

WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held by video conference at:

10.00 AM, THURSDAY 27 AUGUST 2020

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

AGENDA

Apologies

Declarations of Interests

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 23 July 2020 were adopted by Council at its meeting on 18 August 2020, with the following changes:

1. TC/V.04/20.07 - 4 Victory St, Rose Bay - Construction Zone

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

'Installs a 9 m 'No Parking 7 am–4.30 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone immediately west of the driveway in front of 4 Victory Street, Rose Bay, subject to the construction being moved 5.5m to the west so that it includes the driveway of 4 Victory Street.'

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/C STATE ELECTORATE OF COOGEE

COUNCIL OFFICER'S PROPOSAL:

That Council approves an extension of the existing eastbound bus zone on the northern side Oxford Street, just prior to Newland Street by 10 metres towards Newland Street.

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of a 15.5 metre "Truck Zone, vehicles under 10 metres only 9am to 12pm, Monday to Saturday. Taxi Zone at other times" replacing a "Taxi Zone" outside 113 Macpherson Street, Bronte.

TC/V STATE ELECTORATE OF VAUCLUSE

COUNCIL OFFICER'S PROPOSAL:

That Council installs 7.5 metres of unbroken yellow (C3) No Stopping line on the bend of Craig Avenue outside of property No.10 between the existing pram ramp and the driveway to property number 10.

TC/V.02/20.08 42 Roe Street, North Bondi - Construction Zone (A03/2514-04)......24

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 metre long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 42 Roe Street, North Bondi subject to the Complying Development Certificate for the site being lodged with Council.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V.03/20.08 383 Old South Head Road, North Bondi - 'P Disability Only' Zone (A18/0719) 27

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6 metre long 'P Disability Only' zone outside 383 Old South Head Road, North Bondi.

TC/V.04/20.08 1-3 Warners Avenue, North Bondi - Proposed new Car Share Space (SF17/2465) 29

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of one GoGet car share space in North Bondi outside 1-3 Warners Avenue, North Bondi (south side) 5.5 metres long, immediately adjacent to the north-west side of driveway.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10.3 metre long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 13 Blair Street Bondi Beach.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

"COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation and changes to kerb blister islands, chevron signs and line-marking at the intersection of Old South Head Road with Diamond Bay Road as per Drawing 9001, Issue A, sheets 1, 2, 3, 4 as shown in the attachment to this report.

TC/V.07/20.08	Curlewis Street Popul	p Cycleway	Concept Plan (SF20/3091	
				00, 000 _/	

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the concept design for a temporary popup cycleway along Curlewis Street between Campbell Parade and Old South Head Road as documented in Attachment 1 (Curlewis Street Popup Cycleway for August TC).
- 2. Delegates authority to Executive Manager, Infrastructure Services to modify the design following preparation of detailed plans by TfNSW with input from Council officers.
- 3. Requires notification to residents as part of the Section 115 Emergency Legislation enacted by the Minister for Transport.
- 4. Officers conduct Community Consultation on the popup cycleway and the possibility of the cycleway becoming permanent following installation of the temporary popup scheme.

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 BY VIDEO CONFERENCE ON THURSDAY, 23 JULY 2020



Voting Members Present:

Cr P Masselos	Waverley Council – Chair
Sgt L Barrett	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr M Carruthers	Transport for NSW – Network and Safety Officer
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 C Hutcheson	Waverley Council – Service Manager, Traffic and Transport

At the commencement of proceedings at 10.00 am, those present were as listed above.

At 10.12 am, Mr P Pearce left the meeting and did not return.

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 - 25 June 2020

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 25 June 2020 were adopted by Council at its meeting on 21 July 2020.

ITEMS BY EXCEPTION

The following items on the agenda were dealt with together and the Council Officer's Proposal for each item was unanimously supported by the Committee:

- 1. TC/C.01/20.07 5 Inverness Street, Bronte Removal of 'P Disability Only' Zone.
- 2. TC/C.02/20.07 3 Cables Place, Waverley Construction Zone.
- 3. TC/C.03/20.07 6 Ashley Street, Tamarama Construction Zone.
- 4. TC/C.04/20.07 21 Waverley Crescent, Bondi Junction 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 TfNSW. 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.01/20.07 5 Inverness Street, Bronte - Removal of 'P Disability Only' Zone (A18/0719)

COUNCIL OFFICER'S PROPOSAL:

That Council removes the 5.5 m 'P Disability Only' zone outside 5 Inverness 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, TfNSW representative and Waverley Council representative (Chair).

TC/C.02/20.07 3 Cables Place, Waverley - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 3 Cables Place, Waverley.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/20.07 6 Ashley Street, Tamarama - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 6 Ashley 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.

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, TfNSW representative and Waverley Council representative (Chair).

TC/C.04/20.07 21 Waverley Crescent, Bondi Junction - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 16.8 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 21 Waverley Crescent, Bondi Junction.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/20.07Bon Accord Avenue, Bondi Junction - Temporary Road Closure (Bon Accord Lane
to Flood Lane) (A19/0394)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Treats Attachment 4 of this report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
- 2. Liaises with NSW Police and other security or safety enforcement agencies in relation to safety precautions or provisions associated with this event.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to amend security provisions and traffic control arrangements as necessary prior to, and during, the event.
- 4. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to this report, subject to the following being carried out:
 - (a) Closures are to take place only during the following days and times:

(i)	Saturday, 19 September	8.15 am–2.00 pm.
(1)	Saturuay, 19 September	0.15 am=2.00 pm.

- (ii) Sunday, 20 September 8.15 am-2.00 pm.
- (iii) Sunday, 27 September 4.45 pm–9.30 pm.
- (iv) Monday, 28 September 8.30 am–7.30 pm.
- (b) The Event Organiser must:
 - (i) Engage a traffic control company approved by the Executive Manager, Infrastructure Services, to implement the TMP.
 - (ii) Facilitate access to residential properties affected by barriers for residents and visitors.
 - (iii) Provide public liability insurance for the event.
 - (iv) Obtain NSW Police approval.
 - (v) Cover all costs associated with traffic control.
- (c) Council will:
 - Issue a schedule of conditions with any additional conditions that may be imposed by the NSW Police, Transport for NSW (TfNSW) and the Executive Manager, Infrastructure Services.
 - (ii) Submit the TMP to TfNSW for approval by the Transport Management Centre.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to clause 3 being amended to read as follows:

'Subject to the Jewish Board of Deputies' decision on the scope of the event, and in accordance with the public health orders in force at the time, delegates authority to the Executive Manager, Infrastructure Services, to amend security provisions and traffic control arrangements as necessary prior to, and during, the event.'

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

TC/V.02/20.07 46 Flood Street, Bondi - Installation of No Stopping Line (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs 1.5 m of unbroken yellow (C3) No Stopping line on the eastern side of Flood Street between the driveways of 46 Flood Street in front of the street tree.

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, TfNSW representative and Waverley Council representative (Chair).

TC/V.03/20.07 79 Hastings Parade, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10.1 m long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 79 Hastings Parade, North Bondi.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/20.07 4 Victory Street, Rose Bay - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 m 'No Parking 7 am–4.30 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone immediately west of the driveway in front of 4 Victory Street, Rose Bay.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 10.30 AM.

SIGNED AND CONFIRMED MAYOR 18 AUGUST 2020

REPORT TC/C.01/20.08		
Subject:	Oxford Street eastbound bus zone near Newland Street - Increase in Bus Zone Length	WAVERLEY
TRIM No:	A14/0145	COUNCIL
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transpo Calum Hutcheson, Service Manager, Traffic and Transport	ort
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	

COUNCIL OFFICER'S PROPOSAL:

That Council approves an extension of the existing eastbound bus zone on the northern side Oxford Street, just prior to Newland Street by 10 metres towards Newland Street.

1. Executive Summary

This report is submitted to the Waverley Traffic Committee for approval and extension of the existing eastbound bus zone on Oxford Street west of the traffic signals on Newland Street from 24 metres to 34 metres. Council will need to exercise its delegated functions to implement the proposal.



Figure 1: Site location

2. Introduction/Background

State Transit have advised Council that buses accessing the bus zone (Stop ID: 202240) on Oxford Street have difficulty in queueing and are backing up beyond a kerb extension in Oxford Street.

Up to 3 buses at any one time are queued at the stop during the morning and afternoon peaks. Queuing occurs back from the signals at Newland Street.

There is a need to lengthen the bus stop. An extension to the west is prevented by a kerb blister installed as part of Oxford Streetscape upgrades works. An extension to the east is required.



Figure 2: Extended bus queueing



Figure 3: Buses drawing-in to the Bus Zone

3. Technical Analysis

The existing bus stop zone on the northern kerbside of Oxford Street outside No.374 is 20 metres from the stop line for the traffic signal intersection at Newland Street and 28 metres from the intersection itself. A reduction of this distance by 10 metres is proposed.

The extension in the length of the bus zone will allow the buses to queue and draw into the bus stop without having the rear of the bus be away from the kerbside and footpath.

Clause (2) of NSW Road Rule 170 - Stopping in or near an intersection states:

"A driver must not stop on a road within 20 metres from the nearest point of an intersecting road at an intersection with traffic lights, unless the driver stops at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules."

The proposed bus stop signage allows parking of buses within 18 metres from the nearest point of an intersecting road. Provision of signage within the 20 metres complies with the requirements of NSW Road Rule 170. There are no negative traffic safety or efficiency impacts arising from the extended bus zone.

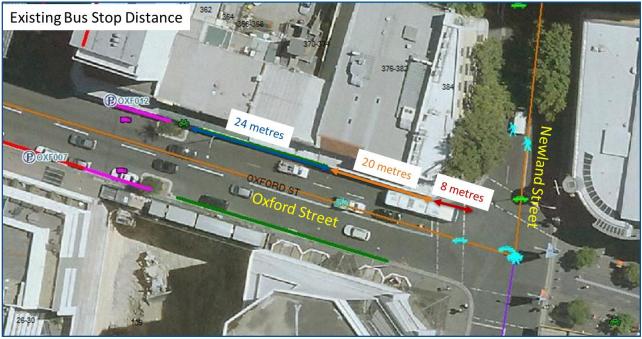


Figure 4: Existing bus stop arrangement

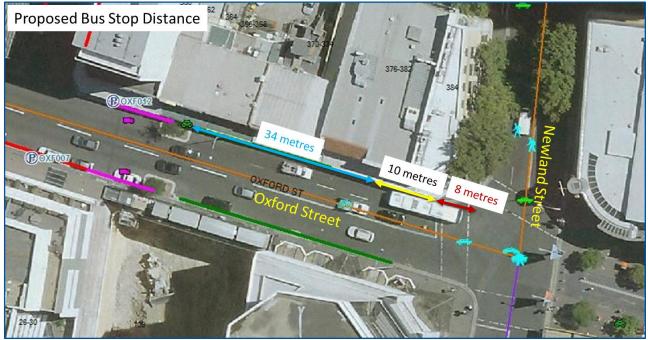


Figure 5: Proposed bus stop arrangement

4. Financial Information for Council's Consideration

If changes to signs are approved, Council will fund the cost of installing and re-adjusting signs from existing budgets.

