



## **WAVERLEY TRAFFIC COMMITTEE MEETING**

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

**10.00 AM, THURSDAY 26 MARCH 2020**

Waverley Council  
PO Box 9  
Bondi Junction NSW 1355  
DX 12006 Bondi Junction  
Tel. 9083 8000  
E-mail: [info@waverley.nsw.gov.au](mailto:info@waverley.nsw.gov.au)

## AGENDA

### Apologies

### Declarations of Interests

### Adoption of Previous Minutes by Council - 27 February 2020 ..... 7

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 27 February 2020 were adopted by Council at its meeting on 17 March 2020 with the following changes:

1. TC/C.06/20.02 – Macpherson Street/St Thomas Street, Bronte – Intersection Upgrade.

Council adopted the recommendation of the Traffic Committee subject to clause 1 being amended to read as follows:

‘Improved street lighting for the pedestrian crossing including the installation of a dimmer switch.’

2. TC/C.07/20.02 – Macpherson Street, Bronte – Temporary Road Closure for Tower Crane Installation.

Council adopted the recommendation of the Traffic Committee subject to clause 1(c) being amended to read as follows:

‘Providing Council with a Resident Notification Letter and Plan detailing the timing and method of notifying local residents, Charing Cross Precinct, Bronte Beach Precinct and businesses of the road closure for Council’s approval.’

### 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.01/20.03      Read Lane, Bronte - No Parking Restrictions (A14/0145) ..... 22

#### COUNCIL OFFICER’S PROPOSAL:

That Council installs No Parking restrictions on the northern side of Read Lane between Murray Street and Alfred Street, Bronte.

**TC/C.02/20.03          Albion Street, Waverley - Timed Parking (A16/0643)..... 31****COUNCIL OFFICER'S PROPOSAL:**

That Council writes to Randwick Council requesting consideration of changes to parking restrictions on the eastern side of Albion Street north of Wallace Street, Waverley. These restrictions involve conversion of 10.5 m of unrestricted parking to a 10.5 m '1P 8.30 am–6 pm Mon–Fri, 8.30 am–12.30 pm Sat' zone eastern side of Albion Street, as shown in Figure 2 in this report.

**TC/C.03/20.03          16 Thompson Street Tamarama - Construction Zone (A03/2514-04) ..... 34****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted Excludes Public Holidays' zone in Thompson Street, Tamarama.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

**TC/C.04/20.03          13 Gordon Place, Bronte - 'P Disability Only' Zone (A18/0719) ..... 37****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5 m long 'P Disability Only' zone outside 13 Gordon Place, Bronte.

**TC/C.05/20.03          22 Philip Street, Bondi - 'P Disability Only' Zone (A18/0719)..... 40****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5 m long 'P Disability Only' zone outside 22 Philip Street, Bondi.

**TC/V          STATE ELECTORATE OF VAUCLUSE****TC/V.01/20.03          Barracluff Avenue, Bondi Beach - Traffic Assessment (A03/0042-04) ..... 43****COUNCIL OFFICER'S PROPOSAL:**

That Council prepares a preferred option and alternatives for community consultation that include:

1. Preferred option:
  - (a) Construction of pedestrian/traffic islands with associated line marking and signage at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue, Bondi Beach, as shown in Drawing 9005 Issue A attached to this report.

- (b) Kerb extensions in Barracluff Avenue on both sides of the road opposite:
  - (i) 23 Barracluff Avenue and 25 Barracluff Avenue.
  - (ii) 5 Barracluff Avenue and 7 Barracluff Avenue.
- 2. Alternative option: closure of Barracluff Avenue in the vicinity of 21 Barracluff Avenue.

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|----------------------|---|-----------|
| <b>TC/V.02/20.03</b> | <b>Bondi Public School - School Pick-up/Drop-off - No Stopping Zone (A03/0042-04) .....</b> | <b>63</b> |
|----------------------|---|-----------|

#### **COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs No Stopping restrictions:
  - (a) On the western side of Moore Street, Bondi, with an unbroken yellow (C3) line from the southern side of the Bondi Public School teachers' car park to 10 m north of the car park, as shown in Figure 2 in this report. No stopping signs are to be installed to reinforce the line marking.
  - (b) On the eastern side of the Moore Street/Moore Street intersection with an unbroken yellow (C3) line extending 8 m into both Moore Street and Henderson Street, as shown in Figure 2 in this report.
2. Relocates the existing car share space outside the school gate on Moore Street 10 m to the north, as shown in Figure 2 in this report.
3. Installs a new kerb ramp (Type A) as per Council's Standard Footpath Drawing (F3) on the school (western) side of Moore Street opposite the existing ramp on the eastern side of the road, as shown in Figure 4 in this report.

|                      |   |           |
|----------------------|---|-----------|
| <b>TC/V.03/20.03</b> | <b>17 Simpson Street, Bondi Beach - 'P Disability Only' Zone (A18/0719) .....</b> | <b>70</b> |
|----------------------|---|-----------|

#### **COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5 m long 'P Disability Only' zone outside 17 Simpson Street, Bondi Beach.

|                      |   |           |
|----------------------|---|-----------|
| <b>TC/V.04/20.03</b> | <b>25 Glasgow Avenue, Bondi Beach - Construction Zone (A03/2514-04) .....</b> | <b>72</b> |
|----------------------|---|-----------|

#### **COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 15 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone in front of 25 Glasgow Avenue, Bondi.



2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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

Nil.

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

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

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC  
COMMITTEE MEETING HELD AT WAVERLEY  
COUNCIL CHAMBERS, CNR PAUL STREET AND  
BONDI ROAD, BONDI JUNCTION ON  
THURSDAY, 27 FEBRUARY 2020**



**Voting Members Present:**

|                    |  |
|--------------------|--|
| Cr P Masselos      | Waverley Council – Chair   |
| S/Cst A Birchansky | 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 D Joannides | Waverley Council – Executive Manager, Infrastructure Services |
| Mr B Gidies    | State Transit – Customer Operations Manager, Eastern Suburbs  |
| Mr C Hutcheson | Waverley Council – Service Manager, Traffic and Transport     |
| Mr H Bahari    | Waverley Council – Professional Engineer                      |

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

*At approximately 12.10 pm, the representative for the Member for Coogee, Mr Pearce, left the meeting and did not return. Mr Pearce was not present for the two Electorates of Coogee and Vaucluse items, TC/CV.01/20.02 and TC/CV.02/20.02, having noted before he left that the Member for Coogee raises no objection to these two items.*

**Apologies**

There were no apologies.

**Declarations of Pecuniary and Non-Pecuniary Interests**

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

**Adoption of Previous Minutes by Council - 28 November 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 28 November 2019 were adopted by Council at its meeting on 10 December 2019.

**Items by Exception**

*The Council Officer's Proposal for each of the following items on the agenda were dealt with by exception and unanimously supported by the Committee:*

|               |   |
|---------------|---|
| TC/C.02/20.02 | 455A Bronte Road, Bronte - Construction Zone                              |
| TC/C.03/20.02 | Dudley Street, Bondi - Removal of existing 'No Stopping' Zone             |
| TC/C.11/20.02 | Scott Street, Bronte - Removal of 'P Disability Only' Zone                |
| TC/C.14/20.02 | 45 Dudley Street, Bondi - 'P Disability Only' Zone                        |
| TC/V.02/20.02 | 11 Hardy Street, North Bondi - Construction Zone                          |
| TC/V.06/20.02 | Glenayr Lane, Bondi Beach – Installation of Continuous Footpath Treatment |
| TC/V.07/20.02 | 101 Hastings Parade, North Bondi - Construction Zone                      |
| TC/V.08/20.02 | 299 Old South Head Road, Bondi Beach - Construction Zone                  |

**PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS**

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

**TC/C      STATE ELECTORATE OF COOGEE****TC/C.01/20.02      Bronte Village Centre Upgrade Works (A14/0145)****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).

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the plans being amended to show the No Stopping line at the entry to the Cutting Car Park being extended to the Mobility Parking space.

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

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

**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.03/20.02            Dudley Street, Bondi - Removal of Existing 'No Stopping' Zone (A02/0637)****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.

**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.04/20.02            Macpherson Street, Waverley - Construction Zone (A03/2514-04)****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.

**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).*

*Representatives of the applicant addressed the meeting.*

**TC/C.05/20.02                  Macpherson Street / Lugar Street, Bronte - Intersection Upgrade (A20/0069)****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.

**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.06/20.02                  Macpherson Street / St Thomas Street, Bronte - Intersection Upgrade (A14/0145)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the Drawing being amended to show the following:

1. Improved street lighting for the pedestrian crossing.
2. The relocation of the pedestrian symbols stem on the southern side of Macpherson Street directly north into the kerb extension.

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

**TC/C.07/20.02                    Macpherson Street, Bronte - Temporary Road Closure for Tower Crane Installation (A19/0394)**

**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 19<sup>th</sup> 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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the addition of further conditions such that the Proposal now reads as follows:

"That Council:

1. Approves the temporary closure of Macpherson Street, Bronte, between Albion Street and Leichhardt Street from 6am to 11pm on Sunday 19<sup>th</sup> April 2020 in accordance with the Traffic Control Plan attached to this report, subject to the Applicant satisfying Council's Executive Manager, Infrastructure Services as to the following matters:
  - (a) Notification to NSW Police, State Transit Authority, NSW Ambulance Service, and NSW Fire and Rescue of the road closure.
  - (b) Providing an on-site Resident Liaison Officer for the duration of the road closure ensuring they are empowered to address resident concerns as they arise.
  - (c) Providing Council with a Resident Notification Letter and Plan detailing the timing and method of notifying local residents and businesses of the road closure for Council's approval.
  - (d) The Applicant's use of paid Police and RMS-accredited traffic controllers.
  - (e) Providing Council with a plan showing the number and location of NSW Police requested for traffic management.

- (f) The Applicant bearing all costs associated with closing the road, including traffic control.
  - (g) Providing Council with a detailed staging plan for the road closure.
  - (h) Providing Council with the truck routes into and out of the Waverley Local Government Area.
  - (i) Conducting truck tests at intersections along the ingress and egress routes using the longest vehicle involved in the crane installation.
  - (j) Providing Council with a VMS Board Plan, including locations and wording for Council's approval.
  - (k) Amending the Traffic Control Plan to show:
    - (i) A full road closure of Macpherson Street west of Leichhardt Street, and the removal of the road closure west of Wills Avenue.
    - (ii) The closure of only one lane in Macpherson Street.
    - (iii) Pedestrian management near the mobile crane.
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 event at the Applicant's expense, and that this be communicated to the Applicant".

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

*Representatives of the applicant addressed the meeting.*

#### **TC/C.08/20.02              Lower Hewlett Street, Bronte - Give Way Line Marking (A14/0145)**

##### **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).

##### **WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to "(Option 2)" being inserted after the word "Line" and the word "eastbound" being corrected to read "westbound" so the proposal now reads as follows:

"That Council installs a Type TB Give Way Line (Option 2) for westbound vehicles exiting the lower section of Hewlett Street, Bronte (west of Mirimar Avenue)".

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



**TC/C.09/20.02            53 Ebley Street, Bondi Junction - Construction Zone (A03/2514-04)****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.

**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.10/20.02            Carlton Street, Waverley - Relocation of Existing 'P Disability Only' Zone (A18/0719)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

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

1. The relocation of the 'P Disability Only' zone being clarified such that Clause 1 now reads as follows:  
  
"Approves the relocation of the existing 5.5 metre long 'P Disability Only' zone on Carlton Street to 6 metres north of Kent Street as shown in Figure 3 in the report".
2. The word "south east" in Clause 2 being corrected to read "north west".

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

**TC/C.11/20.02                  Scott Street, Bronte - Removal of 'P Disability Only' Zone (A18/0719)****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.

**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.12/20.02                  Victoria Street, Waverley - Line Marking Plan (A14/0145)****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 and 2 attached to this report.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

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

1. The 'left turn' and the 'right turn and straight through' arrows in the west bound lane at the intersection of Carrington Road be deleted.
2. The first 'PS-2' Bicycle symbol in lane 1 on the southern side of Victoria Street, west of Henrietta Street, be relocated to lane 2 on the southern side of Victoria Street.

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

**TC/C.13/20.02                  20 Illawong Avenue, Tamarama - Construction Zone (A03/2514-04)****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.

**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.14/20.02            45 Dudley Street, Bondi - 'P Disability Only' Zone (A18/0719)**

**COUNCIL OFFICER'S PROPOSAL:**

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

**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            STATE ELECTORATE OF VAUCLUSE**

**TC/V.01/20.02            Galilee Catholic Primary School - Extension of School Pick-up / Drop-off Zone (A14/0145)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the location of the pick-up / drop-off zone being clarified with the insertion of the words "on the north side of" before the words "Blair Street".

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

**TC/V.02/20.02            11 Hardy Street, North Bondi - Construction Zone (A03/2514-04)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.03/20.02                  Reina Street, North Bondi - Removal of 'P Motor Bikes Only' (A14/0145)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.04/20.02                  58 Mitchell Street, Bondi Beach - Construction Zone (A03/2514-04)****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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.05/20.02                  Notts Avenue, Bondi Beach - Safety and Streetscape Upgrade (A20/0069)****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).

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the following amendments to Drawing TX.01 Revision B:

1. The deletion of the 'No Left Turn' sign and the 'Vehicles under 8.8m Excepted' sign from the post on the southern side of Notts Avenue at the intersection with Campbell Parade.
2. The deletion of the '50' speed limit pavement marking on the southern side of Notts Avenue at the intersection with Campbell Parade.
3. The green coloured 'No Stopping' line marking on the northeast corner of Notts Avenue from the existing 'No Stopping' sign in Campbell Parade to the new 'Notts Avenue Parking Area 2P' sign, be changed to yellow colour.

