



WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 26 AUGUST 2021

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

Adoption of Previous Minutes by Council - 22 July 2021 6

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 22 July 2021 were adopted by Council at its meeting on 17 August 2021.

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.01/21.08 Grafton Street, Bondi Junction - Bicycle Shared Path (SF21/4020)..... 14

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs shared path signage and blue shared path lines with associated text and symbols to the edge of footpath on the northern side of Grafton Street between Adelaide Street and the proposed commuter bicycle cage within Transport for NSW land beneath Syd Einfeld Drive on the western side of Grosvenor Street, Bondi Junction.
2. Reinstates shared path signage and installs blue shared path lines with associated text and symbols to the existing shared path beside Syd Einfeld Drive between Oxford Street and Adelaide Street.
3. Provides a kerb ramp to the north-eastern side of the roundabout at the intersection of Adelaide Street and Grafton Street to facilitate on-road bicycle riders to access the existing shared path.
4. Installs cyclist dismount signs at the zebra crossing at the north side of the roundabout at the intersection of Adelaide Street and Grafton Street.
5. Refers the proposal of changing the existing pedestrian-only lantern lens covers to combined pedestrian and bicycle lantern lens covers at the intersections of Grafton Street/Grosvenor Street to Transport for NSW for assessment.

TC/C.02/21.08 Bondi Junction - Electric Vehicle Charging Stations (A17/0477)..... 24**COUNCIL OFFICER'S PROPOSAL:**

That Council installs two 'Electric Vehicles Excepted Only While Charging' spaces and associated equipment at each of the following locations:

1. The northern side of Grafton Street, opposite 55 Grafton Street, Bondi Junction.
2. The southern side of Ebley Street, Bondi Junction, adjacent to Clementson Park.

TC/C.03/21.08 Trafalgar Street, Bronte - 90-degree Angle Parking (A14/0145)..... 29**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 14 new 90-degree angle '4P, 8 am–6 pm, Monday to Friday' parking spaces on the southern side of Trafalgar Street opposite Pembroke Street, Bronte, in accordance with the diagram attached to the report.
2. Undertakes ancillary works, including new footpath, landscaping, signage and line marking.

TC/C.04/21.08 Scott Street and Pacific Lane Intersection, Bronte - 'No Stopping' Zone (A14/0145) 34**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 17 metre 'No Stopping' zone on the outer bend of the intersection of Scott Street and Pacific Lane, Bronte.

TC/C.05/21.08 335 Bronte Road, Bronte - Construction Zone (A03/2514-04) 37**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone outside the frontage of 335 Bronte Road, Bronte.
2. Notifies businesses in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/21.08 8 Consett Avenue, Bondi Beach - Partial Road Closure for Structural Panel Lift (SF21/3285)..... 41

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary partial road and footpath closure of Consett Avenue, Bondi Beach, between Lamrock Avenue and Hall Street, over four consecutive weekdays on dates to be agreed with Council, in accordance with the Traffic Guidance Scheme attached to the report, subject to the applicant:
 - (a) Notifying NSW Police and obtaining relevant approvals.
 - (b) Notifying NSW Ambulance Service and NSW Fire and Rescue.
 - (c) Notifying affected residents and businesses at least five working days prior to the event, with a follow-up notification on the day prior to day one of the partial road closure.
 - (d) Obtaining written concurrence from owners of properties that the crane will operate over.
 - (e) Obtaining written concurrence from affected property owners/residents for blocking driveway access and ensuring access to those properties during the temporary closure.
 - (f) Using traffic controllers accredited by Transport for NSW.
 - (g) Obtaining approval of any tree pruning from Council's tree management team.
 - (h) Covering all costs associated with closing the road, including traffic control and permit fees.
2. Removes parking spaces from 4 pm the day before the first deliveries occur to facilitate the structural panel lift.
3. Relocates the existing accessible parking space in front of 6 Consett Avenue to the southern side of the driveway of 4 Consett Avenue for the duration of the works.
4. Delegates authority to the Executive Manager, Infrastructure Services, to approve the dates that the operation will occur and to extend the dates, if required.