5. Attachments

Nil .

REPORT TC/C.02/20.08

TC/C.02/20.08		
Subject:	113 Macpherson Street, Bronte - Truck Zone and	
	associated pallet kerb ramp	WAVERLEY
TRIM No:	DA-231/2019	COUNCIL
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transpo Calum Hutcheson, Service Manager, Traffic and Transport	
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	5

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of a 15.5 metre "Truck Zone, vehicles under 10 metres only 9am to 12pm, Monday to Saturday. Taxi Zone at other times" replacing a "Taxi Zone" outside 113 Macpherson Street, Bronte.

1. Executive Summary

Council approval is sought for conversion of an existing Taxi Zone outside 113 Macpherson Street to a Truck Zone during certain hours.

The truck zone is being provided to accommodate trucks delivering goods to a recently approved supermarket at 113 Macpherson Street. Installation of a pallet kerb ramp is also proposed (see attachment).



Figure 1: Site Location

2. Introduction/Background

Council has approved a development at 113 Macpherson Street which relies on street parking for deliveries. A truck zone is proposed to accommodate these deliveries.

Waste collection will be conducted separately within the building via Chesterfield Lane as per the approval.

A pallet kerb ramp is required to enable pallets of goods to be transferred into the site (see attachment).

3. Technical Analysis

Existing and proposed parking restrictions are presented in Figure 2. They include:

- 1. No Stopping restrictions on either side of the pedestrian refuge.
- 2. A 15.5 metre taxi zone located east of these restrictions.
- 3. Unrestricted parking east and west of these restrictions.



Figure 2: Current parking restrictions

Existing and proposed parking restrictions are presented in **Figure 3**. They include:

- 4. No Stopping restrictions on either side of the pedestrian refuge.
- 5. A 15.5 metre:
 - a. Truck Zone, vehicles under 10 metres only 9am to 2pm, Monday to Saturday.
 - b. Taxi zone, at other times.
- 6. Unrestricted parking east and west of these restrictions.



Figure 3: Proposed parking restrictions

Signage

The proposed signage is shown below.

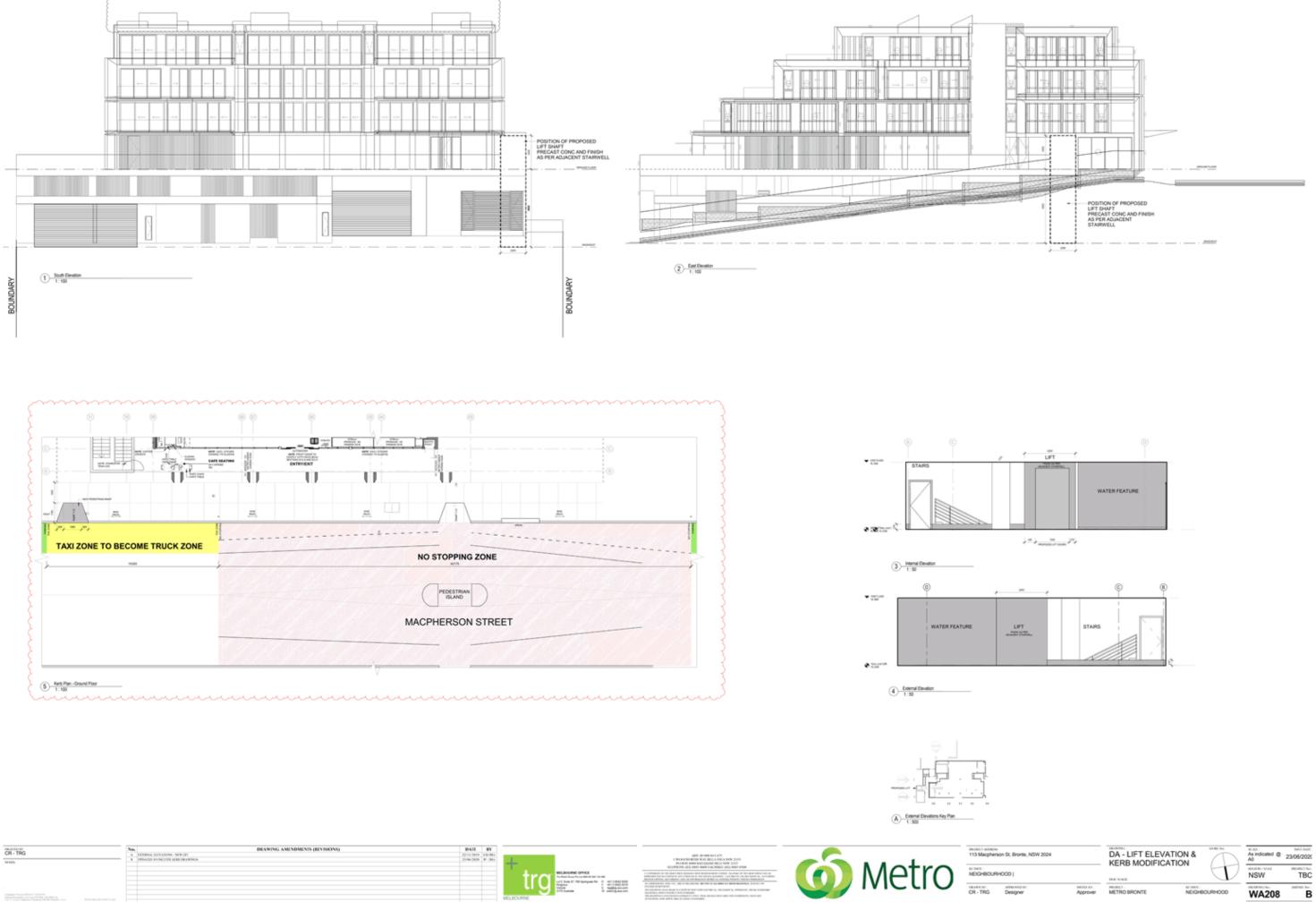


4. Financial Information for Council's Consideration

The applicant will be required to cover all associated signage costs.

5. Attachments

1. Pallet kerb ramp design (Bronte - WA208 - B - DA Plans) 🖞 .



REPORT

Subject:	10 Craig Avenue, Vaucluse - No Stopping Line	
TRIM No.:	A14/0145	WAVERLEY
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transp Calum Hutcheson, Service Manager, Traffic and Transport	
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Service	S

COUNCIL OFFICER'S PROPOSAL:

That Council installs 7.5 metres of unbroken yellow (C3) No Stopping line on the bend of Craig Avenue outside of property No.10 between the existing pram ramp and the driveway to property number 10.

1. Executive Summary

Council has received correspondence from the resident at No.10 Craig Avenue, Vaucluse. The resident has requested Council consider restricting parking on the corner of the bend in order to improve access into and out of the driveway at No. 10. A "no stopping" yellow edge line is proposed.

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



Figure 1: Aerial image of 10 Craig Avenue

2. Introduction/Background

Craig Avenue and its cul-de-sac is used by residents and visitors. Parking is unrestricted. Parking demands are high. Visitors from further away park in this area due to proximity to Diamond Bay Reserve and Diamond Bay Cliff walk.

3. Technical Analysis

Vehicles have been observed parking on the bend and overhanging over the driveway to property number 10. This has caused problems for the owner of the property navigating in and out of their driveway.

"No stopping" signage or line-marking was considered for this location. Line-marking around the bend is preferred as it more practical and minimises street clutter/maintenance.

The proposal is intended to prevent vehicles from continuing to park in this length of space.



Figure 2: Location of proposed No Stopping line

4. Financial Information for Council's Consideration

Council will meet the cost of line-marking from existing budgets.

5. Attachments:

Nil

REPORT TC/V.02/20.08

Subject:	42 Roe Street, North Bondi - Construction Zone	
Subject.		
TRIM No:	A03/2514-04	WAVERLEY
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transpo Calum Hutcheson, Service Manager, Traffic and Transport	ort
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	i

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 metre long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 42 Roe Street, North Bondi subject to the Complying Development Certificate for the site being lodged with Council.
- 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 42 Roe Street, North Bondi, for the installation of a 9 metre construction zone. It is recommended that a 9 metre construction zone is installed. Council will need to exercise its delegated functions to implement the proposal.

A Complying Development Certificate is required to be lodged with Council prior to installation of the zone. This does not affect the consideration of this matter.



Figure 1: Site location

2. Introduction/Background

The construction zone will be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant 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.

3. Technical Analysis

The existing and recommended parking allocation is shown below. The full 12 metres of the frontage would typically be allocated as the construction zone. In this circumstance there is no opportunity to place a place a sign on the left hand side of the driveway. This leaves 9 metres which can be signposted.

The total length available for construction vehicles will be 12 metres (the effective construction zone), the 9 metres of signposted parking plus the 3 metre driveway.

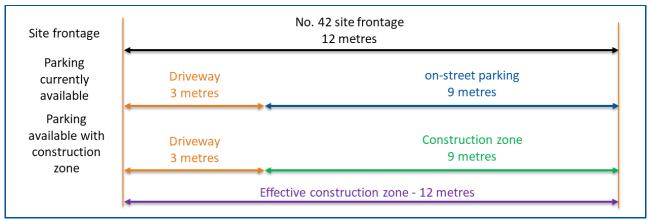


Figure 2: On-street parking allocation

Table 1: Application details

Applicant	Justine Furman
Development application	CDC to be lodged with Council
Works	Demolition of existing and construction of two storey dwelling
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	12 metres
Road	Roe Street
Existing parking	Unrestricted parking
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective constriction zone -	12 metres including 3 metre driveway
Total length available for	
construction	
Duration	2 November 2020 – 2 May 2021
Fee area	Residential with unrestricted parking
Estimated fees	\$799.20 per week (12 metres x \$66.60 per metre)



Figure 3: Location to install construction zone signs

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.
- \$377.00 per metred (ticket) car parking space per week in addition to above fees (where applicable).

The cost to the applicant for the 12 metres made available for construction vehicles will be \$799.20 per week (12 metres x \$66.60 per metre).

5. Attachments

Nil .

REPORT TC/V.03/20.08		
Subject:	383 Old South Head Road, North Bondi - 'P Disability Only	r, 1
	Zone	WAVERLEY
TRIM No:	A18/0719	COUNCIL
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transpo Calum Hutcheson, Service Manager, Traffic and Transport	ort
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6 metre long 'P Disability Only' zone outside 383 Old South Head Road, North Bondi.

1. Executive Summary

Council has received a representation from a resident requesting the installation of a 'P Disability Only' parking zone at 383 Old South Head Road, North Bondi. A 'P Disability Only' parking zone was removed in 2019 as the resident had temporarily moved out of this address. The resident has now returned and has requested the zone is re-instated.

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



Figure 1: Aerial image of 383 Old South Head Road

2. Introduction/Background

Council has been notified by the resident at this address that they had temporarily moved out of this address to St Thomas Street in October 2019. This re-location was only temporary, and the customer has since returned to No. 383 Old South Head Road and will need the use of a disabled parking zone.