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

**TC/V.06/20.02                      Glenayr Lane, Bondi Beach - Installation of Continuous Footpath Treatment (A14/0145)**

**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.

**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.07/20.02                      101 Hastings Parade, North Bondi - Construction Zone (A03/2514-04)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.08/20.02            299 Old South Head Road, Bondi Beach - Construction Zone (A03/2514-04)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.09/20.02            Lancaster Road, Dover Heights - Extension of 'No Stopping' Zone (A14/0145)**

**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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/CV      ELECTORATES OF COOGEE AND VAUCLUSE****TC/CV.01/20.02      Smart City Transport and Parking Initiative - PUDO Bays (SF18/4225)****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 (21.0 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).

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the following two additional conditions, and amendments to clauses 7 and 8:

1. The installation of the ten PUDO bays be trialled for a period of 12 months.
2. The signage for each drop-off / pick-up bay be changed from "NO PARKING PICK UP AND DROP OFF ONLY" to "NO PARKING PICK UP AND DROP OFF ZONE".
3. The proposed parking restrictions on the western side of Adelaide Street be amended such that Clause 7 now reads as follows:

"7. Pick-up / drop-off bay at Adelaide Street west side between Oxford Street and Grafton Street, subject to the proposed parking restrictions being amended as follows:

- (a) the 'No Stopping' zone at the Oxford Street end be 20m in length,

- (b) the 'Drop-off / Pick-up Zone' be 15m in length,
- (c) the Taxi Zone be 20m in length
- (d) the 'No Stopping' zone at the Grafton Street end be 19m in length".

4. The proposed length of the drop-off / pick-up bay on the western side of Bronte Road between Ebley Street and Spring Street be corrected from 21m to 24m, and the timing of the bay's installation be amended such that Clause 8 now reads as follows:

"8. Pick-up / drop-off Bay at Bronte Road west side between Ebley Street and Spring Street (24.0 metres), noting that this installation will take place after Stages 3 and 4 of the Spring Street cycleway project is complete".

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

**TC/CV.02/20.02            Changes to Parking Signs - Introduction of Pay by Plate and Pay by Bay Meters (SF17/2837)**

**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".

**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).*



**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

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

Nil.

**THE MEETING CLOSED AT 12.40 PM.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**17 MARCH 2020**

**REPORT**  
**TC/C.01/20.03**

**Subject:** Read Lane, Bronte - No Parking Restrictions

**TRIM No:** A14/0145

**Author:** Hamoon Bahari, Professional Engineer, Traffic and Transport

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs No Parking restrictions on the northern side of Read Lane between Murray Street and Alfred Street, Bronte.

**1. Executive Summary**

A resident of Read Lane, Bronte, has expressed concerns that people have been parking in the lane leaving their vehicle unattended opposite driveways. 'No Parking' restrictions currently apply on the southern side of the lane. Parking on the northern side of the lane is currently unrestricted.

Council surveyed residents for their views on signage options for the lane (see Attachments 1 and 2). Twenty-two residents responded, with 12 requesting restrictions on both sides of the lane. It is recommended that this request is implemented.

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

**2. Introduction/Background**

Read Lane is shown in Figure 1 below. It is a local road at the rear of properties on Read Street and Hewlett Street. It is bounded by Murray Street Alfred Street. It is one-way eastbound. It has a 5 m carriageway (kerb to kerb).

Parking on the north side of the lane is not restricted. There are 'No Parking' restrictions on the southern side of the lane.



Figure 1. Read Lane, Bronte, and surrounding streets.

### 3. Technical Analysis

Council regularly receives representations from residents about restricted access to and from garages which back onto lanes. This is generally caused by vehicles being parked opposite the garage. Council has generally assessed each complaint on a case-by-case basis where 'No Parking' restrictions may be placed in the lane opposite from the garage.



Figure 2. Parking opposite resident driveways in Read Lane.

Surveys of residents with garages backing onto Read Lane found a strong support for total restrictions on both sides of the lane. This is due to garages also being on both sides of the lane. Installation of 'No Parking'

restrictions along both sides of the lane would address this issue. Note that 'No Parking' restrictions still allow you to drop off and pick up passengers and goods for up to two minutes.

Council has investigated and reviewed the current parking conditions taking into account the resident submissions. Key issues are:

- The 5 m width of the laneway creates difficulty for cars entering/exiting properties.
- The small number of legal parking spaces within the laneway do cause problems for residents.
- Removal of these legal parking spaces would alleviate the issue.

Council presented two options to affected residents via a survey questionnaire. The options were:

- Option 1 – No change – No restriction on the northern side and 'No Parking' on the southern side.
- Option 2 – Swap the parking restrictions – 'No Parking' on the northern side and no restriction on the southern side.

A third option of 'No Parking' on both sides of the lane was suggested by a significant number of residents.

### **Results (Attachment 3)**

- A total of 72 owners and occupiers were surveyed.
- 22 responses were received. This 31% response rate is good for letterbox-based surveys.
- Of the 22 responses:
  - 12 suggested option 3 – 'No Parking' restrictions on both sides of the lane.
  - 7 preferred option 1 – 'No Parking' on the southern side of the lane.
  - 3 preferred option 2 – 'No Parking' on the northern side of the lane.

Some of the other comments that were received in the responses included:

- Make Read Lane westbound.
- Remove scattered rubbish, illegal dumping and waste bins.
- Changing restrictions not feasible for a few parking spaces at expense of other residents.

### **Recommendation**

Install 'No Parking' on the northern side of Read Lane and maintain existing 'No Parking' restriction on the southern side of Read Lane.

This proposal would have the following impacts to Read Lane:

- Existing residents can enter and exit their driveways more easily.
- Reduce the number of vehicles parking opposite resident garages.
- Enable more efficient access for waste vehicles travelling through.
- Residents and vehicles can still pick up and drop off passengers/goods.
- Does not impact any vehicles parking for 2 minutes or less, such as taxis and Ubers.
- Residents who may not have a rear lane garage have the opportunity to do so without having access issues.



Figure 3. Proposal for Read Lane.

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

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

#### 5. Attachments

1. Read Lane, Bronte - Standard letter [↓](#)
2. Read Lane, Bronte - Survey questionnaire [↓](#)
3. Read Lane, Bronte - Resident consultation spreadsheet [↓](#)





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

Our Ref: 19042778, 19040048

17 January 2020

### Read Lane - Review of Current Parking Restrictions

Dear Resident,

In recent years Council has received queries from residents regarding parking controls in Read Lane. In particular some residents have had difficulty entering and exiting their driveways due to vehicles parking on the opposite side of their driveways.

"No Parking" restrictions are currently in place on the southern side of Read Lane between Murray Street and Alfred Street. We are asking whether you would like this to continue or whether you would like to move the restrictions to the northern side of Read Lane.

We have no preferred opinion at this stage.

What we do know is that we need to have the parking restrictions on at least one side to enable through movement in the laneway both for residents and Council waste services.

The attached diagram shows the options plus the unrestricted parking that could be available in Read Lane.

- Option 1 is to leave the current parking situation as is with no restrictions on the northern side of Read Lane and "No Parking" restrictions on the southern kerb-line.
- Option 2 is to switch the parking arrangements of the northern and southern kerb-line. The northern side would become "No Parking" and the southern side would become unrestricted parking.

"No Parking" restrictions still allow you to park for up to 2 minutes to load and unload goods to and from your vehicle or to drop off and pick up passengers. Whereas the unrestricted parking may restrict your garage access. Please consider this in your responses.

You may have other ideas. Please let us know.

We have sent this letter to property owners and tenants of dwellings which back on to Read Lane between Alfred Street and Murray Street.

**Contact us**  
Phone: 9083 8000 Fax: 9387 1820  
Email: [info@waverley.nsw.gov.au](mailto:info@waverley.nsw.gov.au)  
Web: [www.waverley.nsw.gov.au](http://www.waverley.nsw.gov.au)

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[www.youtube.com/user/WavCouncil](https://www.youtube.com/user/WavCouncil)

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

Please fill out the attached survey, or phone or email us with your views. Our contact details are:

- Phone: Hamoon Bahari on 9083 8686
- Email: [hamoon.bahari@waverley.nsw.gov.au](mailto:hamoon.bahari@waverley.nsw.gov.au)
- Post submissions to PO Box 9, Bondi Junction NSW 1355

We will hold back on processing the responses until 7 February 2020. We will let you know the outcome and what we then propose to do.

Yours faithfully,

Calum Hutcheson

Service Manager, Traffic & Transport – Creating Waverley

**Contact us**Phone: 9083 8000 Fax: 9387 1820  
Email: [info@waverley.nsw.gov.au](mailto:info@waverley.nsw.gov.au)  
Web: [www.waverley.nsw.gov.au](http://www.waverley.nsw.gov.au)**Connect with us**[facebook.com/whatsonwaverley](https://facebook.com/whatsonwaverley)  
[twitter.com/waverleycouncil](https://twitter.com/waverleycouncil)  
[www.youtube.com/user/WavCouncil](https://www.youtube.com/user/WavCouncil)

Resident Survey Questionnaire – Read Lane





Resident Survey Questionnaire – Read Lane



Name/s .....

Address .....

.....

What do you favor (1, 2, neither, alternative idea) ? .....

Comments.....

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Thank you for your comments and we look forward to hearing your responses regarding this survey.

# Read Lane - Resident Consultations & Notifications -

| Read Lane               |                                 |                                 |                   |                         |                     |                            |
|-------------------------|---------------------------------|---------------------------------|-------------------|-------------------------|---------------------|----------------------------|
| Property ID             | Property Address                | Scheme 1 Support                | Scheme 2 Support  | Neither Option          | Notification Method | Notification Date          |
| 1                       | Hewlett Street, Bronte NSW 2024 |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 2                       | Hewlett Street, Bronte NSW 2025 |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 3                       | Hewlett Street, Bronte NSW 2026 | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 4                       | Hewlett Street, Bronte NSW 2027 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 5                       | Hewlett Street, Bronte NSW 2028 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 6                       | Hewlett Street, Bronte NSW 2029 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 7                       | Hewlett Street, Bronte NSW 2030 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 8                       | Hewlett Street, Bronte NSW 2031 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 9                       | Hewlett Street, Bronte NSW 2032 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 10                      | Hewlett Street, Bronte NSW 2033 |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 11                      | Hewlett Street, Bronte NSW 2034 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 12                      | Hewlett Street, Bronte NSW 2035 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 13                      | Hewlett Street, Bronte NSW 2036 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 14                      | Hewlett Street, Bronte NSW 2037 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 15                      | Hewlett Street, Bronte NSW 2038 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 16                      | Hewlett Street, Bronte NSW 2039 | 1                               |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 17                      | Hewlett Street, Bronte NSW 2040 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 18                      | Hewlett Street, Bronte NSW 2041 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 19                      | Hewlett Street, Bronte NSW 2042 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 20                      | Hewlett Street, Bronte NSW 2043 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 21                      | Hewlett Street, Bronte NSW 2044 |                                 | 2                 |                         | Letterbox           | 16-Jan-20                  |
| 22                      | Hewlett Street, Bronte NSW 2045 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 23                      | Hewlett Street, Bronte NSW 2046 |                                 | 2                 |                         | Letterbox           | 16-Jan-20                  |
| 24                      | Hewlett Street, Bronte NSW 2047 | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 25                      | Hewlett Street, Bronte NSW 2048 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 26                      | Hewlett Street, Bronte NSW 2049 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 27                      | Hewlett Street, Bronte NSW 2050 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 28                      | Hewlett Street, Bronte NSW 2051 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 29                      | Hewlett Street, Bronte NSW 2052 | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 30                      | Hewlett Street, Bronte NSW 2053 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 31                      | Hewlett Street, Bronte NSW 2054 |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 32                      | Hewlett Street, Bronte NSW 2055 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 33                      | Hewlett Street, Bronte NSW 2056 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 34                      | Hewlett Street, Bronte NSW 2057 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 35                      | Hewlett Street, Bronte NSW 2058 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 36                      | Hewlett Street, Bronte NSW 2059 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 37                      | Hewlett Street, Bronte NSW 2060 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 38                      | Hewlett Street, Bronte NSW 2061 |                                 | 2                 |                         | Letterbox           | 16-Jan-20                  |
| 39                      | Hewlett Street, Bronte NSW 2062 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 40                      | Hewlett Street, Bronte NSW 2063 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 41                      | Hewlett Street, Bronte NSW 2064 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 42                      | Hewlett Street, Bronte NSW 2065 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 43                      | Hewlett Street, Bronte NSW 2066 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 44                      | Hewlett Street, Bronte NSW 2067 |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 1                       | Read Street, Bronte NSW 2024    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 2                       | Read Street, Bronte NSW 2025    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 3                       | Read Street, Bronte NSW 2026    | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 4                       | Read Street, Bronte NSW 2027    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 5                       | Read Street, Bronte NSW 2028    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 6                       | Read Street, Bronte NSW 2029    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 7                       | Read Street, Bronte NSW 2030    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 8                       | Read Street, Bronte NSW 2031    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 9                       | Read Street, Bronte NSW 2032    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 10                      | Read Street, Bronte NSW 2033    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 11                      | Read Street, Bronte NSW 2034    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 12                      | Read Street, Bronte NSW 2035    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 13                      | Read Street, Bronte NSW 2036    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 14                      | Read Street, Bronte NSW 2037    | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 15                      | Read Street, Bronte NSW 2038    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 16                      | Read Street, Bronte NSW 2039    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 17                      | Read Street, Bronte NSW 2040    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 18                      | Read Street, Bronte NSW 2041    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 19                      | Read Street, Bronte NSW 2042    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 20                      | Read Street, Bronte NSW 2043    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 21                      | Read Street, Bronte NSW 2044    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 22                      | Read Street, Bronte NSW 2045    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 23                      | Read Street, Bronte NSW 2046    | 1                               |                   |                         | Letterbox           | 16-Jan-20                  |
| 24                      | Read Street, Bronte NSW 2047    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 25                      | Read Street, Bronte NSW 2048    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| 26                      | Read Street, Bronte NSW 2049    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 27                      | Read Street, Bronte NSW 2050    |                                 |                   | did not reply           | Letterbox           | 16-Jan-20                  |
| 28                      | Read Street, Bronte NSW 2051    |                                 |                   | NP or NST on both sides | Letterbox           | 16-Jan-20                  |
| <b>Scheme 1 Support</b> | <b>Scheme 2 Support</b>         | <b>Neither Option Preferred</b> | <b>% Majority</b> | <b>No. of Replies</b>   | <b>Non-Replies</b>  | <b>Additional Comments</b> |
| 3                       | 7                               | 12                              | 54.54%            | 22                      | 50                  | Neither option             |

**REPORT**  
**TC/C.02/20.03**

**Subject:** Albion Street, Waverley - Timed Parking

**TRIM No:** A16/0643

**Author:** Emraul Kayes, Traffic Engineer

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council writes to Randwick Council requesting consideration of changes to parking restrictions on the eastern side of Albion Street north of Wallace Street, Waverley. These restrictions involve conversion of 10.5 m of unrestricted parking to a 10.5 m '1P 8.30 am–6 pm Mon–Fri, 8.30 am–12.30 pm Sat' zone eastern side of Albion Street, as shown in Figure 2 in this report.

