

That Council:

1. Approves the proposed traffic and parking arrangements associated with the construction of an advanced response lifesaving facility within the North Bondi Surf Life Saving Centre (NBSLSC), subject to the approval of a Traffic Control Plan by Roads and Maritime Services and the NSW Police.
2. Delegates authority to the Executive Manager, Infrastructure Services to approve any modification to the traffic and parking arrangements and Traffic Control Plan.

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

TC/V.06/19.11 80-82 Hall Street, Bondi - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 6 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted' zone in Cox Avenue at the back of 80-82 Hall Street, between the driveways to property numbers 80-82 Hall Street and 4 Cox Avenue Bondi.
2. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/19.11 Multiple Streets - Bus Zone Extension and Installation (A02/0225)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Extends the existing 21 metre Bus Zone at Bondi Road outside of No. 325 16 metres east down Bondi Road ending west of driveway No.327.
2. Extends the existing 21 metre Bus Zone outside of property No. 17 Macpherson Street 6 metres east extending over the driveway of property No. 19.
3. Installs a 33 metre Bus Zone incorporating the existing bus stop J stem spanning 30 metres and ending immediately north of the driveway of property No.12 Alfred Street.
4. Installs a 33 metre Bus Zone starting from the existing bus stop J stem spanning 26 metres ending south of the driveway or property No. 308 but not including the existing light pole.
5. Extends the existing 13 metre Bus Zone outside of property No. 5 & No. 7 Fern Street north by 7 metres ending at the existing No Stopping Zone sign.
6. Notifies residents whose properties front the affected bus zones of the changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 1 being amended and the deletion of clause 5 such that the recommendation reads as follows:

That Council:

1. Requests Roads and Maritime Services to extend the existing 21 metre Bus Zone at Bondi Road outside of No. 325 16 metres east down Bondi Road ending west of driveway No.327.
2. Extends the existing 21 metre Bus Zone outside of property No. 17 Macpherson Street 6 metres east extending over the driveway of property No. 19.
3. Installs a 33 metre Bus Zone incorporating the existing bus stop J stem spanning 30 metres and ending immediately north of the driveway of property No.12 Alfred Street.
4. Installs a 33 metre Bus Zone starting from the existing bus stop J stem spanning 26 metres ending south of the driveway or property No. 308 but not including the existing light pole.
5. Notifies residents whose properties front the affected bus zones of the changes.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (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**TC/TEAC.01/19.11 113 Macpherson Street, Bronte - Change of Use to a Supermarket and Associated Loading Zone (DA-231/2019)****COUNCIL OFFICER'S PROPOSAL:**

That should development application 231/2019 be approved for construction of a new supermarket at 113 Macpherson Street, Bronte, the Committee advises:

1. A 15.5 metre truck zone replacing the existing taxi zone outside 113 MacPherson Street, Bronte is not recommended.
2. A 15.5 loading zone replacing the existing taxi zone during certain periods is acceptable.
3. Delivery trucks using the zone to access the site at 113 McPherson Street would be restricted to a maximum length of 10 metres.
4. Restrictions for the loading and taxi zone activities would be:
 - (a) Loading Zone, vehicles under 10 metres only – 9am to 2pm, Monday to Saturday.
 - (b) Taxi zone – at other times.
5. Use of pallets to transfer goods from trucks to and from the site at 113 McPherson Street are not supported. Use of trolleys is supported.
6. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to Council's Traffic Committee should the development be approved, and the proposal would be assessed on its merits at that time.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be supported subject to clauses 2, 4 and 5 being amended such that the recommendation reads as follows:

That should development application 231/2019 be approved for construction of a new supermarket at 113 Macpherson Street, Bronte, the Committee advises:

1. A 15.5 metre truck zone replacing the existing taxi zone outside 113 MacPherson Street, Bronte is not recommended.
2. A 15.5 metre Truck Zone replacing the existing taxi zone during certain periods is acceptable.
3. Delivery trucks using the zone to access the site at 113 McPherson Street would be restricted to a maximum length of 10 metres.
4. Restrictions for the truck and taxi zone activities would be:

- (a) Truck Zone, vehicles under 10 metres only – 9am to 12pm, Monday to Saturday.
 - (b) Taxi zone – at other times.
5. Use of pallets to transfer goods from trucks to and from the site at 113 McPherson Street is supported.
6. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to Council's Traffic Committee should the development be approved, and the proposal would be assessed on its merits at that time.

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

A representative of the applicant addressed the meeting.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 12.20 PM.

.....
SIGNED AND CONFIRMED
MAYOR
27 FEBRUARY 2020

REPORT TC/C.01/20.02



Subject: Bronte Village Centre Upgrade Works

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the amended plans for the Bronte Village Upgrade Works as shown in Drawing P2960, Revision 003, sheets 100 to 103 (excluding changes in the speed limit from 50 km/hr to 40 km/hr).

1. Executive Summary

Minor changes have been undertaken to the upgraded works at the Bronte Village Centre. These changes supplement the traffic package which included a 40km/h HPAA assessed by the February 2017 traffic committee meeting.

This report identifies the changes for consideration by the Waverley traffic committee.

2. Introduction/Background

Figure 1 shows Bronte Village and the surrounds. Traffic associated features of the Bronte Village Centre upgrade project were previously assessed by Waverley Traffic Committee in February 2017. The report had detailed changes and upgrades to the Bronte Village Centre, bus terminus and the Bronte Cutting parking area.

The report also included an upgrade to the road and footpath at the Bronte Village shops, changes to traffic movements, changes to car parking arrangements and improvements for pedestrian safety.

An informational session was held at the Bronte Surf Life Saving Club on the 18th of July 2018. Stakeholders raised issues and looked at potential additional measures to be included in the Bronte Village centre upgrade works.

Further consultations with the Council's traffic consultants and community were held. Additional issues raised were:

1. Safety aspects of the design of the works
2. A desire for noise and acoustic monitoring
3. North and east bound traffic flows
4. Visual impact analysis

These events led to reports and consultation of proposals for the upgrade works to be suspended until February 2019. All consultation is now complete. The final plans are attached for Waverley Traffic Committee to assess.



Figure 1: Aerial Image of Bronte Village and bus terminus on Bronte Road

3. Technical Analysis

The original upgrade works of the Bronte Village Centre upgrade included numerous new recommendations for changes that would affect traffic parking, traffic movements, traffic speeds and vehicular behaviour. Items considered at the February 2017 traffic committee meeting included:

- The current bus stop not being utilised for parking but instead being utilised to cater for bus turn movements into the terminus including the provision of street gardens.
- Relocation of the existing pedestrian crossing and its conversion to a raised platform crossing from a marked foot crossing.
- The quantum of disabled parking spaces being maintained although being relocated to the cutting car park.
- Re-designing and modifying the exit to the bus terminus to improve exit movements out into Bronte Road.
- Loading Zone facilities being retained with minor adjustments to its location.
- Garbage collection location and movements for waste vehicles remaining unchanged.

- Parking spaces adjacent to the heritage bus shelter being removed.

Items for consideration by the February 2020 Traffic Committee are:

- 1) Changes to the layout of the disabled parking spaces and motorbike parking inside Bronte Cutting car park:
 - a) Disability parking spaces being placed at two locations – three spaces behind the Bronte heritage bus shelter and four spaces at the entry to the Bronte cutting.
 - b) Increasing the number of motor bike parking spaces at the entry to the Bronte cutting from 10 to 15.
- 2) Minor relocation of the Loading Zone position on the opposite side of Bronte Village shops.
- 3) Minor relocation of the Mail Zone location and associated parking signs.
- 4) Removal of STA bus guidance signage outside of Bronte Village shops.
- 5) Widening of the bus terminus exit including associated signs and lines.
- 6) Not to proceed with the converting the marked pedestrian crossing to a raised platform crossing. This was based on community concerns about noise.

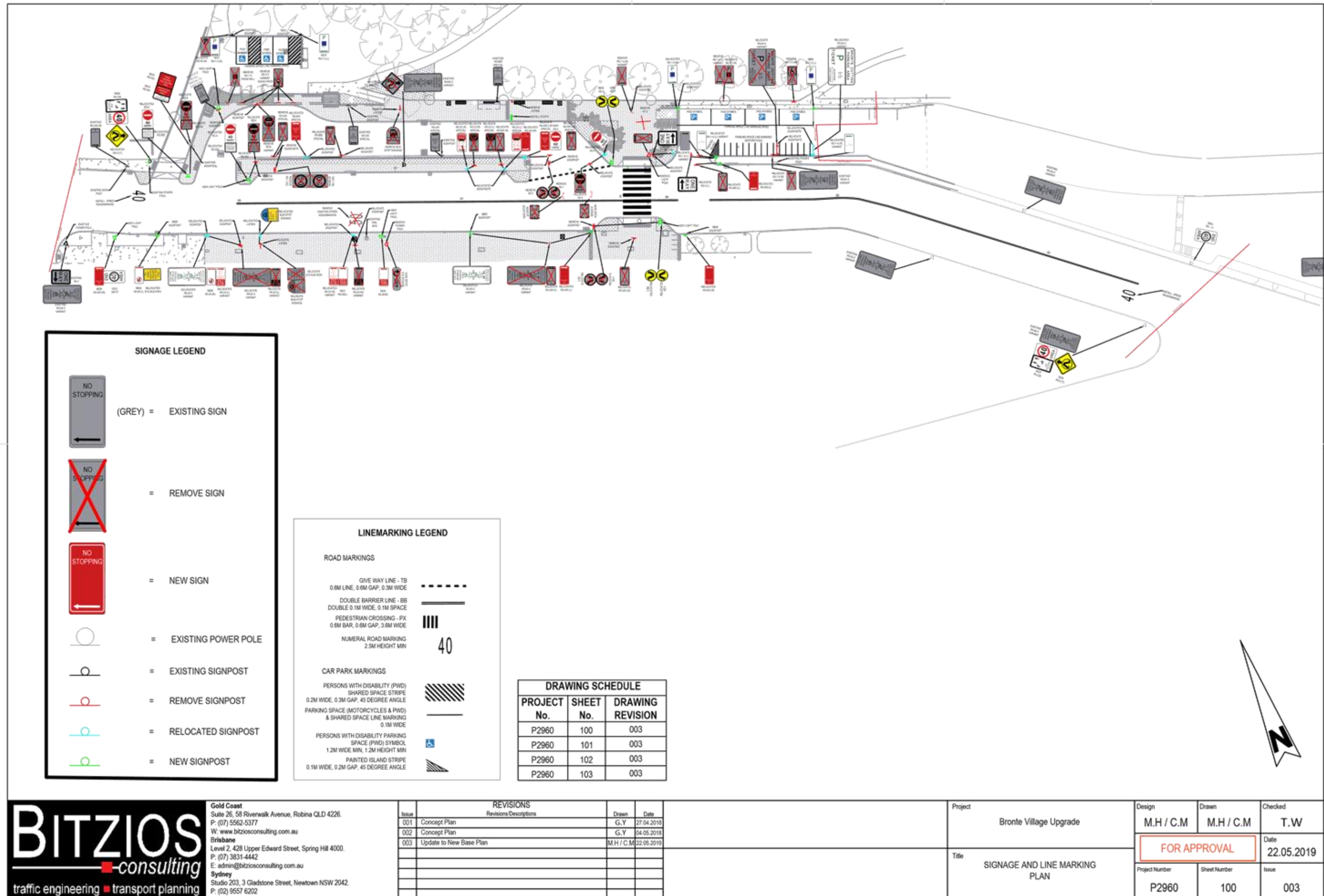
The project also includes a proposal to decrease the speed limit from the default of 50 km/hr to 40 km/hr. This is not a traffic committee item. It is to be referred to the RMS for consideration.

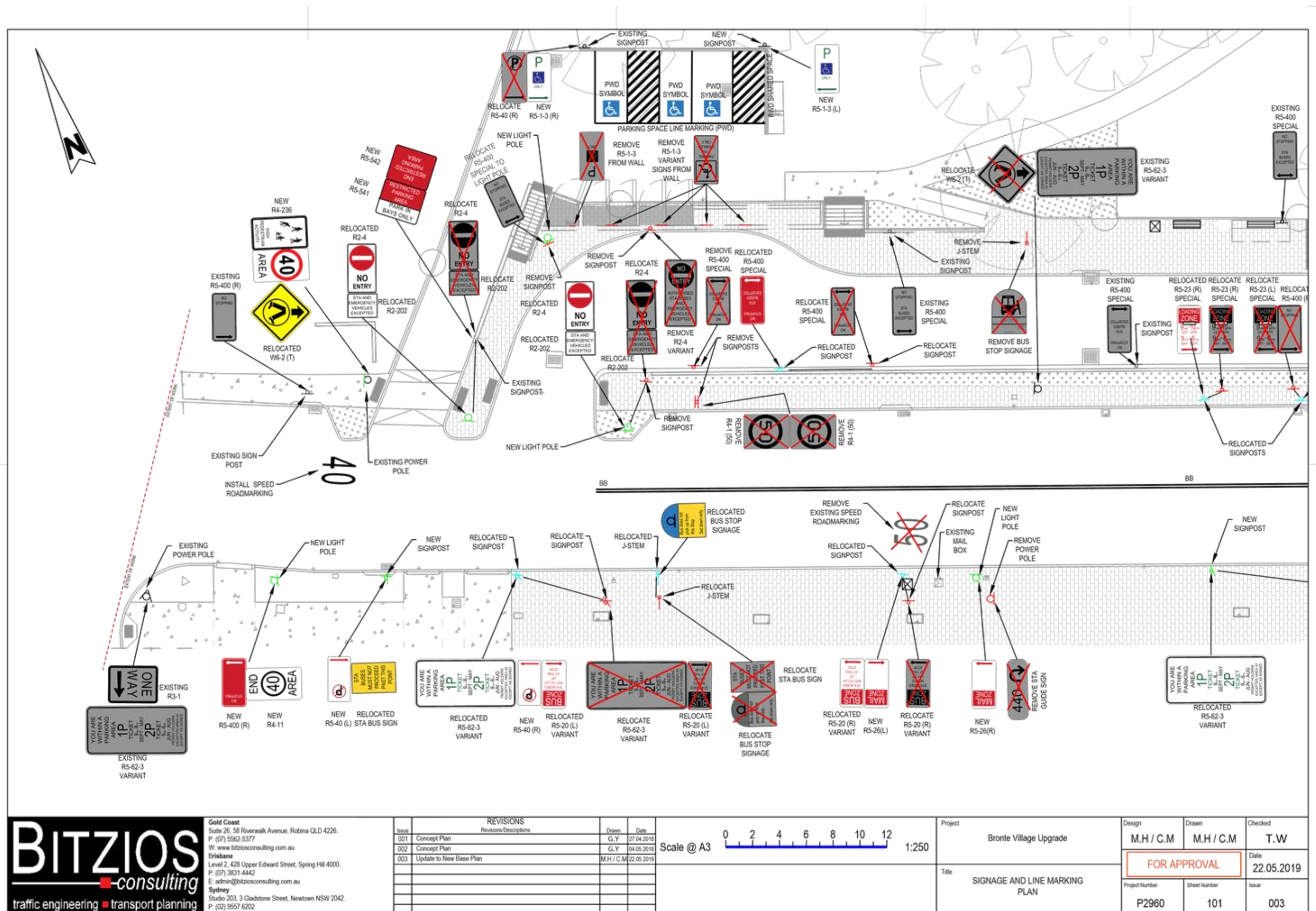
4. Financial Information for Council's Consideration

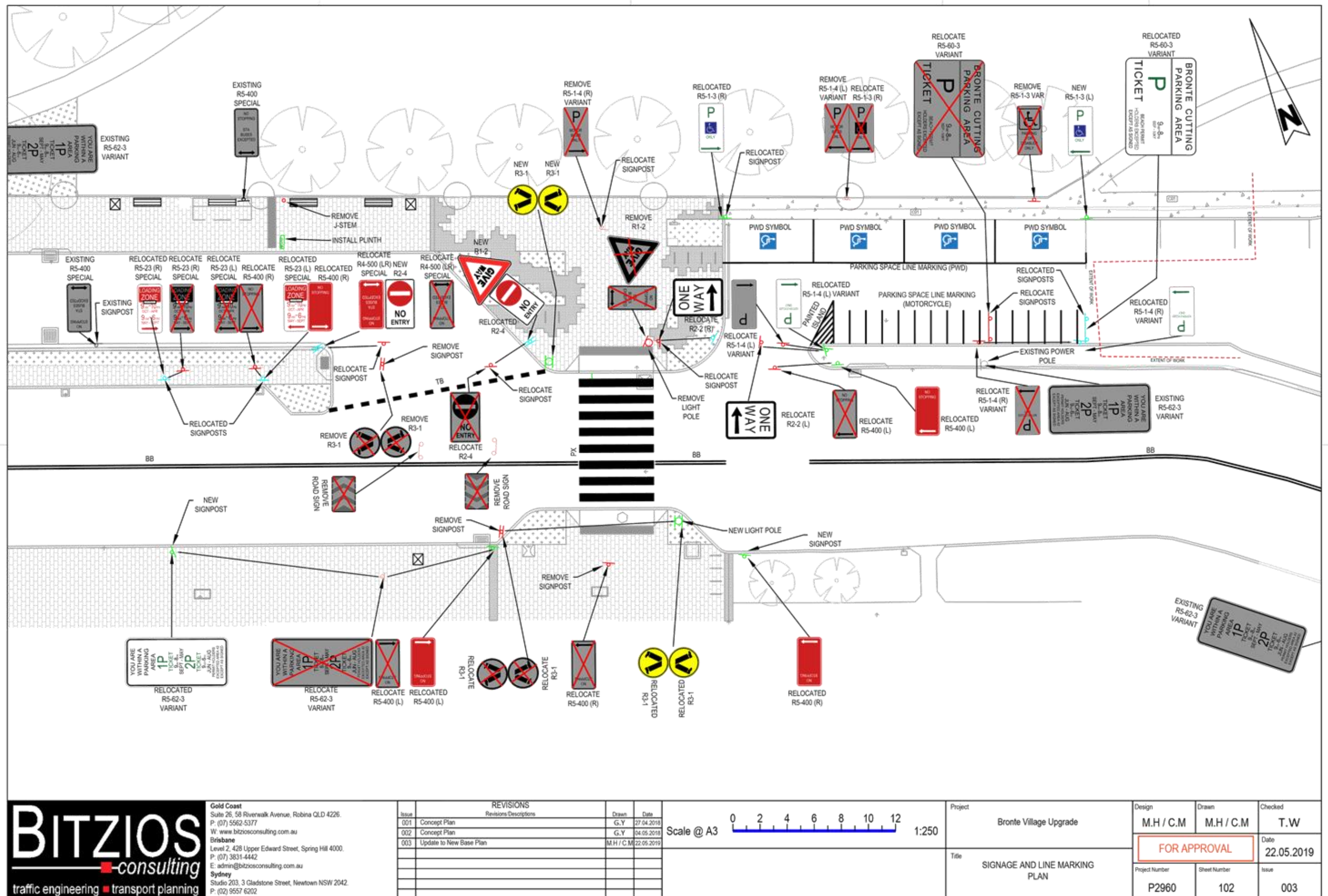
The works are being funded under the Bronte Village Centre Upgrade capital projects budget (C0009).

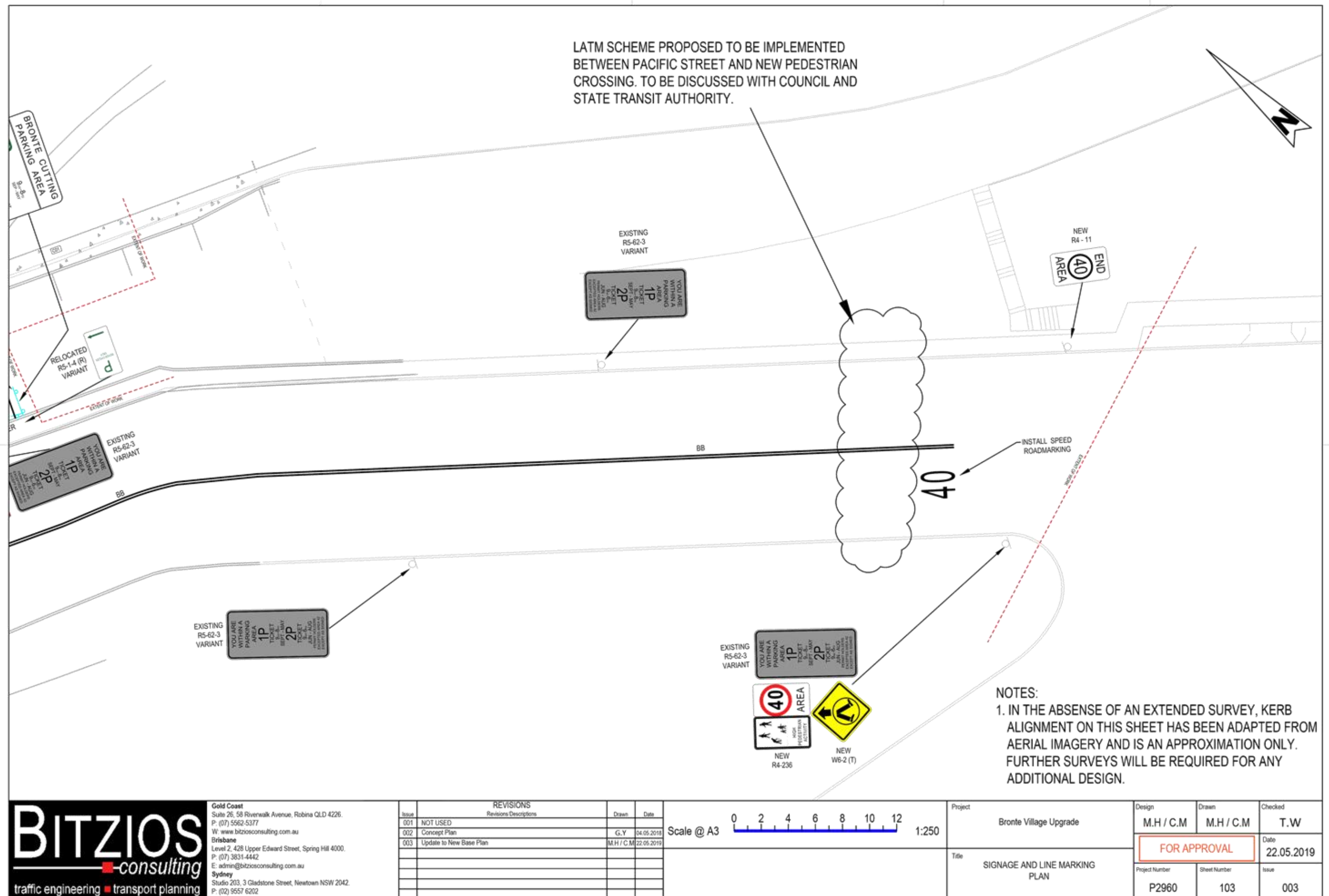
5. Attachments

1. Bronte Road, Bronte - Bronte Village Centre Upgrade - Final Traffic and Civil Plans [↓](#) .









REPORT
TC/C.02/20.02

Subject: 455A Bronte Road, Bronte - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 15.5 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 455A Bronte Road Bronte.
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 455A Bronte Road, 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 image of 455A Bronte Road, Bronte

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone be signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 for lengths of 9 metres or greater and periods of 13 weeks or more.

3. Technical Analysis

The site is located on the eastern side of Bronte Road near the intersection of Nelson Avenue, Bronte. There is no driveway to the property from Bronte Road. It is proposed to install a 15.5 metre construction zone along the 15.5 metre frontage of the property.

Table 1: Application details for Bronte Road, Bronte.

Applicant	RCC National Pty Ltd
Development Application	DA20/4592
Works	Alterations and additions to detached dwelling. Construction of dormer windows, extend garage and proposed car port and swimming pool.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	15.5 metres
Road	Bronte Road Bronte
Existing Parking	1P Ticket 9am-8pm Sep-May, 2P Ticket 9am-6pm Jun- Aug Permit Holders Excepted AREA 42.
Requested Length	15.5 metres
Proposed Length	15.5 metres
Duration	13 weeks
Beginning	28/01/2020
Fee Area	Residential, with metered parking
Estimated Fees	\$2142.30 per week (based on 15.5 metres and 3 metered/ticket car parking spaces)

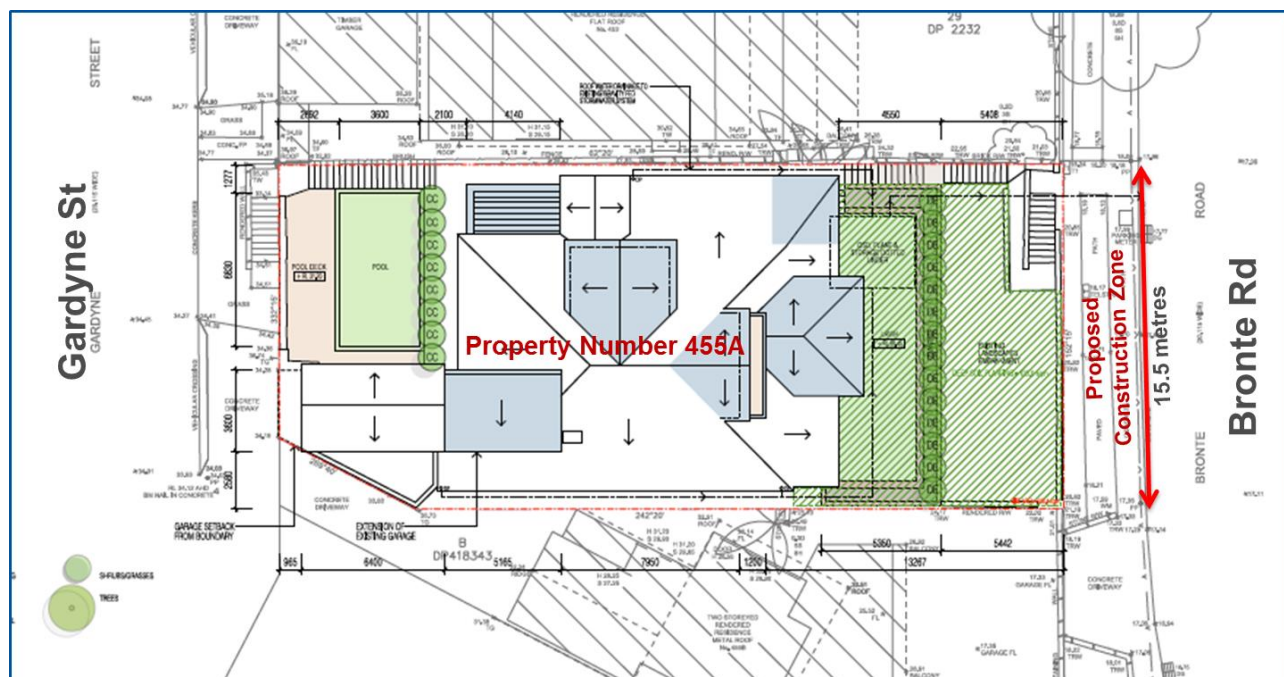


Figure 2: Proposed construction zone on Bronte Road fronting property number 455A, Bronte

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.
- \$370 per metered (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil.

REPORT
TC/C.03/20.02

Subject: Dudley Street, Bondi - Removal of existing 'No Stopping' Zone

TRIM No.: A02/0637

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the removal of existing 12 metre "No Stopping" zone fronting property numbers 18 and 20 Dudley Street, Bondi.

1. Executive Summary

Council has received representations from a resident requesting removal of "No Stopping" restrictions fronting 18 and 20A Dudley Street. Council will be required to exercise its delegated functions to implement the proposal.

2. Introduction/Background

A resident from Dudley Street has reported that she was infringed for parking in her driveway. She has requesting that the 'No Stopping' signs be removed and replaced with motorbike parking.

Residents and the owner of both properties were consulted regarding the request. The owner advised that "These "No Stopping signs" have been in place for over 20 years and were requested by my late mother to deter people trying to park cars between both properties which would make it difficult for her to exit the driveway as cars would sometimes encroach on her driveway exit." He did not object to their removal.



Figure 1: View of the location 18 and 20 Dudley Street, Bondi.

