



WAVERLEY TRAFFIC COMMITTEE MEETING

ADDITIONAL BUSINESS

10.00 AM, THURSDAY 28 MAY 2020

Waverley Council
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Bondi Junction NSW 1355
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Tel. 9083 8000
E-mail: info@waverley.nsw.gov.au

AGENDA

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 TfNSW. The recommendations made by the Committee under this part of the agenda will be submitted to Council for adoption.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.06/20.05 Rose Bay Secondary College - Temporary drop off / pick up zones following relaxation of COVID-19 restrictions (A14/0145) 4

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 20 metre "No Parking, 8AM – 9AM, 2:30PM – 4:00PM, School Days Only" on the eastern side of Hardy Street zone north of the No Stopping Zone on the approach to the marked pedestrian crossing as shown in Figure 4.
2. Extends the existing 14.5 metres of "No Parking, 8AM – 9AM, 2:30PM – 4:00PM, School Days Only" on the western side of Hardy Street by an additional 25 metres to the south as shown in Figure 4.
3. Converts 21 metres of the 94 metre "Bus zone, 8AM – 9AM, 2:30PM – 4:00PM, School Days Only" bus zone to no parking.
4. Notifies the immediately affected residents and the school of the changes.
5. Delegates authority to the Executive Manager, Creating Waverley, to adjust the length and duration of, or remove the No Parking restrictions, as necessary.
6. Requires Council Officers to complete a review of the operation of the parking 3 months after implementation and prepare a report for the traffic committee reviewing the status of the parking demand at that time and advise whether some or all of the addition "No Parking" should be removed.

TC/V.07/20.05 Curlewis Street Popup Cycleway Concept (SF20/3091) 11

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves in principle the concept design for a fully separated popup cycleway along Curlewis Street between Campbell Parade and Old South Head Road as documented in Attachment 1 (Curlewis Street Popup Cycleway for May TC), consisting of:
 - (a) A bi-directional separated popup bike lane on the southern side of Curlewis Street between Campbell Parade and Gould Street.
 - (b) A one-way pair of separated popup bike lanes on each side of Curlewis Street between Gould

Street and Wellington Street.

- (c) A painted bike crossing extension to the wombat crossing near Gould Street to connect the northern one-way bike lane in item 2 to item 1.
 - (d) A one-way separated popup bike lane on the southern side of Curlewis Street between Wellington Street and Simpson Street.
 - (e) Upgrade of existing shared path on the southern side of Curlewis Street between Wellington Street and Old South Head Road.
 - (f) A one-way separated popup bike lane on the northern side of Blair Street between Old South Head Road and Simpson Street.
 - (g) A new shared path on the northern side of Curlewis Street between Simpson Street and Wellington Street.
 - (h) Directional signage and new bike path to connect item 6 to item 7
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.
 - 3. Requires detailed plans showing modifications to signs and line-markings and any changes to infrastructure to be submitted to Council's Traffic Committee for review following confirmation of funding.
 - 4. Requires Council Officers undertake community consultation as part of the detailed design process.

REPORT
TC/V.06/20.05

Subject: Rose Bay Secondary College - Temporary drop off / pick up zones following relaxation of COVID-19 restrictions

TRIM No: A14/0145

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Director: Nikolaos Zervos, Manager, Asset Systems and Planning

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1. Executive Summary

Rose Bay Secondary College is located at Hardy Street with an access point used for assisted transport vehicles at the end of the cul-de-sac on Nancy Street and a pedestrian link off Chaleyer Street. The school has experienced major changes in travel patterns following the return of students from 25 May 2020.

The school enrolment for 2020 is 1,370 students. This is forecast to rise to 1,430 student in 2021. The school has advised that normally 60% of students (825 students) would commute to and from school via school buses on a daily basis. This reduced to 15% following return of some students to school (years 7 and 12). The return of all students has exacerbated conditions.

Additional drop off/pick up parking is required to clear congestion and facilitate bus access to the school.

11 new drop off / pick up 2 minute parking spaces are proposed along Hardy Street in the morning and afternoon.

7 unrestricted car spaces and 1 bus space will be lost spaces from 8.00 to 9.00 am and 2.30 to 4.00 pm on school days.

The implications of the parking changes will be reviewed and reported back to Council's traffic committee three months after implementation. The review will identify how much travel patterns have returned to normal and how many drop off / pick up spaces can be returned to the previous restrictions. The priority will be on returning the bus space in Hardy Street.

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

2. Introduction/Background

Council officers, TfNSW (RMS), and police met with the school principal on site on Tuesday 26 May 2020. Poor traffic conditions were observed on Hardy Street and Chaleyer Street. This was due to large volumes of two way traffic and parents dropping of student s at the school. The two way traffic cannot easily be accommodated on Chaleyer Street due to the narrow road width.

Parents were observed to drop off their children from various locations including:

- parking at the kerb (low numbers),
- letting children off while stopped in the travel lane (high numbers), and
- dropping off in the bus zone (high numbers).

The congestion results in queuing of around 30 vehicles (including buses) back down Hardy Street (to the south). The queuing delays drivers in general and also delays bus access to the bus zone.