3. Technical analysis

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

Address	383 Old South Head Road, North Bondi
Mobility Parking Permit	Yes
Circumstances leading to requirement	Applicant's son has a disability requiring pick up and drop off before and after school by disability service provider. The space (when previously installed) has been used at other times in the past by another resident with a mobility parking permit.
Off-street parking available	No
Length of zone	6 metres
Level of parking within 50 m of proposed space	90–100% occupied during the day
Other on street disability spaces	0

A 6 metre long disability space is recommended between the existing power pole in front of the property and the adjacent property (No. 385). The length is based on Council surveys of parking patterns in Waverley.



Figure 2: Location and dimension 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.04/20.08

Subject:

TRIM No.:

Author:

Authorisor:

0.08		
	1-3 Warners Avenue, North Bondi - Proposed new Car Share Space	WAVERLEY
	SF17/2465	COUNCIL
	Carolyn New, Sustainable Transport Officer Clint Yabuka, Manager, Strategic Transport	
	Dan Joannides, Executive Manager, Infrastructure Services	5

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of one GoGet car share space in North Bondi outside 1-3 Warners Avenue, North Bondi (south side) 5.5 metres long, immediately adjacent to the north-west side of driveway.

1. Executive Summary

This report seeks approval for a GoGet car share space in North Bondi in Warners Avenue, North Bondi.

The proposed car share space is one of 10 spaces in the Bondi North and Rose Bay area investigated in December 2018. After consultation, only one site was considered suitable for recommendation. This was the site outside 1-3 Warners Avenue, North Bondi. (Figures 1 and 2).

The new space is in addition to the 91 approved on-street car share parking spaces in the Waverley LGA (as at August 2020). These are allocated between two car share operators, GoGet (82 spaces) and Car Next Door (9 spaces).

It should be noted that GoGet and Car Next Door are the only current car share operators in Waverley LGA. The operator Flexicar withdrew as of 1 July 2020. Their five car share spaces were distributed between Car Next Door (4) and GoGet (1).

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



Figure 1: Site location



Figure 2: Car share zone location

2. Introduction/Background

Council supports car share as a tool to be used in addressing high levels of car ownership, traffic and parking congestion in the Waverley LGA, as well as providing other environmental benefits.

The introduction of each car share vehicle removes around ten or more private vehicles from our congested streets. Data from local car share operators confirms that this is a conservative estimate.

Council's Car Share Policy (copy attached) aims to support and increase the use of sustainable transport so that Waverley residents walk, cycle and catch public transport more often.

One of the car share operators, GoGet, applied for further car share parking spaces in late 2015. However, a freeze was imposed on extending the car share scheme at that time and the application was not approved.

The freeze on car share spaces was lifted in August 2017. GoGet submitted a new application in September 2017 for 43 additional car share spaces. Council has been processing this request in stages. By November 2018 eight new car share places in the Bondi and Bondi Beach area were approved and installed.

3. Technical Analysis

Council reviewed 10 sites proposed by GoGet in North Bondi and Rose Bay. After consultation, only one site was considered suitable for recommendation. This was the site outside 1-3 Warners Avenue, North Bondi.

People living within around the site were consulted in November / December 2018 (see Figure 3). Letters were delivered to 52 dwellings /apartments. A copy of the notification letter is attached.



Council received no objections to the proposal.

Figure 3: Notification area (hatched)



Figure 4: Car share space

Signage

The proposed signage is shown below.



4. Financial Information for Council's Consideration

Partial cost recovery for the investigation of the proposed car share space will be charged to the relevant operators at \$515.50.

Car share operators are responsible for the cost and installation of signage and pavement markings required for their operation. These car share locations are not positioned in metered parking areas and therefore the installation of the spaces will not lead to any direct financial loss to Council.

As this space is outside the RRPS area, an annual permit of \$135 applies. No fee applies for electric vehicles.

5. Attachments:

- 1. FINAL_Car_Share_Policy_October_2012 🕹
- 2. Warners Ave Car Share Notification Letter_1 <a>J



Car Share Policy

DEPARTMENT/S CORPORATE & TECHNICAL SERVICES

PLANNING & ENVIRONMENTAL SERVICES

DATE ADOPTED BY COUNCIL 16 October 2012



Introduction

Car share is a convenient and cost-effective alternative to private car ownership. It complements sustainable transport modes of walking, cycling and public transport, thereby reducing private vehicle use and parking demand.

Waverley Council residents have been using car share vehicles for over five years. The car share vehicles situated in dedicated spaces in the Waverley local government area have demonstrated that they can reduce private vehicle ownership and usage. They enable residents and local businesses to easily access a car for short periods. As well as being cost effective, their use has environmental benefits through an overall reduction in car use and through the use of environmentally friendly vehicles.

Scope

This policy applies to the Waverley Council local government area (LGA) and car share vehicles with dedicated on-street spaces.

Aim

This policy aims to support and increase the use of sustainable transport so that Waverley residents walk, cycle and catch public transport. This reflects Council's strategic direction for car share in Waverley and supports the following targets to be realised by the year 2020:

- a 15% reduction in the distance driven by the average Waverley resident per day;
- a 15% increase in the daily distance Waverley residents travel by public transport, walking or cycling;
- a 30% reduction in greenhouse gas emissions on 2003/04 levels.

The provision of a network of a car share vehicles in the Waverley LGA will enable residents and businesses that only require a vehicle occasionally to avoid purchasing a vehicle and use active transport modes for the majority of their transport requirements. This will:

- result in a more efficient use of street parking,
- improve environmental outcomes including reducing community greenhouse gas emissions and congestion,
- support our local residents and businesses.



CAR SHARE POLICY

Council requirements of car share operators

Waverley Council requires that car share operators:

- 1) Offer the short term hire of cars. This means that cars can be hired for time periods of 1 hour or less. Car can be hired for a maximum of 4 days in one time period.
- 2) Provide access to vehicles at all times, through an online or telephone booking system that enables cars to be reserved and used by members immediately.
- Provide quarterly reports to Council that show the number of bookings, kilometres travelled, length of bookings and average trip distance by individual vehicle and overall.
- 4) Submit an annual report detailing the results of an annual survey of its members including usage of car share vehicles, alternative transport modes and usage, satisfaction with the service, and suggestions for improvement.
- 5) Use passenger vehicles that have a 4-star or greater rating as defined by the Australian Green Vehicle Guide (see www.greenvehicleguide.gov.au)
- 6) Be financially sound and demonstrate this to Council, if requested, through the provision of an independent financial audit.
- 7) Provide a network of vehicles or are in the process of rolling out a network of vehicles.

Management and allocation of dedicated car share spaces

- 8) Council will only allocate dedicated on-street car share space to legitimate car share providers that meet Council's requirements.
- 9) Council does not support the provision of car share services in non-dedicated spaces except on private property.
- 10) Dedicated parking spaces will be allocated on their individual merits.
- 11) Dedicated parking spaces will be allocated where it can be demonstrated that there is sufficient potential demand for the service.
- 12) Dedicated parking spaces shall ideally be located adjacent to public land, council or government land, or business premises, but may also be located along the side of residential properties.
- 13) Dedicated parking spaces shall not be located adjacent to the front of residential properties, in metered locations or commercial areas.



CAR SHARE POLICY

- 14) Car share providers will need to have a legal agreement with Council for the use of dedicated parking spaces.
- 15) Car share providers are responsible for the installation and maintenance of the dedicated parking space, including signage, to Council's agreed specification.
- 16) If approved, car share spaces that have signage installed and are not used within 4 weeks may have their approval revoked.
- 17) Dedicated parking bays will be allocated to a specific car share operator and must be used by that car share operator.
- 18) Before approval, Council will seek community feedback from residents and businesses within a 50m radius of the proposed dedicated parking bays. If a majority of those consulted object to the location an alternative nearby location shall be investigated. The local precinct committee shall be included in the community consultation.
- Council reserves the right to reject any application for establishment of an onstreet car share space.
- 20) Council reserves the right to revoke approval of an existing dedicated car share parking bay when conditions change.
- 21) Dedicated on street spaces will be allocated in accordance with the former Roads and Traffic Authority (now Roads and Maritime Services) *Guidelines for the Implementation of On-street Car Share Parking* (2007).

Car Share Parking Permits

- 22) A car share vehicle assigned to a designated car share parking space within a Resident Parking Scheme Area shall be issued with a 'Car Share Parking Permit' subject to the payment of a fee by the car share operator.
- 23) A car share parking permit exempts a car share vehicle from the time limit shown on the parking control signs within the residential parking scheme zone noted on the permit, where parking is signposted "Permit Holders Excepted", but only where the pod is occupied by an unauthorised vehicle.
- 24) A Car Share Parking Permit does not apply to metered parking areas, where the parking control signs state "Ticket", even if signposted "Permit Holders Excepted".
- 25) A Car Share Parking Permit is valid for 12 months from the date of issue and must be renewed annually by the car share operator.



CAR SHARE POLICY

Payment of Fees

Each car share operator is required to pay the following fees to Council (note that all fees are subject to annual increases as detailed in Council's Pricing Policy):

- 26) A fee of \$200 for application of new car share allocated parking space including investigation, consultation and preparation of a report to the Waverley Traffic Committee and Council to be charged after the completion of above activities. This fee does not guarantee the approval of the proposed car share pod.
- 27) An annual fee charged for the approval of the operators' occupation of each individual car share pod (includes issue of resident parking permit for car share vehicle where relevant).

Vehicle type	Annual fee for pod in RPPS area	Annual fee for pod in non-RPPS area
Ordinary vehicle	Maximum fee for resident parking permit (\$173 in 2012-13)	\$50
Electric vehicle	Cost of 1 st resident parking permit (\$29 in 2012-13)*	Free*

*Note: This reduced fee for electric vehicles is intended to support the introduction of electric vehicles in Waverley and is under the condition that infrastructure for the electric vehicles (charging stations, etc) is provided and funded by car share operators.

- 28) In the case of non-compliance with any requirements detailed in this policy, Council may impose sanctions to remedy the breach and deter future noncompliance. Sanctions, if applied, will be progressively escalated, and may include:
 - (i). Suspension of an operator's right to use one or more dedicated car share spaces.
 - (ii). Suspension of processing requests for new spaces and/ or renewal of annual parking permits.
 - (iii). Termination of an operator's agreement with Waverley Council (as per this Policy), and rescission of all spaces provided to the operator by Council.



CAR SHARE POLICY



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

Our ref: SF17/2465

27 November 2018

To the resident

Re: Proposed Car Share Space - Warners Avenue near Barracluff Park

Dear resident,

Residents of North Bondi could soon have access to an additional seven car share vehicles. These are proposed on streets in an area of Waverley LGA, north from Blair Street, where there are currently very few car share spaces. Community feedback on Council's recent transport survey found very strong support for more car share pods to be installed.

Council supports car share schemes because they help to reduce the number of vehicles on our streets. Membership survey data provided by our car share operators indicates that car ownership by car share members is significantly reduced after joining the car share program. They usually sell their car, or extra car, or postpone the purchase of a car which ultimately helps to reduce traffic and parking congestion, noise and air pollution in the Waverley area. Research shows car share users make fewer trips by car and the total distance they drive is significantly reduced. They also walk more and use more public transport.