3. Technical Analysis

There 10 metre no stopping zone comprises:

- 2 x 3.7 metres wide driveways
- 2.5 metres between the driveways
- 2.1 metres between the driveways and the signs (both sides combined)

The owners and resident of 18 and 20 Dudley Street were consulted regarding the request. There was no objection.

If the signs are removed “No Parking” restrictions would still apply in accordance with the NSW Road Rules 198. This would allow people to drop off and pick up including removing goods from their cars before moving on. The greater flexibility is to the benefit of local residents.

It is concluded that the no stopping restrictions should be removed as they are not required and not supported.

4. Financial Information for Council’s Consideration

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

5. Attachments:

Nil

REPORT
TC/C.04/20.02

Subject: Macpherson Street, Waverley - Construction Zone

TRIM No: A03/2514-04

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 56 metre long 'No Parking 7.00 am to 6.00 pm Monday–Friday; 8.00 am to 1.00 pm Saturday Authorised Council Vehicles Excepted Excludes Public Holidays' zone outside 17 Macpherson Street, Waverley from the eastern side of the entry to the school carpark to the property boundary of No.2 Macpherson Street.
2. The temporary relocation of the westbound bus stop on Macpherson Street to between properties at No.10 and No.14 Macpherson Street (47 metres to the east).
3. 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 17 Macpherson Street, Waverley for the installation of a construction zone fronting the site. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

Richard Crookes Constructions have been appointed by the Minister for Planning to carry out Stage 1 works at St Catherine's Sydney School which includes demolition of existing structures, construction of new building, internal alterations and construction of additional car parking within the site.

An existing Bus Zone that falls within the proposed Construction Zone will be temporarily relocated eastwards along Macpherson Street by the developer. The temporary bus zone will be located between properties at No.10 and No.14 Macpherson Street.



Figure 1: Aerial Image of St Catherine's School Sydney and surrounding streets

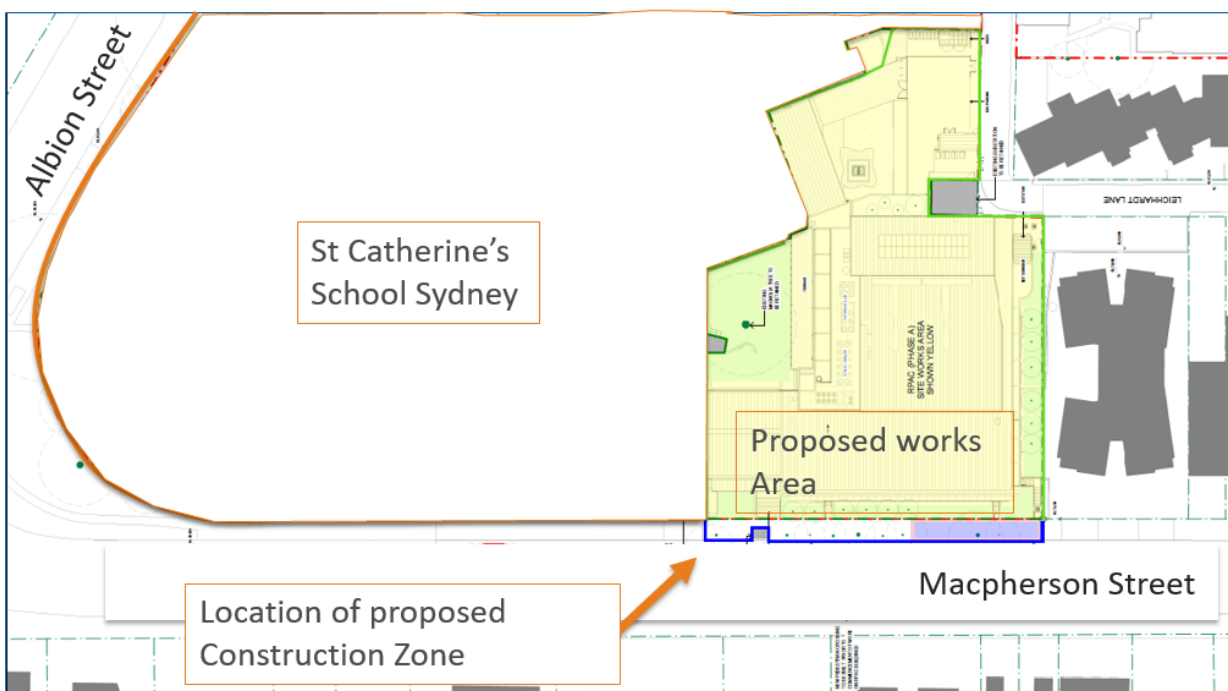


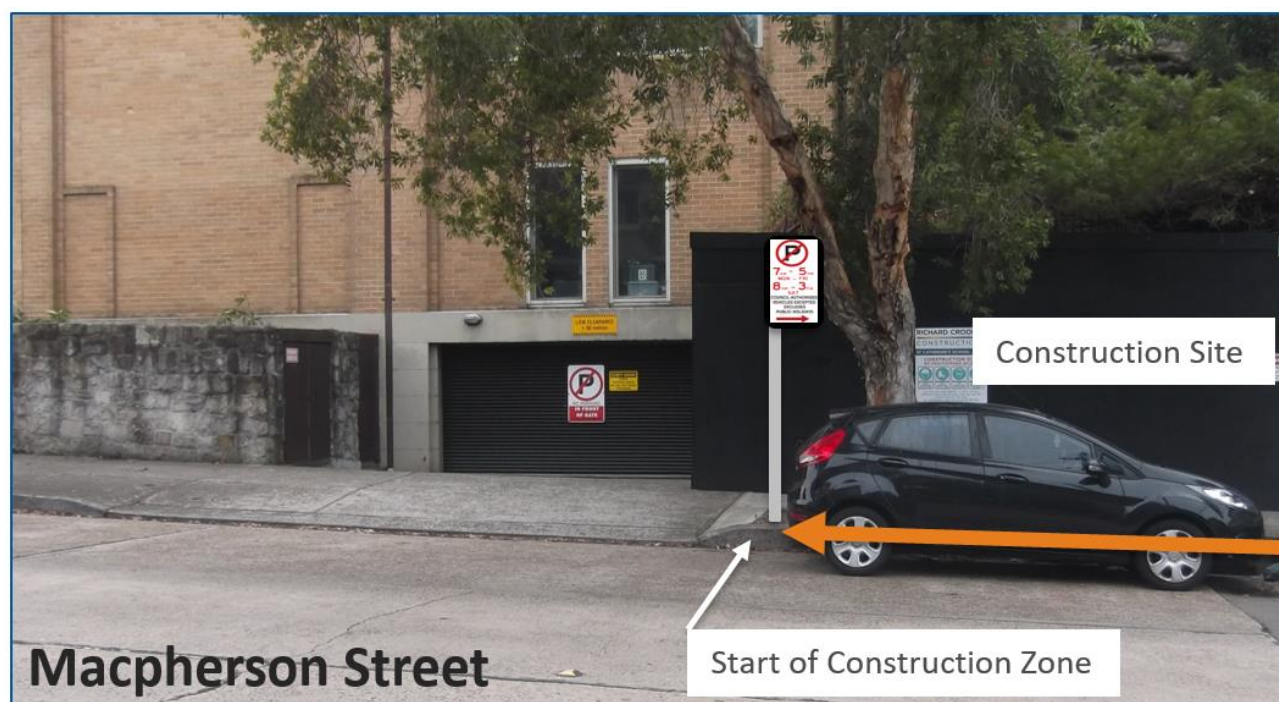
Figure 2: Location of proposed construction zone outside of St Catherine's School Sydney

3. Technical Analysis

The site is located on Macpherson Street, Waverley east of the roundabout intersection of Macpherson and Albion Streets. It is proposed to install a 56 metre long construction zone outside the property from the eastern side of the entry to the school carpark to the property boundary of No.2 Macpherson Street.

Table 1: Application and Construction Zone details for St Catherine's School Sydney

Applicant	Richard Crookes Constructions
Development Application	PD-16/2013
Works	Demolition of existing structures, construction of new buildings and internal alterations for new school facilities
Approved Hours of Construction	7 am–6 pm Mon–Fri; 8 am–1 pm Saturday
Frontage Length	56 metres
Road	Macpherson Street
Existing Parking	"No Parking, 8:00am – 9:30am, 2:45pm – 4:15pm (L & R)"
Requested Length	46 metres (note the applicant has specified 46 metres in the application for but the actual length is 56 metres)
Proposed Length	56 metres
Bus Zone Occupation	26m Zone – 2 Driveways 7m = 19m Occupation
Length for Purpose of Fees	56m Construction Zone + 19m Bus Zone = 75m
Duration	52 weeks
Beginning	December
Fee Area	Residential, without metered parking
Estimated Fees per week	\$4,995
Estimated Fees per 52 weeks	\$259,740

**Figure 3: Street view image of the start of the proposed construction zone next to the carpark**

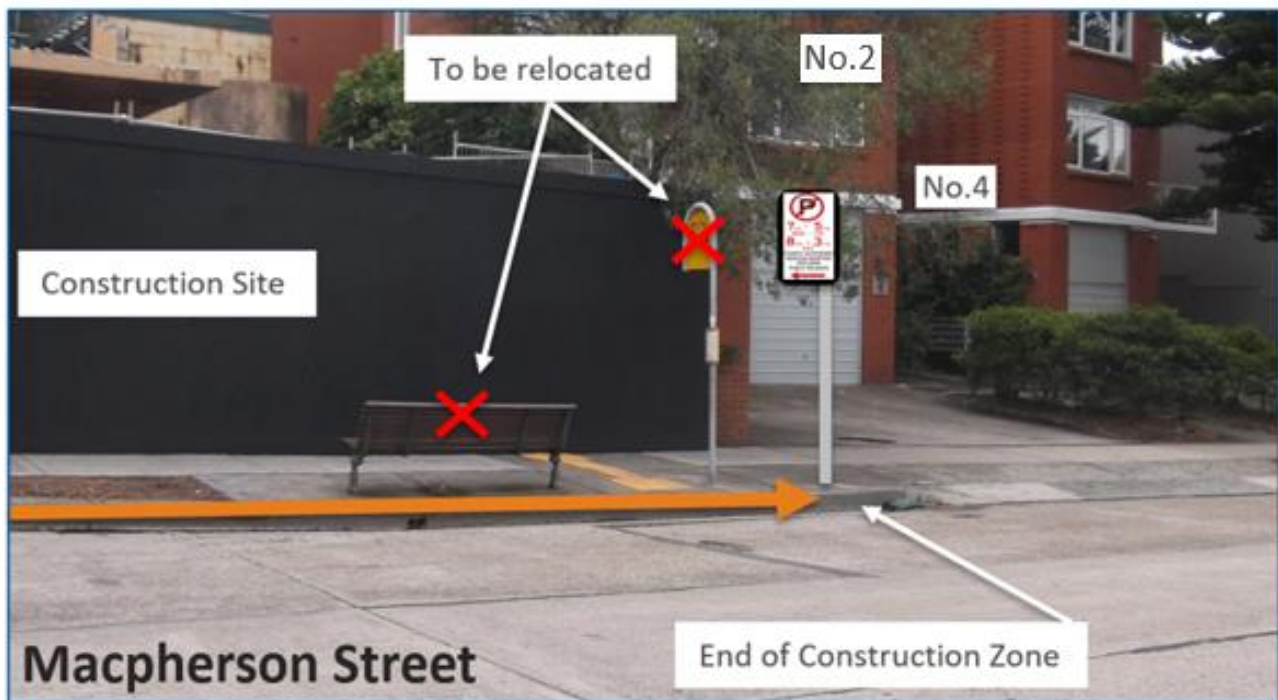


Figure 4: Street view image of the proposed construction zone adjoining property No.2

Richard Crookes Constructions has finalised the requirements for the relocated bus zone in consultation with Council. Details of the relocated bus zone to between properties at No.10 and No.14 Macpherson Street are attached.

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

1. Macpherson Street, Waverley - Temporary Bus Zone Re-location [↓](#) .





REPORT
TC/C.05/20.02

Subject: Macpherson Street / Lugar Street, Bronte - Intersection upgrade

TRIM No: A20/0069

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the design for the upgrade of the intersection of Macpherson Street and Lugar Street, Bronte as presented in Drawing 9033 Issue A attached to this report.

1. Executive Summary

Council has been investigating the feasibility of upgrade works at the intersection of Macpherson and Lugar Street, Bronte. The upgrade works have been proposed to improve the intersection for pedestrians, residents and motorists in terms of road safety, sight line improvement and pedestrian crossing facilities. Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

An upgrade to the intersection of Macpherson Street and Lugar Street, Bronte is proposed as part of road reconstructions works on Macpherson Street. The upgrade includes:

1. Converting the existing pedestrian crossing to a raised pedestrian crossing.
2. Reconstruction of kerb extensions garden beds plus new kerb extensions including low level planting.
3. Associated regulatory signs and line-marking to match.
4. Construction of pedestrian kerb ramps.
5. Reduction in length of the No Stopping restriction on Lugar Street.

The design of the signs and line-marking drawings are attached.

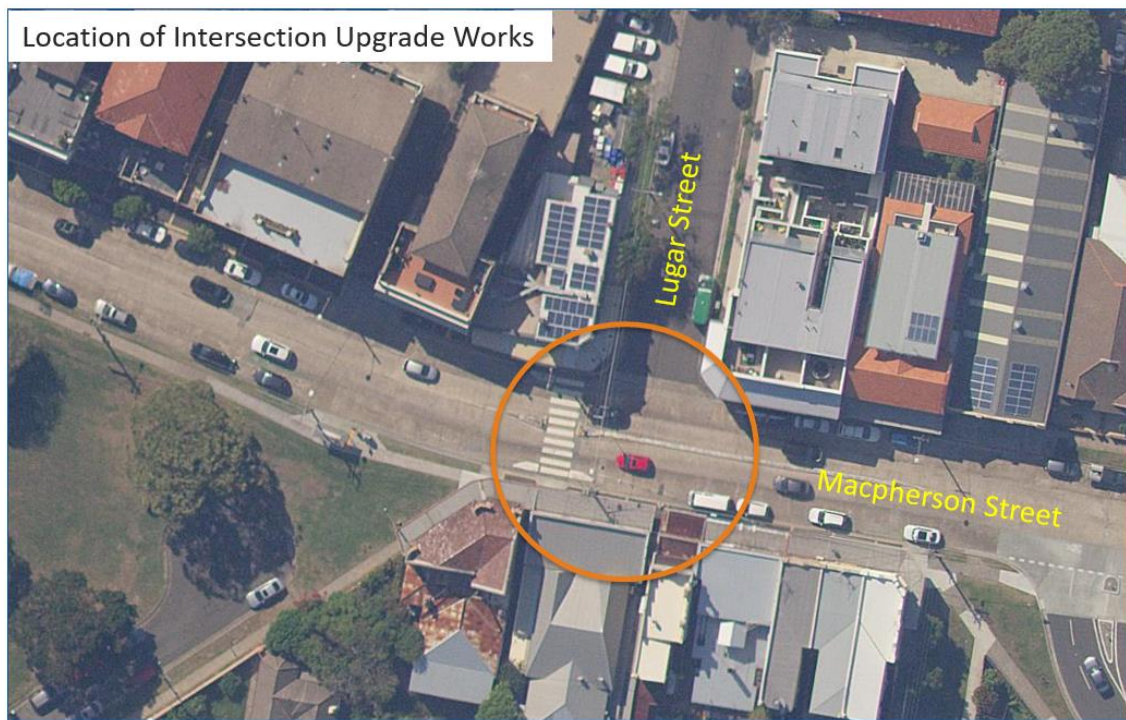


Figure 1: Aerial Image of intersection of Macpherson and Lugar Street

3. Technical Analysis

The intersection upgrade works include a reduction of the length of the standard “No Stopping” restriction of 10 metres on Lugar Street. An assessment of the proposal has been completed in accordance with RMS Technical Direction TTD 2014/005 “Statutory 10 m No Stopping at unsignalised intersections review checklist”.

The RMS checklist associated with the technical direction has been completed (see attachment). The reduction on the No Stopping restrictions complies with the requirements of the technical direction.

Design and checking vehicles adopted by Waverley Council for intersection design are presented in **Table 1**. The design vehicle is able to traverse the intersection without potential conflict with opposing traffic. The checking vehicle is a vehicle that may need to cross the centreline but cannot pass through physical obstructions.

Table 1: Design and checking vehicles

Intersecting road types	Standard vehicle for design	Standard vehicle for checking design
State / Regional	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single articulated (19.0m) Radius 15 m
Regional / Local	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single unit truck/ bus (12.5 m) Radius 12.5 m
Local / Local (bus route)	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single unit truck/ bus (12.5 m) Radius 12.5 m
Local / Local (non-bus route)	Service vehicle (8.8 m) Radius 9 m	Council waste vehicle (9.887 m) Radius 10 m

The relevant rows that apply for design and checking of vehicles for intersections are;

1. Local / Local (bus route)

2. Local / Local (non-bus route)

There are no bus routes that are turning into Lugar Street from Macpherson Street. This turn can be assessed as “Local / Local (non-bus route)”

Bus route 379 travels through the Macpherson Street heading east-west. This through movement is assessed as a Local / Local (bus route).

The intersection can accommodate the design and checking vehicle in both cases.

4. Financial Information for Council’s Consideration

Funding is allocated under the SAMP program to undertake substantial concrete road works on Macpherson Street during the current year. Officers have consolidated the works required to improve safety, increase amenity (Green) and undertake SAMP works within existing budget allocations. The cost centre C0754 with \$200,000 allocation will facilitate these works.

5. Attachments

1. RMS Assessment Checklist - Macpherson Street and Lugar Street [↓](#)
2. Macpherson Street and Lugar - Intersection Upgrade Works [↓](#) .

Technical Direction – Traffic Management & Road Safety Practice

Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections

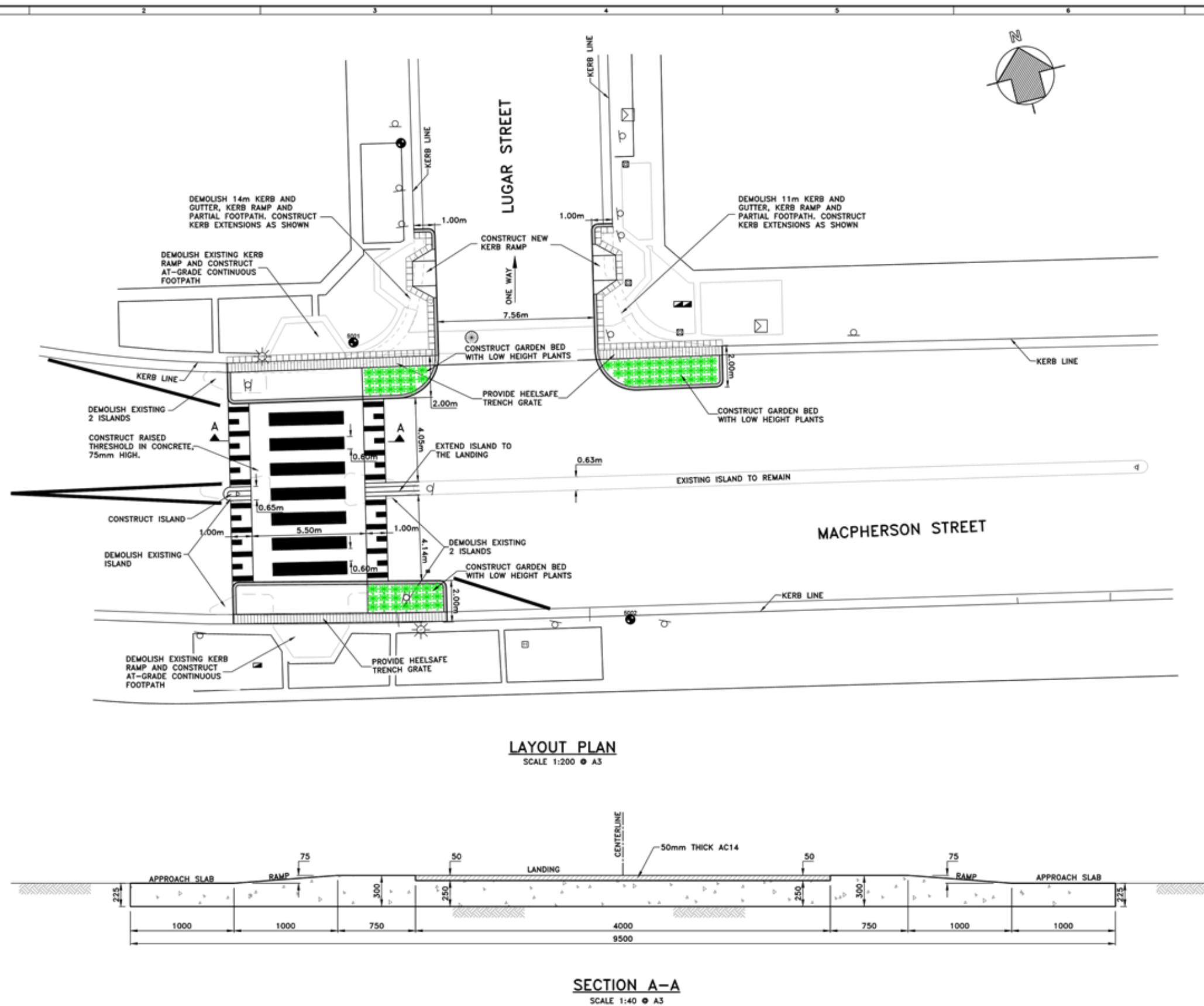
Site Macpherson Street / Lugar Street, Bronte