TC/V.02/21.08 Eastern Avenue, Dover Heights - 'No Stopping' Sign - Removal (A14/0145)..... 47

COUNCIL OFFICER'S PROPOSAL:

That Council removes the 'No Stopping (L)' sign on the southern side of Eastern Avenue, Dover Heights, fronting 7 Eastern Avenue.

TC/V.03/21.08	67-69 and 71 Penkivil Street, Bondi - 'P Motor Bikes Only' Parking Zone (A21/0065)	50
----------------------	---	-----------

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 'P Motor Bikes Only' parking zone between the driveways of 67–69 and 71 Penkivil Street, Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the 'P Motor Bikes Only' parking zone, as necessary.

TC/V.04/21.08	20-24 Hall Street, Bondi Beach - Construction Zone (A03/2514-04)	53
----------------------	---	-----------

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 18 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in Jacques Avenue along the side boundary of 20–24 Hall Street, Bondi Beach.
2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V.05/21.08	102-106 Campbell Parade, Bondi Beach - Construction Zone (A03/2514-04)	57
----------------------	---	-----------

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone south of the 15 minute parking zone outside the frontage of 102–106 Campbell Parade, Bondi Beach.
2. Notifies businesses in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/CV	<u>ELECTORATES OF COOGEE AND VAUCLUSE</u>
--------------	--

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, 22 JULY 2021**



Voting Members Present:

Cr P Masselos	Waverley Council – Chair
S/Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr R Autar	Transport for NSW – Traffic Engineering Officer
Mr P Pearce	Representing Marjorie O’Neill, MP, Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Mr B Gidiess	State Transit – Traffic and Services Manager (Eastern Region)
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
Mr M Almuhanha	Waverley Council – Senior Traffic Engineer
Mr H Bahari	Waverley Council – Professional Engineer
Mr P Cai	Waverley Council – Traffic Engineer
Mr E Kayes	Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.01 am, those present were as listed above, with the exception of Ms J Zin who arrived at 10.02 am.

At 10.32 am, Mr P Pearce left the meeting and did not return.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of Previous Minutes by Council - 24 June 2021

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 24 June 2021 were adopted by Council at its meeting on 20 July 2021 with the following change:

1. TC/V.04/21.06 – 8 Consett Avenue, Bondi Beach – Construction Zone.

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

That Council:

1. Installs an 8.4 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 8 Consett Avenue, Bondi Beach, and moves the construction zone 2.5 metres north from that shown in Figure 3 of the report.
2. Notifies residents living in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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:

- | | |
|---------------|--|
| TC/C.02/21.07 | Denison Street, Bondi Junction – Community Bus, Taxi and Australia Post Vehicle Parking. |
| TC/C.03/21.07 | Bennett Street and Ewell Lane Intersection, Bondi – 'No Stopping' Zone. |
| TC/C.04/21.07 | Lawson Lane, Bondi Junction – 'No Parking' Zones. |
| TC/C.05/21.07 | 17–25 Spring Street, 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.01/21.07 | Ashton Street, Queens Park - Traffic Calming (A03/0042-04) |
|---------------|--|

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Does not implement traffic calming measures in addition to the existing traffic calming measures in Ashton Street, Queens Park.
2. Advises surveyed residents of Council's decision.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of a new clause and an amendment such that the recommendation now reads as follows:

That Council:

1. Does not implement traffic calming measures in addition to the existing traffic calming measures in Ashton Street, Queens Park
2. Reinstates, as a matter of urgency, the 40 km/h sign at the entrance of the northern end of Ashton Street, as per the report.
3. Advises surveyed residents of Council's decision, including the date of installation of the sign.