DESCRIPTION OF WORKS

Changes to parking signage

Single parking space (5.5m in length) as located below, to be signposted 'No Parking, Authorised Car Share Vehicles Excepted'.

No. of car share members in 250m radius

89

Location of installation - also shown on map overleaf

Located outside 1-3 Warners Ave, North Bondi, south-west side of street, adjacent to north-west side of driveway.

Estimated timeframe

The proposal must be considered by the Waverley Traffic Committee, estimated to be in February 2019, and then approved by Council before proceeding. Should the proposal be approved, signage is expected to be installed by end April 2019.

Have your say

Council will assess the responses received on this proposal before making a recommendation on the space. Please let us know whether you support this proposal or not by contacting Carolyn New via email carolyn.new@waverley.nsw.gov.au or phone 9083 8678 before **Monday 17 December 2018.**

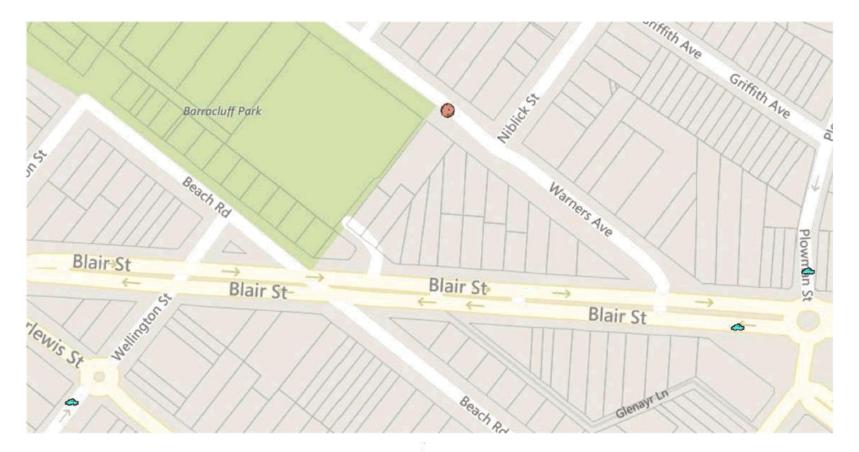
Carolyn New Sustainable Transport Officer

Contact us

Phone: 9083 8000 Fax: 9387 1820 Email: info@waverley.nsw.gov.au Web: www.waverley.nsw.gov.au

Connect with us

facebook.com/whatsonwaverley twitter.com/waverleycouncil instagram/waverleycouncil www.youtube.com/user/WavCouncil



- Proposed location of single spaced car share pod
- log Existing car share pod

REPORT TC/V.05/20.08

Subject:	13 Blair Street, Bondi Beach - Construction Zone	
TRIM No:	A03/2514-04	WAVERLEY
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transp Calum Hutcheson, Service Manager, Traffic and Transport	
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Service	S

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10.3 metre long 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles' zone in front of 13 Blair Street Bondi Beach.
- 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 13 Blair Street Bondi Beach, for the installation of a 10.3 metre construction zone. It is recommended that a 10.3 metre construction zone is installed. Council will need to exercise its delegated functions to implement the proposal.



Figure 1: Site location

2. Introduction/Background

The construction zone will be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant 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.

3. Technical Analysis

The existing and recommended parking allocation is shown below.

Site frontage	No. 13 site frontage 10.3 metres
Parking currently available	on-street parking 10.3 metres
Parking available with construction zone	Construction zone 10.3 metres
	Effective construction zone - 12 metres

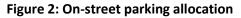


Table 1: Application details.

Applicant	Haim Haggiag
Development application	DA-471/2018
Works	Demolition of existing dwelling and construction of a new two storey
	dwelling house with pool and laneway development to rear
Approved hours of construction	
	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	10.3 metres
Road	Blair Street
Existing parking	Unrestricted parking
Length requested by applicant	10 metres
Length to be signposted	10.3 metres
Effective construction zone -	10.3 metres
total length available for	
construction activities	
Duration	To be advised
Fee area	Residential with unrestricted parking
Estimated fees	\$705.96 per week (10.3 metre x \$66.60 per metre)



Figure 3: Location to install construction zone signs

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.
- \$377.00 per metred (ticket) car parking space per week in addition to above fees (where applicable).

The cost to the applicant for the 10.3 metre construction zone will be \$705.96 per week (10.3 metre x \$66.60 per metre).

5. Attachments

Nil .

REPORT TC/V.06/20.08		
Subject:	Old South Head Road and Diamond Bay Road- Installation of Kerb Blisters and linemarking	VAVERLEY
TRIM No:	A14/0145	COUNCIL
Author:	Hamoon Bahari, Professional Engineer, Traffic and Transport Calum Hutcheson, Service Manager, Traffic and Transport	
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	

"COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation and changes to kerb blister islands, chevron signs and line-marking at the intersection of Old South Head Road with Diamond Bay Road as per Drawing 9001, Issue A, sheets 1, 2, 3, 4 as shown in the attachment to this report.

1. Executive Summary

Council has investigated opportunities for improving the intersection of Old South Head Road and Diamond Bay Road, Vaucluse. The proposal includes installing a concrete kerb side traffic island and changes to line-marking at the intersection. Transport for NSW has endorsed the design. Council will need to exercise its delegated functions to implement the proposal.



Figure 1: Site location

2. Introduction/Background

Kerb blisters and line-marking are proposed on the eastern side of the Old South Head Road / Diamond Bay Road intersection. Additional line and chevron line-marking is also proposed along the median of Old South Head Road just north of Diamond Bay Road. (see attachment)

Diamond Bay Road has unrestricted parking on both sides of the road. A car share space is located on the southern side of Diamond Bay Road.

Installation of the chevrons, kerb blister islands and changes to line-marking will improve sight distances for vehicles entering/exiting Diamond Bay Road, for any vehicles travelling on Old South Head Road and provide safer traffic flows across the intersection in both directions.

Council has sought and received approval from the Transport for NSW (Roads and Maritime Services) for the proposal.



Figure 1: Existing arrangements at Old South Head Road and Diamond Bay Road

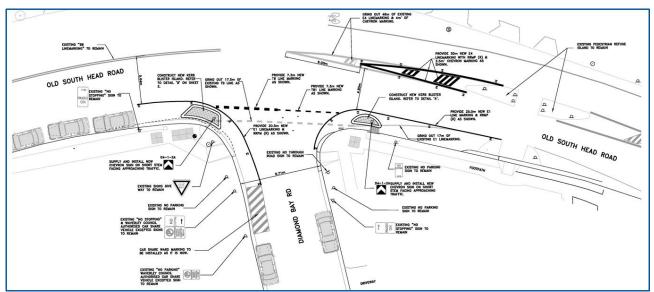


Figure 2: Proposed arrangements at Old South Head Road and Diamond Bay Road

3. Technical Analysis

The proposed changes at the intersection as per the attachment include:

- Changes to line-marking in Old South Head Road at the exiting pedestrian refuge island
- Changes to line-marking in Diamond Bay Road on the eastern and western side
- Installation of two kerb blister island at the eastern and western end of intersection
- Installation of directional guidance chevrons on both kerb blister islands

4. Financial Information for Council's Consideration

Council will fund the installation of the kerb blisters and associated signs and lines from existing budgets.

5. Attachments

1. Old South Head Road and Diamond Bay Road - Kerb Blister Islands and line-marking Plans <a>J .

OLD SOUTH HEAD ROAD, VAUCLUSE AT DIAMOND BAY ROAD INTERSECTION PROPOSED KERB BLISTER ISLANDS

GENERAL NOTES

- 1. THE DESIGN DRAWINGS SHOULD BE READ IN CONJUNCTION WITH RELEVANT COUNCIL'S STANDARD
- DRAWINGS
- DRAWINGS. 2. DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.3-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS". 3. A TRAFFIC MANAGEMENT PLAN & SITE SAFETY PLAN IS TO BE SUBMITTED TO COUNCIL PRIOR TO
- IMPLEMENTATION. 4. SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO COUNCIL PRIOR TO
- IMPLEMENTATION AND IS TO BE IN ACCORDANCE WITH AUSPEC 211 & COUNCIL'S ENVIRONMENT MANAGEMENT SYSTEM. 5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF

- ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S EXECUTIVE MANAGER CREATING WAVERLEY.
 THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARAWEBBING FOR DURATION OF PROJECT.
 WHERE TRAFFIC CONDITIONS HAVE CHANGED DUE TO WORKS, CONTRACTOR TO INSTALL TEMPORARY SIGNS "CHANGED TRAFFIC CONDITIONS AHEAD" ON ALL APPROACHES 75-100M IN ADVANCE OF THE WORK SITE AND MAINTAIN FOR 3 MONTHS AFTER COMPLETION OF WORKS.
 ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS SHOULD BE NOTIFIED AT LEAST 3 WORKING DAYS BEFORE THE COMMENCEMENT OF ROADWORKS.
 SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH IN THE APPROVED TIMINGS ONLY.

FOR RMS APPROVAL

- SERVICES 11. UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION OF THE IMPERIATE
- GUIDELINES. 12. ENERGY AUSTRALIA REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0M FROM UNDERGROUND ELECTRICITY CONDUITS. 13. ALL SERVICES TO BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORK. 14. EXISTING SERVICE COVERS SHALL BE ADJUSTED TO DESIRED LEVELS TO THE REQUIREMENTS OF THE RELEVANT SERVICE AUTHORITY. 15. NO. SERVICE COVERS ARE TO BE COVERED.

- SIGNS & LINEMARKING 16. ALL TRAFFIC SIGNS TO COMPLY WITH AUSPEC 262 & RMS QA SPECIFICATION R65 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY. 17. ALL LINEMARKING IS TO COMPLY WITH AUSPEC 261 & RMS SPECIFICATION R141 - "PAVEMENT
- MARKING^{*} 18. LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE CLASS

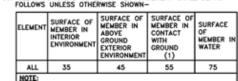
- LINEMARKING TO BE IN THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 3357 AND 3353 RESPECTIVELY. ALL RRPM'S TO COMPLY WITH RMS SPECIFICATION R62.
 KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION NO. 3353.
 ALL LINEMARKING AND RRPM'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS IS TO BE REINSTATED UNLESS NOTED OTHERWISE.
 ALL EXISTING SIGNS TO REMAIN UNLESS OTHER WISE NOTED.
 LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
 REDUNDANT LINEMARKING IS TO BE REMOVED BY <u>GRINDING</u> WHERE SHOWN ON PLANS OR WHERE NEW LINEMARKING IS PROVIDED.
 ALL SIGNPOSTING ON SPLITTER, KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS
- 25. ALL CONCRETE ELEMENTS TO BE IN 25MPg CONCRETE WITH NO ADMIXTURES UNLESS SPECIFIED
- 26. ALL CONCRETE WORK IS TO BE PROTECTED AGAINST TAGGING AND DAMAGE DURING THE COURSE OF CONSTRUCTION.
- 27. NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SENIOR DESIGN TEAM LEADER. 28. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE.