Traffic Committee February 2020

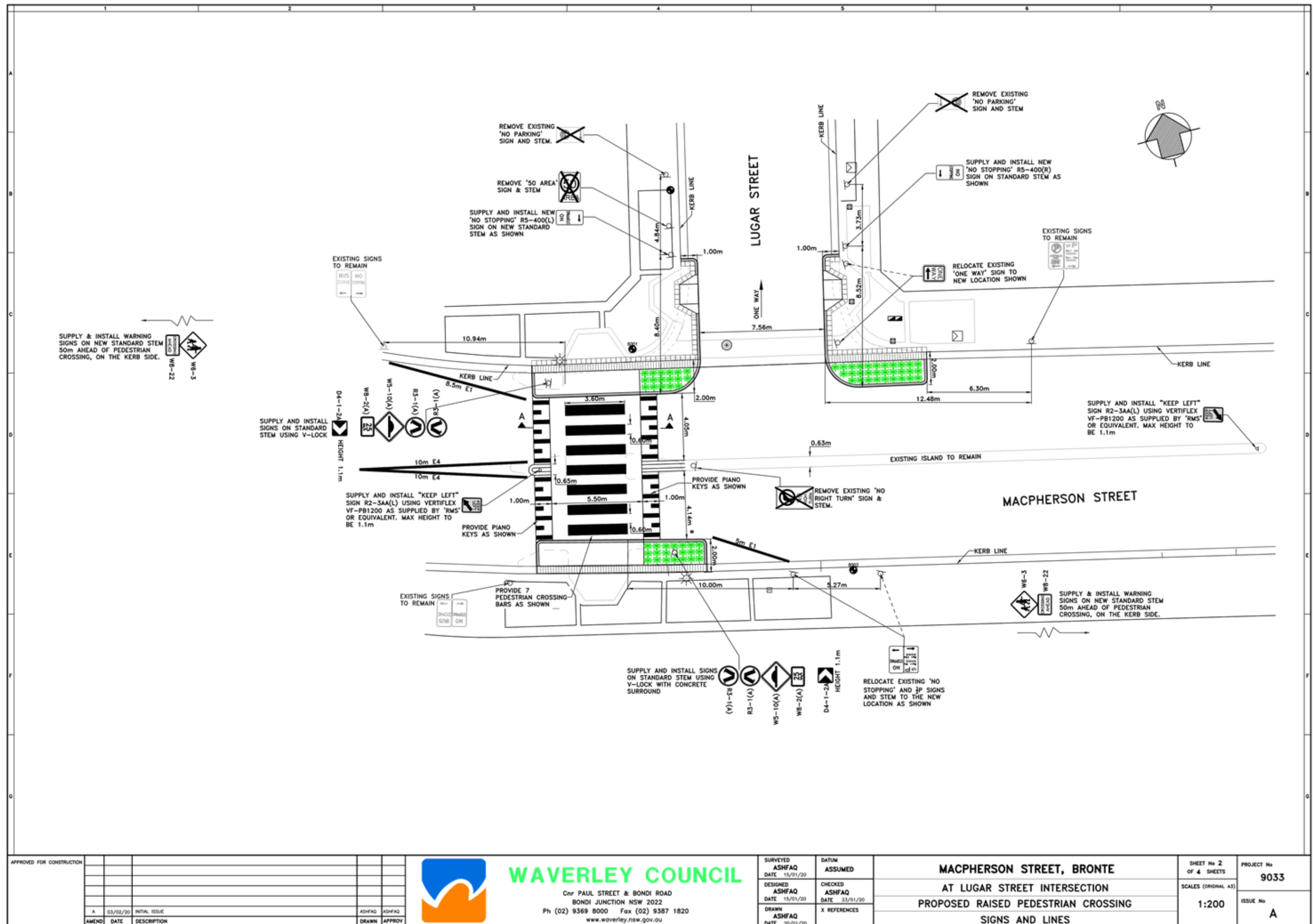
Date 22 Jan 2020

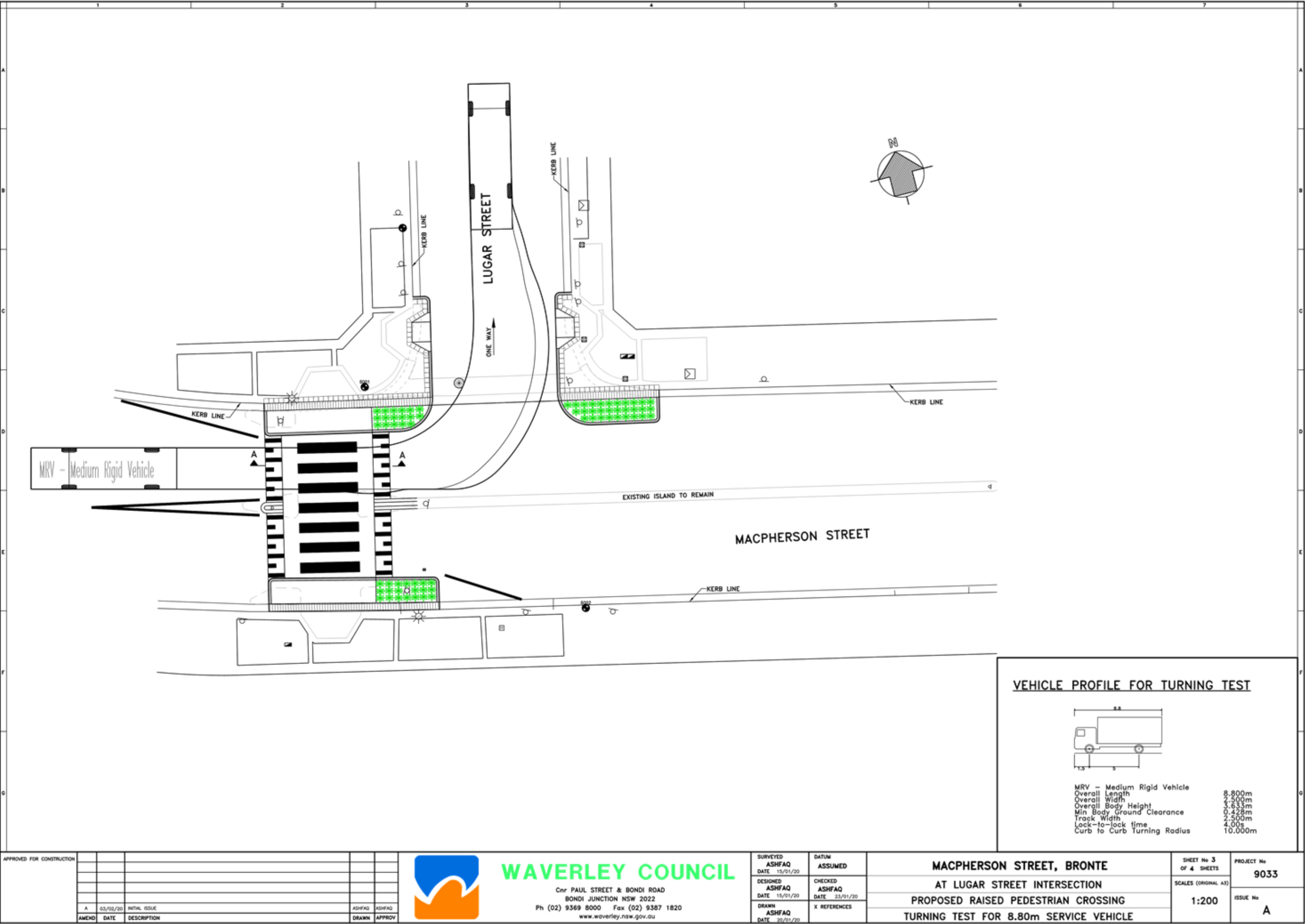
Name Calum Hutcheson

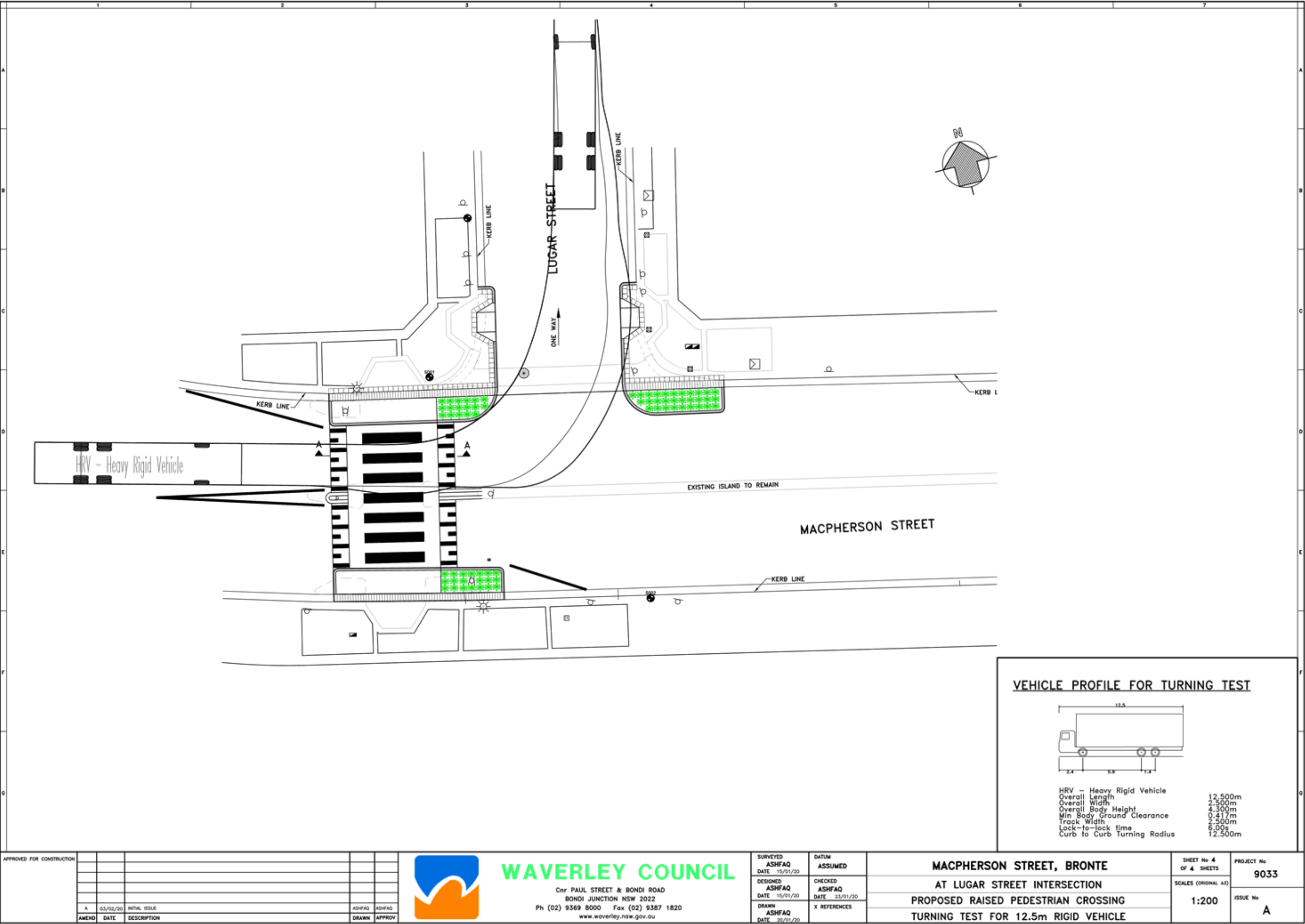
	Yes	No	Comment
Detailed plan to scale, include key elements like: <ul style="list-style-type: none"> • Kerb and Gutter • Line marking • Existing property line • Footpath width • Existing kerbside parking 	✓		see attachment
Crossing Sight Distance	✓		14.1m minimum required 18m available
Approach Sight Distance	✓		36.1m required 750m
Safe Intersection Sight Distance	✓		36.6 required 38 available
Minimum Gap Sight Distance	✓		35m required 38m available
Turning paths	✓		see attachment
Public transport	✓		bus stops ~ 30m west of intersection
Emergency vehicle access	✓		Sweep paths O.K.
Angle parking manoeuvres	✓		Not applicable



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REPORT
TC/C.06/20.02

Subject: Macpherson Street / St Thomas Street, Bronte - Intersection upgrade

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the design for the upgrade of the intersection of Macpherson Street and St Thomas Street, Bronte as presented in Drawing 9035 Issue A attached to this report.

1. Executive Summary

Council has been investigating potential upgrade works at the intersection of Macpherson and St Thomas Street, Bronte. The upgrade works have been proposed to improve the intersection for pedestrians, residents and motorists in terms of road safety, sight line improvement and pedestrian crossing facilities. Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

An upgrade to the intersection of Macpherson Street and St Thomas Street, Bronte is proposed as part of road reconstructions works on Macpherson Street. The upgrade includes:

1. Converting the existing pedestrian crossing to a raised pedestrian crossing.
2. Construction of kerb extensions with garden beds and low level planting.
3. Associated regulatory signs and line marking to match.
4. Construction of pedestrian kerb ramps.

3. Technical Analysis

Design and checking vehicles adopted by Waverley Council for intersection design are presented in **Table 1**. The design vehicle is able to traverse the intersection without potential conflict with opposing traffic. The checking vehicle is a vehicle that may need to cross the centreline but cannot pass through physical obstructions.

Table 1: Design and checking vehicles

Intersecting road types	Standard vehicle for design	Standard vehicle for checking design
State / Regional	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single articulated (19.0m) Radius 15 m
Regional / Local	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single unit truck/ bus (12.5 m) Radius 12.5 m
Local / Local (bus route)	Single unit truck/ bus (12.5 m) Radius 12.5 m	Single unit truck/ bus (12.5 m) Radius 12.5 m
Local / Local (non-bus route)	Service vehicle (8.8 m) Radius 9 m	Council waste vehicle (9.887 m) Radius 10 m

The design vehicle for turns into and out of St Thomas Street is an 8.8 metre medium rigid vehicle as defined by AUSTROADS and Australian Standards. The checking vehicle (can cross the centreline) is a 9.887 metre Council waste vehicle.

Through movements on Macpherson Street are designed to accommodate a 12.5 metre truck or bus. The 379 bus route is catered for in the design.



Figure 2. Aerial Image of intersection of Macpherson and Lugal Street

Signage is in accordance with relevant standards and guidelines. The No Stopping distance on the western side of St Thomas Street north of Macpherson Street has been reduced from the statutory 10 metres to 9.70 metres. This is acceptable due to the improved sight distance provided by the kerb extension.

4. Financial Information for Council's Consideration

Funding is allocated under the SAMP program to undertake substantial concrete road works on Macpherson Street during the current year. Officers have consolidated the works required to improve

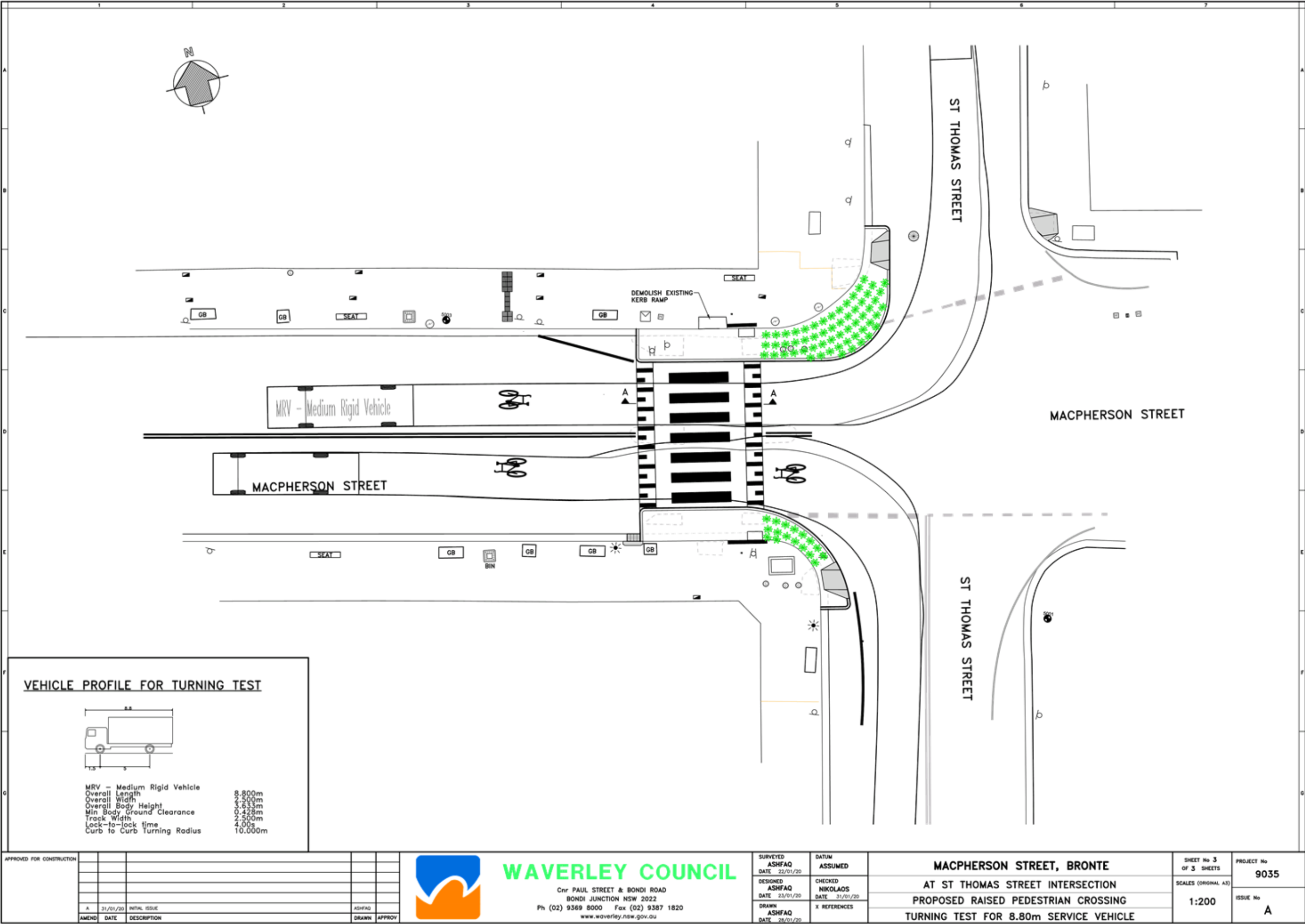
safety, increase amenity (Green) and undertake SAMP works within existing budget allocations. The cost centre C0754 with \$200,000 allocation will facilitate these works.

5. Attachments

1. Macpherson Street & St Thomas Street - Design For Traffic Committee - Drawing File [↓](#) .







REPORT
TC/C.07/20.02

Subject: Macpherson Street, Bronte - Temporary Road Closure for Tower Crane Installation

TRIM No.: A19/0394

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

That Council:

1. Approves the temporary closure of Macpherson Street, Bronte, between Albion Street and Leichhardt Street from 6am to 11pm on Sunday 19th April 2020 in accordance with the Traffic Control Plan attached to this report, subject to the Applicant:
 - (a). Notifying NSW Police.
 - (b). Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue.
 - (c). Notifying local residents and businesses prior to the event.
 - (d). Using RMS-accredited traffic controllers.
 - (e). Covering all costs associated with closing the road, including traffic control.
2. Delegates authority to the Executive Manager, Creating Waverley to approve any backup date and times, if required.
3. Requires a Council compliance officer to be on-site for the duration of the works at the Applicant's expense, and that this be communicated to the Applicant.

1. Executive Summary

Council has received an application on behalf of Richard Crookes Constructions requesting the temporary closure of Macpherson Street between Albion Street and Leichhardt Street in order to install a tower crane. Council will need to exercise its delegated functions to implement the temporary closure.



Figure 1: Aerial view of Macpherson Street showing extent of closure

2. Introduction/Background

A tower crane is to be installed in the construction site at the St Catherine's RPAC project in Macpherson Street, Waverley. The tower crane will be delivered in large sections via construction trucks and assembled with a mobile crane set up in Macpherson Street. As a result, a temporary road closure of part of Macpherson Street is required so that the tower crane can be safely assembled.

The road closure will occur from 6:00am to 11:00 pm on Sunday 19th April 2020.



Figure 2: Aerial view of Macpherson Street and St Catherine's Girls School Sydney

3. Technical Analysis

A copy of the traffic control plan for use during the road closure is attached. It has been determined in consultation with Council.

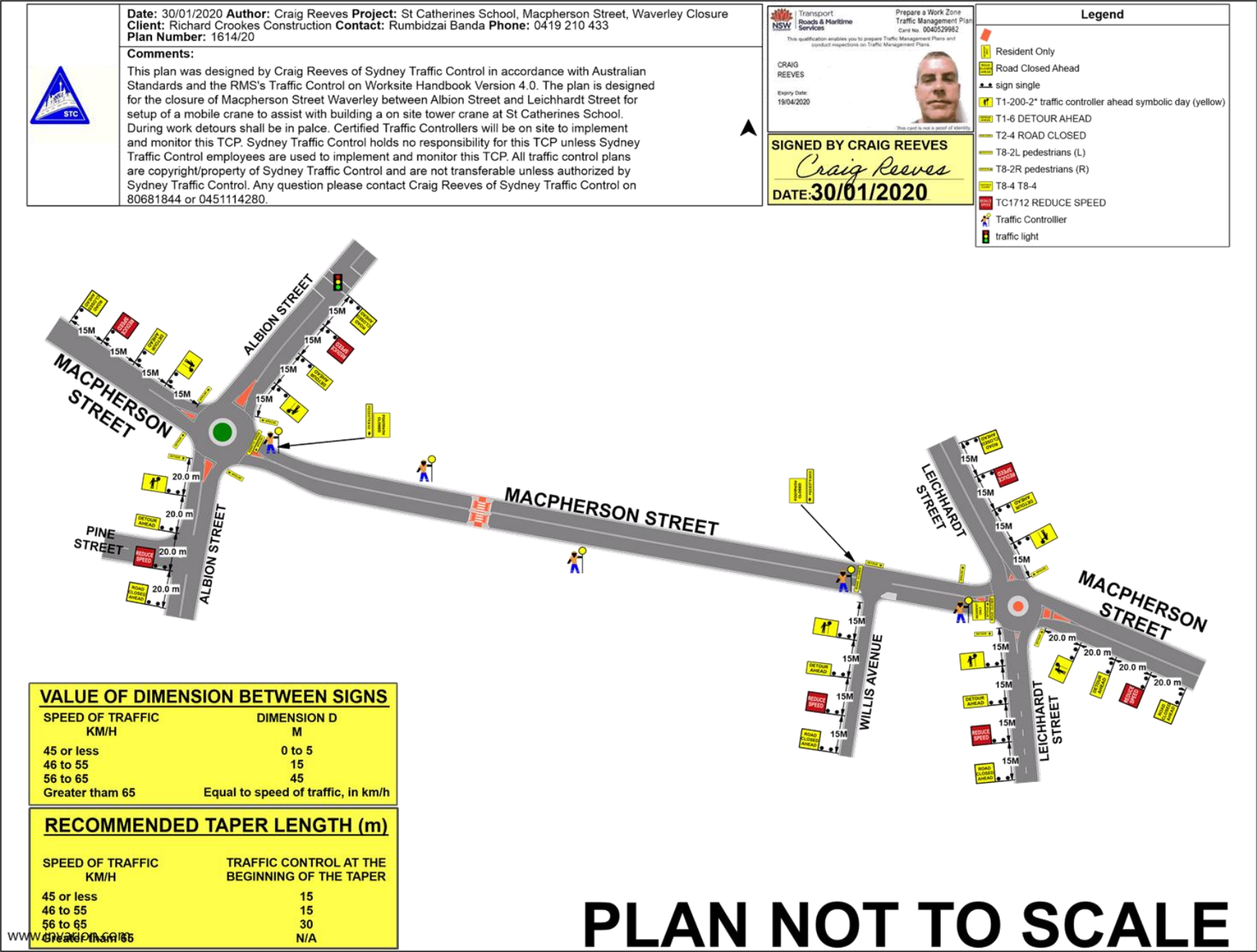
The builder Richard Crookes Constructions has been in contact with State Transit in relation to detour routes. The agreed routes are attached. They could be subject to change if unforeseen circumstances arise. State Transit will monitor the operation of the services during the road closure.

4. Financial Information for Council's Consideration

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

5. Attachments:

1. Macpherson Street, Waverley - Road Closure TCP - St Catherines School Sydney [↓](#)
2. Macpherson Street, Bronte - Road Closure - Detour Route [↓](#)
3. Macpherson Street, Waverley - Road Closure - St Catherines School Sydney - File Note [↓](#)





ST CATHERINE'S RPAC CRANE PERMIT APPLICATION FOR TEMPORARY ROAD CLOSURE TO FACILITATE TOWER CRANE INSTALLATION

Paper prepared by: RICHARD CROOKES CONSTRUCTIONS

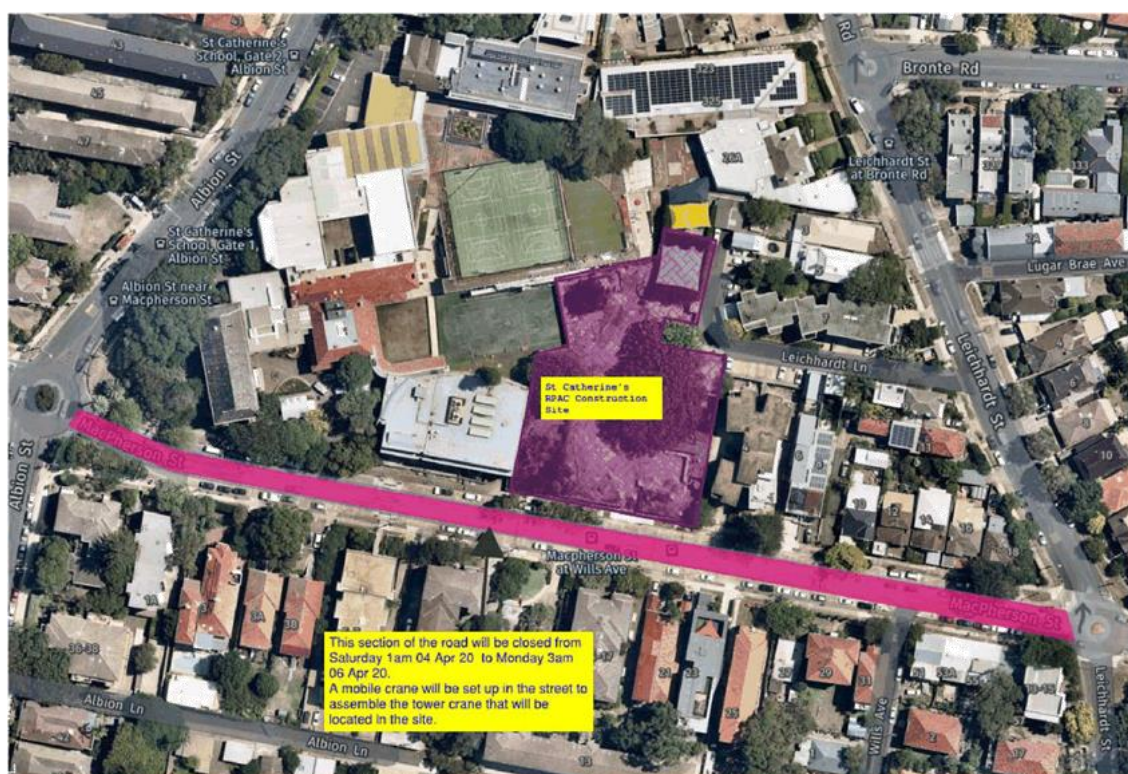
1 THE WORKS

A tower crane is to be installed in the construction site at the St Catherine's RPAC project in Waverley. It is the preferred option for construction since it allows for safe and efficient materials handling that minimises community impacts as compared to a mobile crane. The tower crane will be delivered to the site in large sections, on heavy vehicles and will be assembled by a mobile crane set up in Macpherson Street. As a result, a temporary road closure of part of Macpherson Street is required so that the tower crane can be safely and efficiently assembled.

The application is for a crane permit which includes a temporary road closure to facilitate the installation of a tower crane at the St Catherine's RPAC project.

2 SITE PLAN

Construction vehicle access to the site is through Macpherson Street whilst Leichhardt lane is used for pedestrian access



The mobile crane will occupy the front of the site and semi-trailers delivering the tower crane sections will be required to occupy Macpherson Street as shown in the highlighted. The mobile crane will be utilised to lift each crane section off the semi-trailer in the street, into its fixed position in the construction site.

The spatial requirements for these works require that the road be temporarily be occupied so that the crane installation can be safely carried out.

3 SCOPE OF WORKS

3.1 TIMING

- It is expected that the works will take two days to complete.
- Works will commence are expected to commence at 06:00 19 April 2020 and be completed by 23:00 19 April 2020.
- This time period allows for any weather delays as well as the safe traffic management for the residents who live within the area where the road will be occupied.
- The backup date for the installation is from 06:00 03 May 2020 to 23:00 03 May 2020
- Works are scheduled to commence after hours to minimise disruption to traffic.

3.2 SAFETY

- The first step will be to implement all the traffic control measures required by the site-specific Traffic Control Plan attached. This will include barricades, signage and other traffic control devices as required.
- Macpherson Street will be temporarily closed between Albion street and Leichhardt Street for the duration of the crane assembly works.
- RMS Accredited personnel will always be present to implement this Traffic Control Plan.
- Traffic controllers will be present to;
 - Control traffic and pedestrian/cyclists movements at both ends of Macpherson Street. This will include providing information on the detour route.
 - Providing access to residents requiring access to the closed section of Macpherson Street.
- Lighting towers will be directed to the site and used to help safely conduct the works during the night and early hours of the morning.
- The use of the lighting towers will be restricted to the site and these will be directed away from private properties.
- The mobile crane is considered an oversized load and will be transported under escort with semi-trailers and B-doubles.
- It is preferred that a compliance officer from Waverley Council be present during the assembly to monitor the works and deal with any public queries.

3.3 INSTALLATION OVERVIEW

- Once all the traffic control measures have been implemented, the mobile crane will be delivered to site.
- The mobile will be set up directly in front of the construction site this will take approximately 6hrs
- Semi-trailers containing the tower crane components will then be delivered to site, to commence the crane installation works.

CRANE PERMIT APPLICATION

CRANE PERMIT APPLICATION FOR TEMPORARY ROAD
CLOSURE TO FACILITATE TOWER CRANE INSTALLATION

- Delivery of the crane sections will be coordinated to minimise traffic congestion within the closure and surrounding streets.
- Safe assembly of the crane is expected to take 24 hours
- Once installation of the tower crane is complete the mobile crane will then be disassembled, and it expected to take approximately 6 hours.

3.4 EQUIPMENT & VEHICLES REQUIRED

- i. A Franna crane to set up the mobile crane
- ii. B-Doubles to deliver the mobile crane
- iii. Mobile Crane to assemble the tower crane
- iv. Lighting towers to provide a safe working area for installation
- v. Semi-trailers to deliver the tower crane
- vi. Hand tools

4 POSSIBLE IMPACTS

4.1 IMPACT ON THE COMMUNITY

The road closure will affect the community's movements. To help mitigate the effects of the closure, we will notify the community of the closure through newspaper adverts, letterbox drops for those in the immediate vicinity of the works and a project website update.

4.2 IMPACT ON TREES

There are some trees that are required to be kept and these are in the vicinity of the works. An arborist will be present will to assess the trees pre and post installation of the crane

4.3 IMPACT ON POWERLINES

There are some overhead power lines at the front of the site and this will require coordination with Energy Australia to ensure that these are not impacted. The lifting plan will be finalised to account for these lines.

4.4 IMPACT ON STREET PARKING SPACES

All parking spaces in Macpherson Street between Albion Street and Leichhardt Street will be required to be removed during the closure. This will allow for the safe manoeuvres of the semi-trailers and B-Doubles

4.5 IMPACT ON PUBLIC TRANSPORT

During the Works, there are two bus stops that will be required to detour around Albion Street and Leichhardt Street. STA Buses have been consulted with to help determine the detour route.

REPORT
TC/C.08/20.02

Subject: Lower Hewlett Street, Bronte - Give Way Linemarking

TRIM No.: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a Type TB Give Way Line for eastbound vehicles exiting the lower section of Hewlett Street, Bronte (west of Mirimar Avenue).

1. Executive Summary

Requests have been received from Waverley residents requesting for traffic control where the upper and lower section of Hewlett Street west of Mirimar Avenue meet. Motorists have been reported as being confused as to who gives way as the road merges and becomes one. A give way line giving priority to westbound upper Hewlett Street traffic is proposed.

Council has a delegated function to implement a proposal.

2. Introduction/Background

Hewlett Street between Alfred Street and Mirimar Avenue has a section of the road that is split up into upper and lower sections. The upper section of Hewlett Street serves as the main through access. The lower section of Hewlett Street is mainly used by the residents of No. 99, 97, 95, 93, 91, 89, 87, 85, 83, 81 and 79.

In terms of safety, the upper section Hewlett of has the right of way as it's the through road. Traffic exiting the lower section should give way as its lane is ending and will need to merge into the upper section.

A give way line is proposed to support the priority for westbound upper Hewlett Street traffic.



Figure 1: Aerial image of upper and lower Hewlett Street, Bronte

3. Technical Analysis

Council officers have visited the site and surveyed affected residents. 28 dwellings with access to Lower Hewlett Street were surveyed. Two options were suggested (figures overleaf):

1. Option 1 was to provide a dashed line (S1 line) for a short distance from the fencing between the two parts of the street for merging traffic.
2. Option 2 was to provide a give way line (TB line) on lower Hewlett Street. Residents from this part of the street would have to slow down and give way to residents from the upper part of the street if merging into traffic.

Council received 1 reply in favour of option 1 and 6 replies in favour of option 2.

Based on these responses the recommendation for Council is to install a type TB Give Way line as shown in Option 2.



Figure 2: Line-marking options

4. Financial Information for Council's Consideration

Any new line-marking installed will be funded from existing budgets.