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

TC/C.02/21.07 Denison Street, Bondi Junction - Community Bus, Taxi and Australia Post Vehicle Parking (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing 'No Stopping, Authorised Vehicles and Taxis Vehicles Excepted 10 Min Only' zone to 'No Stopping, Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone on the eastern side of Denison Street, Bondi Junction.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/21.07 Bennett Street and Ewell Lane Intersection, Bondi - 'No Stopping' Zone (SF21/3483)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10 metre 'No Stopping' zone on the eastern side of Bennett Street, north of the intersection of Bennett Street and Ewell Lane, Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.04/21.07 Lawson Lane, Bondi Junction - 'No Parking' Zones (A02/0637)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 'No Parking, 6 am–10 am, Thursday' zones in sections of Lawson Lane, Bondi Junction, where parking is currently unrestricted.
2. Installs 'No Truck' restrictions in Lawson Lane.
3. Consults residents six months following the implementation of the restrictions regarding the possibility of making the 'No Parking' restrictions 24/7.

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.05/21.07 17-25 Spring Street, Bondi Junction - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along part of the frontage of 17–25 Spring Street, Bondi Junction.
2. Notifies businesses/residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or relocate 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.01/21.07 Kippara Road south of Wallangra Road, Dover Heights - Double Centre (BB) Line Marking (A03/0042-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs the following traffic control devices at the intersection of Kippara Road with Wallangra Road, Dover Heights, as shown in Figure 5 (Option 4) of the report:
 - (a) 12.5 metres of BB double centreline marking with RPMs on Kippara Road, south of Wallangra Road, Dover Heights.
 - (b) 5 metres of BB double centreline marking with RPMs on Wallangra Road, north of Kippara Road, Dover Heights.
 - (c) 5 metre 'No Stopping' zone on the eastern side of Kippara Road, just south of Wallangra Road.
2. Delegates authority to Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council adopts Option 3 as set out in the report, subject to remarking the centre line in Kippara Road, and monitors the situation.
3. Council delegates authority to Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

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

TC/CV.01/21.07 Eastern Bus Network Changes - Bronte Road and Curlewis Street - Bus Zone Extensions and Installations (SF21/3556)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Notes its opposition to the use of 18 metre articulated buses for the proposed route 390X on Bronte Road.
2. Determines whether to approve:

- (a) The extension of the existing 20 metre bus zone on the western side of Bronte Road, south of Birrell Street, Queens Park, to 32 metres.
- (b) The extension of the existing 14 metre bus zone on the eastern side of Bronte Road, north of Birrell Street, Bondi Junction, to 18 metres.
- (c) The extension of the existing 37 metre bus zone on the eastern side of Bronte Road, north of Carrington Road, Waverley, to 40.5 metres.

3. Does not approve:

- (a) The installation of a new 30 metre bus zone on the south-western side of Curlewis Street, south-east of Glenayr Avenue, Bondi Beach.
- (b) The installation of a new 30 metre bus zone on the north-eastern side of Curlewis Street, north-west of Glenayr Avenue, Bondi Beach.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

- 1. The Council Officer's Proposal not be adopted.
- 2. Council notes Council's opposition to the use of 18 metre articulated buses for the proposed route 390X on Bronte Road.
- 3. Council defers the following proposals to allow further information to be provided, including timetabling, frequency of service, the impact on traffic congestion and technical specifications of shared cycleways and buses, and for community consultation to be undertaken:
 - (a) The extension of the existing 20 metre bus zone on the western side of Bronte Road, south of Birrell Street, Queens Park, to 32 metres.
 - (b) The extension of the existing 14 metre bus zone on the eastern side of Bronte Road, north of Birrell Street, Bondi Junction, to 18 metres.
 - (c) The extension of the existing 37 metre bus zone on the eastern side of Bronte Road, north of Carrington Road, Waverley, to 40.5 metres.
 - (d) The installation of a new 30 metre bus zone on the south-western side of Curlewis Street, south-east of Glenayr Avenue, Bondi Beach.
 - (e) The installation of a new 30 metre bus zone on the north-eastern side of Curlewis Street, north-west of Glenayr Avenue, Bondi Beach.

TfNSW requested that it be recorded in the minutes that it strongly supports the bus zone extensions and installations, but acknowledges that additional information is needed before Council can determine the matter.

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

THE MEETING CLOSED 10.54 AM.