**1. Executive Summary**

Council has received a request for the installation 30-minute timed parking on the eastern side of Albion Street near the intersection of Wallace Street fronting 'The Cupcake Princess' and a doctor's surgery. This is to assist local residents needing short-term parking to access to the cake shop and the doctor's surgery. It is proposed to install one-hour time restrictions to align with Council practice in other shopping precincts. The restriction has attracted significant support from local residents.

Council does not have delegated authority to impose these restrictions. Randwick Council has the delegated authority as the boundary between Randwick and Waverley Councils is the property boundary of the properties on the eastern side of Albion Street. The signage would be within the Randwick Council area, whereas the affected properties are within the Waverley Council area.

**2. Introduction/Background**

The location is close to St Catherine's School. Parking demand is high during school days. People have difficulty getting short-term parking to access the cake shop and the doctor's surgery (see Figure 1 for the location). Installing one-hour parking restrictions outside the shop and surgery will provide better access to these premises.



Figure 1. Aerial view of the site location in Albion Street.

### 3. Technical Analysis

Currently, there are no parking restrictions in Albion Street fronting the cake shop and doctor's surgery.

Council consulted with residents on the eastern side of the street, between Wallace Street and Albion Lane via a letterbox drop seeking their views on installation of one-hour restrictions during the day. The western side, which falls within Randwick Council, was not consulted.

Thirteen residences were surveyed (including the shop and surgery). Three responded supporting the parking restrictions (excluding the shop and surgery). One resident opposed the parking restrictions. The shop and surgery are also, as expected, in favour of the parking restrictions.

Six additional submissions were received from people who were not surveyed by letterbox drop. All were in favour of the restrictions.

In summary:

- Three of the residents who were surveyed are in favour of the restrictions.
- The shop and surgery are in favour of the restrictions.
- One of the residents who were surveyed is opposed to the restrictions.
- Six residents who were not surveyed are in favour of the restrictions.

There is a need for restricted parking to service the shop and surgery. Provision of this restricted parking does not adversely affect local residents. The majority of local residents support restricted parking.

The cake shop operates Tuesday to Saturday. The doctor's surgery operates Monday to Wednesday. Up to two time-limited car spaces are expected to be required to support continued operation of these businesses. Ten-and-a-half metres of restricted parking can accommodate two average size cars (based on surveys of parking patterns elsewhere in Waverley).

Given these factors, it is proposed to install a 10.5 m 1P zone on the eastern side of Albion Street as shown in Figure 2. Time restrictions are to be 8.30 am–6.00 pm, Monday–Friday, and 8.30 am–12.30 pm Saturday.



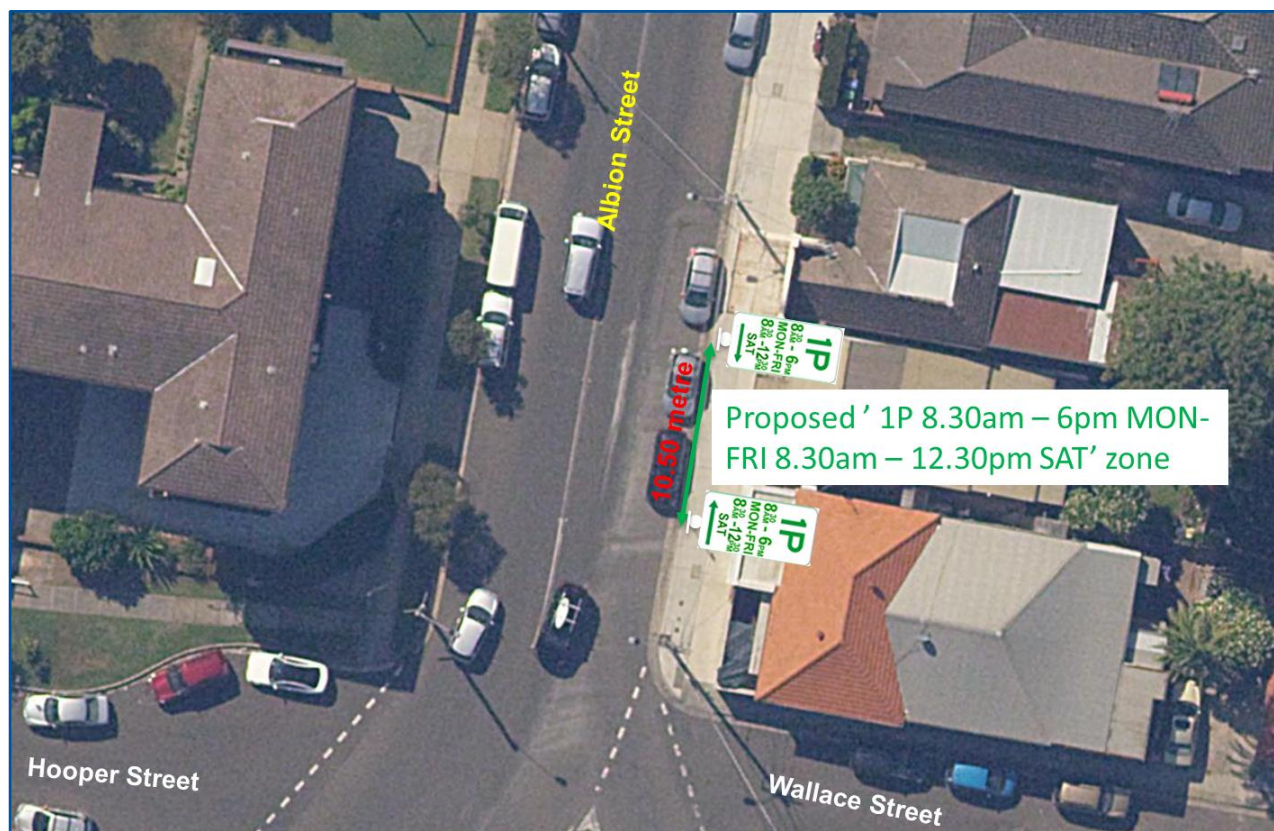


Figure 2. Plan for the proposed 1P zone.

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

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

#### 5. Attachments

Nil.

**REPORT**  
**TC/C.03/20.03**

**Subject:** 16 Thompson Street 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 a 12 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted Excludes Public Holidays' zone in Thompson Street, Tamarama.
2. Delegates authority to the Executive Manager, Infrastructure Services, 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 16 Thompson Street, Tamarama, for the installation of a construction zone in Thompson Street, Tamarama. Council will need to exercise its delegated functions to implement the proposal.



Figure 1. Site location and proposed construction zone.



## 2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' for the approved construction hours under the development consent. Council will then supply applicants with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee's (and Council's) requirements are a minimum length of 9 m, with a minimum period of 13 weeks for permit approvals.



Figure 2. Proposed construction zone for 16 Thompson Street, Tamarama.

## 3. Technical Analysis

The proposed construction zone is not adjacent to the site because the road adjacent to the site cannot accommodate parking. Instead, the proposed construction zone is within a section of road in Thompson Street adjacent to 1 Mirimar Avenue. It would occupy two unrestricted parking spaces.

Table 1. Application details.

|                                       |   |
|---------------------------------------|---|
| <b>Applicant</b>                      | Bellevard Construction  |
| <b>Development application</b>        | DA-181/2018   |
| <b>Works</b>                          | Demolition of dwelling and ancillary structures, and the construction of a three storey plus basement dwelling house, in-ground swimming pool and retaining walls |
| <b>Approved hours of construction</b> | 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday   |
| <b>Frontage length</b>                | Site frontage is not accessible for construction vehicles; 12 m zone adjacent to 1 Mirimar Avenue proposed instead  |
| <b>Road</b>                           | Thompson Street, Tamarama   |
| <b>Existing parking</b>               | No parking restriction  |
| <b>Requested length</b>               | 11 m  |
| <b>Proposed length</b>                | 12 m  |
| <b>Duration</b>                       | 1 March 2020 to 21 December 2020  |

|                       |  |
|-----------------------|--|
| <b>Fee area</b>       | No parking restrictions                    |
| <b>Estimated fees</b> | \$799.20 per week (based on 12 m provided) |

#### **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 m per week in a residential development area.
- \$92.20 per m 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.04/20.03**

**Subject:** 13 Gordon Place, Bronte - 'P Disability Only' Zone

**TRIM No:** A18/0719

**Author:** Emraul Kayes, Traffic Engineer

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5 m long 'P Disability Only' zone outside 13 Gordon Place, Bronte.

**1. Executive Summary**

Council has received representations from residents requesting the installation of a 'P Disability Only' parking zone at 13 Gordon Place, Bronte.

**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 m 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.

|   |   |
|---|---|
| <b>Address</b>  | 13 Gordon Place, Bronte                           |
| <b>Mobility Parking Permit</b>                        | Yes   |
| <b>Circumstances leading to requirement</b>           | Difficulty in walking                             |
| <b>Off-street parking available</b>                   | No  |
| <b>Length of zone</b>                                 | 5 m   |
| <b>Level of parking within 50 m of proposed space</b> | 90–100% occupied during the day                   |
| <b>Other on street disability spaces</b>              | One ('P Disability Only 8.30am-4pm, School Days') |

A 5 m long disability space is recommended between a tree in the nature strip and the driveway to 15 Gordon Place (see Figure 1). The length is based on Council surveys of parking patterns in Waverley.

Council notified residents of 15 properties living on either side of and opposite the proposed disability space. Two responses received and both supported the proposal. One resident has advised that:

*'There is also an existing disability zone within the cu de sac in Inverness St during school hours. This is never used. The space (which could fit two cars) sits free all day. Occasionally it is used for 10mins at school pick illegally ie by parents without disability stickers. Perhaps it could be removed, freeing up more parking for residents or reduced to one parking space only?.'*

The space in Inverness Street is adjacent to Clovelly Public School pick-up/drop-off area. It is for the use of disabled school staff/parents. The distance of the space from property number 13 is 60 m. The applicant has difficulty in walking this distance.

It effectively distances the resident from access to and from their home during the day. It is not supported at this stage.



Figure 1. Property without off-street parking at Gordon Place, Bronte.

**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/C.05/20.03****WAVERLEY**  
COUNCIL

**Subject:** 22 Philip Street, Bondi - 'P Disability Only' Zone

**TRIM No:** A18/0719

**Author:** Hamoon Bahari, Professional Engineer, Traffic and Transport

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5 m long 'P Disability Only' zone outside 22 Philip Street, Bondi.

**1. Executive Summary**

Council has received representations from a resident requesting the installation of a 'P Disability Only' parking zone at 22 Philip Street, Bondi.



*Figure 1. 22 Philip Street, Bondi.*

## 2. Introduction/Background

The following guidelines have been adopted by the Waverley Traffic Committee for assessing applications for a disability 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 m either side of the property must be at or above 85% capacity on each separate occasion.
4. Letters will be sent to residents annually to determine if the mobility parking space is still required. Residents will also be requested to again provide proof of current registration and their mobility-parking permit.

## 3. Technical analysis

Compliance of the proposal with Council standard requirements is presented below.

*Table 1. Compliance with Council requirements.*

|   |   |
|---|---|
| <b>Address</b>  | 22 Philip Street, Bondi                                     |
| <b>Mobility Parking Permit</b>                        | Yes   |
| <b>Circumstances leading to requirement</b>           | Difficulty with walking and no access to off-street parking |
| <b>Off-street parking available</b>                   | No  |
| <b>Length of zone</b>                                 | 5 m   |
| <b>Level of parking within 50 m of proposed space</b> | 90–100% occupied during the day                             |
| <b>Other on street disability spaces</b>              | 0   |

A 5 m long disability space is recommended immediately west of the driveway of 20 Philip Street until the frontage of 22 Philip Street (see Figure 2). The length is based on Council surveys of parking patterns in Waverley and also based on Australian Standard A2890.5.





Figure 2. Location and dimensions of the proposed parking space.

#### 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.01/20.03**

**Subject:** Barracluff Avenue, Bondi Beach - Traffic Assessment

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

**Author:** Calum Hutcheson, Service Manager, Traffic and Transport

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council prepares a preferred option and alternatives for community consultation that include:

1. Preferred option:
  - (a) Construction of pedestrian/traffic islands with associated line marking and signage at the intersections of Barracluff Avenue and Francis Street, and Barracluff Avenue and Lamrock Avenue, Bondi Beach, as shown in Drawing 9005 Issue A attached to this report.
  - (b) Kerb extensions in Barracluff Avenue on both sides of the road opposite:
    - (i) 23 Barracluff Avenue and 25 Barracluff Avenue.
    - (ii) 5 Barracluff Avenue and 7 Barracluff Avenue.
2. Alternative option: closure of Barracluff Avenue in the vicinity of 21 Barracluff Avenue.