5. Attachments:

1. Lower Hewlett Street, Bronte - Resident Consultations Results [↓](#)

Hewlett Street - Resident Consultations & Notifications - Spreadsheet

Project	Hewlett Street						
Name	Email	Property Address	Owner's Address (if applicable)	Supports Option 1, 2 or neither?	Additional Comments	Notification Method	Notification Date
[REDACTED]		83 Hewlett Street, Bronte NSW 2024		Option 2	also wants speed humps	Letterbox	16-Dec-19
[REDACTED]		85 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		87 Hewlett Street, Bronte NSW 2024		Option 2	also wants speed humps	Letterbox	16-Dec-19
[REDACTED]		89 Hewlett Street, Bronte NSW 2024		Option 2		Letterbox	16-Dec-19
[REDACTED]		91 Hewlett Street, Bronte NSW 2024		Option 2	Option 2 but with stop line	Letterbox	16-Dec-19
[REDACTED]		93 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		95 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		1/95 Hewlett Street, Bronte NSW 2024		Option 1	N/A	Letterbox	16-Dec-19
[REDACTED]		2/95 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		3/95 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		4/95 Hewlett Street, Bronte NSW 2024		Option 2	N/A	Letterbox	16-Dec-19
[REDACTED]		97 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		1/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		2/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		3/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		4/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		5/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		6/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		7/99 Hewlett Street, Bronte NSW 2024		Option 2	N/A	Letterbox	16-Dec-19
[REDACTED]		8/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		9/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		10/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		11/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		12/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		13/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		14/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
[REDACTED]		15/99 Hewlett Street, Bronte NSW 2024				Letterbox	16-Dec-19
Results	Hewlett Street						
Support Option 1	Support Option 2	Result	% Majority	No. of Replies	Additional Comments		
1	6	Option 2	85.7	7	N/A		

REPORT
TC/C.09/20.02

Subject: 53 Ebley Street, Bondi Junction - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 53 Ebley Street Bondi Junction.
2. Requires the Applicant to protect the tree located within the construction zone.
3. 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 53 Ebley Street, Bondi Junction for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

It is proposed that the zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 lengths of 9 metres or greater and periods of 13 weeks or more.

3. Technical Analysis

The site is located on the southern side of Ebley Street near the signalised intersection at Newland Street. There is no driveway to the property from Ebley Street. The nine metre work zone is proposed at the street frontage between 53–55 Ebley Street which has 10 metre site. Both sites are owned by the developer.

A tree is located within the proposed construction zone. The tree may require protection. This will be the responsibility of the builder. A record of the current tree condition has been retained by Council.



Applicant	James Xu
Development Application	DA20/7458
Works	Alterations and additions to the existing dwelling including first and second storey addition and use of the building as a boarding house with 8 rooms.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	10 metres
Road	Ebley Street Bondi Junction
Existing Parking	½ P Ticket 8am-6pm, 3P 6pm-9pm.
Requested Length	9 metres
Proposed Length	9 metres
Duration	13 weeks
Beginning	09/03/2020
Fee Area	Commercial, with metered parking
Estimated Fees	\$1569.80 per week (based on 9 metres and 2 metered/ticket car parking spaces)



Figure 2: Frontage of 53 Ebley Street, Bondi Junction

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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil .

REPORT
TC/C.10/20.02

Subject: Carlton Street, Waverley - Relocation of existing 'P Disability Only' Zone

TRIM No.: A18/0719

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the relocation of the existing 5.5 metres long 'P Disability Only' zone on the Carlton Street frontage of 2 Kent Street, Waverley, starting 6 metres north of Kent Street as shown in Figure 3 of this report.
2. Approves the installation of a 'No Stopping' unbroken yellow (C3) line on the south east corner of the intersection of Carlton Street and Kent Street, each end being 6 metres out from the nearest point of the intersection as shown in Figure 3 of this report.

1. Executive Summary

Council has been requested to relocate an existing 'P Disability Only' parking zone on Carlton Street north of Kent Street closer to Kent Street. This is in order to improve access to and from number 2 Kent Street, the residence of a mobility parking permit holder. Council will need to exercise its delegated functions to implement the proposals.

2. Introduction/Background

The Traffic Committee meeting held on 27 June 2019 recommended:

'Upon receipt of evidence of the resident obtaining a Mobility Parking Scheme (MPS) permit, and satisfactory vehicle registration details, installs:

- (a) A 5.5 metre long 'P Disability Only' zone on the Carlton Street frontage of 2 Kent Street, Waverley, starting 10 metres north of Kent Street.*
- (b) A 'No Stopping' arrow left on the southern post of the zone.'*

The Council meeting held on 16 July 2019 resolved to adopt the traffic committee recommendation.

The 5.5 metre 'P Disability Only' zone was installed on the western side of Carlton Street, immediately south of the existing 'No Stopping' zone at the end of Cal-de-sac on 19 July 2019.

Whilst the resident agreed to the location, his daughter has advised that it is extremely difficult to get her father to and from the parking space and to manoeuvre at the end of the cul-de-sac.

3. Technical Analysis

Kent Street and Carlton Street are narrow local roads. On street parking demand is high. There are no parking restrictions in these streets except for no stopping signage as shown in **Figure 1**.



Figure 1: Existing location of 'P Disability Only' zone in Carlton Street

Council officers have examined the site and the intersection of Kent Street with Carlton Street. It is apparent from the low speeds that the statutory 10 metre "No Stopping" restrictions at the intersection could be reduced. An assessment of the reduction of the "No Stopping" at the intersection to 6 metres has been completed in accordance with RMS Technical Direction TTD 2014/005 "Statutory 10 m No Stopping at unsignalised intersections review checklist". Note that the restrictions being assessed are not currently signposted.

The RMS checklist associated with the technical direction has been completed (see below). The reduction on the No Stopping restrictions complies with the requirements of the technical direction.

Table 1: Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections

Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections			
Site: Kent Street / Carlton Street, Waverley Traffic Committee: February 2020 Name: Emraul Kayes			
	Yes	No	Comment
Detailed plan to scale, include key elements like: <ul style="list-style-type: none"> Kerb and Gutter Line marking Existing property line Footpath width Existing kerbside parking 	√		See Figure 2 - No stopping line-marking at dead end in street - 8 metres of "No stopping" signage - 1.2 metre wide footpaths
Crossing Sight Distance	√		7.4 metres – minimum required 15.7 metres – available
Approach Sight Distance	√		5.0 metres – minimum required <50 metres – available
Safe Intersection Sight Distance	√		13.4 metres – minimum required 14 metres – available
Minimum Gap Sight Distance	√		11 metres – minimum required 14 metres – available
Turning paths	√		Can accommodate Council's waste vehicles (9.887 metres)
Public transport	√		N/A
Emergency vehicle access	√		OK
Angle parking manoeuvres	√		N/A



Figure 2: Detailed plan to scale

The relocation of the disability parking space will benefit the resident without adversely affecting other residents. No parking spaces will be lost.

Based on the assessment it is proposed that the existing 5.5 metre long 'P Disability Only' zone in Carlton Street relocated near the intersection, starting 6 metres north of Kent Street.

Installation of a 'No Stopping' unbroken yellow (C3) line on the south east corner of the intersection of Carlton Street and Kent Street, each end being 6 metres out from the nearest point of the intersection is also recommended.



Figure 3: Proposed location of 'P Disability Only' zone in Carlton Street**4. Financial Information for Council's Consideration**

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

5. Attachments:

Nil

REPORT
TC/C.11/20.02

Subject: Scott Street, Bronte - Removal of 'P Disability Only' Zone

TRIM No.: A18/0719

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the removal of an existing 6.5 metres long 'P Disability Only' zone outside 4 Scott Street, Bronte.

1. Executive Summary

Council has been advised by the resident requesting that a 'P Disability Only' parking zone outside 4 Scott Street is no longer required. Council will need to exercise its delegated functions to implement the proposals.

2. Introduction/Background

The Traffic Committee meeting held on 24 May 2018 recommended installation of a 'P Disability Only' parking in 4 Scott Street. The parking was approved at the 19 June 2018 Council meeting.

3. Technical Analysis

Council has been advised by the original occupant of 4 Scott Street that he has sold the property and is not living in this property. The user no longer needs the use of the 'P Disability Only' zone in Scott Street anymore.

Therefore, it proposed that the existing 6.5 metres long 'P Disability Only' zone in Scott Street be removed.



Figure 1: Existing location of 'P Disability Only' zone in Scott Street.

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT

TC/C.12/20.02



Subject: Victoria Street, Waverley - Linemarking Plan

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves the line-marking for the upgrade of Victoria Street between Carrington Road and Henrietta Street, Waverley as presented in Drawings 9015 Issue C Sheets 1 & 2 attached to this report.

1. Executive Summary

Council has been investigating ways to improve traffic flows and the interaction between cyclists and motor vehicles on Victoria Street between Carrington Road and Henrietta Street, Waverley. A modified line-marking scheme is proposed where the travel lane is shared between motor vehicles and bicycles downhill (eastbound) and separated uphill (westbound). Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

Victoria Street is programmed for road re-sheeting works as part of the Strategic Asset Management Plan (SAMP) 2019/2020. As part of the program the road line-marking is reviewed. The limited road width can provide:

- Two parking lanes,
- Two travel lanes, and
- One separated bicycle lane.



Figure 1: Victoria Street and extent of line-marking plan

3. Technical Analysis

Provision of a separate bicycle lane is best suited to uphill traffic where bicycle and motor vehicle speed can differ substantially. Just east of Victoria Lane, the line-marking proposed will provide:

- One 2.7 metre wide parking lane eastbound,
- One 3.0 metre wide shared bicycle / motor vehicle lane eastbound,
- One 3.0 metre wide motor vehicle lane westbound,
- One 1.5 metre wide bicycle lane westbound, and
- One 2.6 metre wide parking lane westbound.

The allocation of lane widths varies marginally along the length of the street. The 3.0 metre wide lanes for motor vehicle traffic are maintained in each direction.

Other key changes are:

1. Chevron marking replaces the green painted section of the bike lane for eastbound traffic at Carrington Road.
2. Keep clear restrictions are retained at the intersection of Victoria Street with Victoria Lane. Note that installation of the keep clear restrictions at this location does not comply with the warrant specified in the "RMS Delineation guide, Section 9.3.2".
3. The westbound lanes on Victoria Street at Carrington Road are marked as left and through-right. They are currently unmarked. This reduces the chance of friction and collision between though cyclists and through motor vehicles westbound.
4. Green lane-marking at intersections of the now removed eastbound cycle lane are no longer required.

4. Financial Information for Council's Consideration

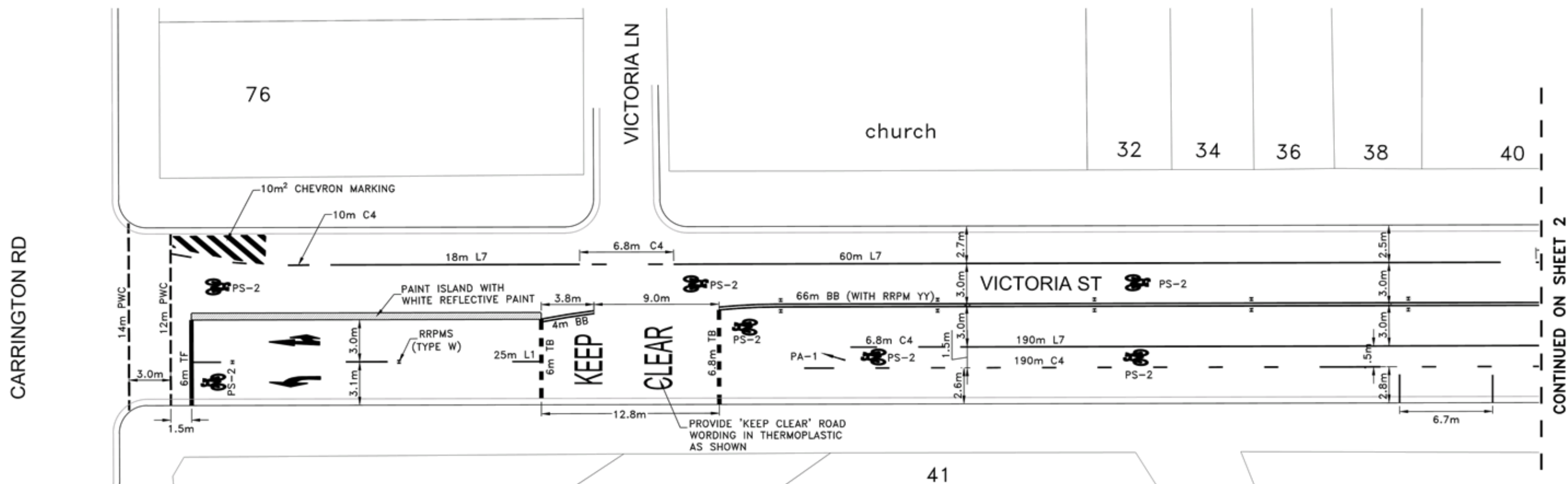
If changes are approved, Council will undertake the installation of the line-marking from existing budgets.

5. Attachments

1. Victoria Street, Bronte Rd to Henrietta St - Rev C - Linemarking - [↓](#) .

FOR TRAFFIC
COMMITTEE
APPROVAL

VICTORIA STREET, WAVERLEY HENRIETTA STREET TO CARRINGTON ROAD LINE MARKING PLAN



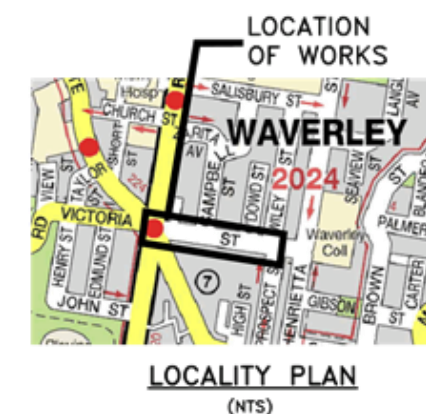
LAYOUT PLAN
1:150

NOTE
CONTRACTOR TO INSTALL
TEMPORARY LINE MARKERS
ON COMPLETION OF
RESHEETING OF ROAD

NOTE
ALL LINEMARKING TO COMPLY
WITH RMS QA SPECIFICATION
R141

NOTE
REMARK PARKING LINES AS
MARKED ON TOP OF KERB

NOTE
ALL NEW LINEMARKING TO
BE IN THERMOPLASTIC



LOCALITY PLAN
(NTS)

CHECKED & APPROVED					
APPROVED FOR CONSTRUCTION	C	10/02/20	DESIGN CHANGES	ANTONIO	CAMERON
	B	04/10/19	MINOR CHANGES TO LINEMARKING	ASHFAQ	ASHFAQ
	A	01/07/19	INITIAL ISSUE	ANTONIO	ASHFAQ
	AMEND	DATE	DESCRIPTION	DRAWN	APPROV



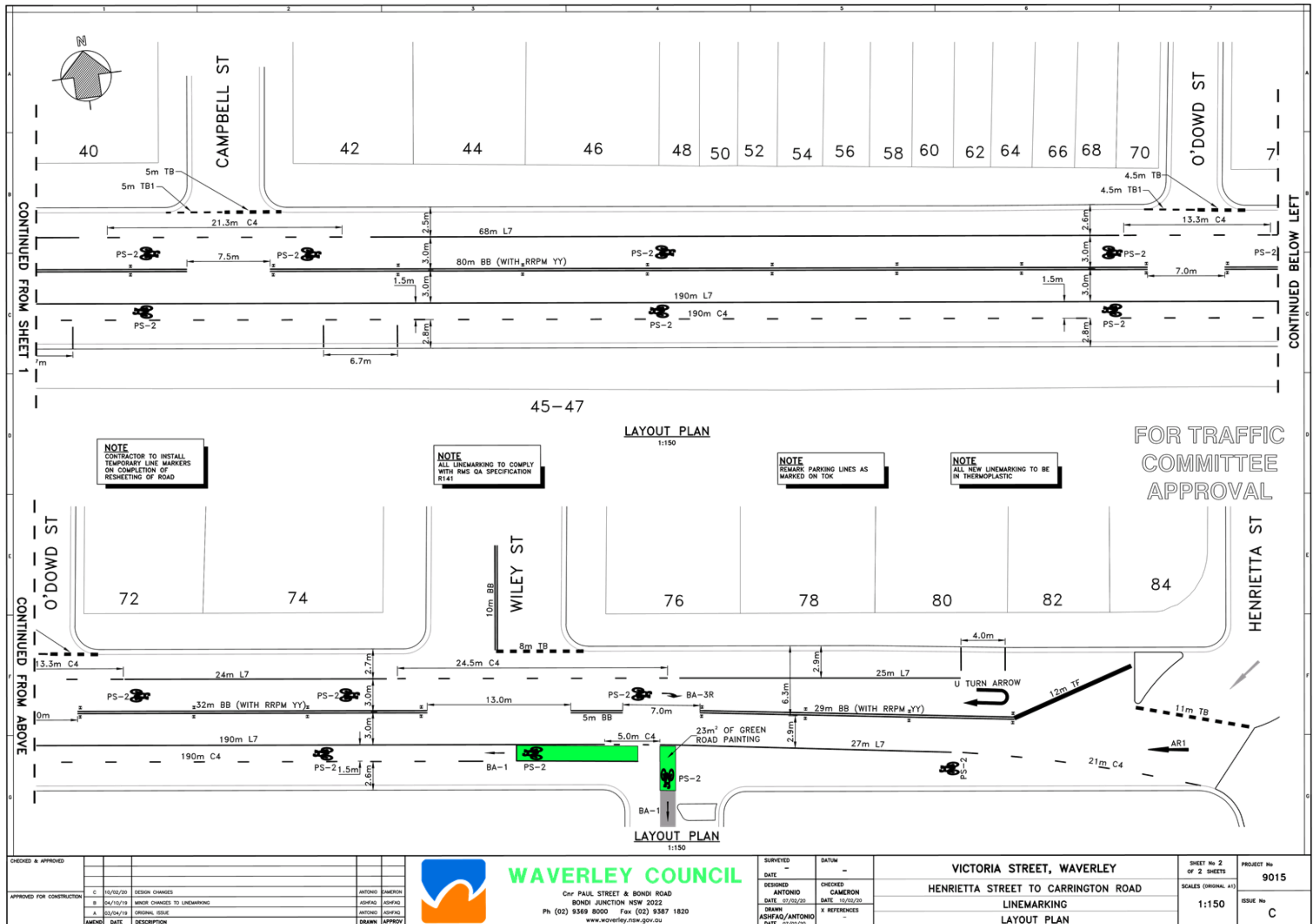
WAVERLEY COUNCIL

Cnr PAUL STREET & BONDI ROAD
BONDI JUNCTION NSW 2022
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SURVEYED — DATE	DATUM —
DESIGNED ANTONIO DATE 07/02/20	CHECKED CAMERON DATE 10/02/20
DRAWN ANTONIO DATE 07/02/20	X REFERENCES —

VICTORIA STREET, WAVERLEY
HENRIETTA STREET TO CARRINGTON ROAD
LINEMARKING
LAYOUT PLAN

SHEET No 1 OF 2 SHEETS	PROJECT No 9015
SCALES (ORIGINAL A1) 1:150	ISSUE No C



REPORT

TC/C.13/20.02



Subject: 20 Illawong Avenue, Tamarama - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' for 18 metres on the southern side and 8 metres on the northern side of the dead end of Illawong Avenue, Tamarama.
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 for the installation of a construction zone outside the site at 20 Illawong Avenue, Tamarama. Council will need to exercise its delegated function to implement the proposal.

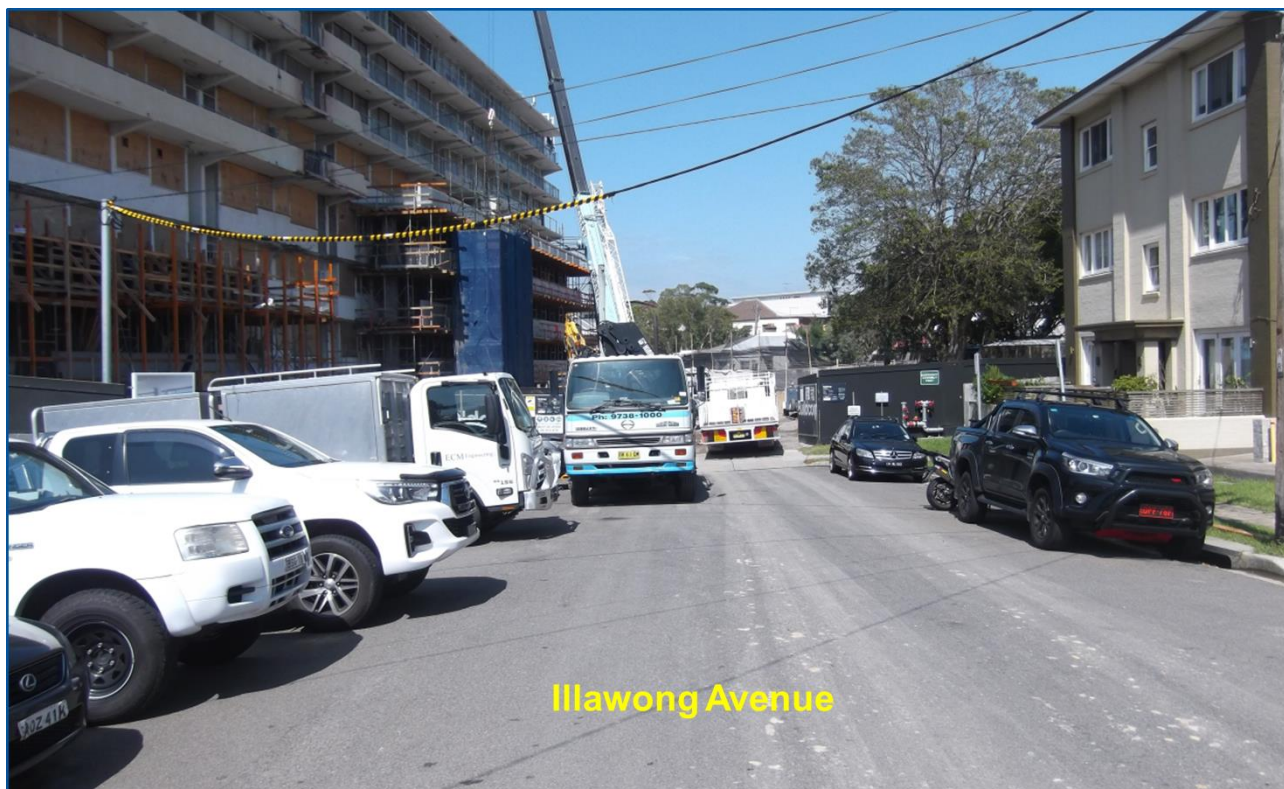


Figure 1: Frontage of 20 Illawong Avenue

2. Introduction/Background

It is proposed that the zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 zone lengths of 9 metres or greater and periods of 13 weeks or more.

The zone covers both sides of the street (18 metres on the southern side and 8 metres on the northern side). It is intended to be used to park vehicles for loading and unloading and also to provide a turning area for large trucks.

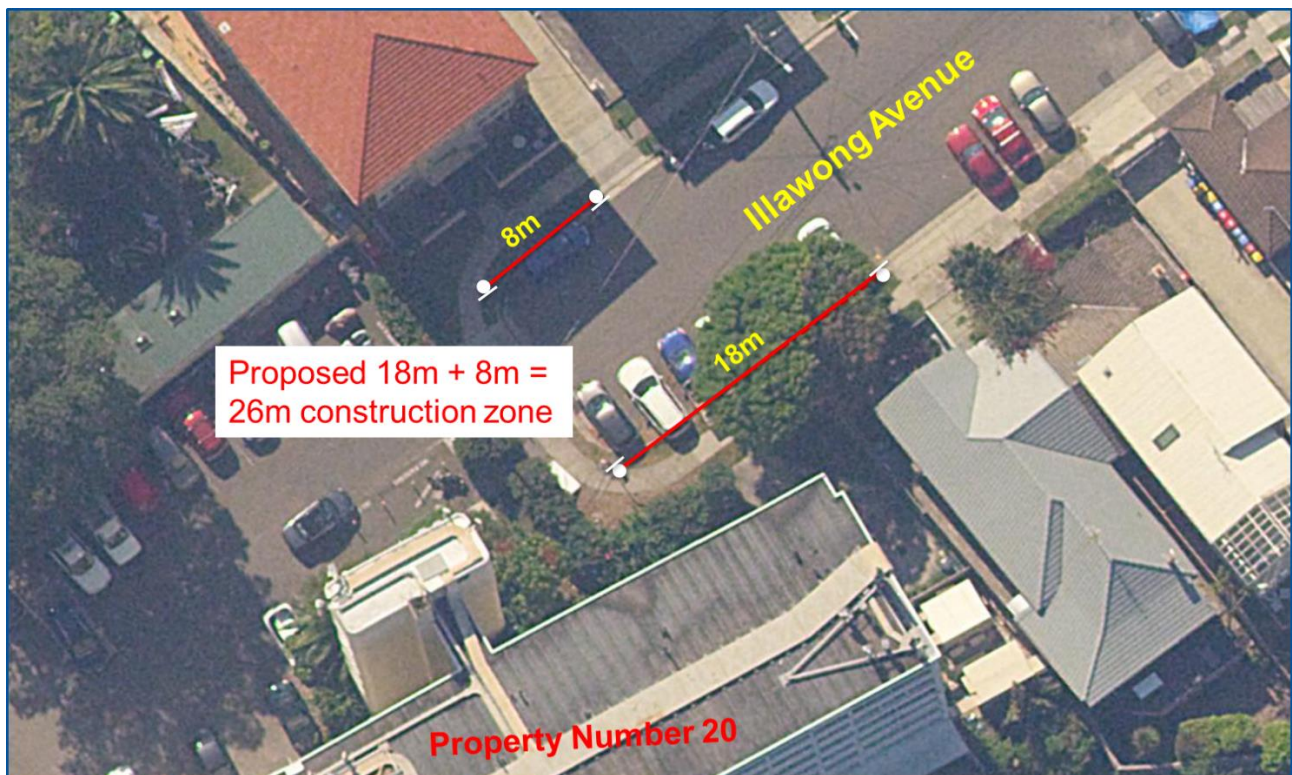


Figure 2: Proposed construction zone on Illawong Avenue fronting number 20

3. Technical Analysis

Illawong Avenue is a no through road. The site is located on the southern side of Illawong Avenue at the dead end. There is a driveway to the property from the dead end. Details are presented in Table 1.

Table 1: Application details for 20 Illawong Avenue, Tamarama

Applicant	Buildcorp Asset Solution
Development Application	DA-20/14227
Works	Alterations and additions to an existing multi-storey residential flat building, including two new penthouses, underground car parking, plus land subdivision to create 3 lots, at 20 Illawong Avenue, Tamarama.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday

Frontage Length	18 metres (southern side of street)
Road	Illawong Avenue Tamarama
Existing Parking	'90° Angle Parking, Rear to Kerb, Vehicles under 6metre Only' on the southern side of Illawong Avenue
Requested Length	18 metres + 8 metres = 26 metres
Proposed Length	26 metres
Duration	45 weeks
Beginning	March 2020
Fee Area	No fee parking restrictions
Estimated Fees	\$1,731.60 per week (based on 18+8 = 26 metres)

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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil .

REPORT
TC/C.14/20.02

Subject: 45 Dudley Street, Bondi - 'P Disability Only' zone

TRIM No: A18/0719

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5.5 metre long 'P Disability Only' zone outside 45 Dudley Street, Bondi.

1. Executive Summary

Council has received representations from residents requesting the installation of a 'P Disability Only' parking zone at 45 Dudley Street, Bondi.

2. Introduction/Background

The following guidelines have been adopted by the Waverley Traffic Committee for assessing applications for a mobility parking space on a residential street:

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

These guidelines are applied when an application is received for on-street disabled parking in residential areas.

Forms that are required by Council are:

- A copy of a current vehicle registration certificate with the address matching the residence. The owner of the vehicle can be another person who resides at the same address.
- A copy of a current mobility parking permit from NSW Roads and Maritime Services.
- Proof that the resident does not have access to an off-street parking space (disabled or otherwise). This could be a letter from the strata manager confirming that the residence does not have an allocated parking spot within the property.

3. Technical analysis

Compliance with Council requirements is presented below.

Table 1: Compliance with Council requirements

Address	45 Dudley Street, Bondi
Mobility Parking Permit	Yes
Circumstances leading to requirement	Difficulty in walking
Off-street parking available	No
Length of zone	5.5 metres
Level of parking within 50 metres of proposed space	90 to 100 percent occupied during the day
Other on street disability spaces	Two

A 5.5 metre long disability space is recommended between a tree in the nature strip and the driveway to property number 47p (see **Figure 1**).

Council notified residents of 17 properties living on either side of and opposite the proposed disability space. One response was received. The resident requested that:

“As a compromise could the disabled space be allocated on the basis of overnight only and allow normal parking during the day Mon - Friday.”