.....
SIGNED AND CONFIRMED
MAYOR
17 AUGUST 2021

REPORT
TC/C.01/21.08

Subject: Grafton Street, Bondi Junction - Bicycle Shared Path

TRIM No: SF21/4020

Author: Clint Yabuka, Manager, Strategic Transport
Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs shared path signage and blue shared path lines with associated text and symbols to the edge of footpath on the northern side of Grafton Street between Adelaide Street and the proposed commuter bicycle cage within Transport for NSW land beneath Syd Einfeld Drive on the western side of Grosvenor Street, Bondi Junction.
2. Reinstates shared path signage and installs blue shared path lines with associated text and symbols to the existing shared path beside Syd Einfeld Drive between Oxford Street and Adelaide Street.
3. Provides a kerb ramp to the north-eastern side of the roundabout at the intersection of Adelaide Street and Grafton Street to facilitate on-road bicycle riders to access the existing shared path.
4. Installs cyclist dismount signs at the zebra crossing at the north side of the roundabout at the intersection of Adelaide Street and Grafton Street.
5. Refers the proposal of changing the existing pedestrian-only lantern lens covers to combined pedestrian and bicycle lantern lens covers at the intersections of Grafton Street/Grosvenor Street to Transport for NSW for assessment.

1. Executive Summary

At its meeting on 20 July 2021, Council resolved to defer 'this item to the next Traffic Committee meeting to consider the following matters at the Grosvenor Street/Adelaide Street/Oxford Street/Bondi Road intersections and along the proposed shared paths:

- (a) The interaction of pedestrians, cyclists and cars.
- (b) Bike storage.
- (c) Bicycle lanterns.
- (d) Dismount signage.'

An updated Shared Path to Interchange Bicycle Parking – Grafton Street Line Marking and Signage Diagram (Revision 1) has been prepared and attached to this report to address the above four matters.

The interaction of pedestrians, cyclists and cars

The majority of the pedestrians are moving in a north-south direction across Grafton Street in the vicinity of the proposed shared path. The number of pedestrians in the north side of Grafton Street is not as significant as the pedestrian flows in Bondi Junction to the south of Grafton Street.

In contrast, cyclists will be using the shared path in the east-west direction and will be one or two at a time as limited by the signalised crossing at each end of the proposed shared path.

Cyclists will be required to dismount at the zebra crossings. Their interaction with motor vehicles will be equivalent to that currently experienced by pedestrians at the zebra crossings. The proposed shared path provides a safer environment for the bicycle riders comparing to the existing on-road bicycle route on Grafton Street.

Bike storage

It is proposed to provide the commuter bicycle storage in Transport for NSW (TfNSW) land beneath Syd Einfeld Drive adjacent to the intersection of Grafton Street and Grosvenor Street, as shown in Figure 1.

It is anticipated that the proposed bicycle parking area will be able to accommodate approximately 65 bicycles. Detail designs of the commuter bicycle storage is subject to agreement with TfNSW.

Combined pedestrian and bicycle lanterns

It is proposed to change the existing pedestrian-only lantern lens covers at the intersections of Grafton Street/Grosvenor Street to combined pedestrian and bicycle lantern lens covers as per the RMS Technical Direction – Combined Pedestrian and Bicycle Lanterns (TTD 2019/001). This is referred to Transport for NSW for assessment.

Dismount signage

Bicycle riders will be required to dismount at zebra crossings. It is proposed to install dismount signs at the existing pedestrian zebra crossings at the north side of the roundabout at the intersection of Adelaide Street and Grafton Street.

The proposed shared pedestrian/cyclist path along the northern side of Grafton Street between Adelaide Street and a bicycle storage is to connect an existing shared path between Oxford Street and Adelaide Street to the bike storage for commuters. Figure 2 shows the locations of proposed shared path, existing shared path and schedule work for Bondi Junction cycleway.

The footpath along Grafton Street has sufficient width to accommodate pedestrians and cyclists. The proposed shared path facilitates a safe bicycle connection between the northern side of Oxford Street and a proposed Commuter bicycle parking cage that will be located on TfNSW land beneath the Syd Einfeld Drive flyover on the western side of Grosvenor Street.

Attachment 1 contains the plans of the proposed shared path and associated line marking and signage to be installed.