**1. Executive Summary**

This report considers traffic data, resident submissions, and physical road conditions for Barracluff Avenue, Bondi Beach. Resident requests for a road closure or traffic calming treatments have been reviewed taking into consideration the efficiency of the road network, local amenity, and road safety.

A road closure for Barracluff Avenue is not recommended as the volumes are low and any closure would adversely impact other streets already carrying significant levels of traffic. Traffic speeds can be better addressed in the consideration of traffic calming.

Traffic calming is preferred over road closures. Traffic calming is the appropriate measure for reducing speeds at the intersections resulting in reduced mid-block speeds. It also improves amenity and safety for pedestrians and cyclists.

The introduction of pedestrian refuges at intersections is recommended to improve pedestrian safety and slow traffic turning into and out of Barracluff Avenue. Locations recommended for pedestrian refuges are:

- Barracluff Avenue at Francis Street.
- Barracluff Avenue at Lamrock Avenue.
- Lamrock Avenue at Barracluff Avenue.

Mid-block kerb extensions with plantings can also be introduced to keep traffic near the centre of the road reducing potential conflict with people accessing parked cars. Plantings in mid-block kerb extensions assist in enhancing the urban environment. Two mid-block kerb extensions are possible. They are:

- Kerb extension outside 23 Barracluff Avenue and 25 Barracluff Avenue.
- Kerb extension outside 5 Barracluff Avenue and 7 Barracluff Avenue.

Installation of the kerb extension will require consultation with the directly affected residents. This does not defer the recommendation for intersection treatments.

Mid-block pedestrian refuges are not recommended as they result in the loss of significant on street parking spaces.

## 2. Introduction/Background

Traffic concerns in relation to Barracluff Avenue have been raised by residents for a considerable number of years. In more recent times, Council has determined the need to investigate traffic calming and/or road closures for Barracluff Avenue. Council considered a June 2019 report from Traffic Committee recommending construction of pedestrian refuges at Barracluff Avenue/Francis Street, and Barracluff Avenue/Lamrock Avenue. Council determined that this report should be deferred until consideration of the potential closure of Barracluff Avenue at the north end, south end or centre was also investigated.

Barracluff Avenue is a 12.8 m wide two-way local road with parking on both sides. The default speed limit is 50 km/h. It is around 185 m long between Francis Street and O'Brien Street (see Figure 1).

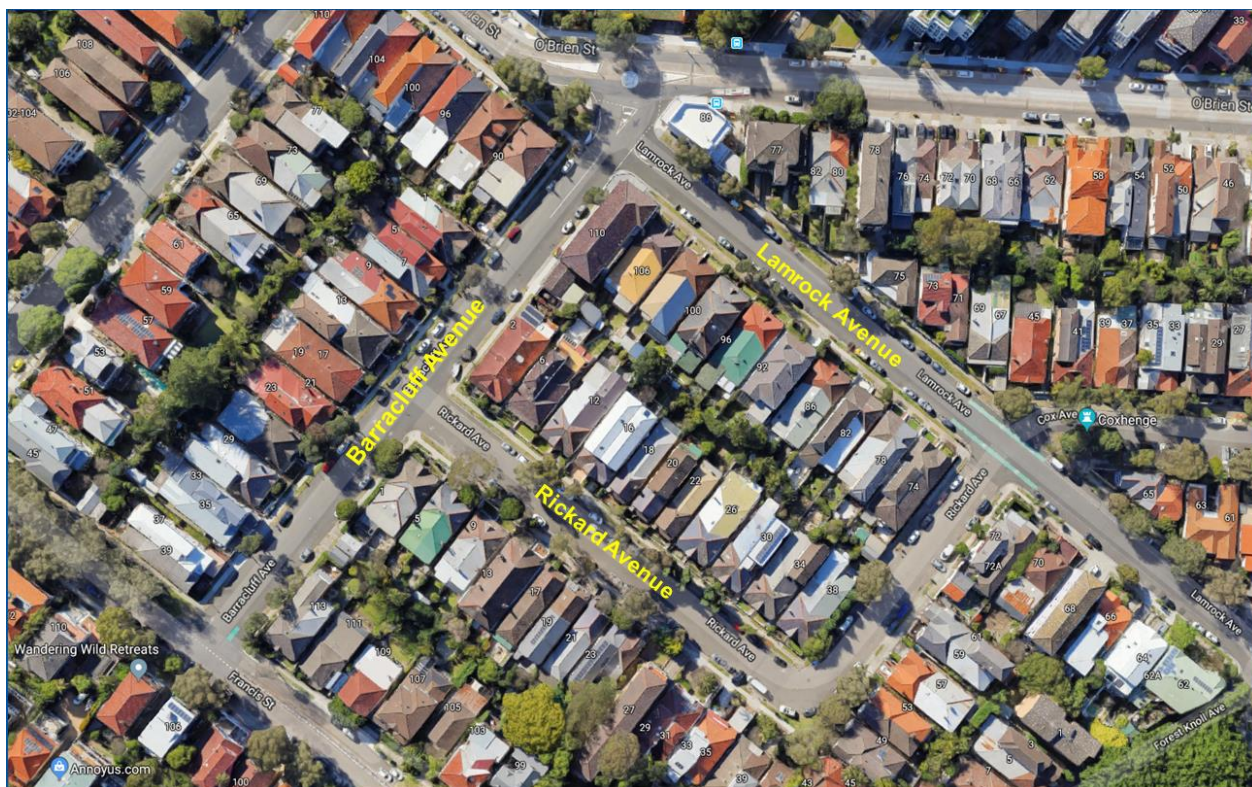


Figure 1. Aerial image of Barracluff Avenue, Bondi Beach.

A part of Barracluff Avenue includes a designated marked bike route as shown in Figure 2.



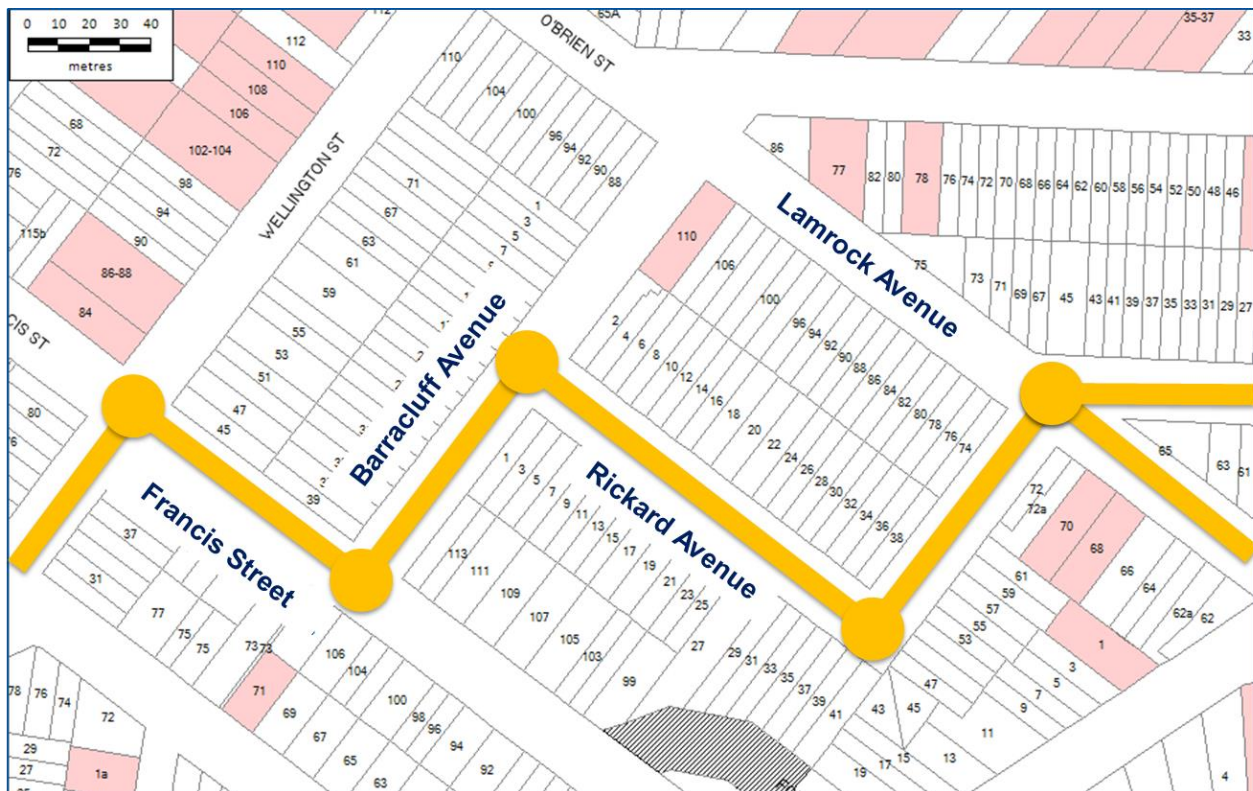


Figure 2. Bike route in Barracluff Avenue and Rickard Avenue.

Traffic concerns in relation to Barracluff Avenue (and Rickard Avenue) have been raised by residents for a considerable number of years. The most recent issues considered by Council are summarised below.

1. November 2016 – Council passed a motion that:
  - (a) Notes that in 2006 plans were prepared for Barracluff and Rickard Avenues to reduce traffic speed and provide more parking (angle parking and refuges). Based on residents' responses the Waverley Traffic Committee determined to not implement these plans.
  - (b) Notes that in April 2014 the Waverley Traffic Committee concluded that no action be taken on Barracluff Avenue traffic calming due to reported speed counts at the time.
  - (c) Notes that an incident occurred in Barracluff Avenue on 22 October 2016. The Police are investigating the circumstances of the matter to determine its classification.
  - (d) Notes that a speed counter has been installed around mid-block in Barracluff Avenue, near Rickard Avenue, and results will be available in a few weeks.
  - (e) Continues the investigation into traffic calming in Barracluff Avenue subject to speed count results, including a reassessment of the 2006 plans and other traffic calming measures.
2. June 2018 – A request was received for the removal of 'No Parking' signage across the driveways of 1 Rickard Avenue and 115 Francis Street.  
  
Council resolved to implement the measure.
3. September 2018 – Council considered a petition containing 51 signatures from the residents of Rickard Avenue, Bondi Beach, requesting the closure of Rickard Avenue at its intersection with

Lamrock Avenue, and the installation of central refuges in Rickard Avenue at its intersection with Barracluff Avenue.

The petition raised '*Safety concerns for the large number of children living in Rickard Avenue from traffic*'. It requested that Council '*Close Rickard Avenue at its intersection with Lamrock Avenue and place central refuges in Rickard Avenue at its intersection with Barracluff Avenue and at the "dog leg" bend.*'

Council resolved that the petition requesting the closure of Rickard Avenue at its intersection with Lamrock Avenue, and the installation of central refuges in Rickard Avenue at its intersection with Barracluff Avenue, be forwarded to the Executive Manager, Creating Waverley, for appropriate action, including consideration of closure and/or traffic calming at the intersection of Barracluff Avenue.

4. November 2018 – A petition was received from residents with properties fronting or adjacent to Barracluff Avenue requesting that traffic calming measures be installed in Barracluff Avenue to reduce vehicle speeds in the street. The petition contained 22 signatures from 19 households in Barracluff Avenue and 1 signature from a household in Rickard Avenue adjacent to Barracluff Avenue. Residents raised concerns regarding the speed of vehicles and the street being used as a short cut principally in peak times.

Council referred the matter to the Executive Manager, Creating Waverley, for consideration.

5. June 2019 – A report was prepared for Waverley's Local Traffic committee recommending construction of pedestrian refuge islands at the intersections of Barracluff Avenue/Francis Street, and Barracluff Avenue/Lamrock Avenue.

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

6. June 2019 – A petition was received from residents who live in or directly beside Barracluff Avenue requesting that Barracluff Avenue be converted into a cul-de-sac. A second preference for centre island treatments to be installed at each end of the street. The petition contained:

- (a) 13 signatures from households in Barracluff Avenue.
- (b) Two signatures from households in Rickard Avenue adjacent to Barracluff Avenue.
- (c) One signature from a household in Francis Street adjacent to Barracluff Avenue.
- (d) One signature from a household in O'Brien Street adjacent to Barracluff Avenue.

Council referred the matter to the Executive Manager, Creating Waverley, for appropriate action

7. November 2019 – Council noted previous motions in relation to Barracluff Avenue and Rickard Avenue. It was resolved by Council to:
  - (a) Prepares options for community consultation to:
    - (i) Fully or partially close Barracluff Avenue with partial closure being for exit from Barracluff into Francis Street.

- (ii) Install traffic calming devices on the corner of Barracluff and Lamrock Avenues and at other points along Barracluff as deemed appropriate.

- (b) Officers report back to Council prior to community consultation.

This report addresses the November 2019 motion and previous submissions.

## 2014 investigation

Council had considered traffic conditions in Barracluff Avenue in 2014 (referred to above). This was part of an overall assessment of traffic conditions at specific locations within the Council area. Traffic volumes and speeds were surveyed at 23 locations. The survey results for Barracluff Avenue are presented in Table 1.

*Table 1. Surveyed traffic speeds and volumes on Barracluff Avenue (November 2013).*

| Location    | Speed Limit (km/h) | Direction | 85th %ile Speed (km/h) | Morning Peak Hour Volume | Evening Peak Hour Volume | Daily average |
|-------------|--------------------|-----------|------------------------|--------------------------|--------------------------|---------------|
| near No. 1  | 50                 | Northeast | 47                     | 33                       | 33                       | 387           |
|             |                    | Southwest | 49                     | 83                       | 66                       | 780           |
|             |                    | Combined  | 49                     | 111                      | 96                       | 1167          |
| near No. 29 | 50                 | Northeast | 46                     | 27                       | 35                       | 366           |
|             |                    | Southwest | 48                     | 94                       | 64                       | 795           |
|             |                    | Combined  | 47                     | 119                      | 94                       | 1161          |

*\* The 85th percentile speed is defined as 'the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point.'*

The assessment criteria for traffic conditions at that time were:

*Council would generally only consider the installation of LATM treatments if:*

- a) the 85th percentile speed is considerably above the posted speed limit,*
- b) a speed-related crash history is known, or*
- c) volumes suggest that the road is being used as a "rat-run".*

Barracluff Avenue was deemed to not meet the criteria and was excluded from further analysis. This assessment was primarily vehicle based. It could have placed more weight on residential amenity considerations.