The proposal has some merit. However, it effectively distances the resident from access to and from their home during the day. It is not supported at this stage.

Council has previously allocated two on street ‘P Disability Only’ spaces in Dudley Street. The spaces are fronting property 17 and 13 on the same side of road. The distance of the nearest space from property number 47 is 95 metres. The applicant has difficulty in walking this distance.

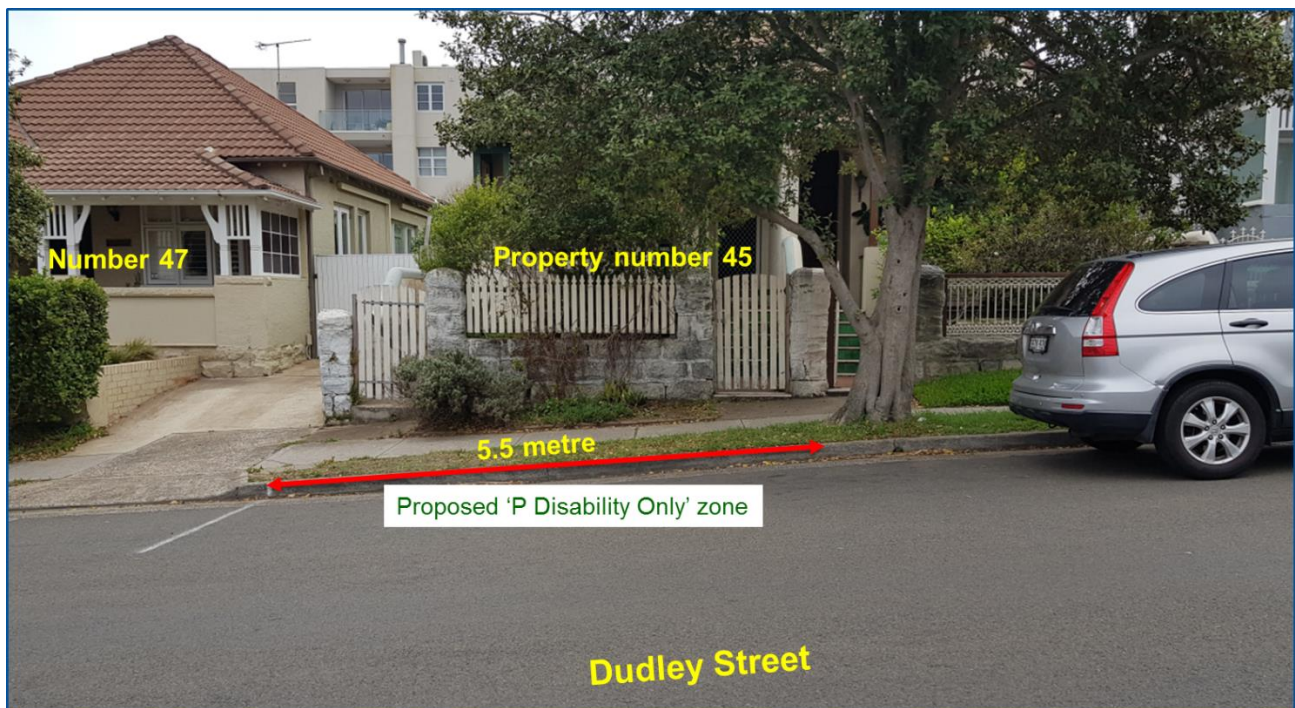


Figure 1: Property without off-street parking at 45 Dudley Street, Bondi.

4. Financial Information for Council's Consideration

Council will supply and install the signs and remove existing signs with funds from existing budgets.

5. Attachments

Nil .

REPORT
TC/V.01/20.02

Subject: Galilee Catholic Primary School – Extension of school pick-up / drop-off zone

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves extension of the existing 'No Parking 8am-9:30am, 2:30pm-4:30pm SCHOOL DAYS' zone in Blair Street, North Bondi by 10.5 metres resulting in a 26.2 metre pick-up / drop-off zone fronting Galilee Catholic Primary School.

1. Executive Summary

Council has received representations from the Principal of Galilee Catholic Primary School North Bondi requesting improvements to road safety around the school for students. This is during school pick-up / drop-off times. The key issue is the need to increase the existing pick-up / drop-off zone in order to reduce queuing back into the travel lane on Blair Street.

An extension of the no parking zone is proposed within what is currently a "No Stopping" zone on the approach to a raised pedestrian crossing in Blair Street.

The presence of a 2.2 metre kerb extension at the pedestrian crossing allows the "No Stopping" distance to be reduced from 18.5 metres to 8.0 metres. The pick-up / drop-off zone can then be extended by 10.5 meters to 26.2 metres.

No existing parking spaces will be lost.

2. Introduction/Background

A site meeting was held between Council officers and Galilee Catholic Primary School staff to identify various challenges and opportunities to improve the road safety for students in the streets surrounding the school. The key issue was the length of the existing drop off / pick up zone which overflows, particularly in the afternoon. This results in parents queuing on Blair Street itself and within the wide median between the eastbound and westbound carriageways.



Figure 1: View from School gate onto Blair Street, North Bondi

3. Technical Analysis

Galilee Catholic Primary School is located on 60 Blair Street, North Bondi. The school pick up / drop off zone is currently located between a driveway and pedestrian crossing on Blair Street.

Site observations were conducted during the school pick-up period between 3pm and 4pm on 1 November 2019 outside the front gate on Blair Street. Queuing was observed beyond the pick-up / drop-off zone into Blair Street and the median between the eastbound and westbound carriageways in Blair Street.

Up to three cars can be accommodated in the existing pick-up / drop-off zone. Additional parking space would deliver a safer environment and would ease the congestion caused by cars banking up in Blair Street. It would also provide additional parking outside the pick-up / drop-off times for resident and school visitors.

The current length of the zone is 15.7 metres. An 18.5 metre “No Stopping” zone is currently located between the pick-up / drop-off zone and the pedestrian crossing.

RMS guidelines allow for the length of the “No Stopping” zone to be reduced on the approach to a pedestrian crossing of a kerb extension has been incorporated in the pedestrian crossing. The existing kerb extension is 2.2 metres wide.

Table 1 presents the reduced No Stopping” distances RMS practice permits.

Table 1: No Stopping distances on approaches to pedestrian crossings

Width of extension (metres)	No Stopping distance from kerb ramp
Zero	20
1.5	15
2.0	10
≥ 2.5	At tangent point of kerb extension and kerb line or 7.5 metres, whichever is greater

Source: RMS Technical Direction 2002/12c - Stopping & Parking Restrictions at Intersections and Crossings

Based on the above table it is possible that the No Stopping zone can be reduced from 18.5 metres to 8 metres (table extrapolated for a 2.2 metre width). This reduction of 10.5 metres would then be used to extend the 15.7 metre “No Parking” zone by 10.5 metres to be 26.2 metres.

The proposed changes are shown in **Figure 2**.



Figure 2: Sketch of the proposed signage changes on Blair Street, North Bondi

4. Financial Information for Council's Consideration

Changes to signage will be funded from existing budgets.

5. Attachments

Nil .

REPORT
TC/V.02/20.02

Subject: 11 Hardy Street, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 13 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 11 Hardy Street North Bondi.
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 11 Hardy 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 11 Hardy Street, North Bondi

2. Introduction/Background

It is proposed that the zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 lengths of 9 metres or greater and periods of 13 weeks or more.

3. Technical Analysis

The site is located on the eastern side of Hardy Street near the intersection of MacLeay Street, North Bondi. There is a driveway to the property from Hardy Street. It is proposed to install a 13 metre construction zone at 11 Hardy Street fronting the property.

Table 1: Application details for Bronte Road, Bronte.

Applicant	Futureflip Pty Ltd
Development Application	DA20/5340
Works	The proposed development involves the demolition of an existing structures and the construction of a dual occupancy residential development. Each dwelling includes a single garage accessed from a shared driveway from Hardy Street.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	13 metres
Road	Hardy Street North Bondi
Existing Parking	There is parking restrictions.
Requested Length	13 metres
Proposed Length	13 metres
Duration	13 weeks
Beginning	February 2020
Fee Area	Residential with no parking restrictions
Estimated Fees	\$865.80 per week (based on 13 metres)



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

- \$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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

Nil.

REPORT
TC/V.03/20.02

Subject: Reina Street, North Bondi - Removal of 'P Motor Bikes Only'

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council removes the existing 'P MOTOR BIKES ONLY' signs on Reina Street, North Bondi between the properties of No. 12 and No. 14.

1. Executive Summary

Council has received a request from a resident from Reina Street, North Bondi for the removal of the existing 'P MOTOR BIKES ONLY' signage from in front of their property frontage. Council will need to exercise its delegated function to approve the proposal.

2. Introduction/Background

The 26 September 2019 Waverley Traffic Committee considered a request for motor bike parking on Reina Street between two driveways. The committee recommended installation of the parking restrictions. Council endorsed this recommendation at the 10 October 2019 council meeting.

Council has subsequently been informed that the original request did not come from the residents immediately affected, those living on either side of the restrictions. Council contacted these residents to obtain their opinion on the signs. Residents of three dwellings were consulted (a house and a duplex). One resident responded in favour of removing the signs.



Figure 1: Aerial image of the properties No.12 and No.14



Figure 2: Image of existing 'P MOTOR BIKES ONLY' signs outside the address to be removed

3. Technical Analysis

Council officers have revisited the warrant for installing motor bike parking on street between driveways since the September Traffic Committee. An assessment must now include as a minimum:

1. Consideration of installation of driveway line-marking as an alternative measure (3 month test).
2. Distance check – 4.2 metres has been adopted as the maximum distance between driveway splays before motor bike parking is considered. This caters for the average small car.
3. Demand check – an on-site assessment of parking demands and unoccupied spaces in the street.
4. Resident views check – the views of residents and/or property owners on either side of the proposed motorbike parking zone should be sought.

The previous assessment for Reina Street only considered the distance between driveways and the fact that a request had been received. Under the more stringent warrant now in place driveway line marking, demand, and resident views must be taken into account.

Driveway line-marking for three months was not applied in the original assessment. There is no evidence of a high demand for parking in the street. Residents of the two affected properties were not consulted.

Residents of the three dwellings with the two affected driveways have now been consulted. One of the three residents responded in favour of removing the signs.

On this basis it has been determined that the signs should be removed.

4. Financial Information for Council's Consideration

Council will fund the removal of the signs lines from existing budgets.

5. Attachments

Nil .

REPORT
TC/V.04/20.02

Subject: 58 Mitchell Street, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 16 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone in Hastings Parade along 58 Mitchell Street Bondi Beach.
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 58 Mitchell Street (1 Hastings Parade), Bondi Beach for the installation of a construction zone outside the site. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Aerial image of 58 Mitchell Street, Bondi Beach

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone be signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 for lengths of 9 metres or greater and periods of 13 weeks or more.

3. Technical Analysis

The site is located on the corner of Mitchell Street and Hastings Parade, Bondi Beach. The access driveway to the property is from Hastings Parade. It is proposed to install the 16 metre construction zone in Hastings Parade along the site frontage.

Table 1: Application details for Bronte Road, Bronte.

Applicant	K2 Built Pty Ltd
Development Application	DA20/11249
Works	Alterations and additions to residential flat building including new storey and attic, new unit roof terraces and new basement parking and storage.
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	24 metres
Road	Hastings Parade Bondi Beach
Existing Parking	2P 8am-10pm Permit Holders Excepted AREA 8.
Requested Length	16 metres
Proposed Length	16 metres
Duration	13 weeks
Beginning	February 2020
Fee Area	Residential with parking restrictions
Estimated Fees	\$1065.60 per week (based on 16 metres provided)

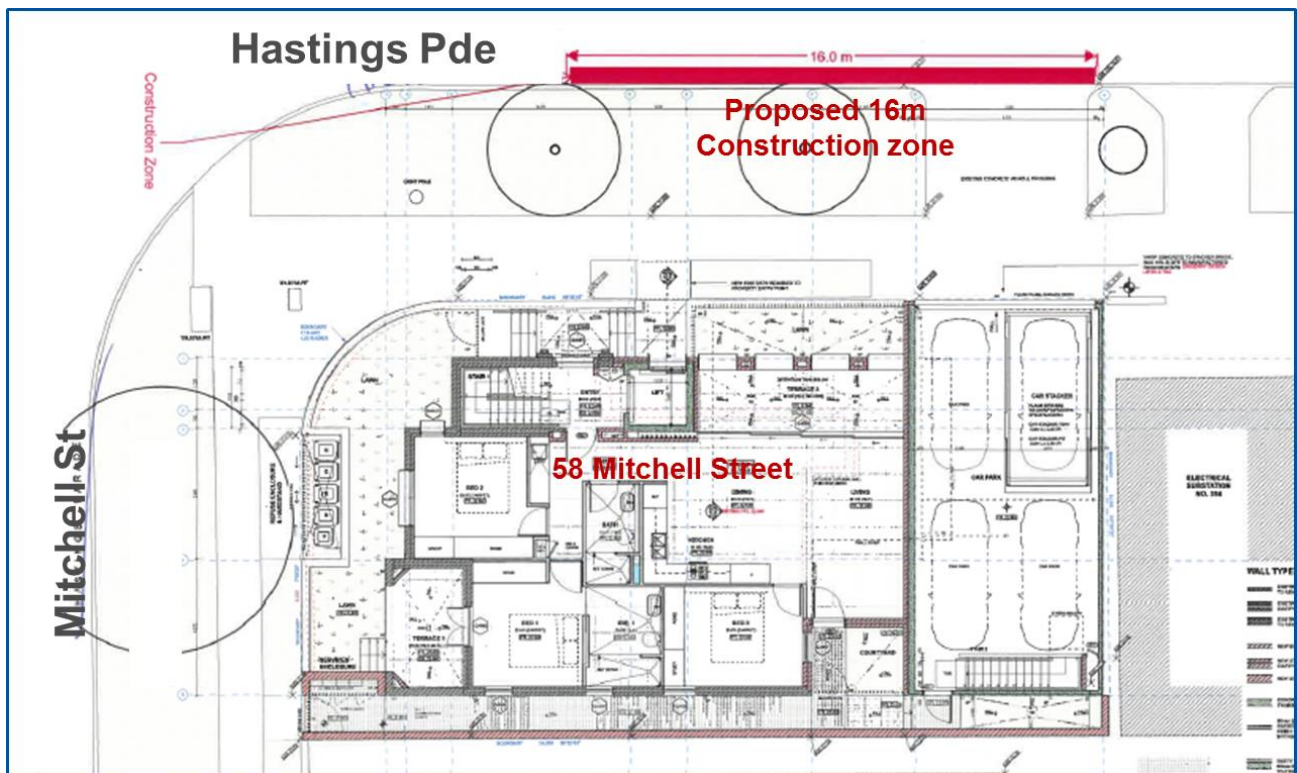


Figure 2: Proposed construction zone on Hastings Parade along 58 Mitchell Street, Bondi Beach

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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil .

REPORT
TC/V.05/20.02

Subject: Notts Avenue, Bondi Beach - Safety & Streetscape Upgrade

TRIM No: A20/0069

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approve the signage and linemarking as per the attachment for the upgrade of the safety and streetscape of Notts Avenue, Bondi Beach (Drawing TX.01 to TX.04, Revision B, Project 18.99 prepared by by Traffix).

1. Executive Summary

Waverley Council has set a number of strategic objectives to improve pedestrian access and safety at popular destination within the Waverley Council LGA. This follows the adoption of its municipality transport plan 'Waverley People, Movement and Places' (2017) and the 'Walking Strategy' (2017).

Notts Avenue has been identified for priority upgrade works due to it being one of the main access links between Bondi Beach and the coastal walkway.

2. Introduction/Background

The improvements to Notts Avenue are part of the "Notts Avenue Safety and Streetscape Upgrade. Key features are:

1. Implementation of a 10 km/hr shared zone.
2. Provision of a loading zone to service Bondi Icebergs club and associated facilities.
3. Maximisation of on-street parking.
4. Provision of a loading zone to service Bondi Icebergs club and associated facilities.
5. Provision of an accessible access ramp to a rooftop lookout.
6. Upgrade of the existing balustrade to act as a vehicle barrier.
7. A custom shade structure and cantilevered deck for a lookout point.
8. 5 metre high light poles with 14 metre spacing.
9. Landscape lighting integrated to trees and furniture elements.
10. Upgrade of the existing step access to the coastal walk.
11. Replacement of turf with native coastal plants.

The 10 km/hr shared zone has been approved by NSW Roads and Maritime Service (copy attached). Conditions required prior to Traffic Committee review have been addressed.



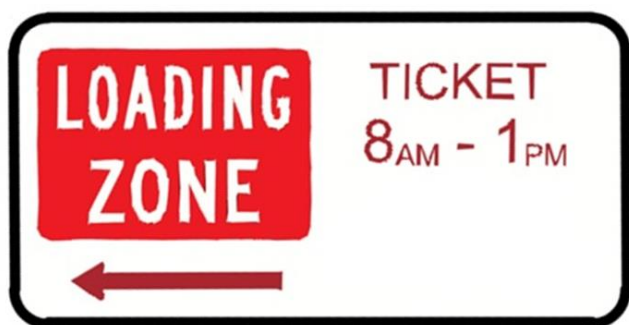
Figure 1: Scope of works

3. Technical Analysis

Notts Avenue will be a designated parking area with 17 ordinary and one accessible car parking spaces in marked bays. Marked bays are a requirement within 10Kmp/h shared zones which reduces the effective parking. There will be a loss of approximately 9 parking spaces with these changes. 2 hour time restrictions will apply from 8 am to 10 pm, all days. The car and motor bike parking will operate everyday (Monday to Sunday including public holidays).



The loading zone will operate everyday (Monday to Sunday including public holidays) between 8 am and 1 pm.



Five to seven motor bikes will be accommodated in a 6 metre long bay. The motor bike parking will operate everyday (Monday to Sunday including public holidays).



4. Financial Information for Council's Consideration

Council will fund the cost of works from the Notts Avenue C0718 Capital Works budget.

5. Attachments

1. Notts Avenue - Shared Zone Conditional RMS Approval [↓](#)
2. Notts Avenue - Final Civil and Traffic Plans (updated) [↓](#) .



26 March 2019

Jordan Laverty
Waverley Council
Level 6
55 Grafton Street
BONDI BEACH NSW 2022

Attention: Jordan Laverty, Project Manager

Notts Avenue, Bondi Beach

Dear Jordan,

Thank you for requesting a 10 km/h shared zone on Notts Avenue in Bondi Beach.

In NSW, Roads and Maritime Services is responsible for the setting and signposting of safe and appropriate speed limits in accordance with the NSW Speed Zoning Guidelines.

Roads and Maritime has reviewed your application for a 10 km/h shared zone (option 2) on Notts Avenue, Bondi Beach.

Roads and Maritime is granting approval of the proposed shared zone conditional on the following:

- Council to confirm that all relevant Community Consultation have been completed.
- Council to confirm that Emergency Services and Police have been consulted in the design.
- Council to undertake a Road Safety Audit on Notts Avenue in Notts Avenue and all deficiencies addressed.
- Council to paint or stamp the road surface for the length of the proposed 10 km/h shared zone on Notts Avenue in Bondi Beach. This will highlight the difference in street environment from the surrounding road network, as is required for a 10 km/h shared zone.
- The proposed parking on Notts Avenue in Bondi Beach must be within marked bays with regulatory signs. Parking spaces must comply with AS2890.5 *Parking Facilities*.
- Council to confirm that a lighting audit has been undertaken to ensure appropriate lighting is considered for safety and security.
- Council to submit the detailed design plans to the Roads and Maritime Services for review.
- Council to confirm that all relevant Traffic Committee approvals have been completed.
- Council to advise Roads and Maritime Services when all proposed works on Notts Avenue in Bondi Beach are complete.

Please respond in writing to advise your acceptance and to address the conditions of approval.

Please note, that Roads and Maritime is responsible for the setting and signposting of safe and appropriate speed limits in accordance with NSW Speed Zoning Guidelines. Therefore any requests for relocation of existing signage or speed limit changes and subsequent installations are the responsibility of Roads and Maritime.

Under the Block Grant, the maintenance of speed limit signage on local and regional roads (excluding school zone and camera signage) is the responsibility of Council. From the date of installation Waverley

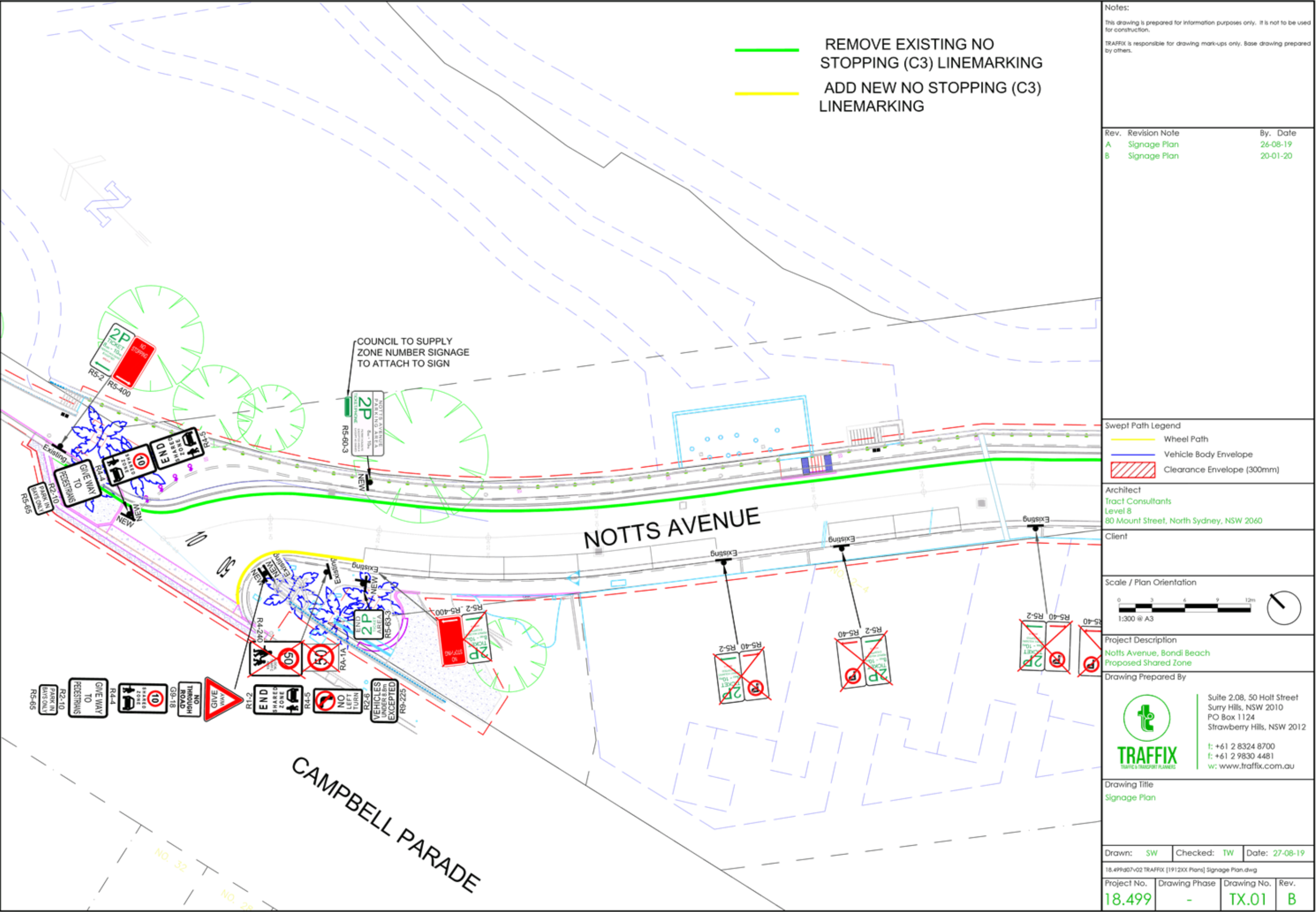
Council will be responsible for all future maintenance of the signage and markings relating to this speed limit change.