Additional drop off/pick up on-street parking is required to clear congestion and facilitate bus access to the school.

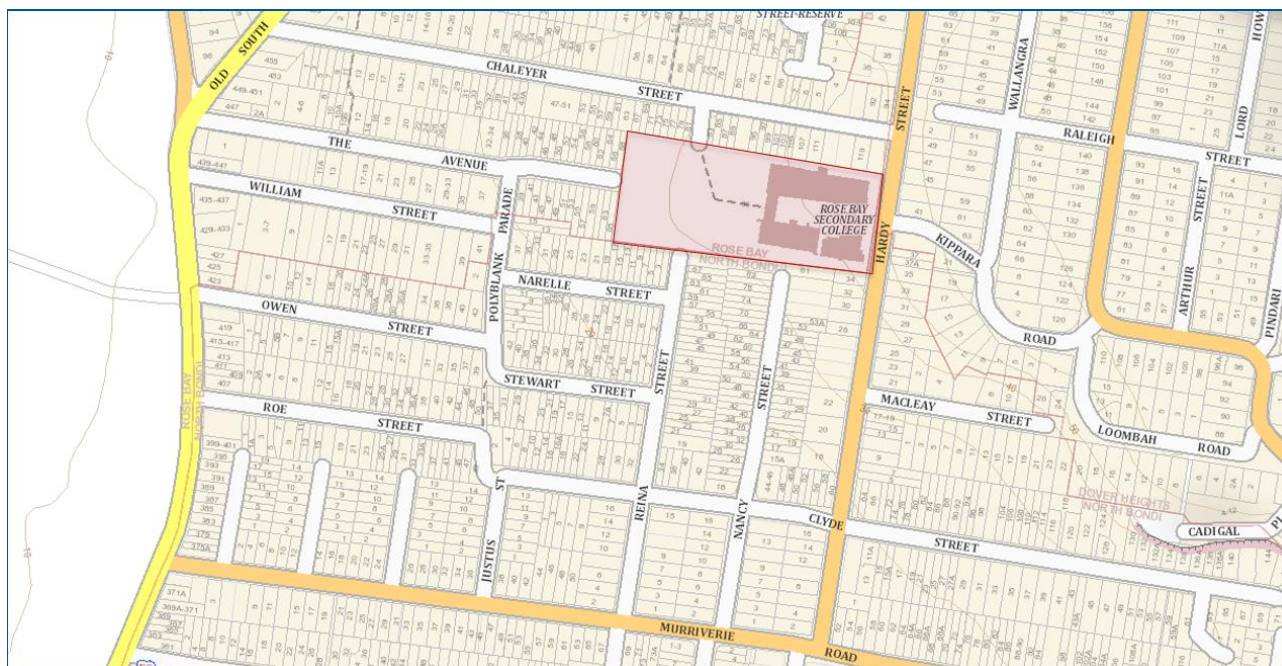


Figure 1: Location of Rose Bay Secondary School

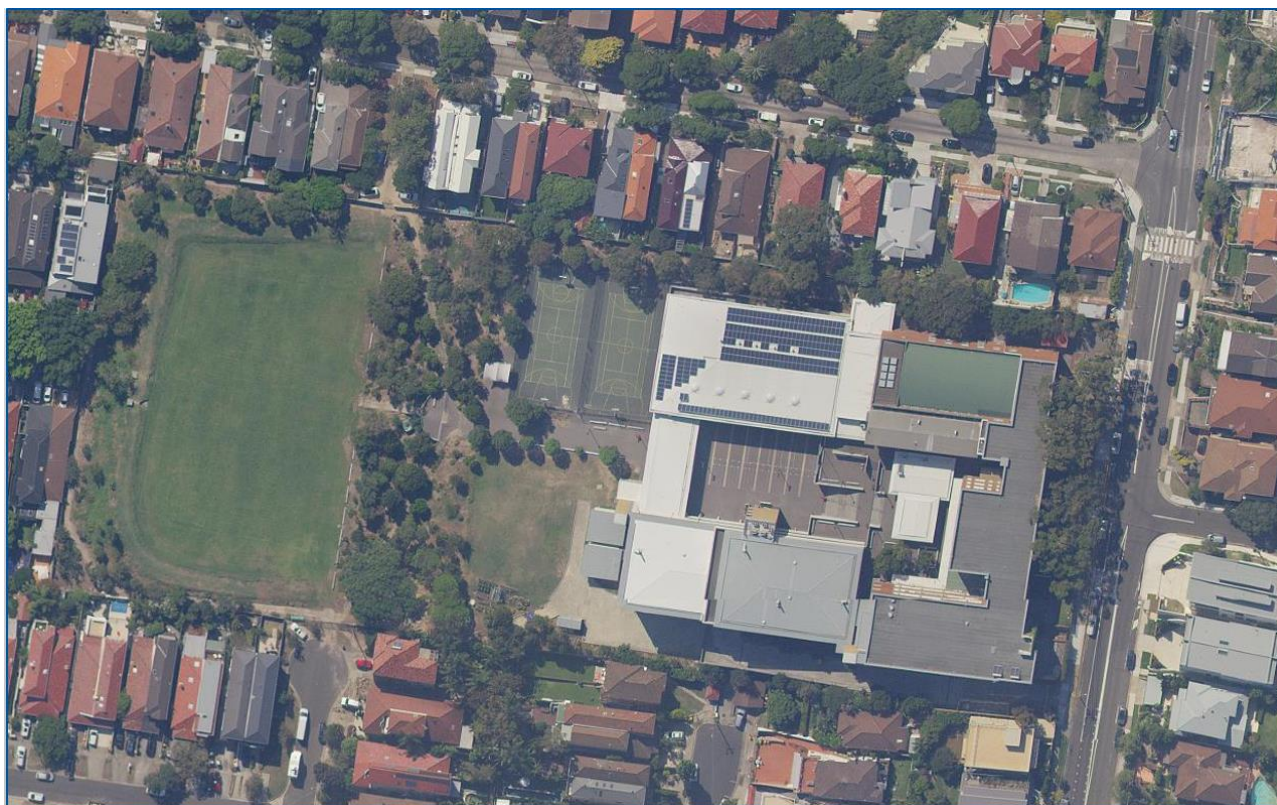


Figure 2: Aerial view of Rose Bay Secondary School

3. Technical Analysis

The existing parking and proposed parking arrangements are shown in **Figure 3**. Three key areas have been identified for increased drop off/pick up 2 minute parking. They are:

1. The eastern side of Hardy Street, north of the school.