## Resident petitions from 2018 and 2019

Two resident petitions from 2018 and 2019 are documented below. They relate to requests from residents of Barracluff Avenue. They do not include petitions related to Lamrock Avenue.

Figure 3 shows the coverage of the households from which the petitions were signed. It shows good support for traffic improvements.

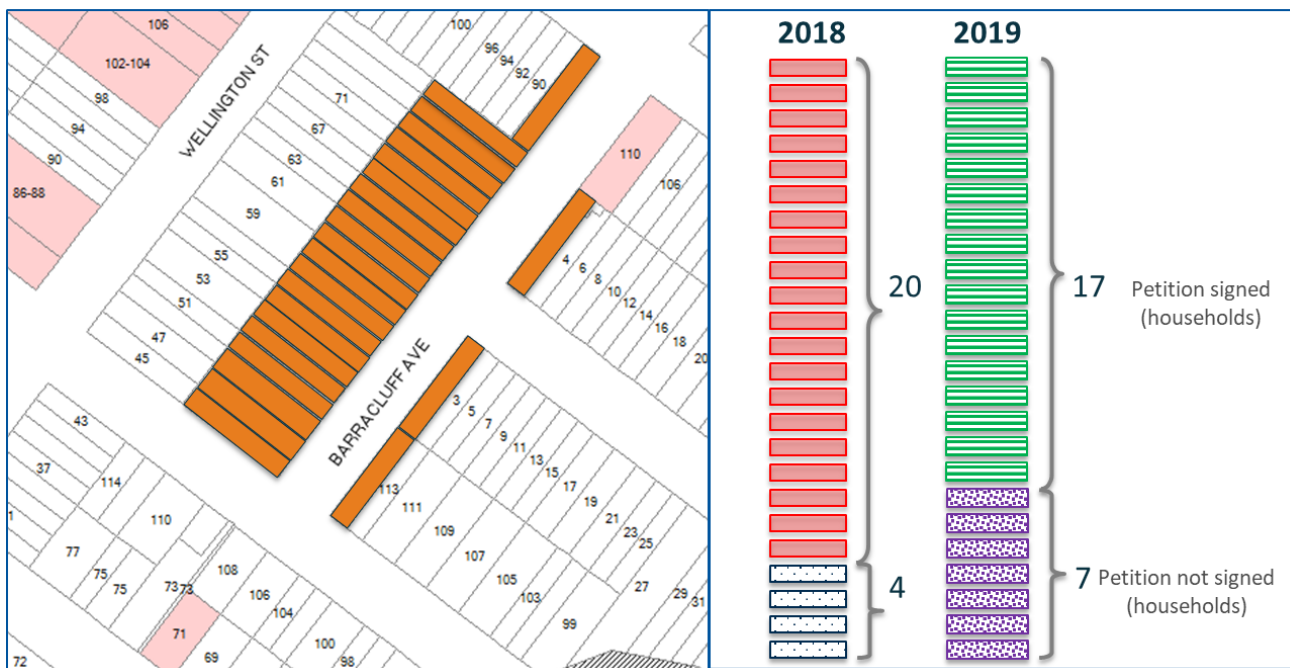


Figure 3. Resident petitions (2018 for traffic calming and 2019 for road closure).

### Council survey from 2019

Council undertook a survey of resident views on implementing traffic calming in Barracluff Avenue in April 2019. Residents were presented with 3 locations for treatments and asked whether they supported these treatments. The information sent to residents is shown in Figure 4. The facilities included:

1. A pedestrian refuge island on Barracluff Avenue at Francis Street.
2. A pedestrian refuge island on Barracluff Avenue at Lamrock Avenue.
3. Replacement of a splitter island with a pedestrian refuge island on Lamrock Avenue at Barracluff Avenue.

Figure 5 shows the feedback from the Council survey. It indicates good support for consideration of the traffic calming approach with 14 responses in favour and four against.





Figure 4. Council survey information submitted to residents.

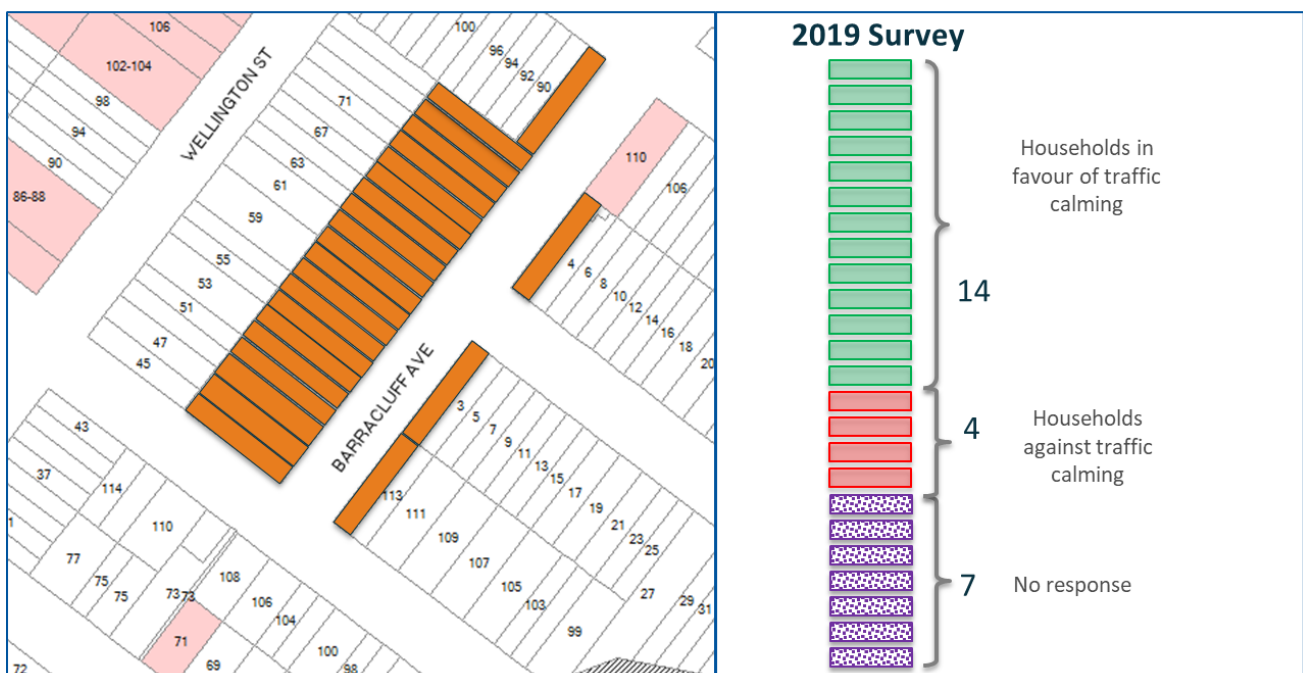


Figure 5. Resident response to Council Survey (2019 for traffic calming).

### 3. Technical Analysis

#### Assessment criteria

It is appropriate at this stage to revisit the criteria from which road closures and traffic calming measures should be assessed.

The RMS Guide to Traffic Generating Developments identifies ways in which traffic can have an impact. Ways relevant to the assessment of Barracluff Avenue include:

1. Impact on traffic efficiency.
2. Impact on amenity.
3. Impact on safety.

#### *Traffic efficiency*

Impact on traffic efficiency essentially relates to the capacity of the road system to accommodate the traffic demands. Delays mid-block and at intersections determine the efficiency. The efficiency is reported within a range from Level of Service A (free flow conditions) to Level of Service F (forced flow conditions).

Level of Service C is the point at which consideration of future traffic growth could warrant upgrades to the road system. It is in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.

#### *Traffic amenity*

Traffic amenity for local roads is best addressed by comparison against environmental capacity criteria. Traffic characteristics to consider include:

1. Traffic volume.
2. Traffic composition, particularly proportion of heavy vehicles.
3. Vehicle speed.

The RMS Guide to Traffic Generating Developments specifies criteria by which amenity can be assessed. These are shown in Table 2.

*Table 2. Environmental capacity performance standards on residential streets.*

| Road class | Road type  | Maximum speed<br>(kilometres per hour) | Maximum peak hour volume<br>(vehicles per hour) |
|------------|------------|--|---|
| Local      | Access way | 25                                     | 100   |
|            | Street     | 40                                     | 200 environmental goal                          |
|            |            |  | 300 maximum                                     |
| Collector  | Street     | 50                                     | 300 environmental goal                          |
|            |            |  | 500 maximum                                     |

*Source: RMS Guide to Traffic Generating Developments (2002)*

Note that the threshold speeds for local streets are 40 km/h. The general urban speed limit of 50 km/h does not apply when assessing impacts on amenity.

#### *Traffic safety*

Traffic safety is initially assessed by comparison against historical crash data. This data contains records of all crashes which involved an injury or fatality that has been reported to police. It does not include lower order crashes or near misses. These are best assessed by on site observations and feedback from residents who see traffic conditions on their streets on a daily (and nightly) basis.

**Survey data – December 2018**

Council carried out speed and volume tube counts in Barracluff Avenue, Rickard Avenue and Francis Street in early December 2018. The results of the surveys are presented in Tables 3 and 4 and Figures 6 and 7.

Traffic flows on Barracluff Avenue are up to 140 vehicles in peak hours which is below the environmental goal of 200 vehicles. Traffic speeds are around 45 km/h, which is higher than the desirable maximum of 40 km/h.

*Table 2: Traffic volumes on Barracluff Avenue, Rickard Avenue, and Francis Street (December 2018).*

| Location                                       | Speed Limit (km/h) | Direction | Morning Peak Hour Volume | Daily average |
|--|--------------------|-----------|--------------------------|---------------|
| Barracluff Avenue<br>(north of Rickard Avenue) | 50                 | Northeast | 29                       | 380           |
|  |                    | Southwest | 104                      | 891           |
|  |                    | Combined  | 133                      | 1,271         |
| Barracluff Avenue<br>(south of Rickard Avenue) | 50                 | Northeast | 29                       | 380           |
|  |                    | Southwest | 111                      | 891           |
|  |                    | Combined  | 140                      | 1,271         |
| Rickard Avenue                                 | 50                 | Southeast | 13                       | 213           |
|  |                    | Northwest | 24                       | 195           |
|  |                    | Combined  | 37                       | 408           |
| Francis Street<br>(north of Barracluff)        | 50                 | Southeast | 37                       | 487           |
|  |                    | Northwest | 166                      | 1,080         |
|  |                    | Combined  | 203                      | 1,567         |
| Francis Street<br>(south of Barracluff)        | 50                 | Southeast | 29                       | 446           |
|  |                    | Northwest | 72                       | 544           |
|  |                    | Combined  | 101                      | 990           |

*Table 3: Traffic speeds on Barracluff Avenue, Rickard Avenue, and Francis Street (December 2018).*

| Location                                   | Speed Limit (km/h) | Direction | 85th %ile Speed (km/h) |
|--|--------------------|-----------|------------------------|
| Barracluff Avenue<br>(higher 85%ile speed) | 50                 | Northeast | 41                     |
|  |                    | Southwest | 45                     |
|  |                    | Combined  | 43                     |
| Rickard Avenue                             | 50                 | Southeast | 38                     |
|  |                    | Northwest | 40                     |
|  |                    | Combined  | 39                     |
| Francis Street<br>(higher 85%ile speed)    | 50                 | Southeast | 43                     |
|  |                    | Northwest | 45                     |
|  |                    | Combined  | 44                     |



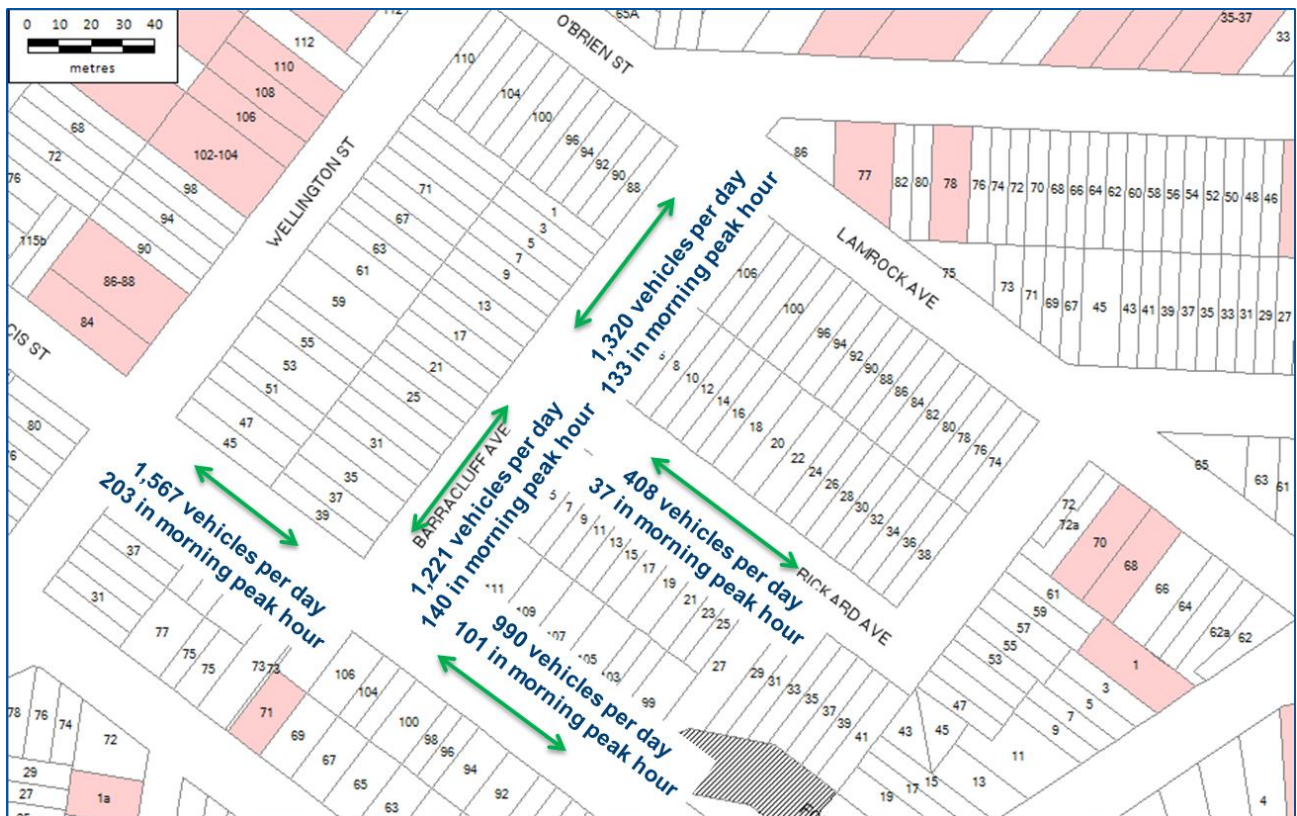


Figure 6. Traffic volumes on Barracluff Avenue, Rickard Avenue, and Francis Street (December 2018).