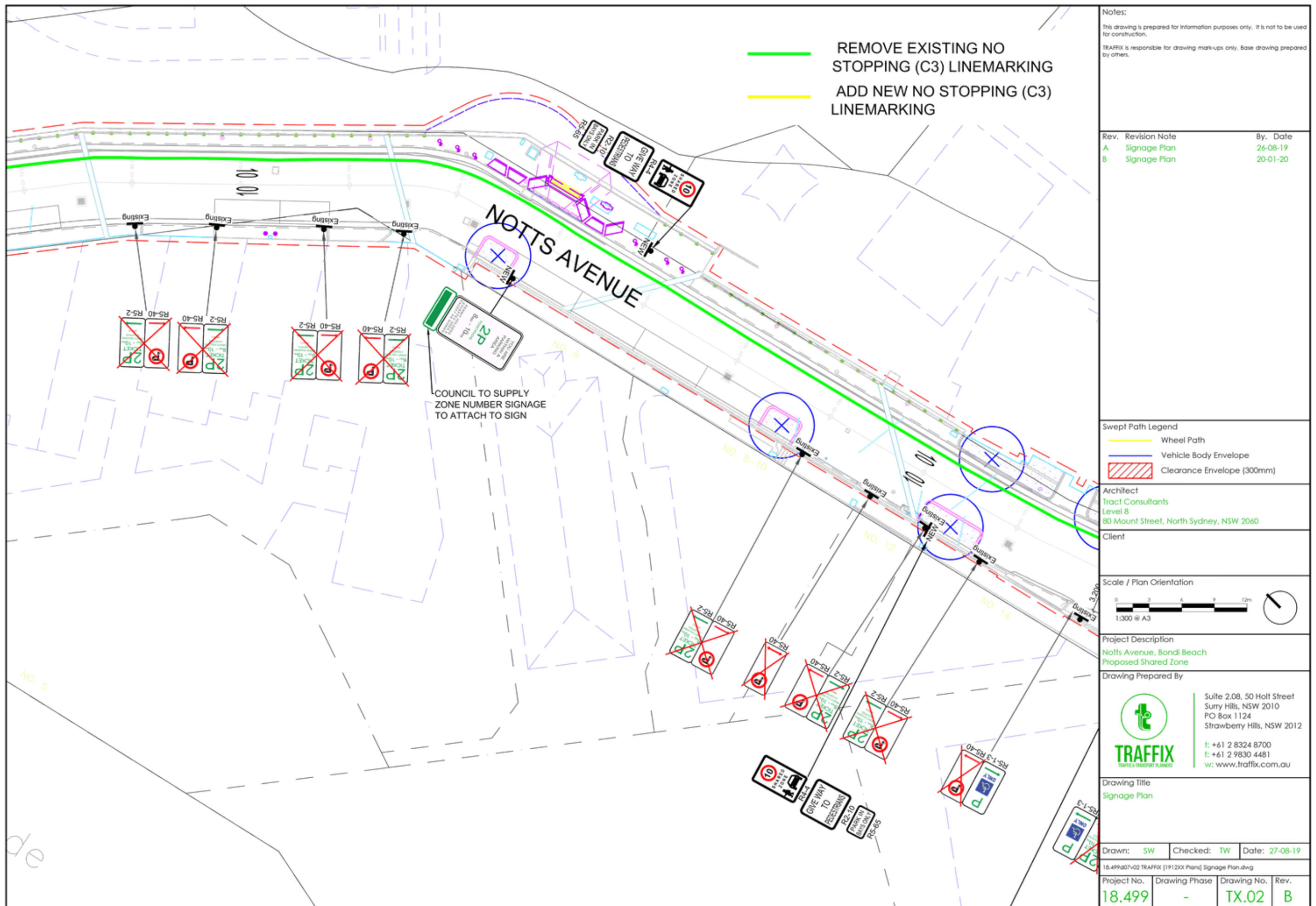
If you would like to discuss this further please contact Ben Borger on 0408 064 433

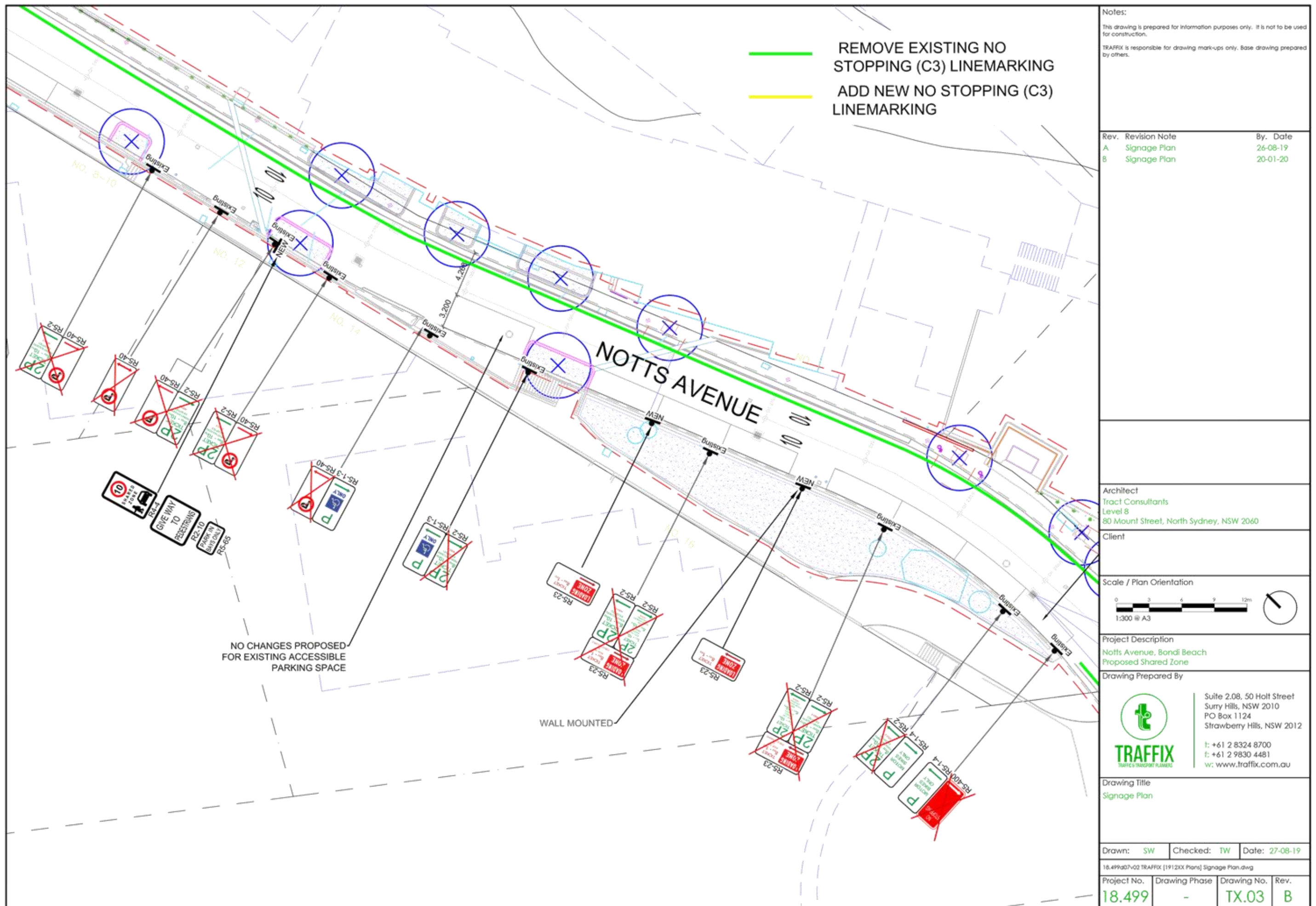
Yours sincerely,

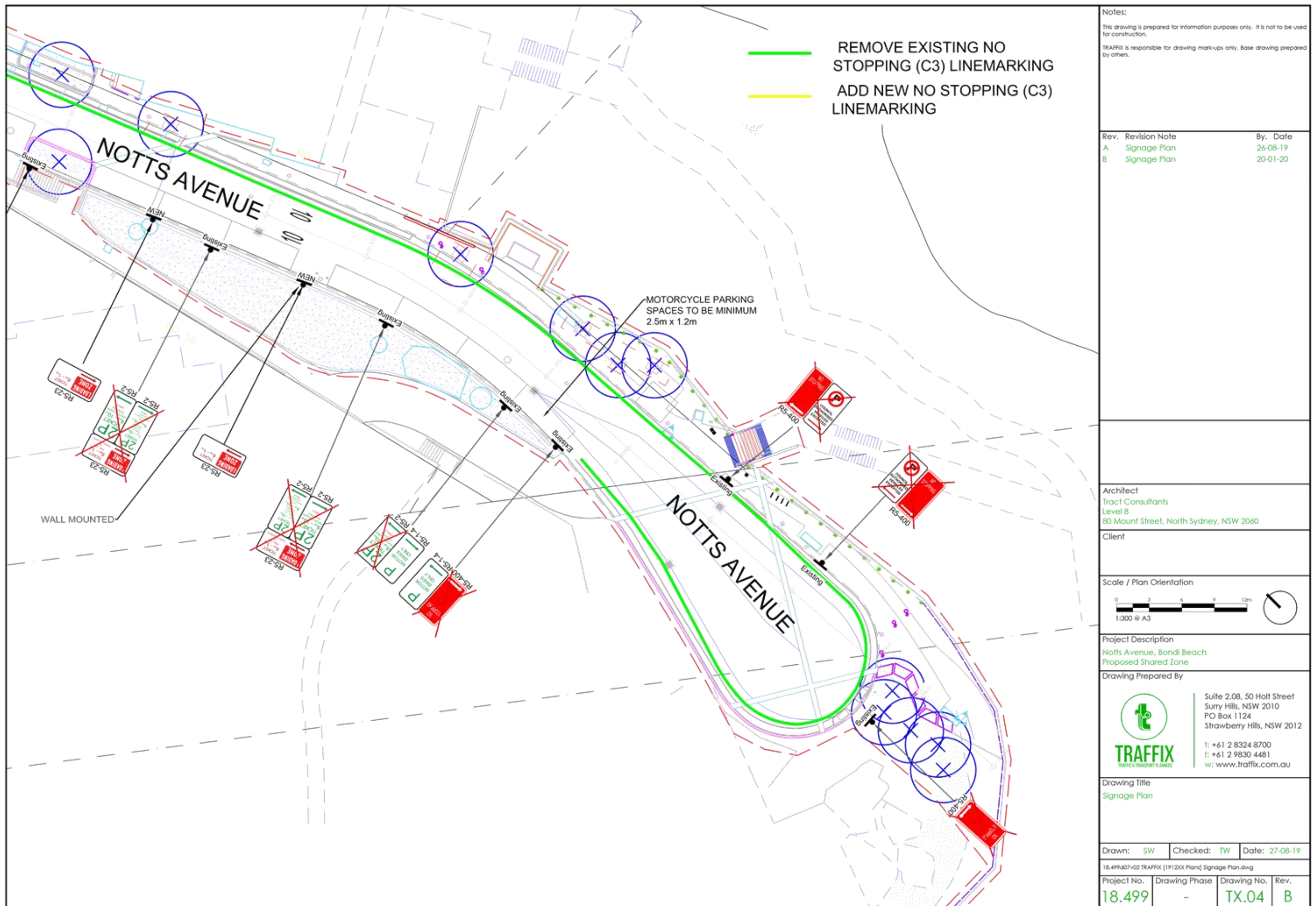
A handwritten signature in black ink, appearing to read 'David Ballm', with a long horizontal flourish extending to the right.

David Ballm
Network and Safety Services Manager, South East Precinct









REPORT
TC/V.06/20.02

Subject: Glenayr Lane, Bondi Beach – Installation of Continuous Footpath Treatment.

TRIM No.: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council;

1. Approves the installation of continuous footpath treatment on Glenayr Lane at the intersection with Glenayr Avenue, Bondi Beach as per design plan 9028, Issue A attached.
2. Install a pedestrian warning sign aligned with the north-western corner of the building on Glenayr Lane as shown on Figure 4 of this report.

1. Executive Summary

Council proposes to construct a continuous footpath treatment on Glenayr Lane at the intersection with Glenayr Avenue, Bondi Beach. This report presents the concept design for approval. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council's Long Term Financial Plan 2020/21 Local Village Streetscape Upgrade includes a provision to improve and upgrade the crossing point at Glenayr Lane and Glenayr Avenue with a "raised threshold treatment".

The plan was originally presented to Council in July 2018 and then again in March 2019. It has since awarded the contract.

The continuous footpath treatment proposed for Glenayr Lane provides the raised threshold treatment endorsed by Council.

Figure 1 shows the site location.

Figure 2 shows Glenayr Lane from Glenayr Avenue.

Figure 3 contains a concept design for the continuous crossing. It comprises a short "ramp" to a raised crossing aligned with the current footpath. Piano bars are included for added awareness.

Tactile ground surface indicators have been provided to assist people with vision impairment. They also assist in establishing a de-facto warning point for pedestrians. Guidance for these tactiles is contained in

AS1428.4.1 - 2009 Design for access and Mobility Part 4.1- Means to assist the orientation of people with vision impairment

The full concept plan is attached.

Figure 4 shows the location for a pedestrian warning sign proposed in addition to the concept plan. The pedestrian warning sign is a requirement of the Roads and Maritime Services.

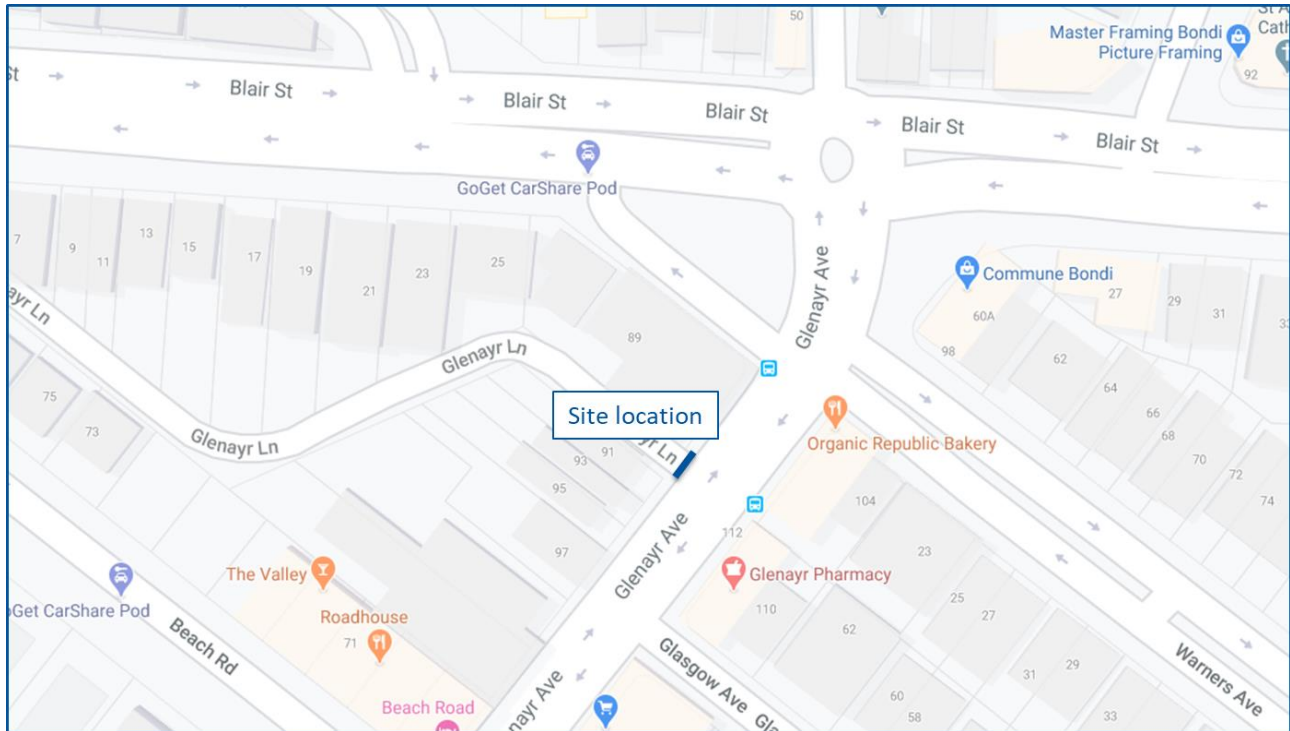


Figure 1: Site location



Figure 2: Glenayr Lane at Glenayr Avenue

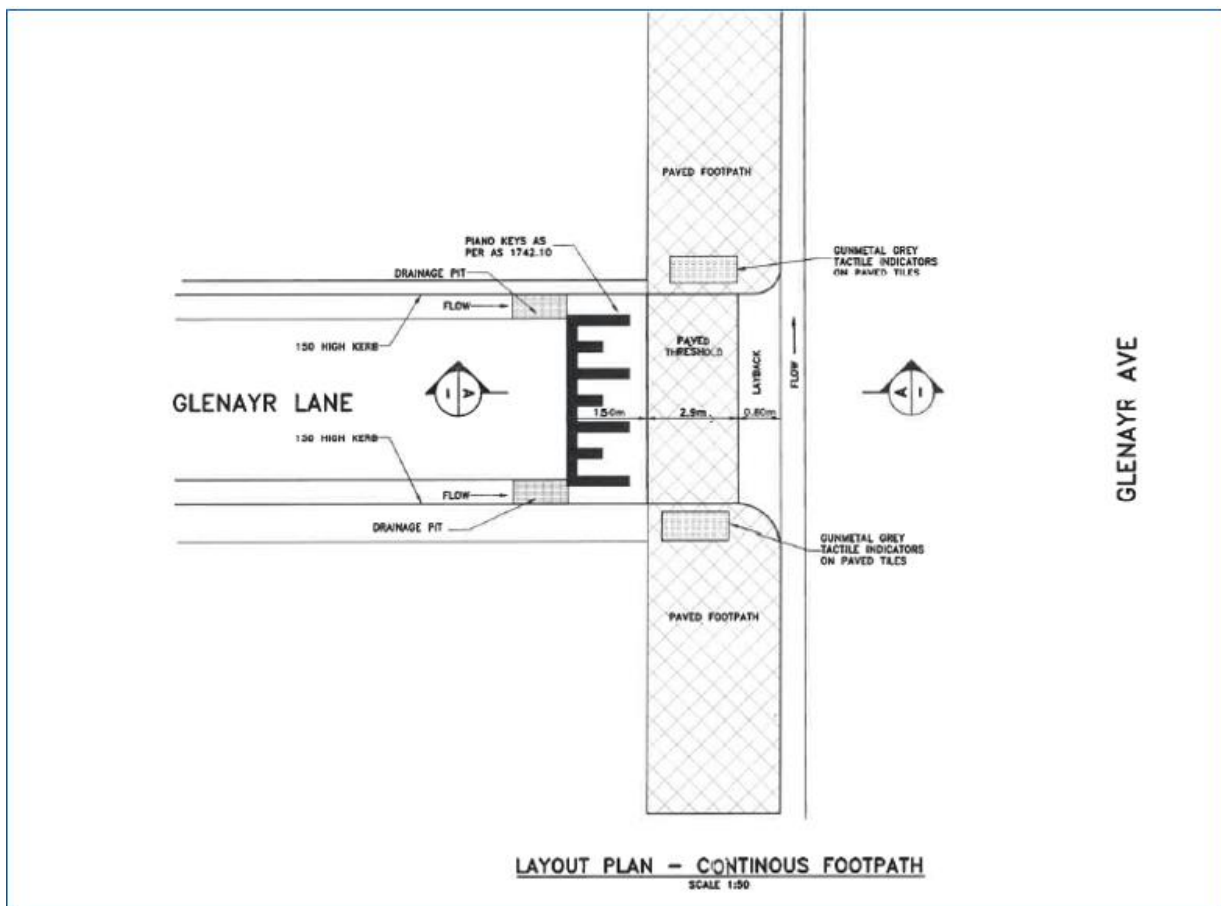


Figure 3: Glenayr Lane and Glenayr Avenue showing site of proposed treatment



Figure 4: Location of pedestrian warning sign facing Glenayr Lane

3. Technical Analysis

The site is near Galilee Catholic Primary School and Reddam House College. Significant numbers of pedestrians cross Glenayr Lane in the morning and afternoon on school days. Pedestrian movements will increase over time following the completion of developments nearby.

RMS Technical Direction TDT 2013/05 provides warrants and guidance for the design of continuous footpath treatments. A key measure is vehicle movements which should be less than 45 vehicles per hour.

Traffic movements to and from Glenayr Lane were surveyed over three one-hour periods on the (13/02/2020). The results of the survey are presented in **Table 1** below.

Table 1: Pedestrian and vehicle flows at Glenayr Lane Bondi Beach.

One Hour Time Period	Pedestrian flows across Glenayr Lane	Vehicle movements to and from Glenayr Lane
8.00 to 9.00 am	45	14
12.00 to 1.00 pm	31	1
2.30 to 3.30 pm	42	19

Vehicle flows to and from Glenayr Lane are less than 45 vehicles per hour satisfying the RMS requirement.

Pedestrian flows are significant. Whilst not specifically required under Technical Direction TDT 2013/05 the movements indicate the need for a safe crossing point.

Table 2 contains an assessment of the proposal against RMS criteria specified in Technical Direction TDT 2013/05. The RMS criteria are satisfied.

Table 2: Assessment against RMS Criteria

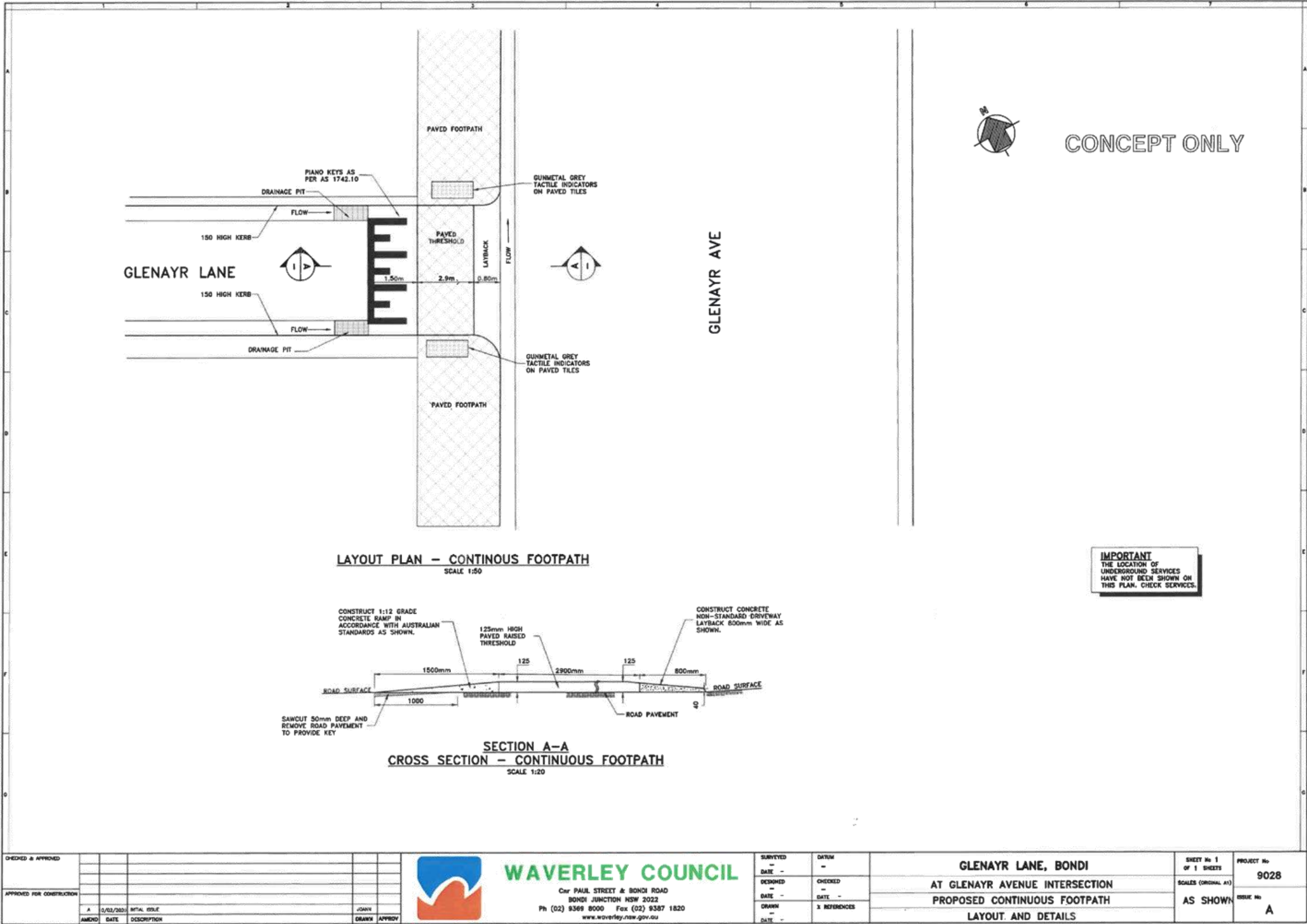
Item	RMS Guide	Compliance
Measured vehicle flow per hour	Typically no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any	Satisfied.
Measured 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. The continuous footpath treatment will assist in encouraging incoming residents to developments currently under construction and future developments to include walking as part of their travel patterns.
Risk assessment	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. A risk assessment, i.e. identification of types of people using the path, types of vehicles, sight lines, etc, will help to inform the	Satisfied. The laneway will be used for car access to and from dwellings plus possibly waste vehicle access. The provision of the raised approach on both sides plus the give way sign and piano bars reduces the risk to people crossing Glenayr
Type of intersection	A continuous footpath treatment can be used on any type of intersection other than a signalised intersection. 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.	Satisfied. Intersection is a T-configuration and un-signalised.
Direction of traffic	Ideally, traffic would be one way into the side street. 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. Consideration needs to be given to the movement of traffic on the main street. Depending on the specific location, it may be	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	The driveway laybacks must be no wider than 7m. This will constrain the available space while still allowing width for two motor vehicles to pass each other if required. 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	Satisfied. The width of the side road is 5-6 metres.
Effective speed of vehicles traversing the footpath	10 kilometres per hour or less. 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	Satisfied.
Signage	Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the	Satisfied. A pedestrian warning sign is provided.
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.

4. Financial Information for Council's Consideration

Council will fund the continuous footpath treatment in the intersection of Glenayr Lane and Glenayr Avenue from the Capital Works budget for Seven Ways C0355.

5. Attachments:

1. Glenayr Lane, Bronte - Design for Glenayr Lane Treatment [↓](#)



REPORT
TC/V.07/20.02

Subject: 101 Hastings Parade, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone fronting 101 Hastings Parade North Bondi.
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 for the installation of a construction zone outside the site at 101 Hastings Parade, North Bondi. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Frontage of 101 Hastings Parade

2. Introduction/Background

It is proposed that the zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 zone lengths of 9 metres or greater and periods of 13 weeks or more.

3. Technical Analysis

The site is located on the southern side of Hastings Parade near the intersection of Military Road, North Bondi. There is a driveway to the property from Hastings Parade. It is proposed to install a 9 metre construction zone at 101 Hastings Parade fronting the property.

Table 1: Application details for 101 Hastings Parade, North Bondi

Applicant	HSN 101 Pty Ltd
Development Application	DA-442/2018
Works	Demolish existing dwelling, earthworks and construction of a part two part three storey attached dual occupancy development with strata subdivision
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	9 metres
Road	Hastings Parade North Bondi
Existing Parking	There are no parking restrictions
Requested Length	9 metres
Proposed Length	9 metres
Duration	26 weeks
Beginning	April 2020
Fee Area	No parking restrictions
Estimated Fees	\$599.40 per week (based on 9 metres)



Figure 2: Proposed construction zone on Hastings Parade fronting number 101

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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil .

REPORT
TC/V.08/20.02

Subject: 299 Old South Head Road, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre long 'No Parking 7AM-5PM Mon-Fri / 8AM to 3PM Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone on Simpson Street adjacent to 299 Old South Head Road, Bondi Beach.
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 for the installation of a construction zone outside the site in Simpson Street (property address 299 Old South Head Road), Bondi Beach. Council will need to exercise its delegated function to implement the proposal.



Figure 1: Frontage of 299 Simpson Street

2. Introduction/Background

It is proposed that the zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' 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 zone lengths of 9 metres or greater and periods of 13 weeks or more.



Figure 2: Proposed construction zone on Simpson Street fronting number 299

3. Technical Analysis

299 Old South Head Road has frontages on Old South Head Road and Simpson Street. There is no driveway to the property from Simpson Street. It is proposed to install a 9 metre construction zone in Simpson Street fronting the property.

Table 1: Application details for 299 Old South Head Road, Bondi Beach

Applicant	Paul Mercy
Development Application	DA-76/2019
Works	Demolish existing dwelling, earthworks and construction of a two story residence with basement garage and below ground pool
Approved Hours of Construction	7 am–5 pm Mon–Fri; 8 am–3 pm Saturday
Frontage Length	9 metres
Road	Simpson Street Bondi Beach
Existing Parking	There are no parking restrictions
Requested Length	9 metres

Proposed Length	9 metres
Duration	36 weeks
Beginning	3 March 2020
Fee Area	No parking restrictions
Estimated Fees	\$599.40 per week (based on 9 metres)

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.
- \$370 per metred (ticket) car parking space per week in addition to above fees (where applicable).

5. Attachments

Nil .

REPORT
TC/V.09/20.02

Subject: Lancaster Road, Dover Heights – Extension of 'No Stopping' zone

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council approves extension of the existing "No Stopping" zone on the northern side of Lancaster Road at Military Road, Dover Heights by 5.3 metres resulting in a 15.3 metre 'No Stopping' zone.

1. Executive Summary

Council has received a request from State Transit for extension of the "No Stopping" zone on the northern side of Lancaster Road at Military Road, Dover Heights.

The extension would result in no stopping restrictions from the intersection of Lancaster Road with Military Road to a bus stop/zone in Lancaster Road. Safety for bus movement turning right out of Lancaster Road into Military Road would be improved. This would also apply to other road users.

One on-street parking space would be lost.

2. Introduction/Background

State Transit has advised that it is currently difficult for buses to make turns from Lancaster Road when a vehicle is parked on this section of roadway without proceeding onto the wrong side of the road. State Transit have advised that "this is of concern due to the proximity to the intersection with vehicles travelling in opposite directions unable to pass each other. When the roadway is obstructed, buses have in the past had to divert away from Lancaster Rd and Peel St resulting in the temporary loss of a bus service to four bus stops."

Council officers have examined the site with State Transit. Replacement of the single car space with the No Stopping extension is considered necessary.

The loss of the on-street car space can be accommodated as properties in the vicinity have off-street parking plus there is sufficient vacant on-street parking within a short (50 metres) walking distance of the affected area. Unrestricted parking on the southern side of Lancaster Road is generally vacant. This can accommodate around 7 to 8 spaces.



Figure 1: View from Military Road onto Lancaster Road, Dover Heights

3. Technical Analysis

Site observations were undertaken of buses making turnings from Military Road to Lancaster Road. The movement is possible but very tight if a vehicle is parked in 5.3 metre space. The right turn out of Lancaster Avenue is of most concern. Buses have to cross to the other side of the road to pass a parked vehicle.

It is recommended that the 5.3 metre unrestricted parking area is replaced by an extension of the existing 'No Stopping' zone to 15.3 metres as shown in **Figure 2**.