2. The western side of Hardy Street, along the 94 metre bus zone adjacent to the school.
3. The western side of Hardy Street, south of the school.

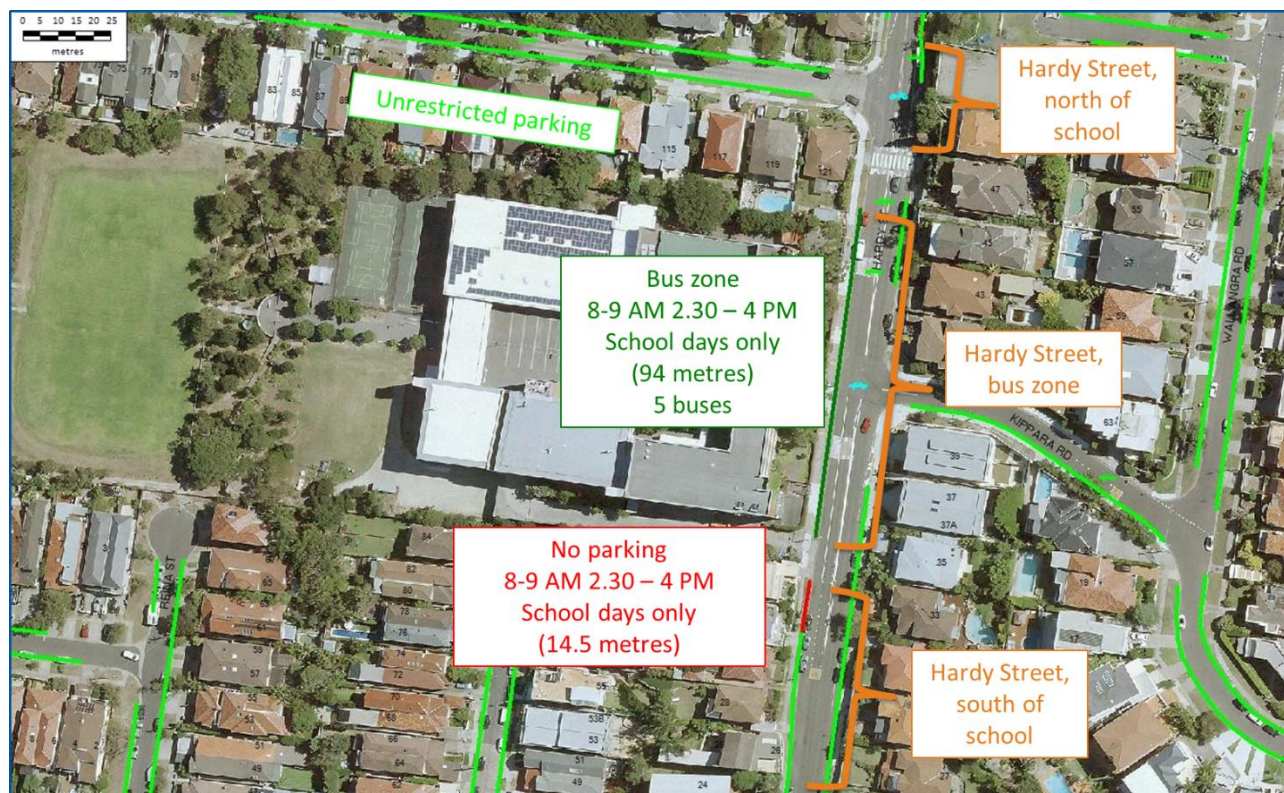


Figure 3: Existing parking controls

3.1 Location 1 - the eastern side of Hardy Street, north of the school

There is a 20 metre section of unrestricted kerbside parking on the eastern side of Hardy Street between the No Stopping zone for the pedestrian crossing and a narrowing of Hardy Street to the north. It can accommodate up to three cars (usually two cars and a boat are parked there).