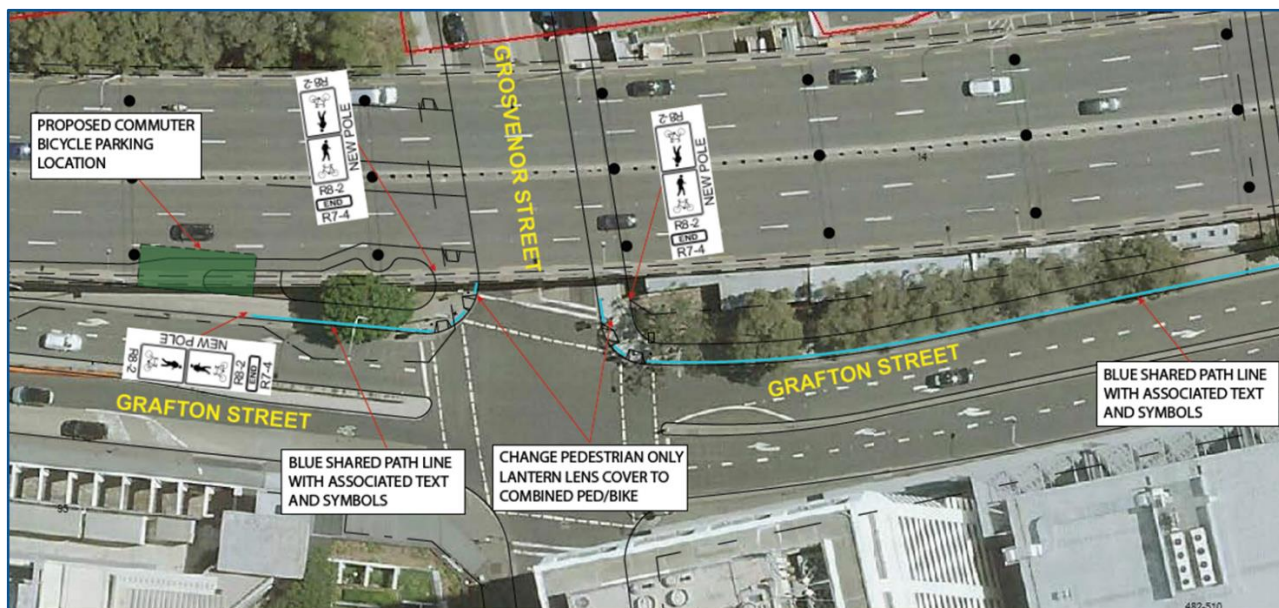


Figure 1. Commuter bicycle parking location.