CONCRETE

C1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS 3600 CURRENT EDITION WITH AMENDMENTS EXCEPT WHERE VARIED BY THE CONTRACT DOCUMENTS. C2. CONCRETE QUALITY.

ELEMENT	SLUMP	MAX AGGREGATE SIZE	CEMENT TYPE	CEMENT GRADE
ALL	80mm	20mm	GP	25MPa

NO ADMIXTURES SHALL BE USED WITHOUT THE APPROVAL OF THE ENGINEER. C3. CLEAR CONCRETE COVER TO REINFORCEMENT SHALL BE AS FOLLOWS UNLESS OTHERWISE SHOWN-



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

- C4. SIZES OF CONCRETE ELEMENTS DO NOT INCLUDE THICKNESS
- CG. SALES OF ORDERIE ELEMENTS DO NOT INCLODE THICKNESS OF APPLIED FINISHES.
 CS. CONSTRUCTION JOINTS WHERE NOT SHOWN SHALL BE LOCATED TO THE APPROVAL OF THE ENGINEER.
 CG. BEAM DEPTHS ARE WRITTEN FIRST AND INCLUDE SLAB THICKNESS IF ANY.

NOTE ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED OTHERWISE

- C7. NO HOLES OR CHASES OTHER THAN THOSE SHOWN ON THE STRUCTURAL DRAWINGS SHALL BE MADE IN CONCRETE MEMBERS WITHOUT THE PRIOR APPROVAL OF THE ENGINEER.
 C8. REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY. IT IS NOT NECESSARILY SHOWN IN TRUE PROJECTION.
 C9. SPLICES IN REINFORCEMENT SHALL BE MADE ONLY IN THE POSITIONS SHOWN THE WRITTEN APPROVAL OF THE ENGINEER SHALL BE OBTAINED FOR ANY OTHER SPLICES WHERE THE LAP LENGTH IS NOT SHOWN THE WRITTEN APPROVAL OF THE ENGINEER SHALL BE CONTAINED SHOWN OF THE REINFORCEMENT.
 C10. WELDING OF REINFORCEMENT WILL NOT BE PERMITTED UNLESS SHOWN ON THE STRUCTURAL DRAWINGS.
 C11. PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO REINFORCEMENT WITHOUT THE APPROVAL OF THE ENGINEER. THE CONCRETE COVER TO EMBEDDE PIPES OR CONDUITS SHALL NOT BE PLACED WITHIN THE CONCRETE COVER TO STMBOLS:C12. REINFORCEMENT SYMBOLS:S-DEMOTES GRADE 2305 HOT ROLLED DEFORMED BARS TO AS

- S-DENOTES GRADE 230S HOT ROLLED DEFORMED BARS TO AS 1302
- Y-DENOTES GRADE 410Y TEMPCORE DEFORMED BAR TO AS 1302.
- R-DENOTES GRADE 230R HOT ROLLED PLAIN BARS TO AS 1302.
- F-DENOTES HARD-DRAWN WIRE REINFORCING FABRIC TO AS
- 1304. W-DENOTES HARD-DRAWN PLAIN WIRE TO AS 1303.
- W-DENOTES HARD-DRAWN PLAIN WIRE TO AS 1303. C13. ALL REINFORCEMENT FARRIC SHALL COMPLY WITH AS 1303 AND AS 1304 AND SHALL BE SUPPLIED AS FLAT SHEETS. C14. ALL THE REQUIREMENTS OF THE ACSE CONCRETE SPECIFICATION DOCUMENT 1 SHALL APPLY TO THE FORWWORK, REINFORCEMENT AND CONCRETE. C15. ALL CONCRETE TO BE MECHANICALLY VIBRATED IN FORM TO GIVE MAXIMUM COMPACTION WITHOUT SEGREGATION OF
- CONCRETE. C16. PROVIDE 20mm CHAMFER TO ALL EXPOSED EDGES U.N.O.

LINEMARKI	NG SC	HEDULE
LINE TYPE/RRPMS	QUANTITY	LOCATION
E1 LINE	45.5m	AS SHOWN ON PLAN
E4 LINE	30.0m	AS SHOWN ON PLAN
RRPMS-TYPE RED	19	ALONG E4 & E1 LINES
RRPMS-TYPE (YY)	2	ALONG EXISTING BB LINES

IMPORTANT	
THE DESIGN DRAWINGS SHO	3
CONJUNCTION WITH RELEVA DRAWINGS	

1	SURVEY	STATIC
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TYPE/RRPMS	QUANTITY	LOCATION
INE	45.5m	AS SHOWN ON PLAN
INE	30.0m	AS SHOWN ON PLAN
S-TYPE RED	19	ALONG E4 & E1 LINES
IS-TYPE (YY)	2	ALONG EXISTING BB LINES

	LOCATION OF	WORKS
NOTE ALL EXISTING SIGNS AND LINES TO REMAIN UNLESS NOTED OTHERWISE.		E VAU

DIAL BEFORE VOU DIG VWW. 1100.com.au UTILITIES SHOWN ARE DIAGRAMMATIC ONLY. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION
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						ALCONE MALLER				Sec. 017-047-19				
1 5	AMEND	DATE	DESCRIPTION	DRAWN	APPROV	STORM WATER		www.waverley.nsw.go	up.vo	JALAL/ASHFAQ DATE 02/04/19		GENERAL	NOTES &	k SCHEDULES
I L	A	08/04/19	ORONAL ISSUE	JALAL	MNAS	OIL PIPELINES	PPPP	Ph (02) 9369 8000 Fax (02)) 9387 1820		X REFERENCES			
					-	ELEC. CABLES	E-E-E-E-			DRAWN	X REFERENCES	PROPOSED	KEKR RL	ISTER ISLAND
APPROVED FOR CONSTRUCTION						RAILWAY	RRR	BONDI JUNCTION NSW		DATE 02/04/19	DATE 08/04/19	DDODOCED		ICTED ICLANE
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SK IN OR BE REMOVED ARE NOT INCLUDED IN THIS SCHEDULE.

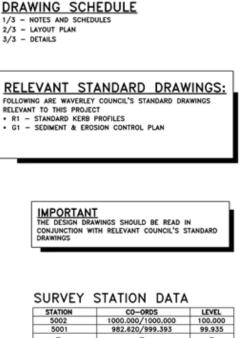
SIGNPOSTING SCHEDULE				
IGN NO. QUANTITY STEM CONDITION LOCATION				
4-1-2A CHEVRON SIGN	2	SHORT	NEW	ISLAND
OTE: SIGNS TO REMAIN OR BE REMOVED ARE NOT INCLUDED				