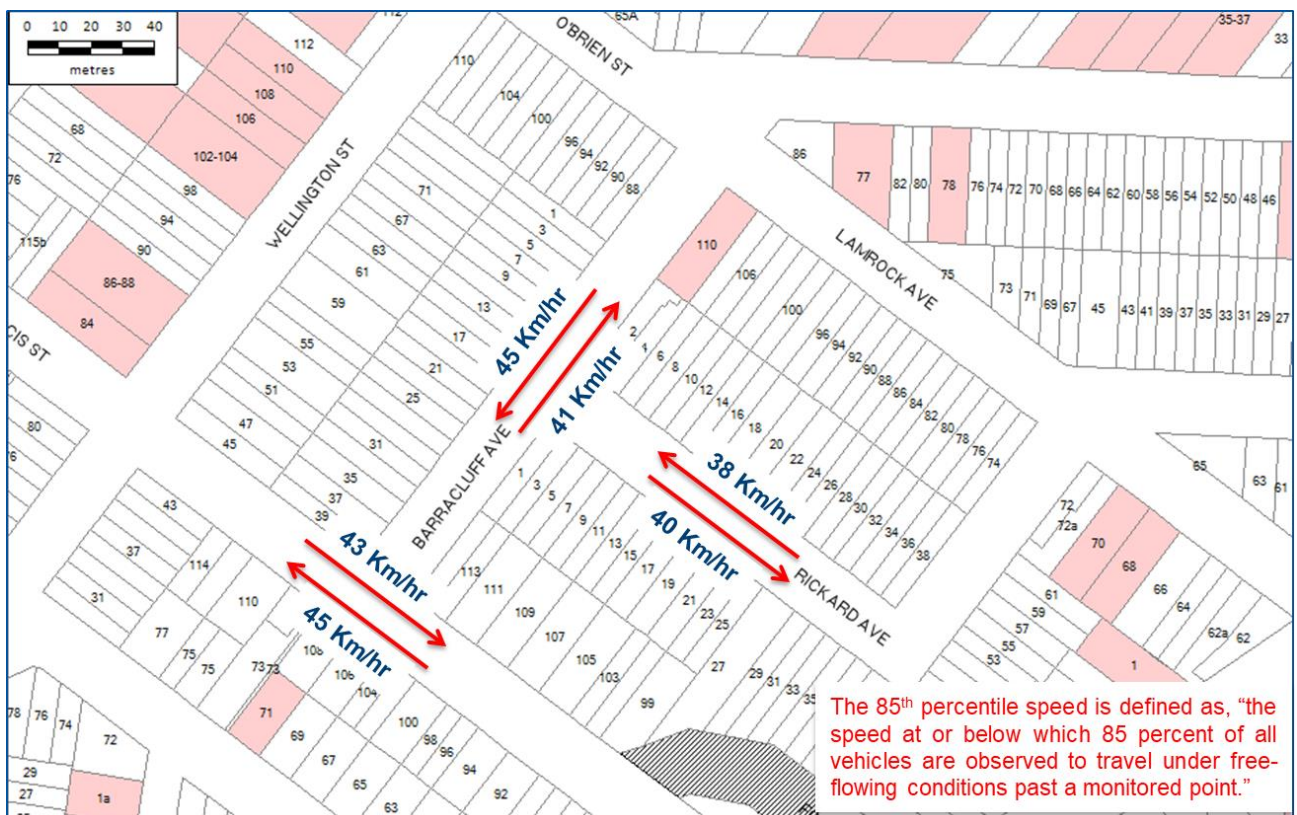


Figure 7. Traffic speeds on Barracluff Avenue, Rickard Avenue, and Francis Street (December 2018).



## Impacts of Rickard Avenue closure

Rickard Avenue was closed at Lamrock Avenue on 25 September 2019 for a six-month trial. The six-month trial is now complete.

Traffic volumes and speeds counts were undertaken during the closure. These counts as well as the pre-closure counts from 1998 are presented in Table 4.

*Table 4. Changes in traffic flows and speeds with Rickard Road closure.*

| Location                                  | Direction  | 2018 | 2019 | Change |
|---|------------|------|------|--------|
| <b>Average daily traffic (7 days)</b>     |            |      |      |        |
| Francis Street to Rickard Avenue          | Two - way  | 1221 | 1189 | -3%    |
| Rickard Avenue to Lamrock Avenue          | Two - way  | 1319 | 1440 | 9%     |
| <b>Morning peak hour traffic (5 days)</b> |            |      |      |        |
| Francis Street to Rickard Avenue          | Two - way  | 129  | 158  | 22%    |
| Rickard Avenue to Lamrock Avenue          | Two - way  | 129  | 168  | 30%    |
| <b>Average speed (7 days)</b>             |            |      |      |        |
| Francis Street to Rickard Avenue          | Northbound | 42   | 42   | 0%     |
| Rickard Avenue to Lamrock Avenue          | Northbound | 42   | 45   | 7%     |
| Rickard Avenue to Francis Street          | Southbound | 46   | 46   | 0%     |
| Lamrock Avenue to Rickard Avenue          | Southbound | 45   | 41   | -9%    |

The traffic data from before and during the trial closure of Rickard Avenue shows no significant impact on Barracluff Avenue except for the peak hour. Diversions by 'rat-running' traffic using Rickard Avenue has now diverted back to Barracluff Street. The volumes are not significant.

The trial closure of Rickard Avenue can be treated as a separate item to be reported to an upcoming traffic committee.

## Traffic assessment

### *Traffic efficiency*

Traffic conditions in Barracluff Avenue and surrounding streets operate at a Level of Service C or better. Congestion in the immediate surrounds is low. There is some through traffic on Barracluff Avenue. This is primarily local residents travelling between streets and the homes.

There are no traffic efficiency grounds for modifying the road infrastructure of Barracluff Avenue.

### *Traffic amenity*

Traffic volumes on Barracluff Avenue are well below the RMS environmental limits. The speeds of around 45 km/h are slightly higher than the 40 km/h threshold set by the RMS. Speeds on the other adjacent streets are similar.

The 40 km/h threshold is an important factor to consider in streets where there is significant pedestrian and cyclist activity. It is desirable that this is achieved as part of the long-term planning for a better community environment. Slowing of traffic at intersections assists in reducing mid-block speeds to the benefit of vulnerable road users.

It is justified to undertake works that aim to reduce traffic speeds on Barracluff Avenue.

### *Traffic safety*

There was one crash recorded on Barracluff Avenue in NSW Roads and Maritime Services records of crashes for the period from January 2010 to September 2018 (just under nine years). The crash occurred at 4.20 pm in October 2016. It was around 20 m south of Rickard Avenue. A 29-year-old female standing in the roadway was struck by a station wagon driven by a 57-year-old male driver. The station wagon was reported to be reversing on Barracluff Avenue at around 20 km/h.

Note that RMS records do not contain some 'minor' crashes. Regardless, it is apparent that the number of crashes which have resulted in injuries are low. Traffic calming can still be considered where there is a view that potential conflicts could occur.

Common to the petitions received from Barracluff Avenue and the Council survey was the theme from residents that they are concerned about conflicts between pedestrians and vehicles. Residents have reported near misses with children as well as injuries to pets. Conflicts between vehicles is not mentioned.

Traffic safety is a concern for all local neighbourhoods. Measures have recently been undertaken with a six-month trial of the closure of Rickard Avenue. This has a low to negligible impact on conditions in Barracluff Avenue. In other words, conditions in Barracluff Avenue remain relatively the same as prior to the closure.

It is justified to undertake works that minimise conflicts between vulnerable road users and vehicles on Barracluff Avenue.

### **Other issues**

#### *Circulating traffic*

Barracluff Avenue is used as a cross link by circulating traffic accessing Edward Street, Francis Street, Lamrock Avenue, and O'Brien. This traffic is generally associated with local resident movements and activities at Bondi Beach itself. The Bondi Beach traffic is generally looking for parking close to the beach.

Circulating traffic will continue with or without the introduction of traffic calming. Road closures are the only measure available to address excessive circulation. However, closures also affect access to neighbours' properties and local shops.

#### *Impact on cyclists*

Traffic calming at intersections improves safety for cyclists by slowing traffic and allowing for identification of cyclist routes. Providing access is maintained, road closures for vehicles do not affect cyclists.

### **Potential road treatment 1 – Road closure**

There are four potential locations where Barracluff Avenue could potentially be closed to prevent through traffic. They are shown in Figure 8. Location 2 in the vicinity of 21 Barracluff Avenue has been nominated by residents in the 2019 petition as a preferred location.

Closure at any of the locations impacts residents beyond those who live in Barracluff Street. Road closure would transfer through and circulating traffic movements to other residential streets, particularly Wellington Street. Wellington Street already carries significant levels of traffic performing a collector as well as a local road function. Traffic flows on Wellington Street are around 6,000 vehicles per day (600 peak hour vehicles). These flows are already in excess of the desirable maximum for Wellington Street functioning as a collector road (500 vehicle per hour maximum threshold).

Road closures affect accessibility for the residents within the affected street in two ways. The first is loss of parking due to an area required to turn vehicles around at the dead end. The second is impacts on manoeuvrability of larger vehicles making deliveries and waste vehicles undertaking weekly collections.

Road closure for Barracluff Avenue is not recommended as the volumes are low and any closure would adversely impact other streets already carrying significant levels of traffic. Traffic speeds can be addressed in the consideration of traffic calming. Nevertheless, road closure option 2 in the vicinity of 21 Barracluff Avenue should be presented to the community as part of further consultation.



Figure 8. Potential road closure locations.

### Potential road treatment 2 – Traffic calming

Traffic calming will not reduce traffic flows. Given the low volumes, this is not the main issue. The main issue is safety for pedestrians and other vulnerable road users including cyclists.

Traffic calming at intersections and/or mid-block can be used to reduce traffic speeds and improve accessibility for pedestrians.

Mid-block treatment in the form of speed humps will slow speeds but has the negative effect of noise impacts on nearby residents.

Mid-block pedestrian refuges are not recommended as they result in the loss of significant on street parking spaces.

Mid-block kerb extensions with plantings are preferred.

The introduction of pedestrian refuges at intersections is recommended to improve pedestrian safety and slow traffic turning into and out of Barracluff Avenue. Locations recommended for pedestrian refuges are:

- Barracluff Avenue at Francis Street.
- Barracluff Avenue at Lamrock Avenue.
- Lamrock Avenue at Barracluff Avenue.

Mid-block kerb extensions with plantings can also be introduced to keep traffic near the centre of the road reducing potential conflict with people accessing parked cars. Plantings in mid-block kerb extensions assist in enhancing the urban environment. Two mid-block kerb extensions are possible. They are:

- Kerb extension outside numbers 23 and 25 Barracluff Avenue.
- Kerb extension outside numbers 5 and 7 Barracluff Avenue.

Installation of the kerb extension will require consultation with the directly affected residents. This does not defer the recommendation for intersection treatments.

Traffic calming at intersections is preferred over road closures. Mid-block speed humps are not preferred. Traffic calming is the appropriate measure for reducing speeds at the intersections resulting in reduced mid-block speeds.

Traffic calming treatments at intersections have been examined in the past. They have been re-examined and updated to incorporate the needs for cyclist safety. Plans of these treatments are attached.

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

Works will be funded from existing budgets.