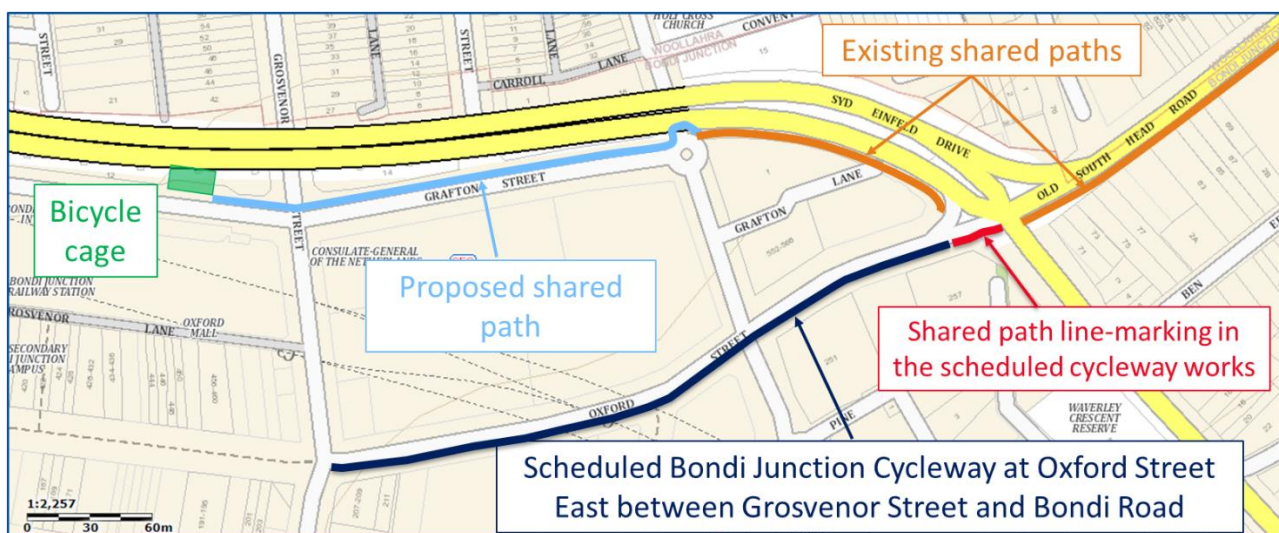


Figure 2. Site location.

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

2. Introduction/Background

As part of the Active Travel Grants from TfNSW for 2020–2021, Council received funding for the delivery of commuter bicycle parking adjacent the Bondi Junction Interchange. The funding is to be used for a bicycle parking cage on TfNSW land under Syd Enfield Drive just west of Grosvenor Street.

Bicycle movements will be substantially separated from pedestrians as the existing shared path is infrequently used, and most pedestrians continue along Adelaide Street and Newland Street rather than along Grafton Street.

3. Technical Analysis

The path to be used is currently in place. There are no significant changes required for the conversion of the footpath to a shared path.

The lighting at the existing pedestrian crossing on Adelaide Street under Syd Einfeld Drive will need to be examined. Relocation of the existing pedestrian crossing may be required if lighting does not improve visibility and safety. This is subject to a separate investigation.

The existing width of the footpath along the northern side of Grafton Street varies from 2.3 metres to 2.5 metres. The footpath widths are sufficient for the shared path for which the minimum required width is 2 metres.

Combined pedestrian and bicycle lanterns

Under the NSW *Road Rules 2014*, bicycle riders are only allowed to ride across marked pedestrian crossings when bicycle crossing lights are installed.

It is recommended in RMS Technical Direction – Combined Pedestrian and Bicycle Lanterns (TTD 2019/001) that the combined pedestrian and bicycle lanterns (i.e. pedestrian and bicycle symbols on the one lantern face) should be used in preference to separate lanterns at wherever there are compliant shared paths on both sides of a crossing. An example of a combined pedestrian and bicycle lantern at the crossing over Bondi Road between Old South Head Road and Oxford Street is shown below.



Figure 3. Combined pedestrian and bicycle lantern.

It is proposed to change the existing pedestrian-only lantern lens covers at the crossing over Grosvenor Street at the intersections of Graton Street/Grosvenor Street to combined pedestrian and bicycle lantern lens covers. This is subject to assessment by TfNSW.

Cyclist dismount sign

Cycle riders are required to dismount at marked pedestrian crossings where have no lantern signal indications. Cyclist dismount signs are proposed to be installed at the existing pedestrian zebra crossings at the north side of the roundabout at the intersection of Adelaide Street and Grafton Street. A standard G9-58 Cyclists Dismount sign as shown below will be adopted.



Figure 4. Cyclist dismount sign.

Bicycle cage location

The need for commuter bicycle parking has been recognised for some time. One of the barriers to implementation has been finding a suitable location adjacent the Bondi Junction public transport interchange with a safe connection to other bicycle routes.

The Bondi Junction Cycleway is being constructed on Oxford Street and will pass to the southern end of Grosvenor Street. It is not suitable to direct bicycle riders to use Grosvenor Street between Grafton Street and Oxford Street to reach the bicycle cage due to the interchange bus entry and exit to Grosvenor Street and the existing no entry to Grosvenor Street.

The proposed bicycle storage area will have a capacity of approximately 65 bicycle spaces.

Existing shared path

A pathway along the southern side of Syd Einfeld Drive between Oxford Street and Adelaide Street was part of the original bicycle route between Bondi Junction and Bondi Beach that connected to Old South Head Road. This will be incorporated into the proposed shared path. The path varies in width and is typically around 3.5 metres wide. There is a single narrow point between a garden bed to the adjacent building and the wall of the flyover that is 1.8 metres. Suitable signage will be placed in this location as a warning.