Converting this unrestricted parking to 2 minute parking before and after school will allow parents from the north to drop off and pick up their children avoiding congestion to the south.

3.2 Location 2 – the western side of Hardy Street, along the 94 metre bus zone adjacent to the school

The 94 metre bus zone can accommodate up to 5 buses at a time before and after school. A maximum of 2 buses have been observed on site in the morning. More buses queue in the afternoon. Bus departure times have been staggered to accommodate this. Staggering of bus arrivals in the morning and departures in the afternoon have contributed to the lower bus parking requirements.

It is proposed to reduce the length of the bus zone so that it can accommodate up to 4 buses at any one time. This results in 21 metres of parking that can be converted to 2 minute parking before and after school. This can accommodate 4 cars at any one time.

State Transit has advised that it raises no objection to this arrangement for the next 3 months. However once circumstances change, they request that the school bus zone is re-instated.

The conversion of the bus parking to pick up / drop off is not proposed as a long term measure. It is to be converted back to a bus zone once drop off / pick up parking demands decline. This is expected to take three months whereon parking demands will be reviewed by Council officers.

3.3 Location 3 - the western side of Hardy Street, south of the school

There is a 14.5 metre no parking zone on the western side of Hardy Street, just south of the school.

It is proposed to extend this zone by 25 metres to the south. This will displace 4 unrestricted car parking spaces.

3.4 Overall impacts

The introduction of additional drop off/pick up 2 minute parking on Hardy Street will result in:

1. The loss of 7 unrestricted parking spaces from 8.00 to 9.00 am and 2.30 to 4.00 pm on school days.
2. The loss of 1 bus parking space from 8.00 to 9.00 am and 2.30 to 4.00 pm on school days.
3. The gain of 11 drop off / pick up spaces from 8.00 to 9.00 am and 2.30 to 4.00 pm on school days.