1/3 - NOTES AND SCHEDULES

RELEVANT TO THIS PROJECT R1 - STANDARD KERB PROFILES

2/3 - LAYOUT PLAN 3/3 - DETAILS

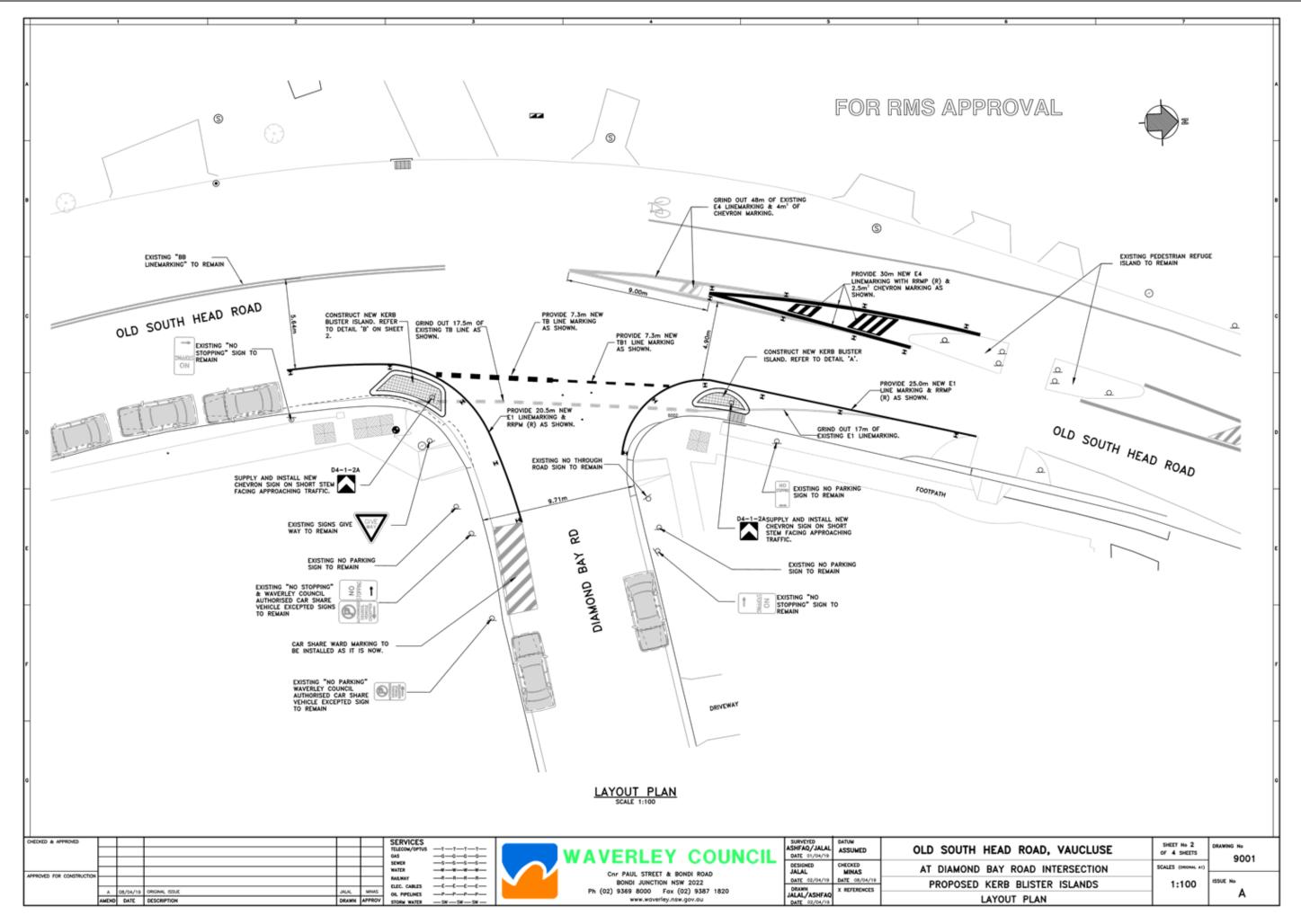


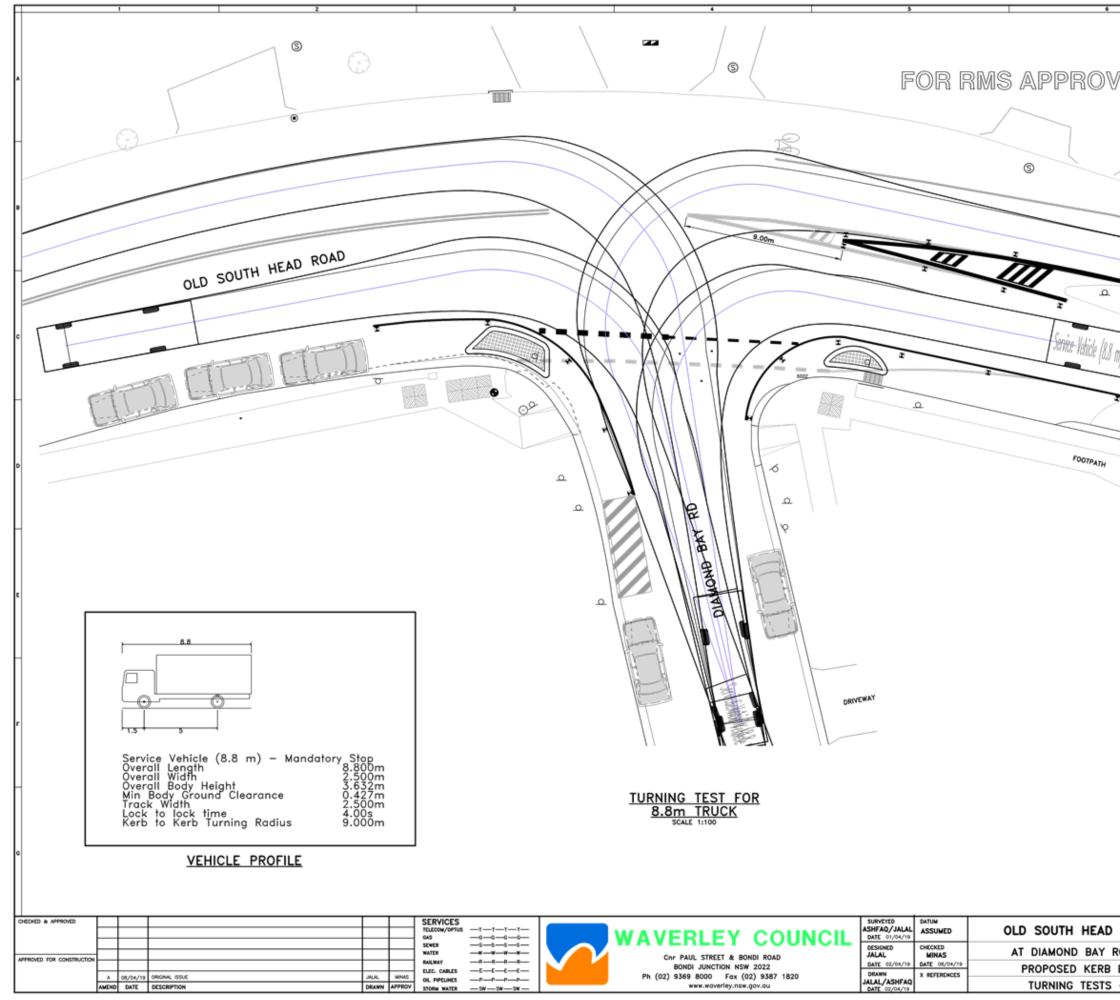


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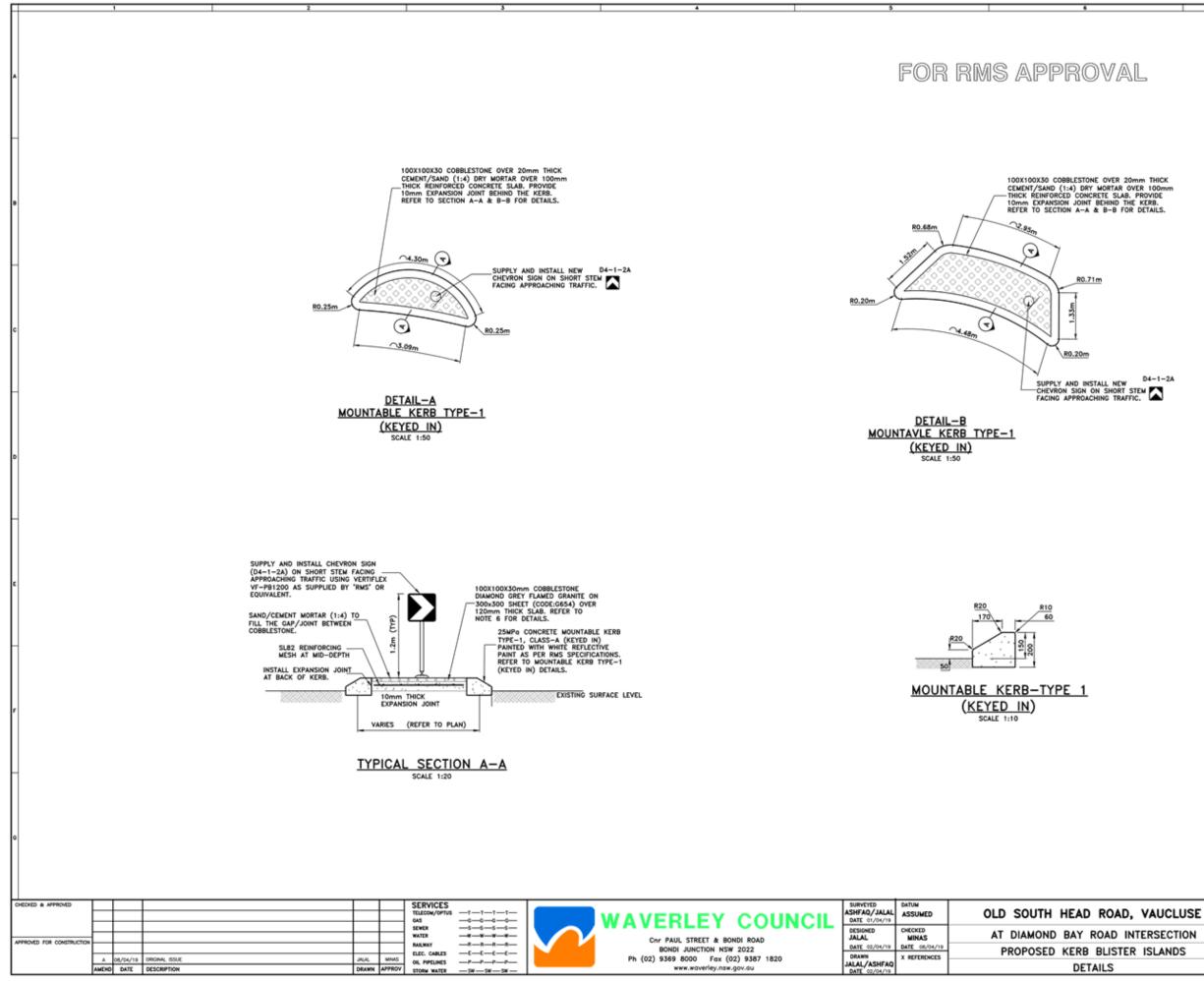
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REPORT TC/V.07/20.08

Subject:	Curlewis Street Popup Cycleway Concept Plan	
TRIM No:	SF20/3091	WAVERLEY
Author:	Clint Yabuka, Manager, Strategic Transport Carolyn New, Sustainable Transport Officer	
Authorisor:	Dan Joannides, Executive Manager, Infrastructure Services	

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the concept design for a temporary popup cycleway along Curlewis Street between Campbell Parade and Old South Head Road as documented in Attachment 1 (Curlewis Street Popup Cycleway for August TC).
- 2. Delegates authority to Executive Manager, Infrastructure Services to modify the design following preparation of detailed plans by TfNSW with input from Council officers.
- 3. Requires notification to residents as part of the Section 115 Emergency Legislation enacted by the Minister for Transport.
- 4. Officers conduct Community Consultation on the popup cycleway and the possibility of the cycleway becoming permanent following installation of the temporary popup scheme.

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. If approved the concept design will be further developed to a detailed design level by TfNSW in consultation with Council officers.

Regional background

The route forms part of the Bondi Beach – Rose Bay Wharf cycle route. The Curlewis Street component is a priority 2 route in Councils' 2013 Bike Plan. It is designated as an '*integrated access plan / urban design review*' with potential upgrade to a separated cycleway. The route is also identified as a priority route on Transport for NSW's Principle Bicycle Network.

Woollahra Council is undertaking investigations into the component of the route along O'Sullivan Road between Old South Head Road and New South Head Road at Rose Bay Wharf.

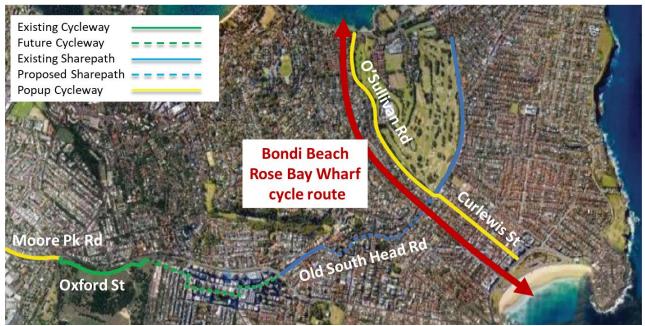


Figure 1: Bondi Beach – Rose Bay Wharf cycle route

Curlewis Street popup bike lanes

The proposed bike lanes will be bi-directional (two-way on one side of the road). They will be on the northern side of Curlewis Street between Old South Head Road and Gould Street and on the southern side between Gould Street and Campbell Parade.

The potential to have the bike lanes on the northern side of Curlewis Street between Gould Street and Campbell Parade will be investigated as part of the detailed design by TfNSW.

There will be a short section of bike lanes along the northern side of Blair Street between Old South Head Road and the island at the entrance to Simpson Street North. The cycleway would then continue along Curlewis Street. Part of the route will include a shared path (pedestrians and cyclists) from just south of Blair Street to Wellington Street.

Minimum lane widths are 3.0 metres for vehicle travel lanes and 2.1 metres for parking lanes. This complies with AUSTROADS guidelines and Australian Standards.

Paint and plastic lane dividers will be used to delineate the separation between cyclist and motorists. Additional minor asphalt and concrete works (kerb ramps) will be undertaken at intersections and along the shared path.

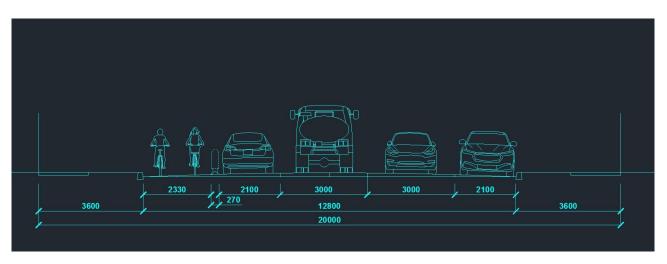




Figure 2: Example of a cycleway installed along Bridge St, Erskineville

Crossing points

There are five crossing points where cyclists could conflict with motorists. They are:

- 1. The crossing of Old South Head Road is expected to be incorporated into the signal phasing with cyclists crossing at the same time that pedestrians cross Old South Head Road.
- 2. The crossing of Blair Street and Wellington Street will be uncontrolled. Cyclists will have to dismount and give way to motorists. Gaps between vehicles for pedestrians and cyclists to cross at these locations are limited in peak periods and generally good at other times.
- 3. The crossing of Glenayr Avenue is expected to be incorporated into the signal phasing with cyclists crossing at the same time that pedestrians cross Glenayr Avenue.
- 4. The crossover between the northern and southern sides will occur at the pedestrian crossing adjacent to Gould Street. Options for this crossing will be investigated as part of the detailed design by TfNSW. The options are:
 - a. cyclists dismounting and crossing as pedestrians via the existing pedestrian crossing or,
 - b. cyclists not dismounting and crossing via separate cycle lanes as shown on the attached plans.