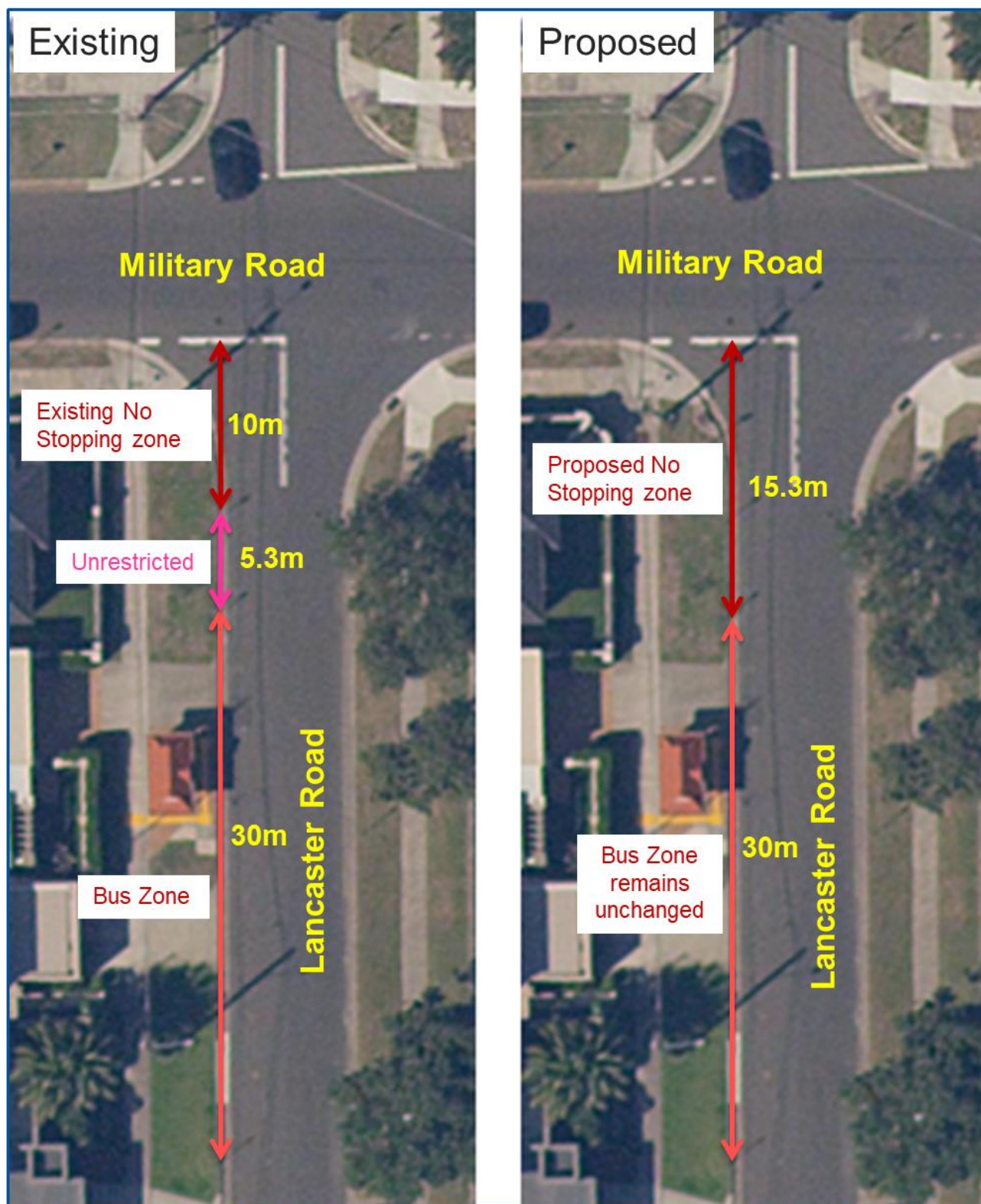


Figure 2: Proposed signage changes on Lancaster Road, Dover Heights

4. Financial Information for Council's Consideration

Any changes to signage will be funded from existing budgets.

5. Attachments

Nil .

REPORT
TC/CV.01/20.02

Subject: Smart City Transport and Parking Initiative PUDO bays

TRIM No: SF18/4225

Author: Leo Huertas-Prieto, Project Manager, Strategic Transport
Clint Yabuka, Manager, Strategic Transport
Tony Pavlovic, Acting Director, Planning, Environment & Regulatory

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council Installs "No Parking" pick up / drop off bays at the following locations:

1. Pick-up / drop-off bay at Glenayr Avenue south side between Glasgow Avenue and Beach Road (5.4 metres).
2. Pick-up / drop-off Bay at Curlewis Street north side between Campbell Parade and Gould Street (9.0 metres).
3. Pick-up / drop-off Bay at Roscoe Street north side between Gould Street and Gould Lane (9.4 metres).
4. Pick-up / drop-off Bay at Hall Street north side between Gould Lane and Campbell Parade (6.0 metres).
5. Pick-up / drop-off Bay at Campbell Parade west side between Lamrock Ave and Hall Street (6.7 metres).
6. Pick-up / drop-off Bay at Hall Street north side between O'Brien Street and Gould Street (18.0 metres).
7. Pick-up / drop-off Bay at Adelaide Street west side between Oxford Street and Grafton Street (15.0 metres).
8. Pick-up / drop-off Bay at Bronte Road west side between Ebley Street and Spring Street (24.0 metres).
9. Pick-up / drop-off Bay at Grafton Street south side between Grosvenor Street and Newland Street (16.9 metres).
10. Pick-up / drop-off Bay at Ebley Street north side between Newland Street and Bronte Road (10.0 metres).

1. Executive Summary

The Smart Cities Transport and Parking Initiative (SCTPI) is a signature project within Waverley's People Movement and Places. It received support from Council at the December 2019 Strategic Planning and Development Committee Meeting.

The purpose of the project is to integrate the operation of shared transportation providers into the management of our public domain thereby improving safety and convenience for our community.

The project includes the allocation of specific areas as pick-up / drop-off bays that are intended to operate as high turnover short stay zones to enable kiss and ride, taxis and ride share.

Six pick-up / drop-off car bays are proposed for the Bondi Beach area. Four pick-up / drop-off bays are proposed for the Bondi Junction area. The pick-up / drop-off bays will operate for a trial period of twelve months.

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

2. Introduction/Background

The installation of pick-up / drop-off car bays will clean up difficulties experienced in the past in the densely populated area of Waverley. It will:

1. Reduce the high level of double parking that occurs when drivers drop off and pick up passengers.
2. Give car passengers destinations to which they can be dropped off and picked up with ease. This include access to and from Bondi Junction railway station.
3. Reduce conflict between buses and drivers who are dropping off and picking up passengers as booking apps will direct users to the pick-up / drop-off car bays.

The end outcome is an improvement in accessibility for the Waverley Community and a reduction in congestion arising from circulating traffic.

Added to these benefits is the integration of public transport services with kiss and ride, taxis, ride share, and bicycle users. This will be achieved by the use of a smart phone app which can provide guidance on mode choice available for a journey.

The Mill Hill Bondi Junction and Bondi Beach Precinct Committees have been consulted as part of the investigation. Council's Access Committee has also been consulted. All were in favour of the proposed trial locations. Other locations for future investigation were suggested. Also, should this trial become permanent, the Access Committee has suggested to upgrades to the pick-up / drop-off bays to improve accessibility.

2.1 Pick-up / drop-off car bays

Pick-up / drop-off car bays will provide destinations known to people so that they can connect with drivers.

Ten locations have been identified for the proposed pick-up / drop-off bays. This is based on transport providers data and minimising impact on existing kerbside access.

3. Technical Analysis

This section of this report is divided in to three sections:

1. 3A - pick-up / drop-off locations in Bondi Beach.
2. 3B - pick-up / drop-off locations in Bondi Junction.
3. 3C - typical proposed on road treatments and signage for both the pick-up / drop-off bays.

3A. Technical Analysis – Proposed pick-up / drop-off locations at Bondi Beach



Figure 1: Proposed pick-up / drop-off locations at Bondi Beach

Location 1 – pick-up / drop-off Bay 1 on Glenayr Avenue south side between Glasgow Avenue and Beach Road

This proposed pick-up / drop-off location is adjacent to the Beach Road Hotel. It is 80 metres from 7-Ways Bondi.

This bay will replace an existing mail zone. The mail box associated with the mail zone will be relocated 3 metres north of the zone.

Access to the mail box by Australia Post can still be undertaken by parking within the new pick-up / drop-off bay.

The relocation of the mail box means that pick-up / drop-off activities can occur as there is a 3 metre separation from the post box itself. 3 metres is the minimum distance that one can park near a mail box.



Figure 2: Proposed pick-up / drop-off Bay 1 on Glenayr Avenue

Location 2 – pick-up / drop-off Bay 2 on Curlewis Street north side between Campbell Parade and Gould Street

This proposed pick-up / drop-off location is adjacent to the Bondi Hotel and the Pacific Shopping Centre. It is 35 metres from Campbell Parade.

The bay will replace an existing No Standing STA Buses Exempt Zone. The zone was previously used for bus layover. It is no longer used by State Transit.



Figure 3: Proposed pick-up / drop-off Bay 2 on Curlewis Street

Location 3 – pick-up / drop-off Bay 3 on Roscoe Street north side between Gould Street and Gould Lane

This proposed pick-up / drop-off location is an existing Truck Zone. The zone will be used for both truck drivers and pick-up / drop-off activities.

Pick-up / drop-off of passengers is permissible within a truck zone under NSW Road Rule 180 (1)(b).

The “Truck Zone” will be supplemented by an advisory sign allowing drop off and pick up. The supplementary sign will not be regulatory.

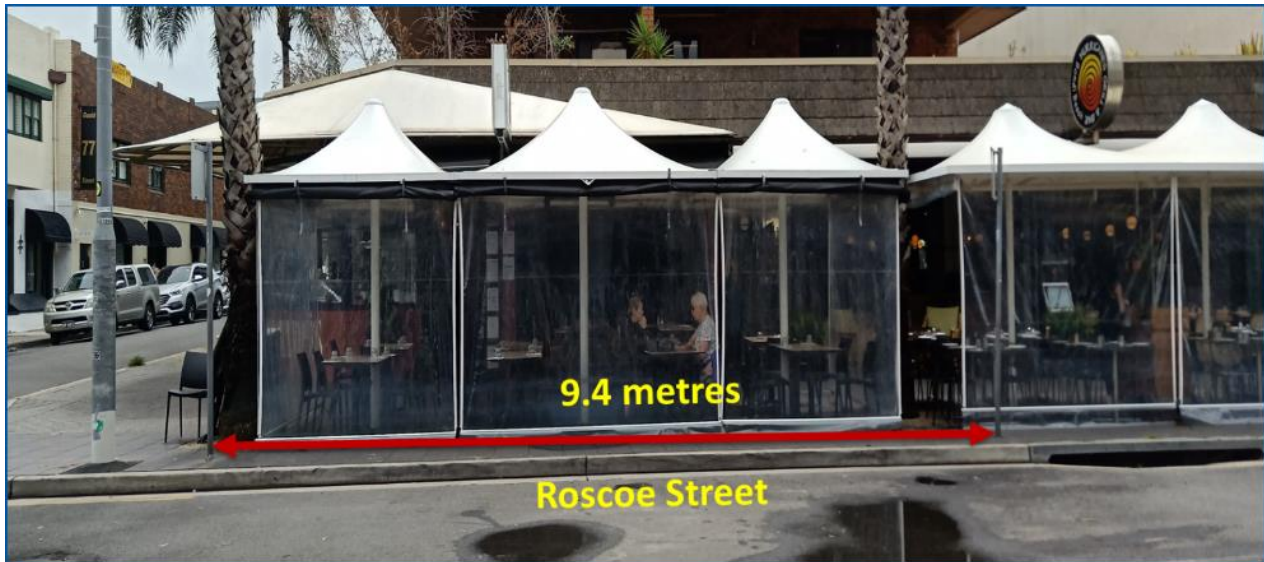


Figure 4: Proposed pick-up / drop-off Bay 3 on Roscoe Street

Location 4 – pick-up / drop-off Bay 4 on Hall Street north side between Gould Lane and Campbell Parade

This proposed pick-up / drop-off location is the first metered bay to the east of the no stopping restrictions at Gould Lane, thereby allowing draw-in and draw-out space (note that the photo below shows a white car illegally parked).



Figure 5: Proposed pick-up / drop-off Bay 4 on Hall Street

Location 5 – pick-up / drop-off Bay 5 on Campbell Parade west side between Lamrock Ave and Hall Street

This proposed pick-up / drop-off location is an existing Taxi Zone. Conversion of the zone to “No Parking” with drop off / pick-up allows continued use by taxis to service customers but not to wait for longer than two minutes.



Figure 6: Proposed pick-up / drop-off Bay 5 on Campbell Parade

Location 6 – pick-up / drop-off Bay 6 on Hall Street north side between O’Brien Street and Gould Street

This proposed pick-up / drop-off location is an existing No Parking zone in front of the Adina Hotel. There are no impacts on existing parking arrangements.

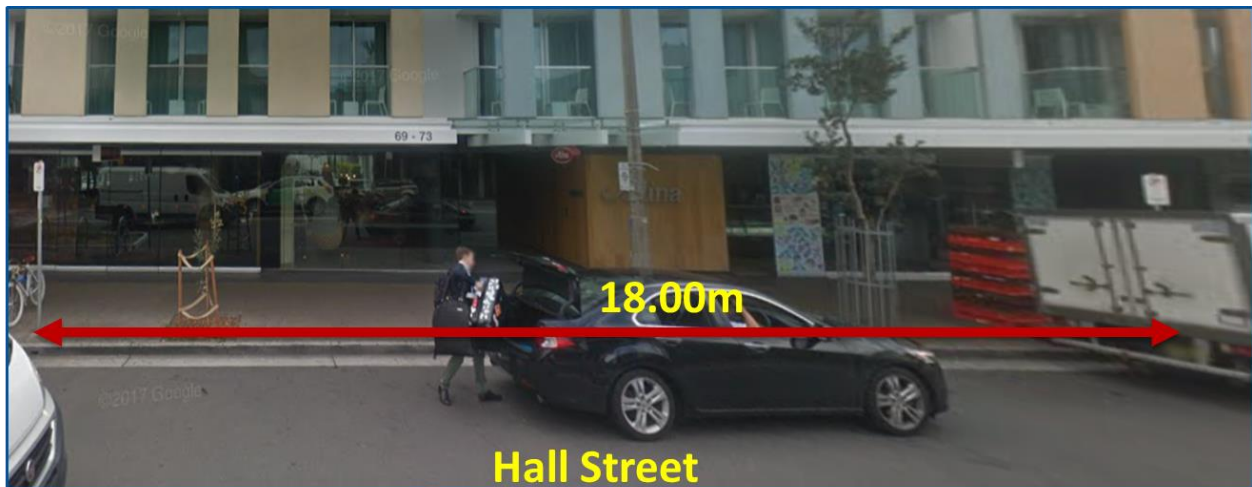
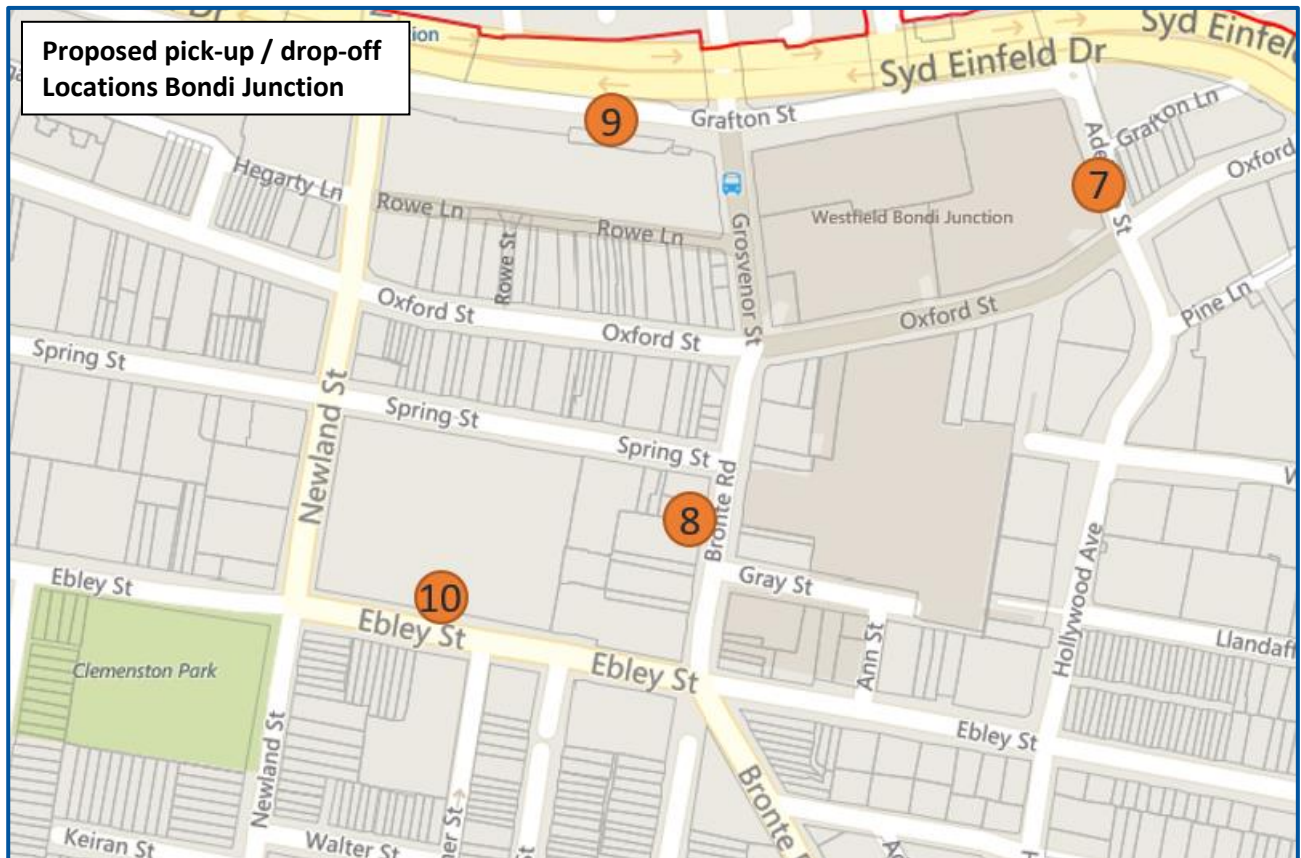


Figure 7: Proposed pick-up / drop-off Bay 6 on Hall Street

3B. Technical Analysis – Proposed pick-up / drop-off Locations Bondi Junction**Figure 8: Proposed pick-up / drop-off locations in Bondi Junction**

Location 7 – pick-up / drop-off Bay 7 on Adelaide Street west side between Oxford Street and Grafton Street

This proposed pick-up / drop-off location is partially within an existing “Taxi Zone” and partially within an existing “No Stopping” zone.

The reduction in length of the taxi zone will have no impact as it is rarely used and never used for the full length.

The reduction on length of the “No Stopping” zone leaves 15 metres of “No Stopping” from the traffic signals at Adelaide Street / Oxford Street. This is longer than the statutory 10 “No Stopping” distance. The extra 5 metres allows for smoother and safer turns for drivers turning right from Oxford Street westbound into Adelaide Street northbound.

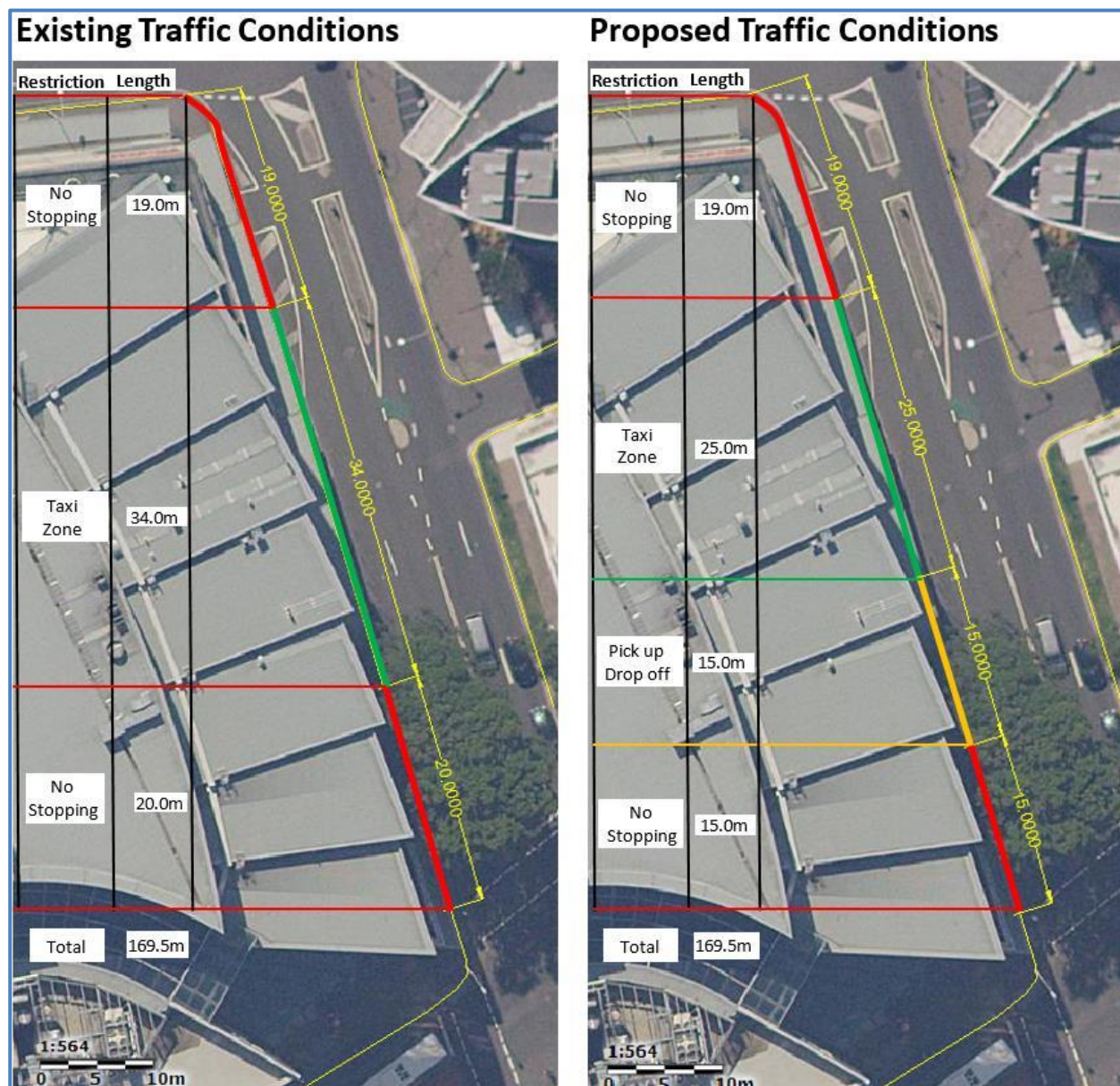


Figure 9: Proposed pick-up / drop-off Bay 7 on Adelaide Street

Location 8 – pick-up / drop-off Bay 8 on Bronte Road west side between Ebley Street and Spring Street

This proposed pick-up / drop-off location will be installed after the cycleway related works on Bronte Rd, the location has current approval as a 24m No Stopping Zone as part of the linemarking and signage for the cycleway.

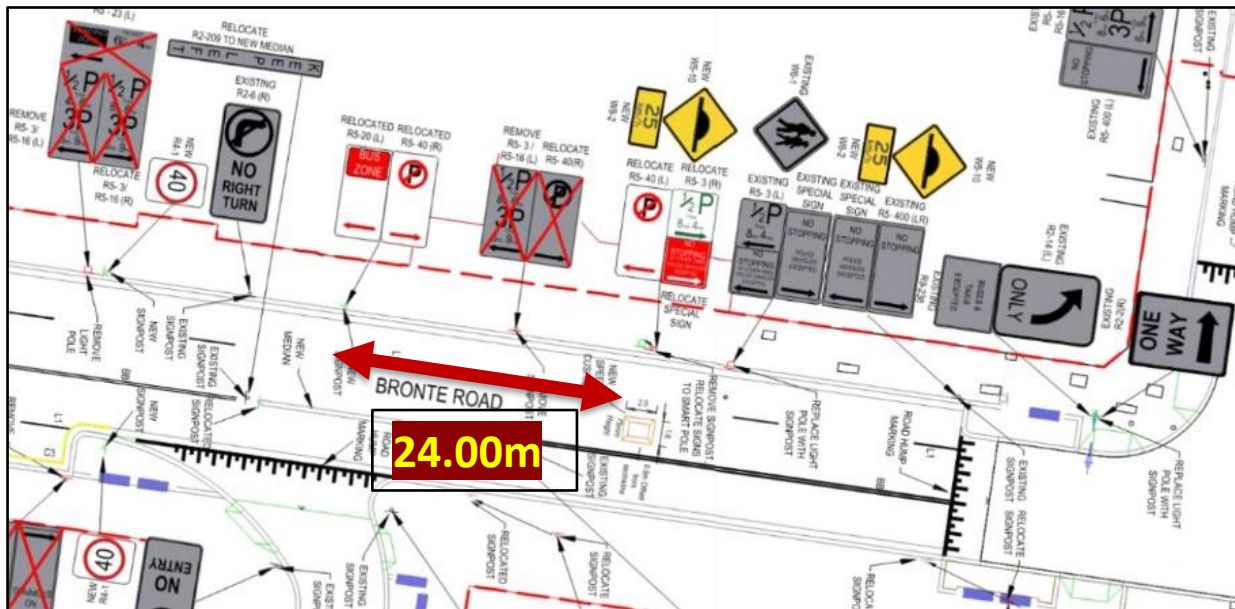


Figure 10: Approved signage on Bronte Road (extract from Cycleway REF).



Figure 11: Proposed pick-up / drop-off Bay 8 on Bronte Road (21.00m should read 24.00m)

Location 9 – pick-up / drop-off Bay 9 on Grafton Street south side between Grosvenor Street and Newland Street

This proposed pick-up / drop-off location is currently a Metro Bus layover zone that will be partially converted to a pick-up / drop-off. The existing is a Bus Zone of 11m and Metro Bus Layover 29.5m, the proposed is a 16m pick-up / drop-off and 24m Bus Layover.

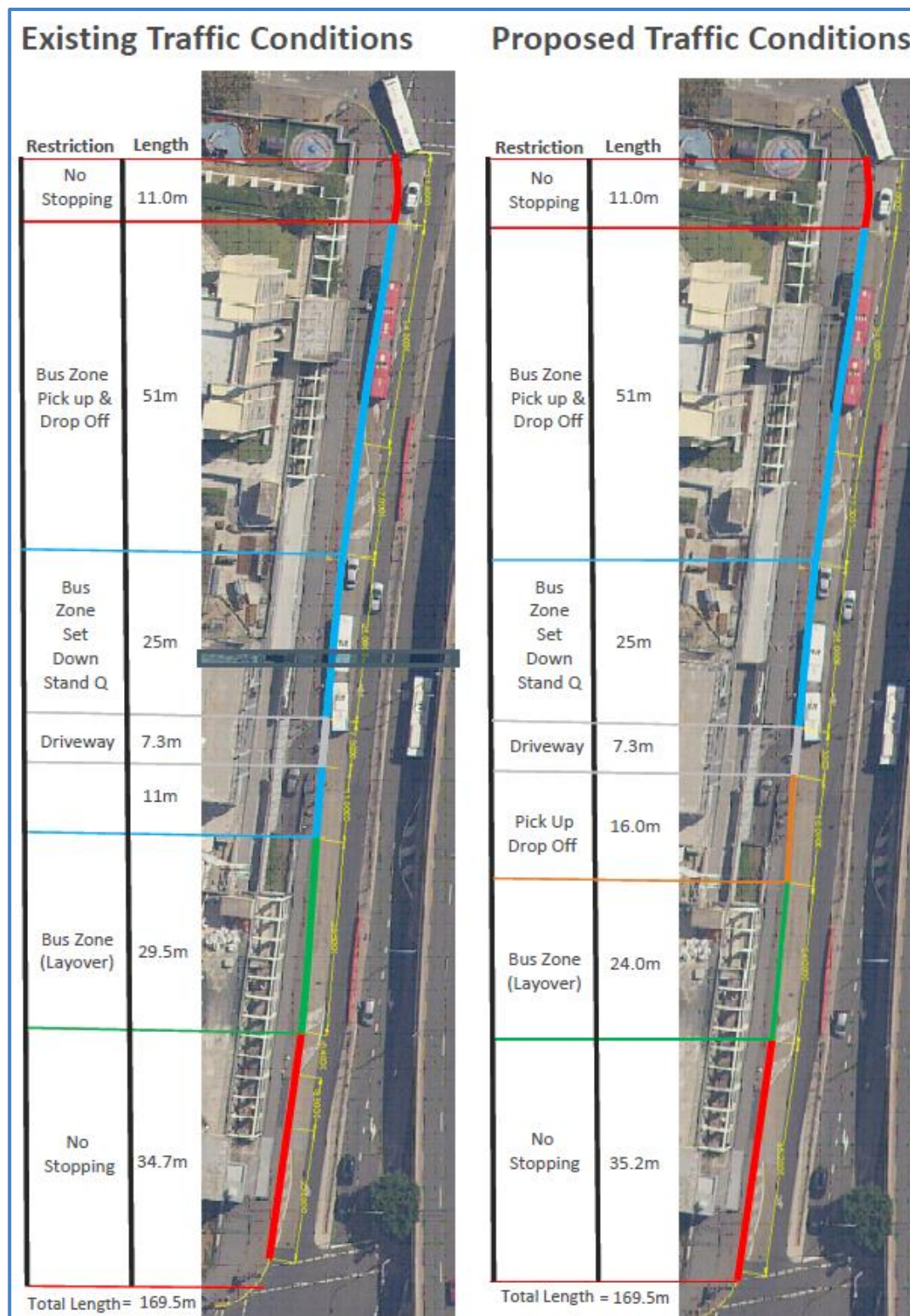


Figure 12: Proposed pick-up / drop-off Bay 9 on Grafton Street

Location 10 – pick-up / drop-off Bay 10 on Ebley Street north side between Newland Street and Bronte Road

This proposed pick-up / drop-off location is an existing No Parking zone adjacent the pedestrian entry to Eastgate Shopping Centre. Existing No Parking Zone 10m, proposed as No Parking pick-up / drop-off.