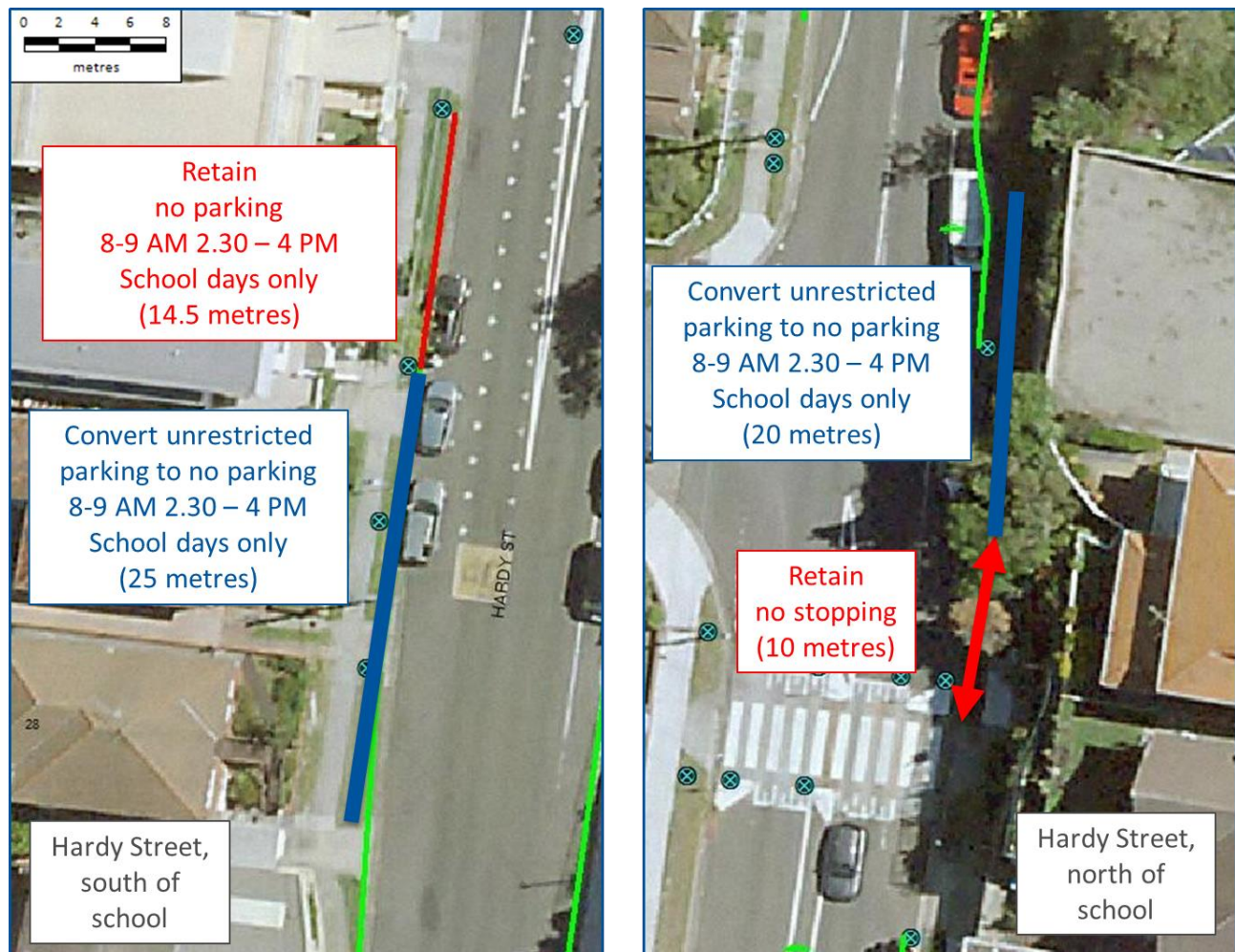


Figure 4: Proposed changes to parking north and south of the school

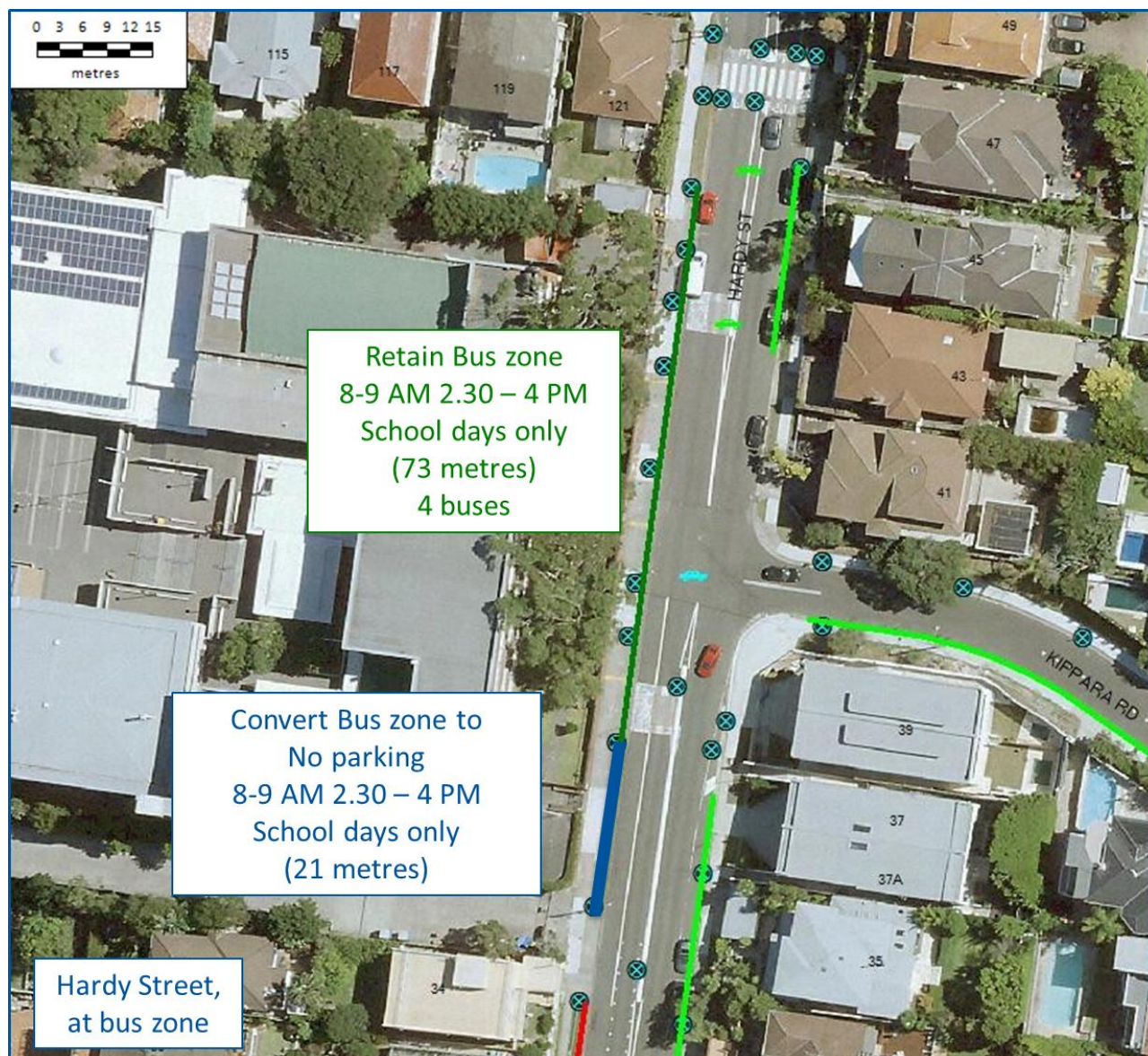


Figure 5: Proposed changes to parking within the bus zone on Hardy Street

3.5 Signage

Standard TfNSW (RMS) signage will be installed. It will include regulatory No Parking signs with a supplementary kiss and ride sign on the same post. Signage designs are shown below.