The cycleway will be delivered by TfNSW in partnership with Waverley Council via TfNSW COVID-19 Emergency Response Funding.

Traffic speeds

The current 40 km/hr traffic speed restrictions from Campbell Parade to Glenayr Avenue will be extended to Old South Head Road during the temporary popup. This is intended to reinforce the need for safety, particularly at intersections .

Speed Humps

Speed humps in addition to the three already in place between Campbell Parade and Glenayr Avenue will not by installed for the temporary popup. Additional speeds hump can be considered as part of the permanent design, should it proceed and if there is community support.

Programmed Council works

Council will be undertaking renewal of the parking lanes, kerb and gutter and footpath along Curlewis Street within this current financial year. This work is programmed as part of the SAMP renewal program. It is predominantly required due to major Ausgrid restorations required through that space. Ausgrid requires this work to be done within the current financial year. If council cannot accommodate this timeline Ausgrid will then coordinate repair with private contractors.

The temporary popup cycleway is programmed to be installed prior to the renewal works. Conversion to a permanent cycleway (if it occurs) is intended to occur in line with the renewal works if possible (there may be a crossover period). The interaction of the cycleway and renewal works will become clearer as both projects proceed.

Indicative Timing

Timing for key components of the temporary and permanent cycleway and renewal are dependent on the timing of approvals and design. The timeline programmed at this stage is presented below.

Detailed design completed	Early October 2020
Commence construction of temporary	Mid October 2020
рорир	
Temporary popup open for use	End October / Early November 2020
End of temporary popup	April / May 2021
	(Council/TfNSW may consider an extension)
Detailed design for permanent solution	December 2020 to March 2021
(if endorsed by Council)	(subject to funding from Council)
Community consultation for permanent	December 2020 to March 2021
solution	
Commencement of kerb and gutter and	March 2021
parking lane renewal (in parts)	

Table 1: Indicative timing

2. Introduction/Background

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

- 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 resolved under CM/8.4/20.50 that Council:

- 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.

In May 2020 ELT approved the further development of a proposal to trial a separated cycleway along the Curlewis Street corridor between Campbell Parade and Old South Head Road, this work was coordinated with Woollahra Council who are investigating a cycleway along O'Sullivan Road to Rose Bay. This resulted in a May 2020 Traffic Committee Report proposing a predominantly uni-directional popup cycleway along Curlewis St (single cycle lanes on both sides of the street). The May Report was substantially to support an application to the DPIE Streets as Shared Spaces Grant Program. That application was not successful.

This revised proposal is to support ongoing negotiations between Waverley Council and Transport for New South Wales. This negotiation is resulting in a partnership to design the popup cycleway for which the detailed design and construction will be delivered by TfNSW. Examples of these types of projects include the 6 popup cycleways recently installed in the City of Sydney LGA at:

- Bridge Road / Pyrmont Bridge Road at Pyrmont;
- Pitt St North in the CBD;
- Moore Park Road in Paddington / Moore Park;
- Dunning Avenue at Rosebery;
- Sydney Park Road in Alexandria / Erskineville; and
- Henderson Road at Eveleigh.

3. Technical Analysis

A survey of Curlewis Street dimensions has been undertaken in readiness for the renewal works. This identified road widths which have been used to determine the widths for travel, parking, separation and bicycle lanes.

Implementation of the temporary bike lanes will require relocation of existing line marking. It is not expected that any parking spaces will be lost.

There has been no public consultation for this proposal as yet. Notification and Consultation requirements will be undertaken as per the Section 115 Emergency Legislation enacted by the NSW Minister for

Transport. A Communication and Engagement Strategy is currently being developed in a partnership between Waverley Council, Woollahra Council and TfNSW. This Strategy will include Notification to residents 28 days prior to construction, and a broader community consultation after construction is complete.

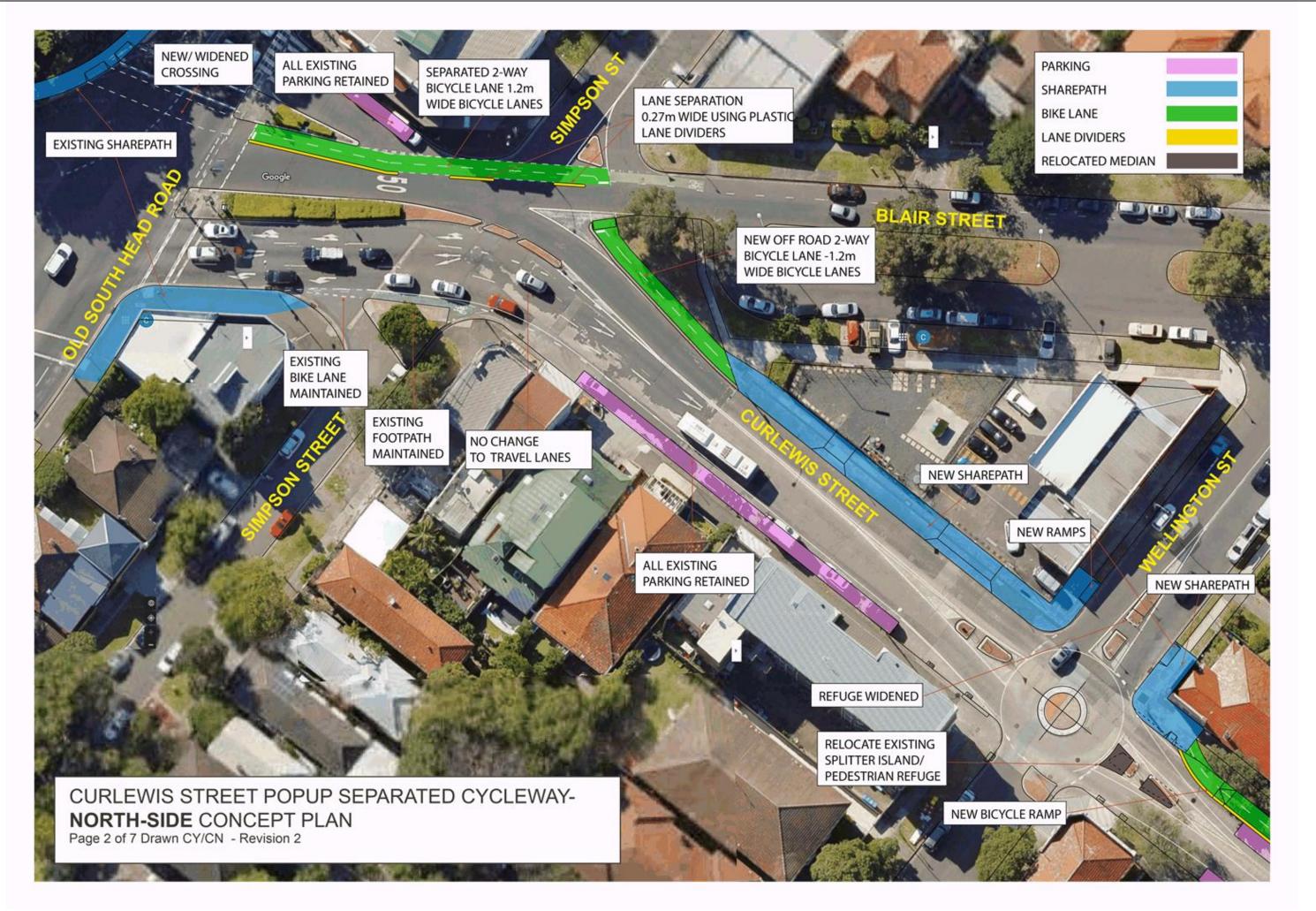
4. Financial Information for Council's Consideration

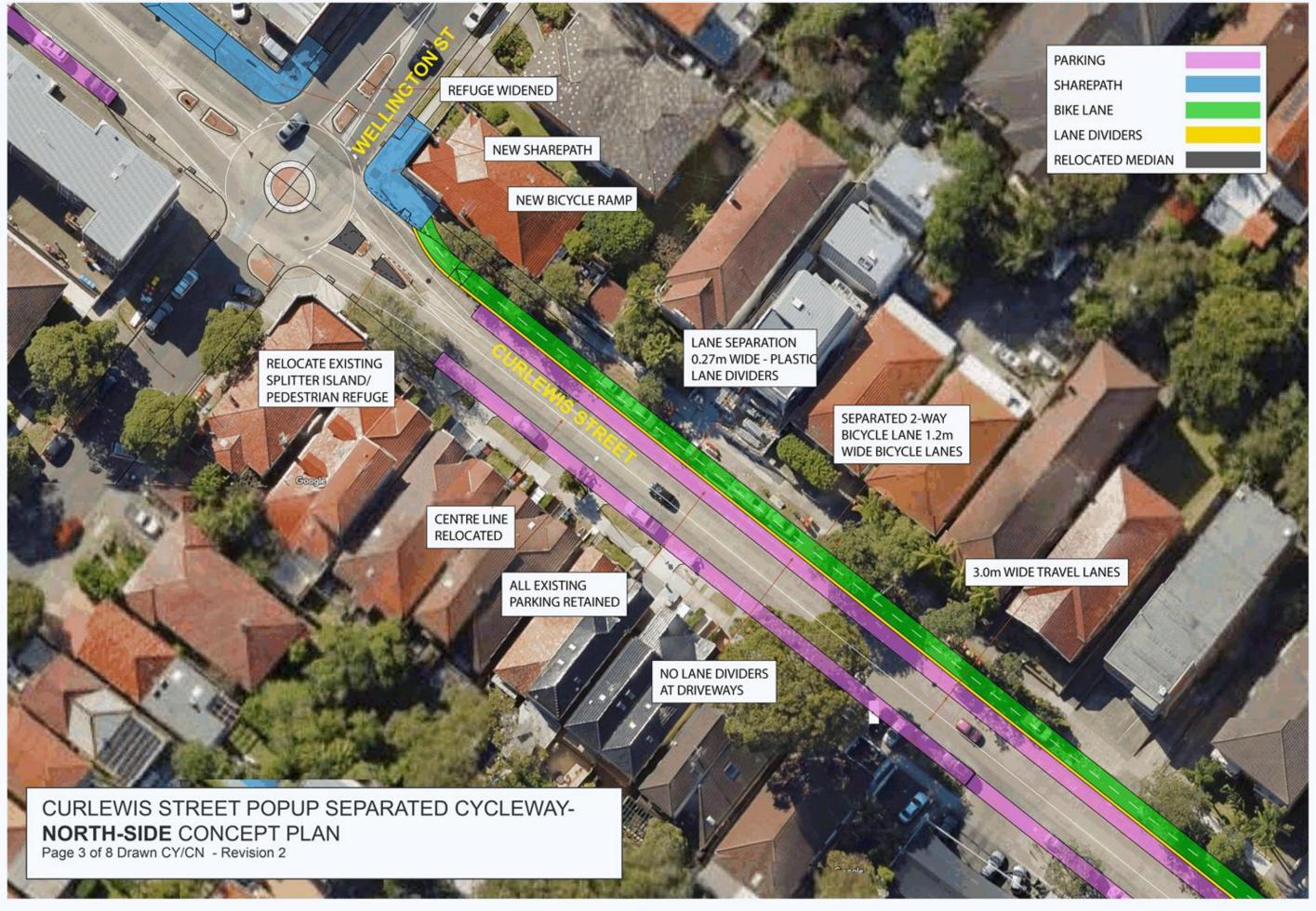
As this project is being developed in partnership with TfNSW no direct funding will be received for the popup cycleway. Instead, TfNSW will provide a detailed design in consultation with council staff and will provide construction of the cycleway and associated road changes including project management services at no cost to Council. The popup cycleway will become a Waverley Council asset upon completion.