#### **5. Attachments**

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



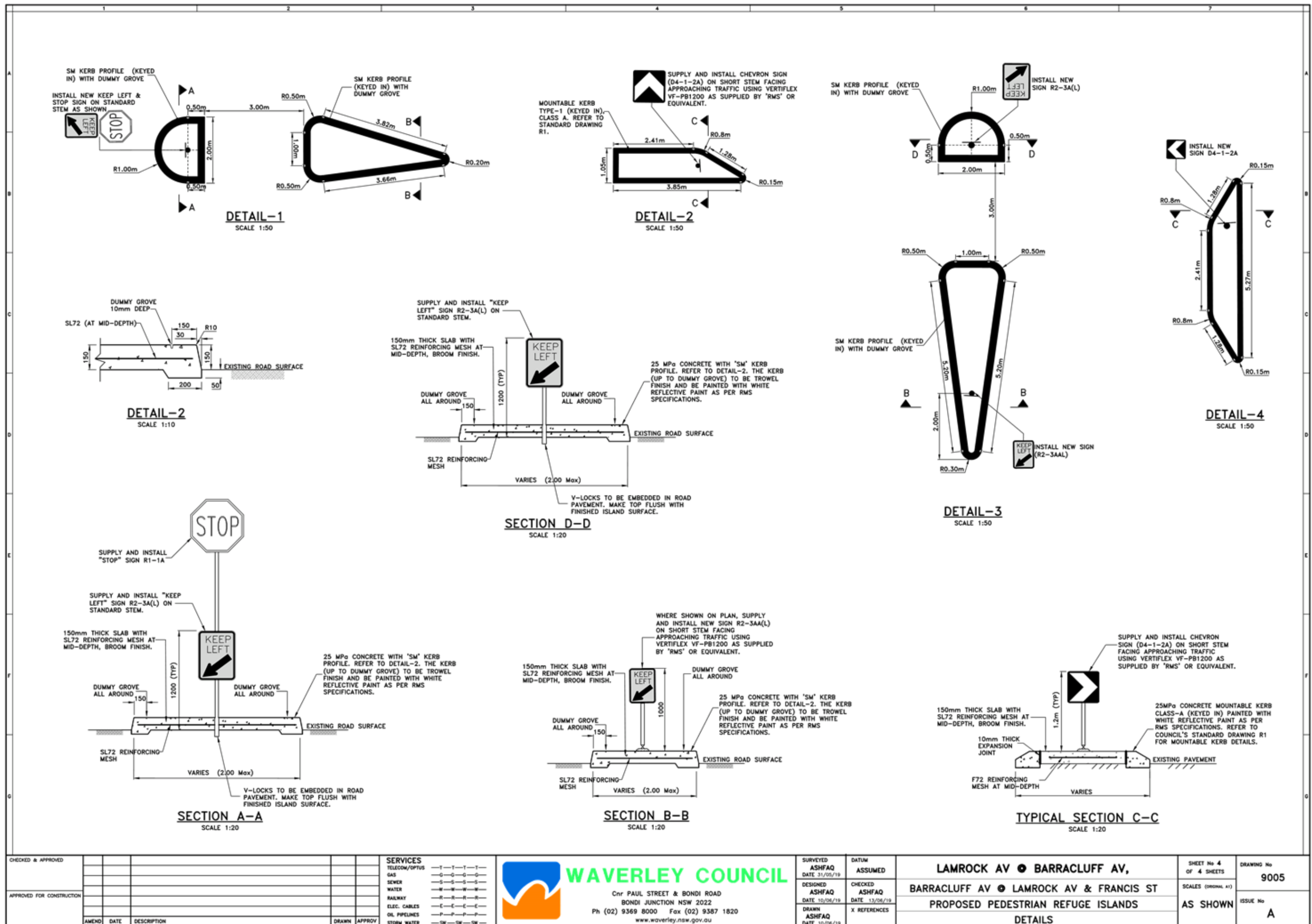
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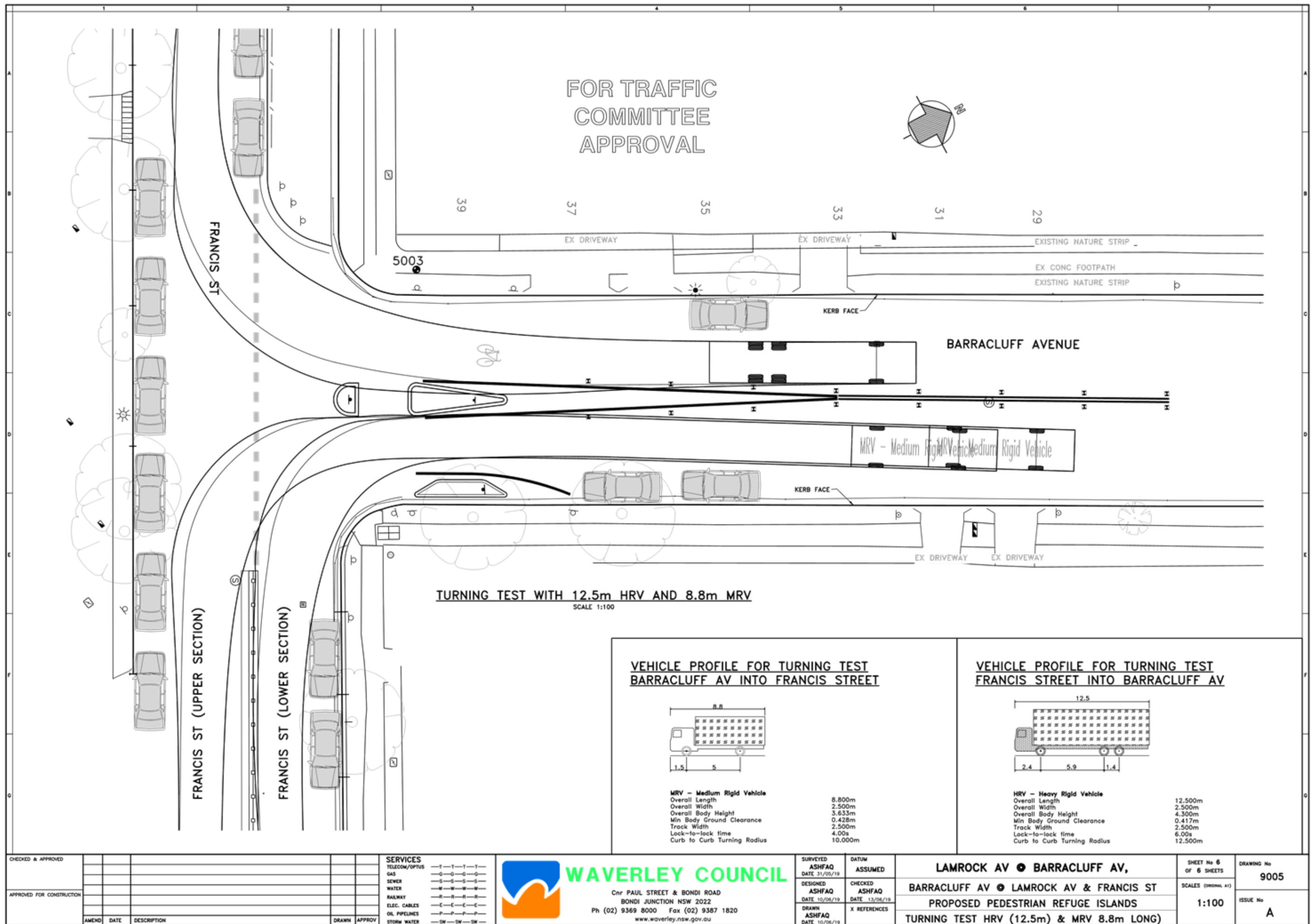














**REPORT**  
**TC/V.02/20.03**

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

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

**Author:** Emraul Kayes, Traffic Engineer

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs No Stopping restrictions:
  - (a) On the western side of Moore Street, Bondi, with an unbroken yellow (C3) line from the southern side of the Bondi Public School teachers' car park to 10 m north of the car park, as shown in Figure 2 in this report. No stopping signs are to be installed to reinforce the line marking.
  - (b) On the eastern side of the Moore Street/Moore Street intersection with an unbroken yellow (C3) line extending 8 m into both Moore Street and Henderson Street, as shown in Figure 2 in this report.
2. Relocates the existing car share space outside the school gate on Moore Street 10 m to the north, as shown in Figure 2 in this report.
3. Installs a new kerb ramp (Type A) as per Council's Standard Footpath Drawing (F3) on the school (western) side of Moore Street opposite the existing ramp on the eastern side of the road, as shown in Figure 4 in this report.

**1. Executive Summary**

There was an incident in 2019 during school pick-up/drop-off times where a student of Bondi Public School was hit by a car on Henderson Street when the student walked out in between two parked cars.

Representations were received from the principal of Bondi Public School requesting that the road safety around the school for students be improved. Parking restrictions and an improved crossing point for school children are proposed to assist in addressing the concerns.

## 2. Introduction/Background

The subject item was assessed in the Traffic Committee's 26 September 2019 meeting.

Council officers recommended that Council:

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

The Traffic Committee considered the item and determined that it required more assessment and consultation before adopting a preferred recommendation. It resolved that:

1. *The Council Officer's Proposal not be adopted.*
2. *The item be deferred to allow consultation to be undertaken with Bondi Public School and further consideration of pedestrian safety.*

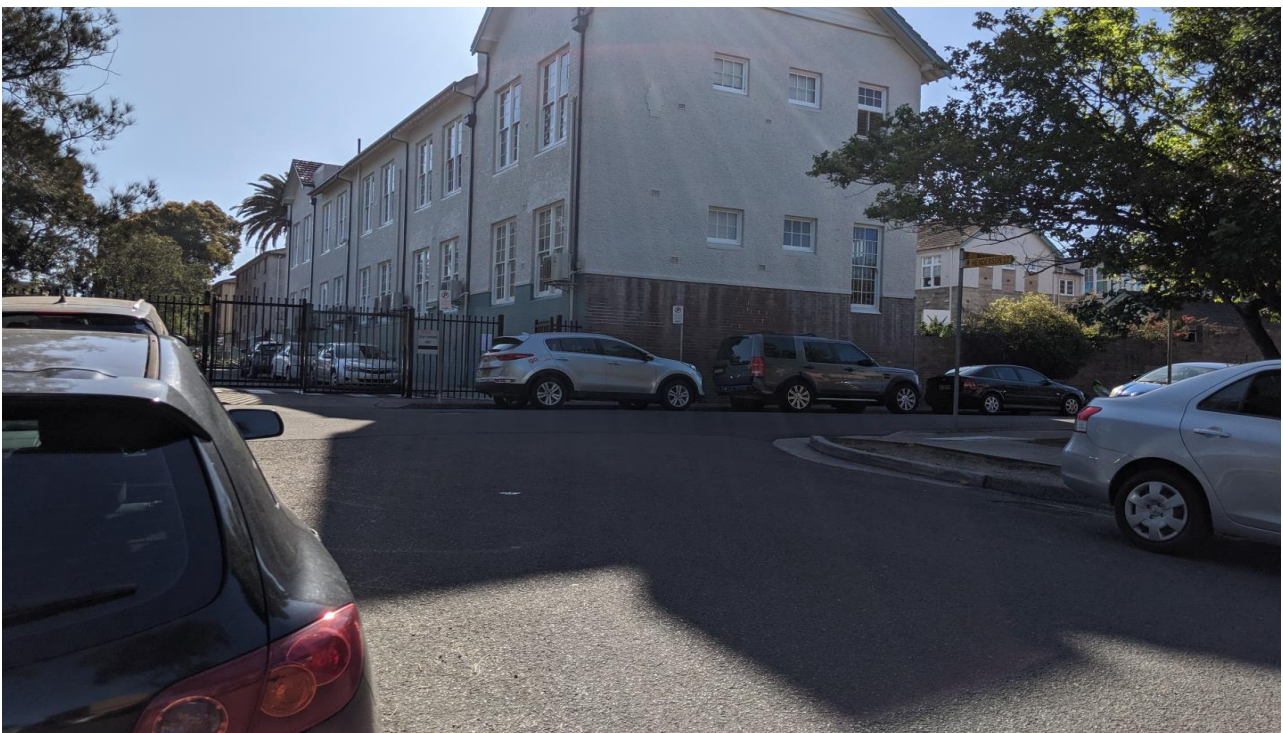


Figure 1. Photo of the bend onto Henderson/Moore Street, Bondi.

### 3. Technical Analysis

A site meeting was held between Council officers and the school vice principal on 24 February 2020.

Use of the rear pedestrian access to the school at the bend on Henderson Street and Moore Street was observed.

Parking in Henderson Street and Moore Street was fully occupied near the school. This forced some parents to park further away and walk their children to their cars, crossing Moore and Henderson Street at random locations.

Some older children left school attended.

A car share space is located directly outside the pedestrian gate. When occupied it reduces site distances to vehicles travelling around the Henderson/Moore Street bend.

Three key issues arose from the site inspection:

- The car share space should be relocated.
- Yellow no stopping line marking plus signage is required around the bend in the road.
- A safe crossing point for pedestrians is required.

Measures recommended to address the issues are shown in Figure 2 and Figure 3. They are:

1. Installation of No Stopping restrictions:
  - (a) On the western side of Moore Street, Bondi with an unbroken yellow (C3) line from the southern side of the Bondi Public School teacher's car park to 10 metres north of the car park as shown. No stopping signs are to be installed to reinforce the line-marking.
  - (b) On the eastern side of the Moore Street /Moore Street intersection with an unbroken yellow (C3) line extending 8 metres into both Moore Street and Henderson Street.
2. Relocation of the existing car share space outside the school gate on Moore Street 10 metres to the north.
3. Installation of a new kerb ramp on the western (school) side of Moore Street opposite the existing ramp on the eastern side of the road.

The net loss in car parking is two spaces (10 m).



Figure 2. Existing and proposed line marking and signage on Henderson/Moore Street, Bondi.