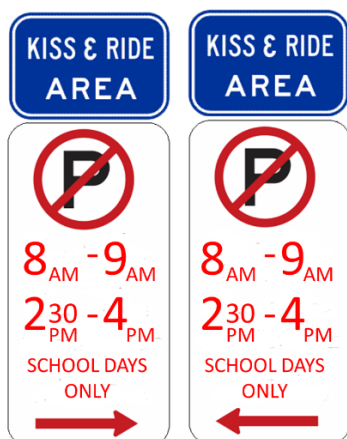


Figure 5: Signage design

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT
TC/V.07/20.05

Subject: Curlewis Street Popup Cycleway Concept

TRIM No: SF20/3091

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

Director: Nikolaos Zervos, Manager, Asset Systems and Planning

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves in principle the concept design for a fully separated popup cycleway along Curlewis Street between Campbell Parade and Old South Head Road as documented in Attachment 1 (Curlewis Street Popup Cycleway for May TC), consisting of:
 - (a) A bi-directional separated popup bike lane on the southern side of Curlewis Street between Campbell Parade and Gould Street.
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3. Requires detailed plans showing modifications to signs and line-markings and any changes to infrastructure to be submitted to Council's Traffic Committee for review following confirmation of funding.
4. Requires Council Officers undertake community consultation as part of the detailed design process.

1. Executive Summary

This report seeks approval from Council for the concept design of separated popup bike lanes to be installed on the Curlewis Street corridor between Campbell Parade and Old South Head Road. These bike lanes would be primarily unidirectional along each side of Curlewis Street. The section of Curlewis Street between Campbell Parade and Gould Street to be bi-directional on the southern side of the street. Painted widening of the wombat crossing at Gould Street would connect these bike lanes.

There will be short section of separated popup bike lane along the northern side of Blair Street between Old South Head Road and the island at the entrance to Simpson Street North. This section of separated cycleway is connected to the unidirectional popup bike lane on Curlewis Street at a point just east of Wellington Street, via a holding bay, bike path across the green space between Blair Street and Curlewis Street, shared path along the northern side of Curlewis Street and utilising the refuge crossing of Wellington Street.

The separated cycleway is to be delivered using paint and plastic lane divider treatment on the road with some connecting new and upgraded shared paths, using asphalt or concrete kerb ramps.

These popup bike lanes are dependent on state government funding, either under Streets as Shared Spaces grants or future Transport COVID-19 grants.

Bondi Beach to Rose Bay Wharf is priority route 2 on the 2013 Bike Plan and designated type as '*integrated access plan / urban design review*' with potential upgrade to separated cycleway. The route is also identified as a priority route on Transport for NSW's Principle Bicycle Network.

2. Introduction/Background

Council at its meeting on 19 May, 2020 resolved under CM/8.1/20.05:

1. *Note the recent announcement by Planning and Public Spaces Minister Rob Stokes for grants for Council for immediate pilot projects for cycleway and pedestrian widening and longer term projects.*
2. *Notes the unanimous decision in November 2017 that Council investigates building a separated bicycle path from Bondi Beach (to our local government area boundary) to Rose Bay Wharf as part of Waverley's People, Movement and Places study – Signature Project 11 (Cycling Superhighways).*
3. *Immediately apply for a grant for the Bondi Beach, Bondi (to Waverley's LGA boundary) to Rose Bay Wharf cycleway.*
4. *Staff liaise with Woollahra Council to co-ordinate the development and implementation for the Old South Head Road to Rose Bay Wharf section of the cycleway.*
5. *Investigates other projects, including opportunities (up to \$1 million) for longer term projects such as extra crossing points and trialling lower speed limits, which have also been considered by Waverley Council.*

Council also at its meeting on 19 May, 2020 also resolved under CM/8.4/20.50

1. *Recognise that there are immediate and evolving changes in demand and movement patterns for various transport modes (car, share car, on-demand services, bus, bicycle and pedestrian) within, to and from Waverley as a result of COVID-19.*
2. *Recognises the Federal and State Government's intention of easing COVID-19 related restrictions, enabling more people to work, shop and visit.*
3. *Initially and urgently undertake preliminary assessment of what actions might be needed and could be undertaken to facilitate immediate and potential modal changes in transport demand in the short-term.*
4. *Subsequently prepares a report for consideration of longer-term changes.*
5. *Investigates options for short and long-term changes including, but not limited to:*
 - a. *Wider footpaths*
 - b. *Extra pedestrian crossing*

- c. Changes to traffic light signalisation*
 - d. Bike lanes*
 - e. Loading zones*
 - f. Drop off spaces*
- 6. Consults with relevant state government authorities including Transport for NSW and Sydney Buses.*
- 7. Approaches the relevant state government departments for immediate and longer-term grant funding.*

Strategic transport has considered a number of popup and trial projects to address walking and cycling activity and transport issues arising out of COVID-19. ELT has approved the development further of a proposal to trial a separated cycleway along the Curlewis Street corridor between Campbell Parade and Old South Head Road. This is being coordinated with Woollahra Council who are also proposing a separated cycleway along O'Sullivan Road.