5. Attachments

1. Curlewis St Popup Cycleway - August TC $\underline{\mathbb{Q}}$.







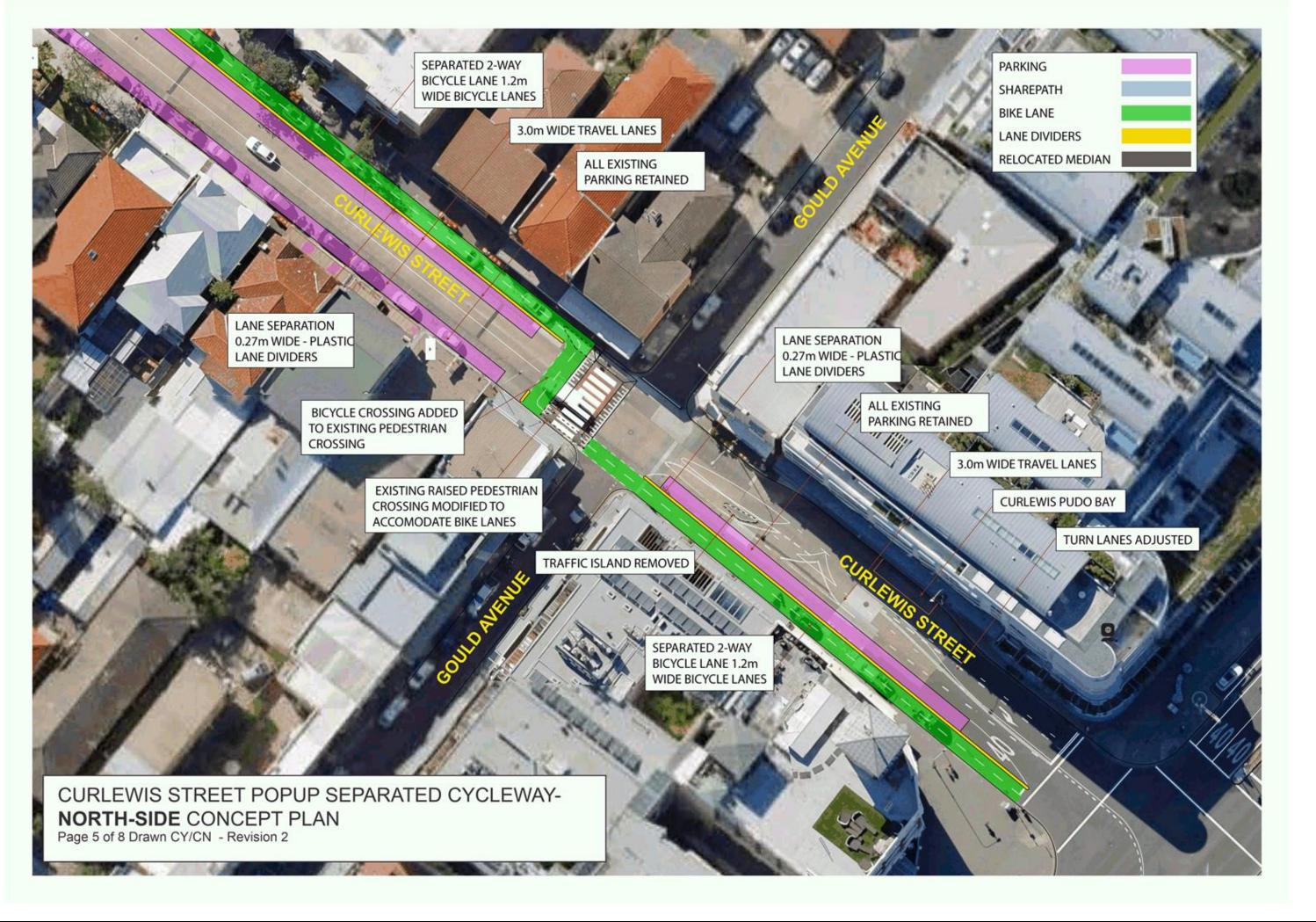


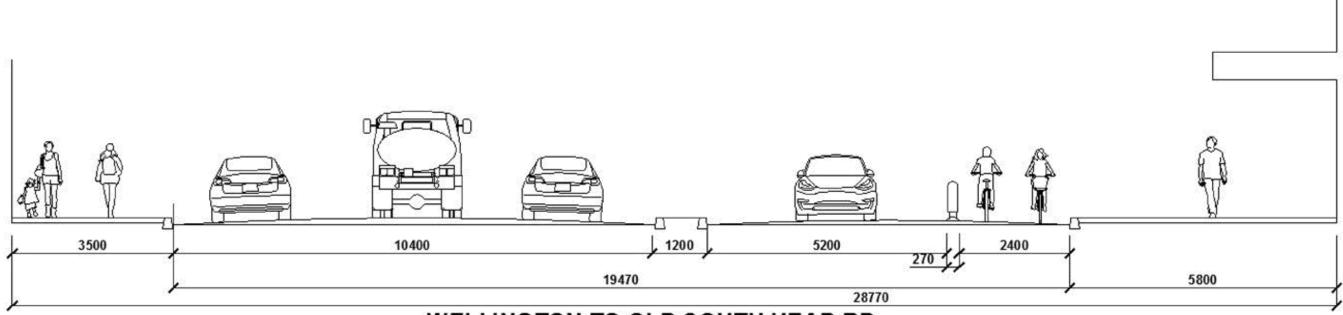
PARKING SHAREPATH **BIKE LANE** LANE DIVIDERS **RELOCATED MEDIAN**

SEPARATED 2-WAY BICYCLE LANE 1.2m WIDE BICYCLE LANES

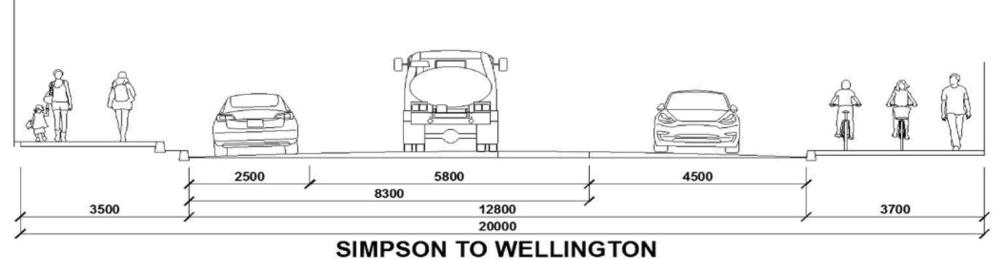
LENGTH OF EXISTING PARKING RETAINED

NO LANE DIVIDERS AT DRIVEWAYS





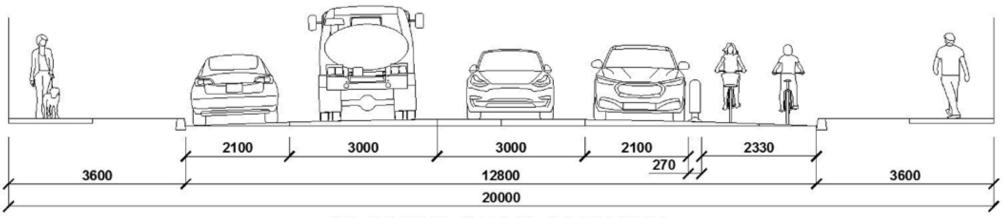
WELLINGTON TO OLD SOUTH HEAD RD WIDTHS VARY DUE TO ROAD GEOMETRY



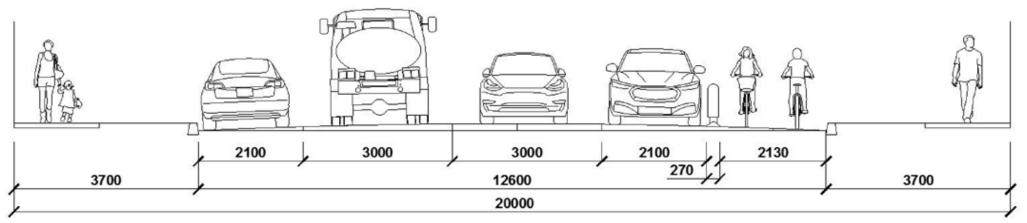
KERB TO KERB 12.8 TO 13.0m

CURLEWIS STREET POPUP SEPARATED CYCLEWAY-NORTH-SIDE CONCEPT SECTIONS

Page 6 of 8 Drawn CY/CN - Revision 2



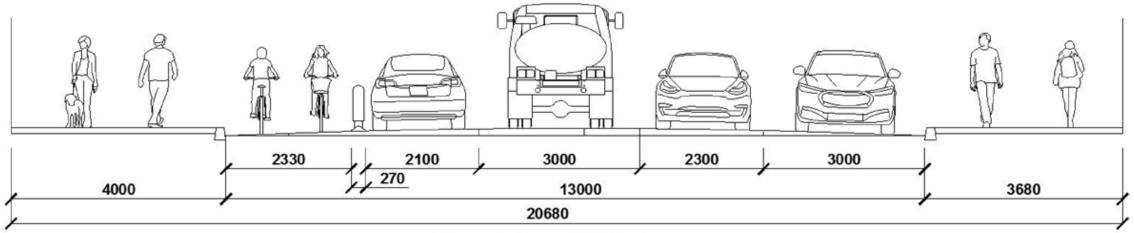
WELLINGTON TO GLENAYR KERB TO KERB 12.8 TO 12.7m



GLENAYR TO GOULD KERB TO KERB 12.6 TO 12.7m

CURLEWIS STREET POPUP SEPARATED CYCLEWAY-NORTH-SIDE CONCEPT SECTIONS

Page 7 of 8 Drawn CY/CN - Revision 2



GOULD TO CAMPBELL KERB TO KERB 12.7 TO 14.5 TO 13.2m

CURLEWIS STREET POPUP SEPARATED CYCLEWAY-NORTH-SIDE CONCEPT SECTIONS Page 8 of 8 Drawn CY/CN - Revision 2