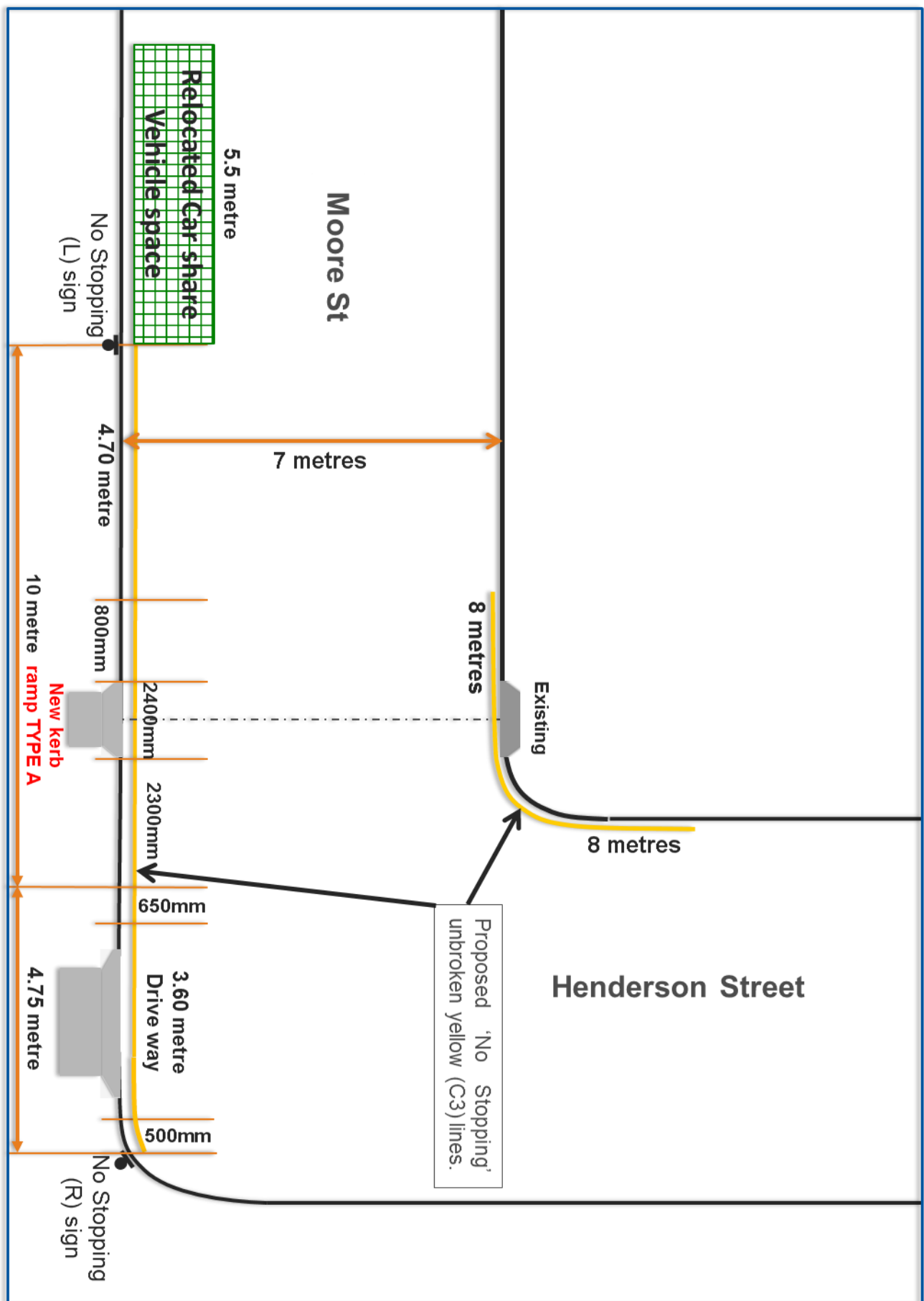


Figure 3. Details of changes on Henderson Street/Moore Street, Bondi.

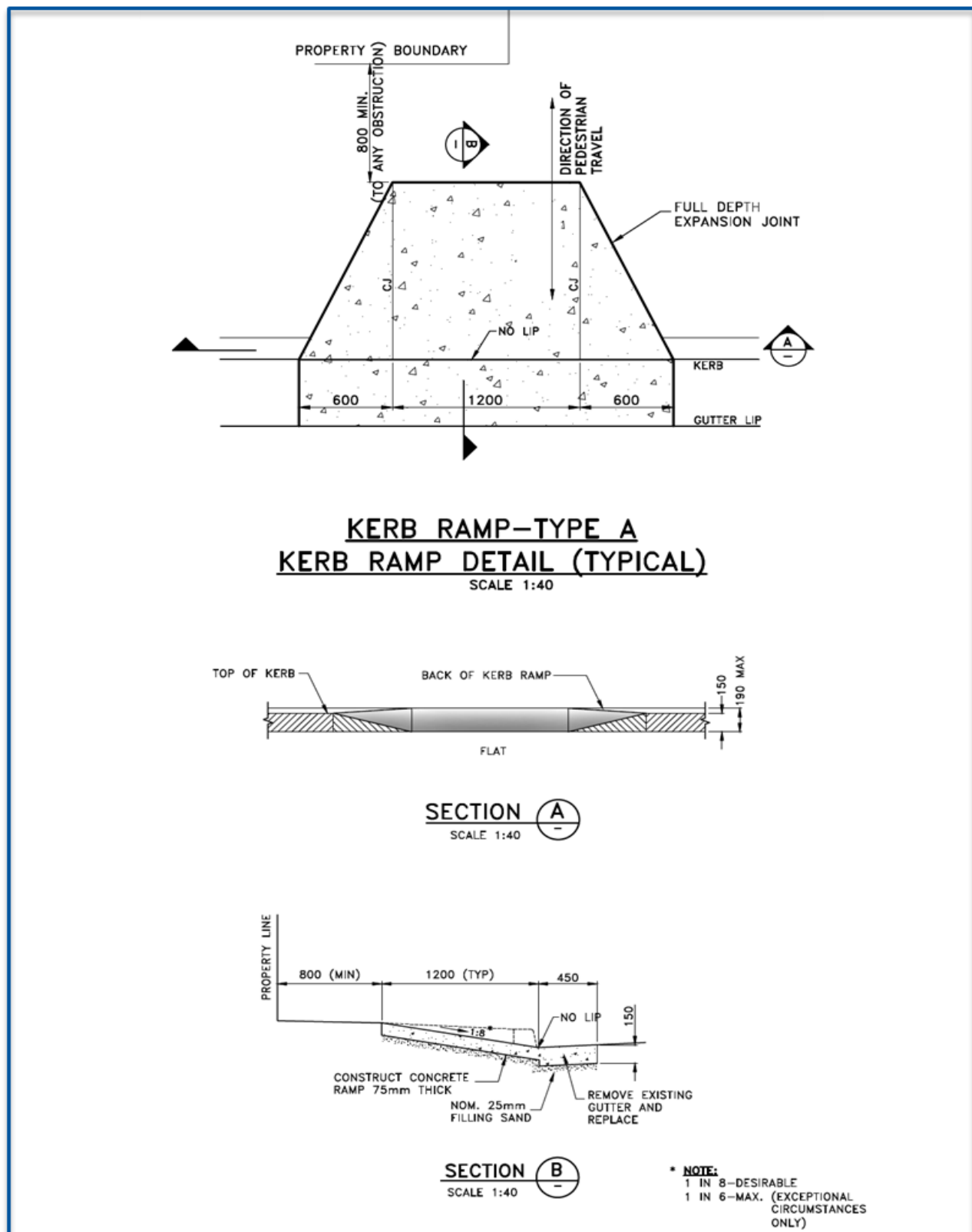


Figure 4. Details – Kerb Ramp Type A.

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

Any changes to signage will be funded from existing budgets.

**5. Attachments**

Nil.

## REPORT

### TC/V.03/20.03



**Subject:** 17 Simpson Street, Bondi Beach - 'P Disability Only' Zone

**TRIM No:** A18/0719

**Author:** Hamoon Bahari, Professional Engineer, Traffic and Transport

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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#### COUNCIL OFFICER'S PROPOSAL:

That Council installs a 5 m long 'P Disability Only' zone outside 17 Simpson Street, Bondi Beach.

#### 1. Executive Summary

Council has received representations from a resident requesting the installation of a 'P Disability Only' parking zone at 17 Simpson Street, Bondi Beach.

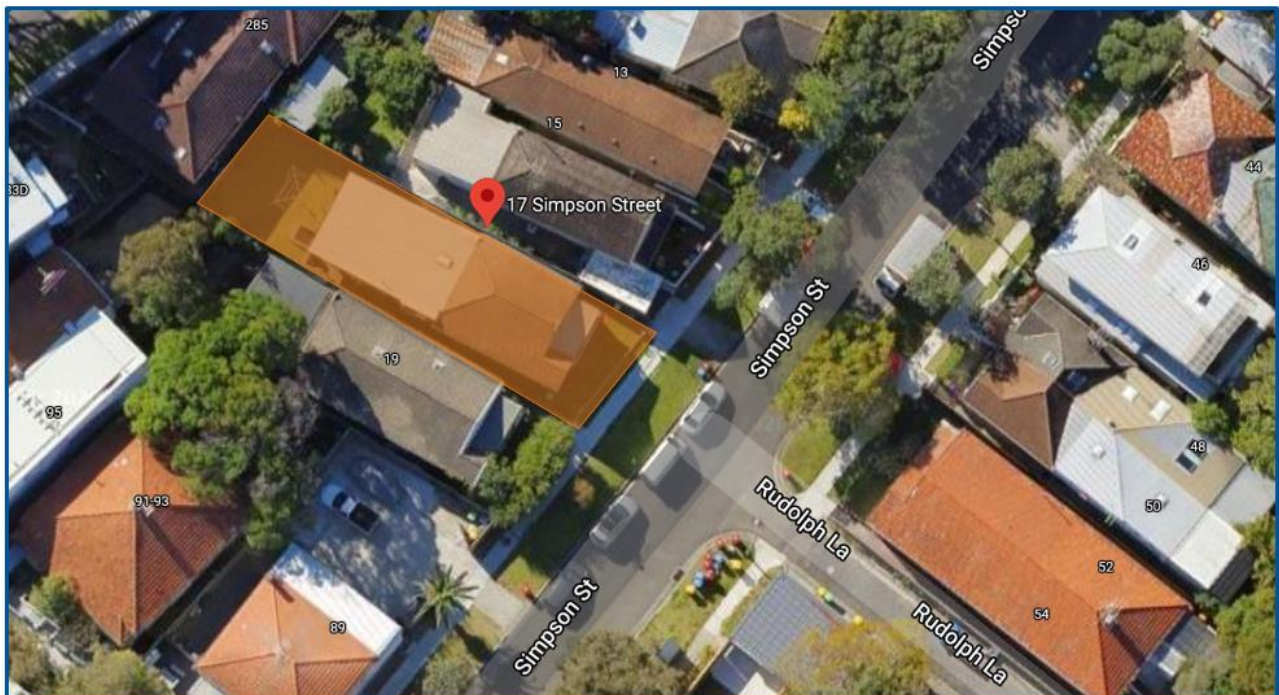


Figure 1. Property without off-street parking at 17 Simpson Street, Bondi Beach.

#### 2. Introduction/Background

The following guidelines have been adopted by the Waverley Traffic Committee for assessing applications for a disability 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 m either side of the property must be at or above 85% capacity on each separate occasion.
4. Letters will be sent to residents annually to determine if the mobility parking space is still required. Residents will also be requested to again provide proof of current registration and their mobility-parking permit.

### 3. Technical analysis

Compliance of the proposal with Council standard requirements is presented below.

*Table 1. Compliance with Council requirements.*

|   |   |
|---|---|
| <b>Address</b>  | 17 Simpson Street, Bondi Beach                                    |
| <b>Mobility Parking Permit</b>                        | Yes   |
| <b>Circumstances leading to requirement</b>           | Difficulty with walking frame and no access to off-street parking |
| <b>Off-street parking available</b>                   | No  |
| <b>Length of zone</b>                                 | 5 m   |
| <b>Level of parking within 50 m of proposed space</b> | 90–100% occupied during the day                                   |
| <b>Other on street disability spaces</b>              | 0   |

A 5 m long disability space is recommended between the driveways of 19 Simpson Street and 15 Simpson Street (see Figure 2). The length is based on Council surveys of parking patterns in Waverley. There is 2.5 m of space left over between the disability space and the driveway to 15 Simpson Street. This could be taken up by one to two motor bikes should the need arise.



*Figure 2. Location and dimensions of the proposed parking space.*

### 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.04/20.03**

**Subject:** 25 Glasgow Avenue, Bondi Beach - Construction Zone

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

**Author:** Hamoon Bahari, Professional Engineer, Traffic and Transport

**Authoriser:** Dan Joannides, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 15 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat Council Authorised Vehicles Excepted Excludes Public Holidays' zone in front of 25 Glasgow Avenue, Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, 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 25 Glasgow Avenue, 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 25 Glasgow Avenue, Bondi Beach.*



## 2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking Council Authorised Vehicles Excepted Excludes Public Holidays' for the approved construction hours under the development consent. Council will then supply applicants with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 m along the site frontage with a minimum period of 13 weeks.



Figure 2. Construction work site at 25 Glasgow Avenue, Bondi Beach.



Figure 3. Construction zone location at 25 Glasgow Avenue, Bondi Beach.

### 3. Technical Analysis

The applicant has applied for an 11 m construction zone. This would leave 4 m of kerbside space that could not be occupied. This report recommends that the construction zone is for the full 15 m available along the 18 m site frontage is used for the construction zone (a driveway occupies the remaining 3 m).

*Table 1. Application details.*

|                                       |   |
|---------------------------------------|---|
| <b>Applicant</b>                      | SFN Constructions   |
| <b>Development application</b>        | DA-17/448   |
| <b>Works</b>                          | Demolition of building and construction of an attached dual occupancy |
| <b>Approved hours of construction</b> | 7 am–5 pm Monday–Friday; 8 am–3 pm Saturday                           |
| <b>Frontage length</b>                | 18 m (including driveway)   |
| <b>Road</b>                           | Glasgow Avenue, Bondi Beach   |
| <b>Existing parking</b>               | 2P, 8 am–10 pm, Permit Holders Excepted, Area 8                       |
| <b>Requested length</b>               | 11 m  |
| <b>Proposed length</b>                | 15 m  |
| <b>Duration</b>                       | 13 April 2020 to 31 August 2020                                       |
| <b>Fee area</b>                       | Residential with parking restrictions                                 |
| <b>Estimated fees</b>                 | \$999.00 per week (based on 15 m provided)                            |

*Figure 4. Proposed construction zone on 25 Glasgow Avenue, 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 m per week in a Residential Development Area.
- \$92.20 per m 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.