The proposal is to be considered for application under the Department of Planning, Industry and Environment Streets as Shared Spaces Fund. The application is to be under Category 1 which are Quick Response Demonstration Projects. Funding of up to \$100,000 is required for these projects and they are to be delivered within 3 months of July 2020 (ie by September 2020). Examples of these types of projects include additional cycling links by using surface treatments like bollard, paint or planter boxes to reallocate vehicle space and widen or extend paths for pedestrians or bike riders.

The application for funding for this project is due by 10 June.

3. Technical Analysis

A detailed survey of Curlewis street is currently being undertaken and this will inform exact road widths and then the exact provision of widths for travel, parking, separation and bicycle lanes

Implementation of the temporary bike lanes will require repainting of the road but there is no change to balanced configuration of the road. It is not expected that any parking spaces will be lost. Some small traffic islands in the eastern section of Curlewis street will need to be removed.

There has been no consultation for this proposal as yet. Any notification or consultation requirements required will be undertaken at the time of future funding confirmation.

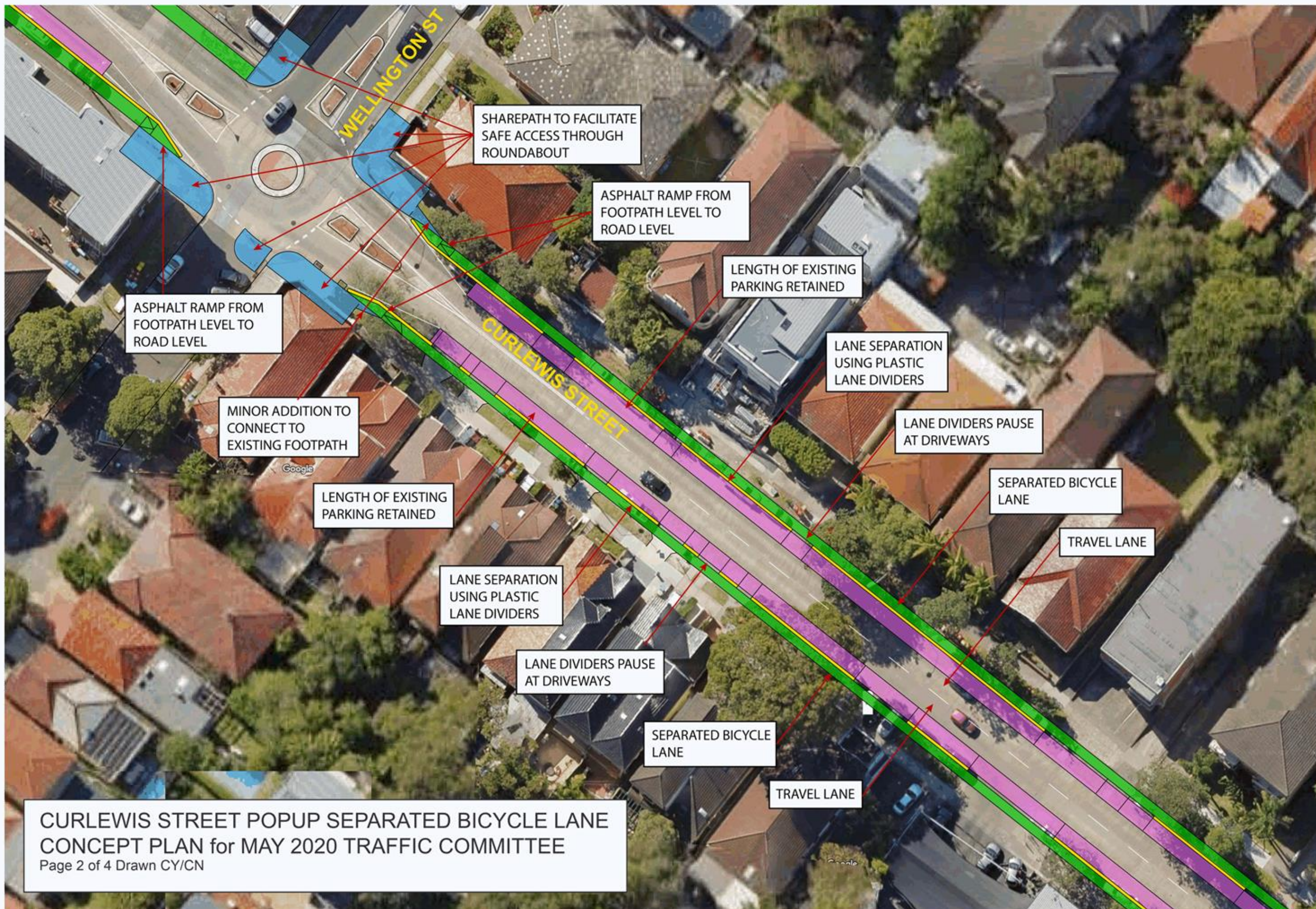
4. Financial Information for Council's Consideration