Figure 13: Proposed pick-up / drop-off Bay 10 on Ebley Street

3C. Technical Analysis – Proposed pick-up / drop-off and Bike-pick-up / drop-off signage and linemarking

Each drop-off / pick-up bay will be signposted as “No Parking pick-up / drop off as shown below. The bays will be line-marked with a 2.1 metre wide line-marked box in accordance with Australian Standard AS2890.5 - 1993 - On Street Parking. The box will not be filled.



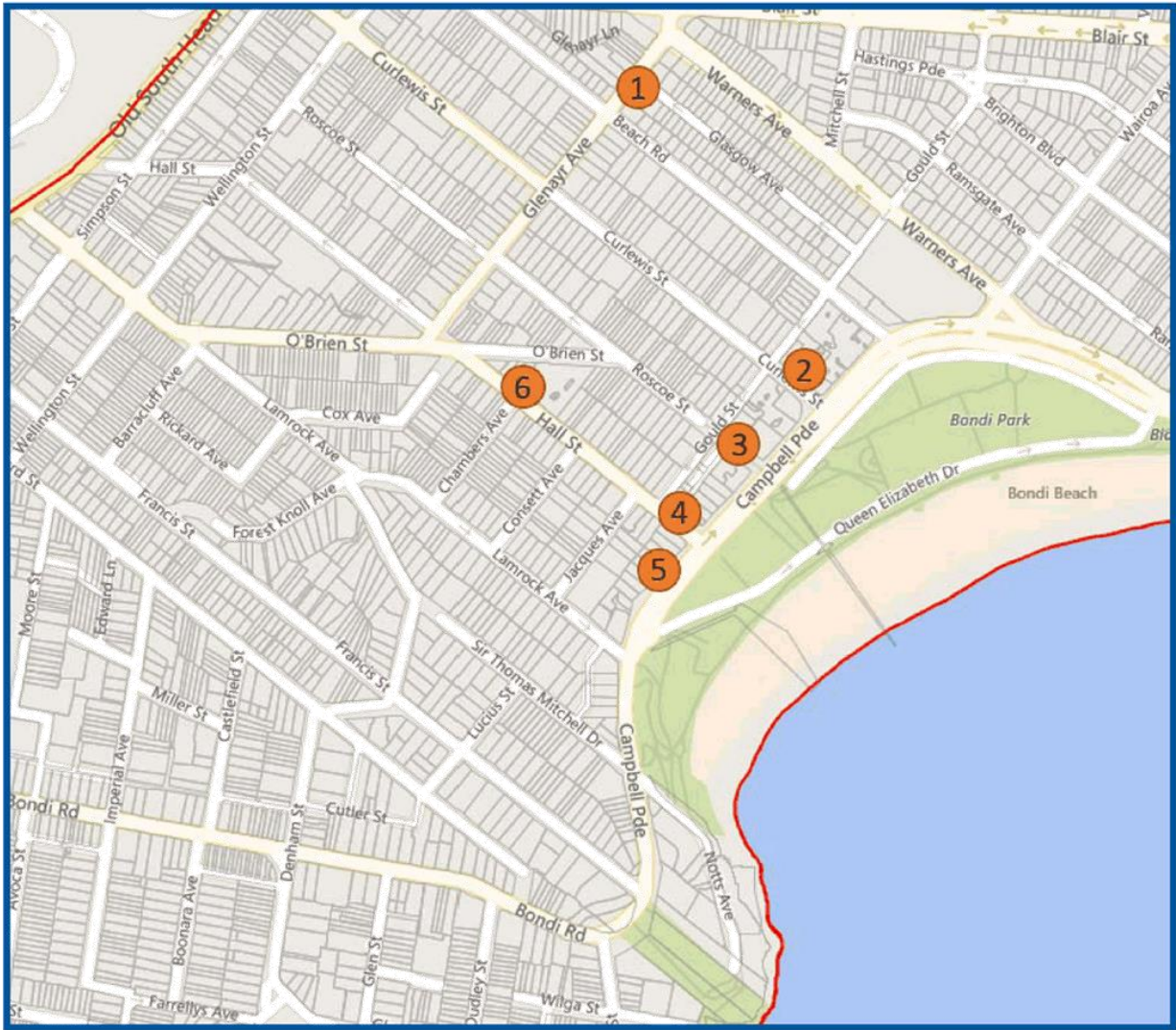
Figure 14: Pick-up / drop-off signpost

4. Financial Information for Council's Consideration

If changes to signage and road surface colour are approved, Council will fund the cost of installation from existing budgets.

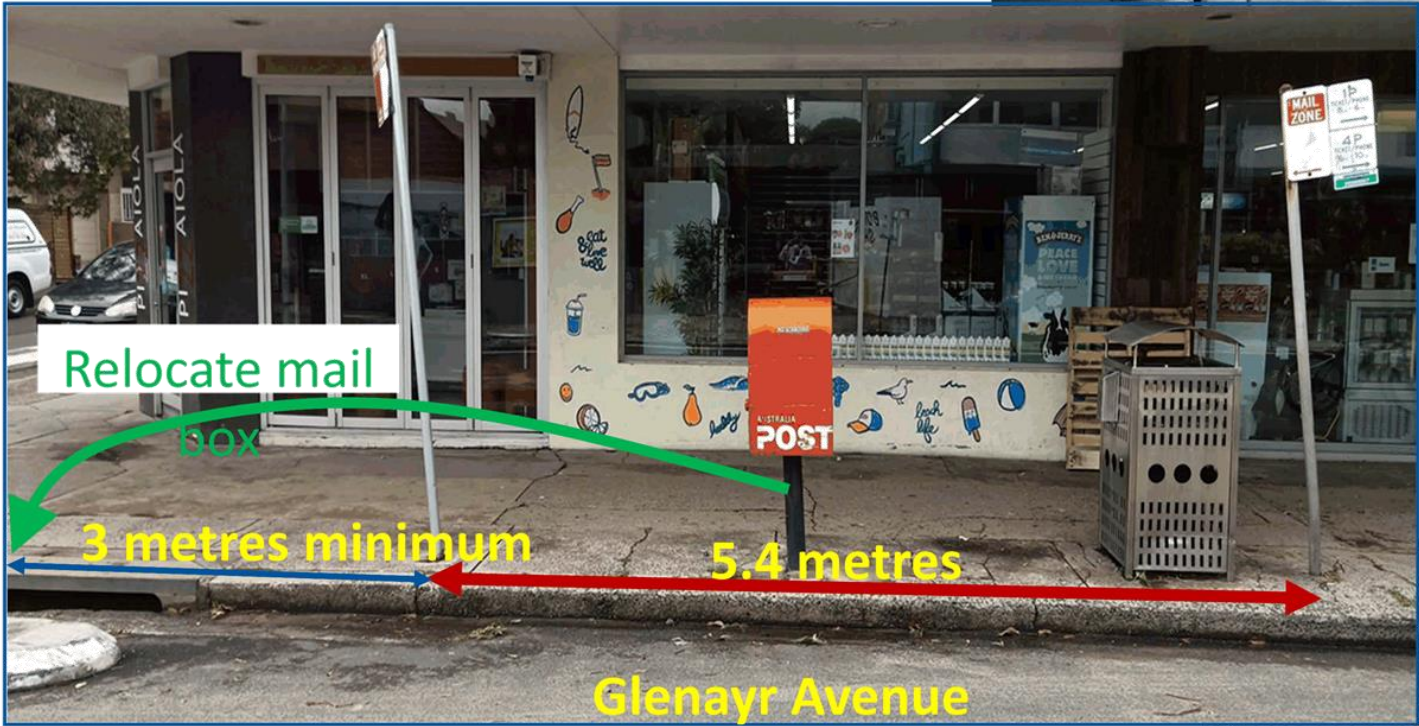
5. Attachments

1. PUDO Trial - Areas, locations and description [↓](#) .



PUDO - Bondi Beach

1. Glenayr Avenue and Beach Road on mail zone



PUDO - Bondi Beach



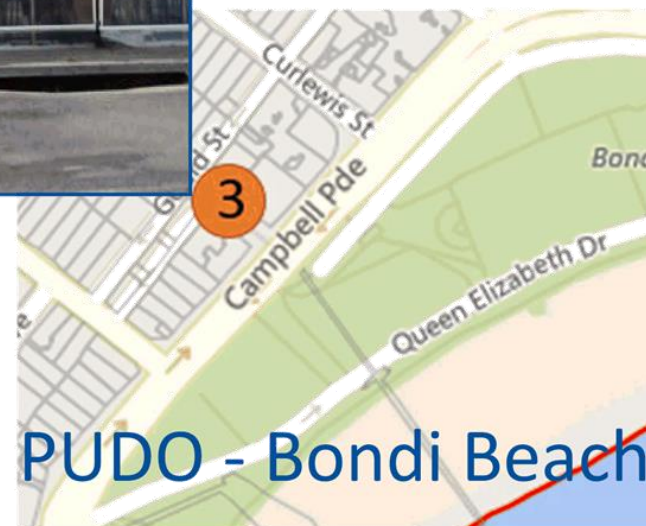
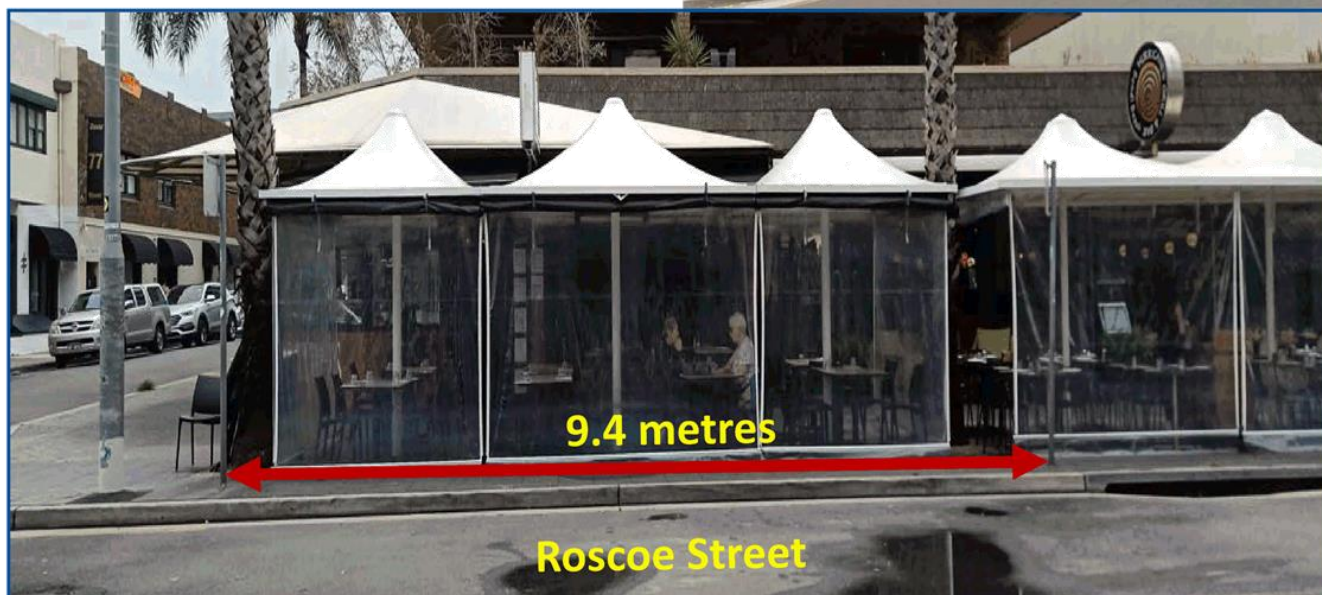
2. Curlew St north side on STA Exempted No Standing



PUDO - Bondi Beach



3. Roscoe St on Truck Zone



4. Hall St, north side bay nearest intersection to Campbell Parade (near 'Gelattissimo') - existing metered bay

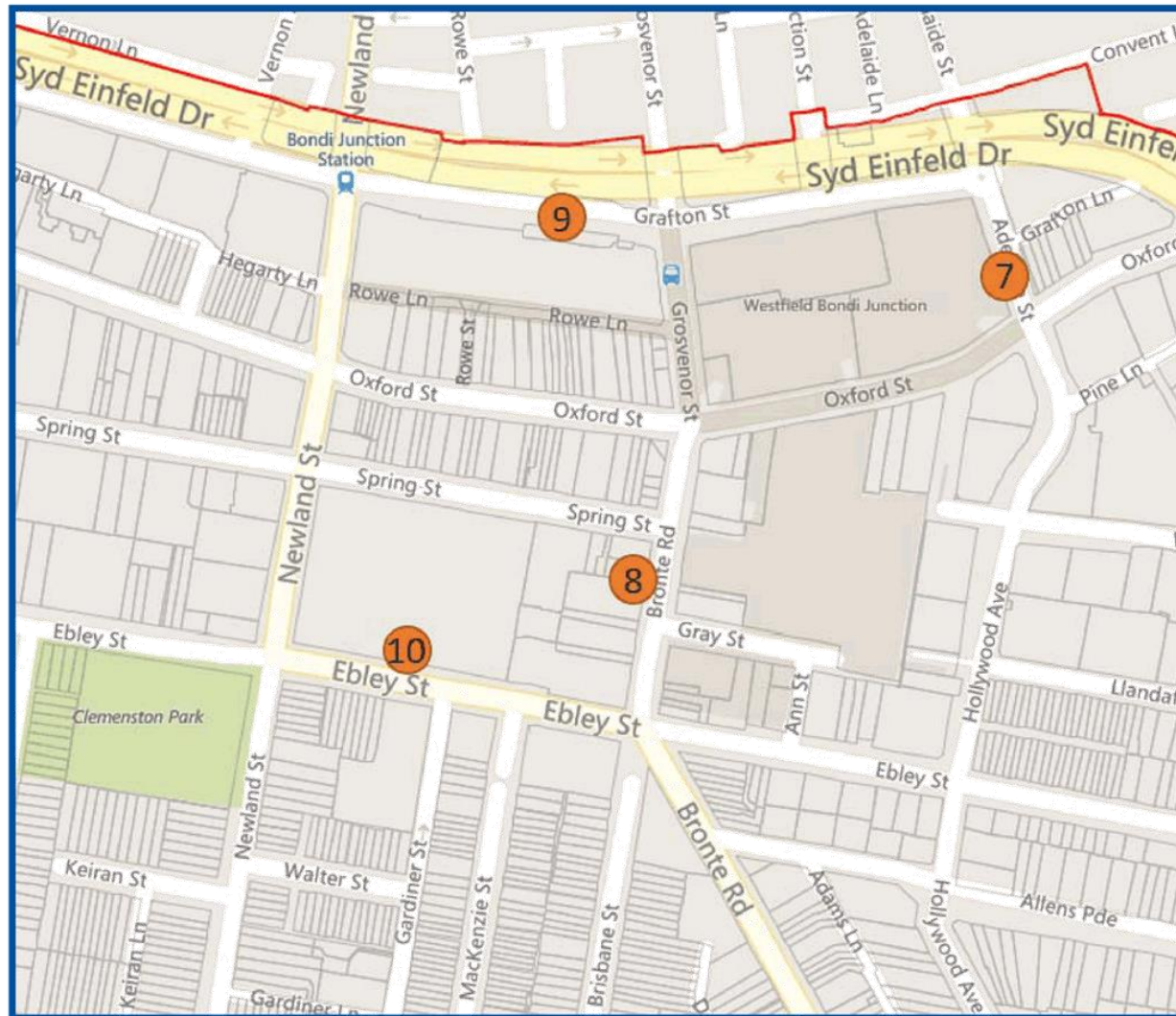


5. Campbell Parade on existing Taxi Zone



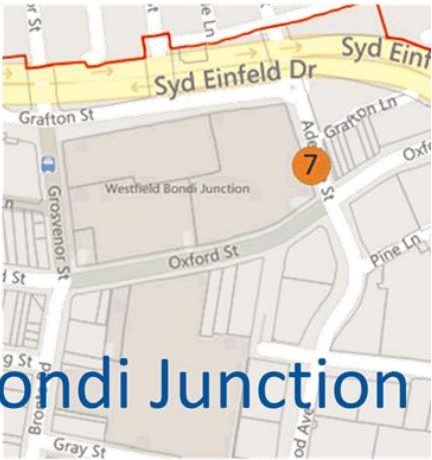
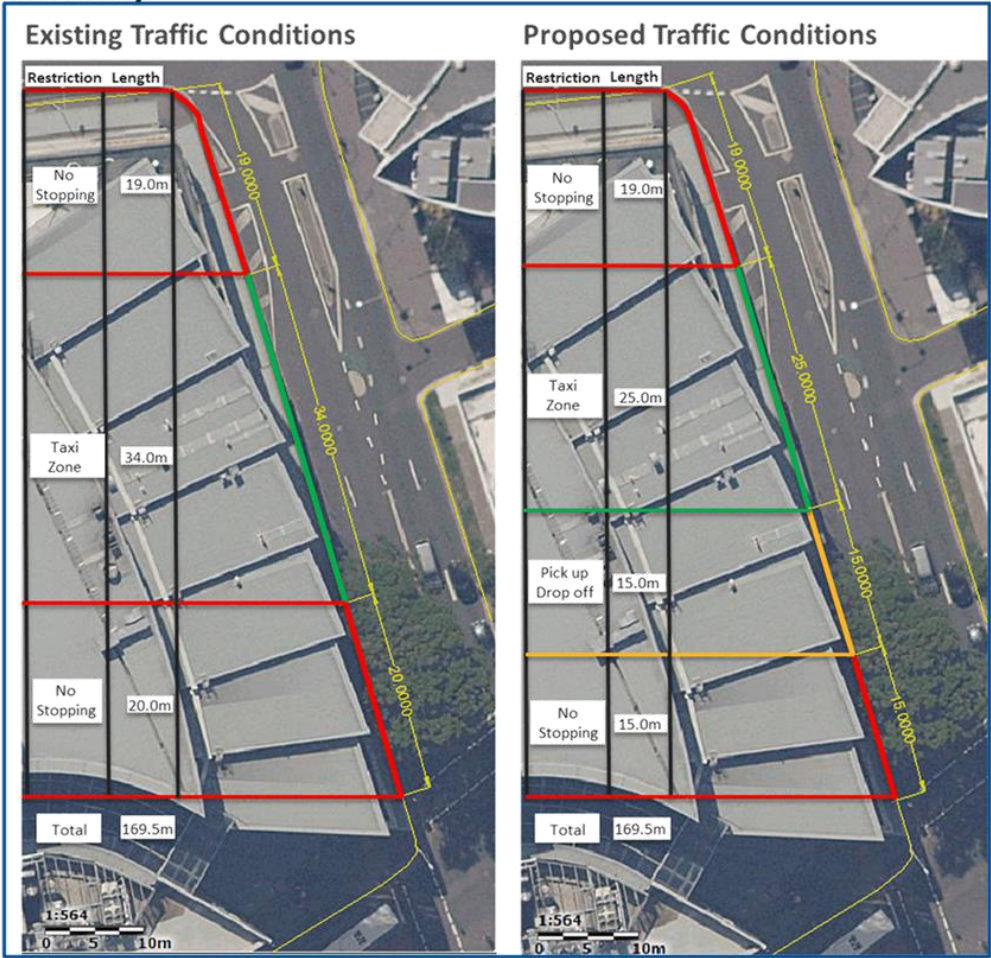
6. Hall St in front of Adina Apartments – existing





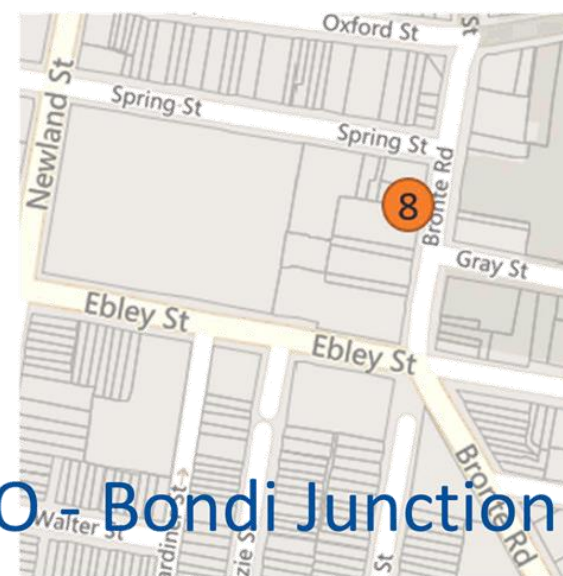
PUDO - Bondi Junction

7. Adelaide St, west side and south of taxi bay (moving taxi bay 10 meters north)



PUDO - Bondi Junction

8. Bronte Rd west side near 'Grilled' on existing parking zone



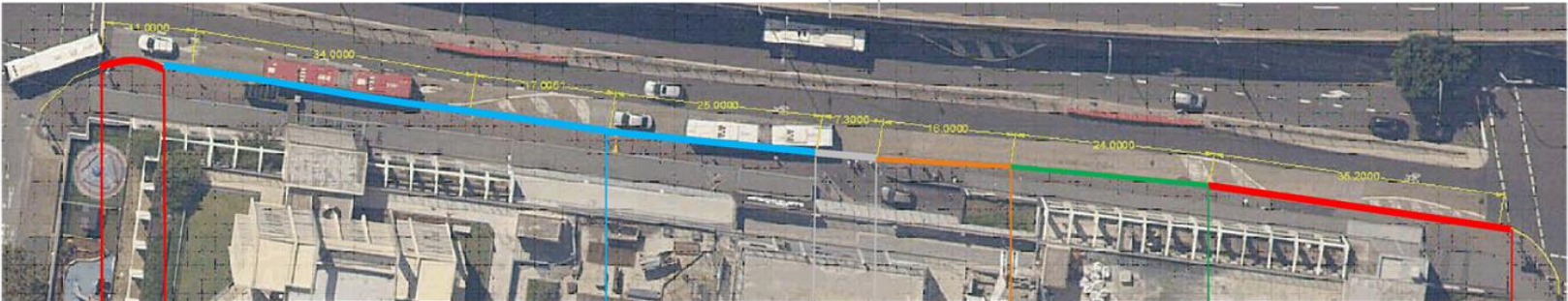
9. Grafton St in front of train station

Existing Traffic Conditions



Length	11.0m	50m	26m	7.3m	11m	29.5m	34.7m	Total Length = 169.5m
Restriction	No Stopping	Bus Zone Pick Up & Drop Off	Bus Zone Set Down Stand Q	Driveway		Bus Layover Zone	No Stopping	

Proposed Traffic Conditions



Length	11.0m	51m	25m	7.3m	16.0m	24.0m	35.2m	Total Length = 169.5m
Restriction	No Stopping	Bus Zone Pick Up & Drop Off	Bus Zone Set Down Stand Q	Driveway	Pick Up Drop Off Bay	Bus Zone (Layover)	No Stopping	



WAVERLEY COUNCIL

PUDO - Bondi Junction

10. Ebley St, north side and east of crosswalk



10. Road Signage



R5-40R
(adapted)



R5-40
(adapted)



R5-40L
(adapted)

REPORT
TC/CV.02/20.02

Subject: Changes to Parking Signs - Introduction of pay by plate and pay by bay meters

TRIM No: SF17/2837

Author: Colin Handsaker, Manager, Customer Parking
Tony Pavlovic, Acting Director, Planning, Environment & Regulatory

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council amends signage associated with ticket parking in all metered areas to remove "Ticket/Phone" and replace with "METER REGISTRATION"

1. Executive Summary

Due to the expiry of the contract with the current provider of on street parking meters, Council recently went to market via tender to replace all current on street parking meters (ticket machines) and in ground sensors. The successful tenderer has been selected and a recommendation has been put before the February 18 Council meeting.

As part of the installation of the new meters the current ticket/phone parking signs need to be amended to say, "METER REGISTRATION".

2. Introduction/Background

Due to the expiry of the contract with the current provider of on street parking meters, Council recently went to market via tender to replace all current on street parking meters (ticket machines) and in ground sensors. The successful tenderer has been selected and a recommendation has been put before the February 18 Council meeting. Once this recommendation is endorsed it is expected that installation will commence mid to late March and be complete by 16 June 2020.

The majority of on street parking meters (ticket machines) will be replaced by "pay-by-plate" machines. In suitable areas pay-by-bay machines will be installed. E.G Queen Elizabeth Drive, Park Drive, Bronte Cutting.

In keeping with Council's Smart Waverley Strategy 2023 the new meters and sensors allow integration with enforcement solutions, wayfinding apps and precinct signage. As the new on street parking meters will be pay-by-plate and pay-by-bay machines, the need for tickets will be greatly reduced. Customers parking in current ticket parking areas will instead enter their vehicle registration number or bay number into a parking meter with no need to display a ticket on the dashboard. The current by Phone App system, PayStay will remain in place.

Currently legislation does not support number plate registration for Loading Zones, as such these will remain as ticketed.

3. Technical Analysis

On November 15, 2019 Roads and Maritime Services (RMS) released updated Pay Parking guidelines. As part of this revision direction has been provided regarding App based parking schemes. Previously Council's have utilised the guidelines for phone parking when implementing these systems, in particular using the word "phone" on permissive parking signs in areas where the app-based systems are operating. The updated guidelines give specific wording for these systems, "Meter Registration". The same wording is also to be used in pay parking areas employing pay by plate machine.

As per the RMS Pay Parking Guidelines, 15 November 2019 there are 4 pay parking schemes recognised in NSW:

- Metered
Ordinary (pay by bay)
Registration (pay by plate)
App based (pay by plate)
- Ticket

The pay Parking Guideline give guidance regarding wording on signs within each scheme.

Scheme	Wording on sign
Ordinary (pay by bay)	METER
Registration (pay by plate)	METER REGISTRATION
App based (pay by plate)	METER REGISTRATION
Ticket	TICKET

Table 1. Wording on signs in pay parking scheme areas

In order to comply with the Pay Parking Guidelines, the wording above must be on permissive signs in the areas covered by each scheme.

RMS has advised that where:

- Registration and App based schemes are implemented as complementary schemes the words METER REGISTRATION need only appear once where it is appropriate.
I.e. it is not necessary to have "METER REGISTRATION / METER REGISTRATION" appear on the sign.
- Ordinary and App based schemes are implemented as complementary schemes the words METER REGISTRATION need only be used.
I.e. it is not necessary to have "METER / METER REGISTRATION" appear on the sign

Guidelines used:

- Transport Administration Act 1988
- RMS Delegation to Councils; Regulation of Traffic
- RMS Traffic Signs Database
- RMS Pay Parking Guidelines
- Road Transport General Regulation 2013
- [NSW] Road Rules 2014

4. Financial Information for Council's Consideration

The cost of amending the signage in the ticket parking areas will be allocated from the meter replacement budget.

5. Attachments

Nil.