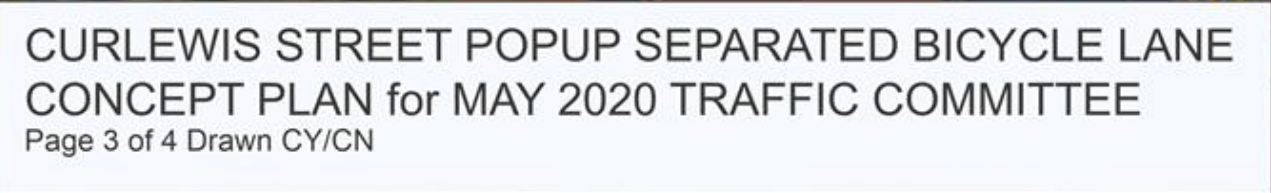
Funding for this project will be sought under a government grant, either under the 'Streets as Shared Spaces Fund' or a future Transport for NSW fund.

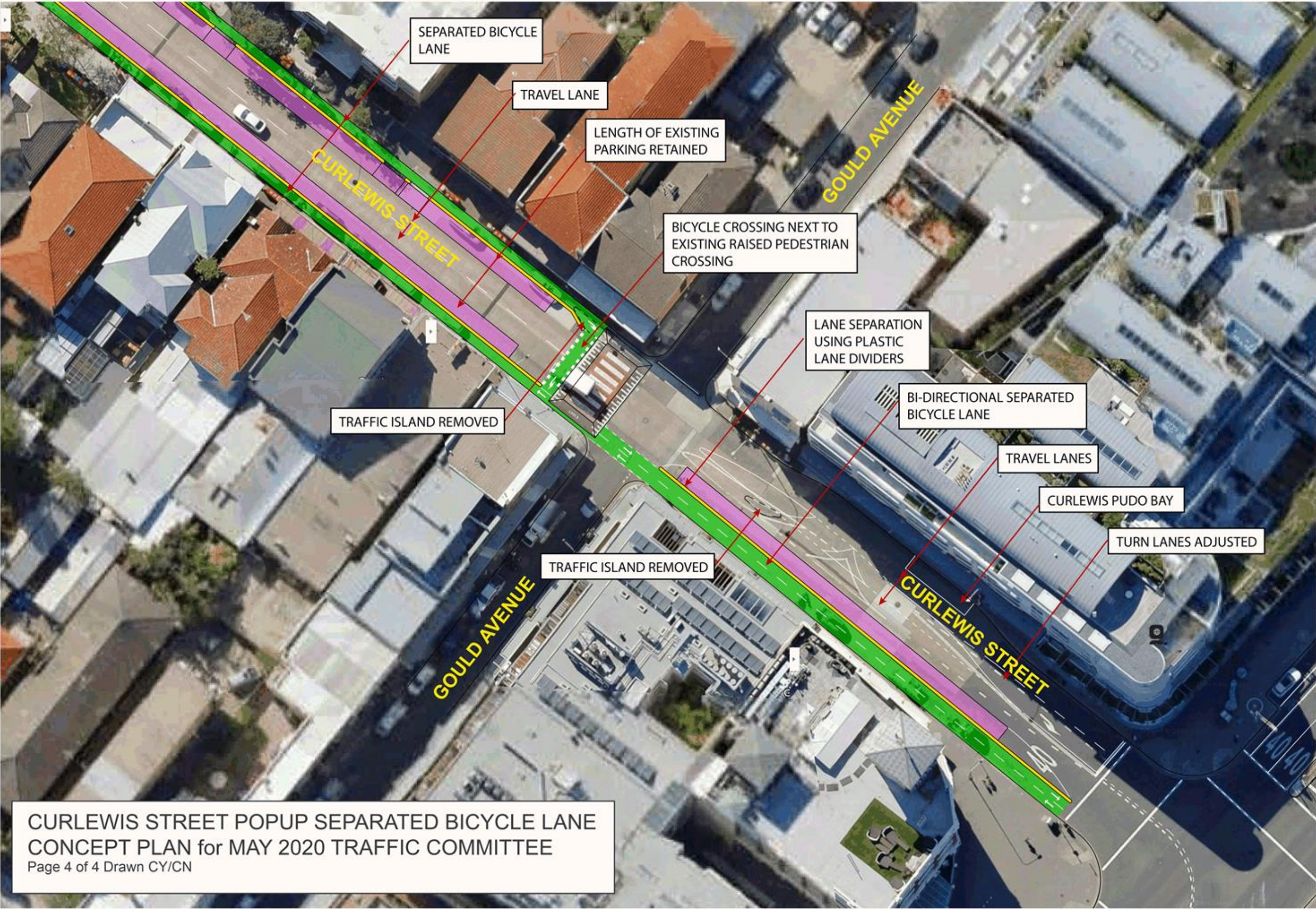
5. Attachments

1. Curlewis Street Popup Cycleway.









CURLEWIS STREET POPUP SEPARATED BICYCLE LANE
CONCEPT PLAN for MAY 2020 TRAFFIC COMMITTEE
Page 4 of 4 Drawn CY/CN