Bondi Junction cycleway – Oxford Street East

As part of the Bondi Junction cycleway project, a new designated cycleway is scheduled to be constructed at the Oxford Street east between Grosvenor Street and Bondi Road.

Shared path signage and blue shared path lines with associated text and symbols will be installed at the footpath on the southern side of Oxford between the cycleway and Bondi Road, as shown in Figure 5.

This shared path will connect the existing shared path on the southern side of Old South Head Road with the Bondi Junction cycleway.

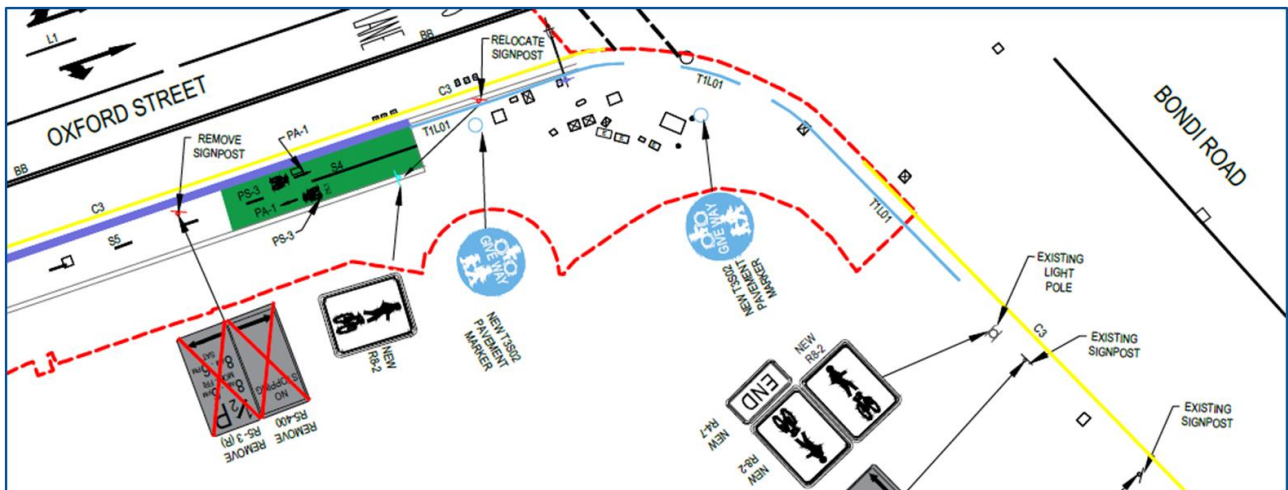


Figure 5. Shared path and associated signage and pavement line marking in the scheduled cycleway works.

Shared path pavement and signage

Blue shared path lines with associated text and symbols to be installed on the pedestrian/cyclist is shown as the diagram below. The proposed pavement elements include:

- A blue edge line denoting the shared path route.
- Words and icons indicating shared path.
- A circle shared path pavement marker to denote the start of a shared path.

The markings are the same as used on the southern side of Old South Head Road east of Syd Einfeld Drive. Specifications are contained in City of Sydney's *Shared Paths – Pavement Markings Guide* (August 2012).



Figure 6. Shared path pavement and signage.

R8-2 shared path and a combination of R8-2 and R7-4 end shared path signage as shown in the diagram below will be installed to denote the start and the end of a shared path.

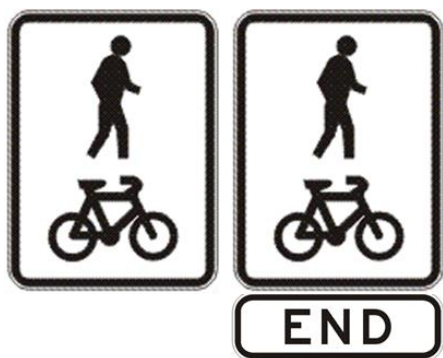


Figure 7. Shared path signage.

4. Financial Information for Council's Consideration

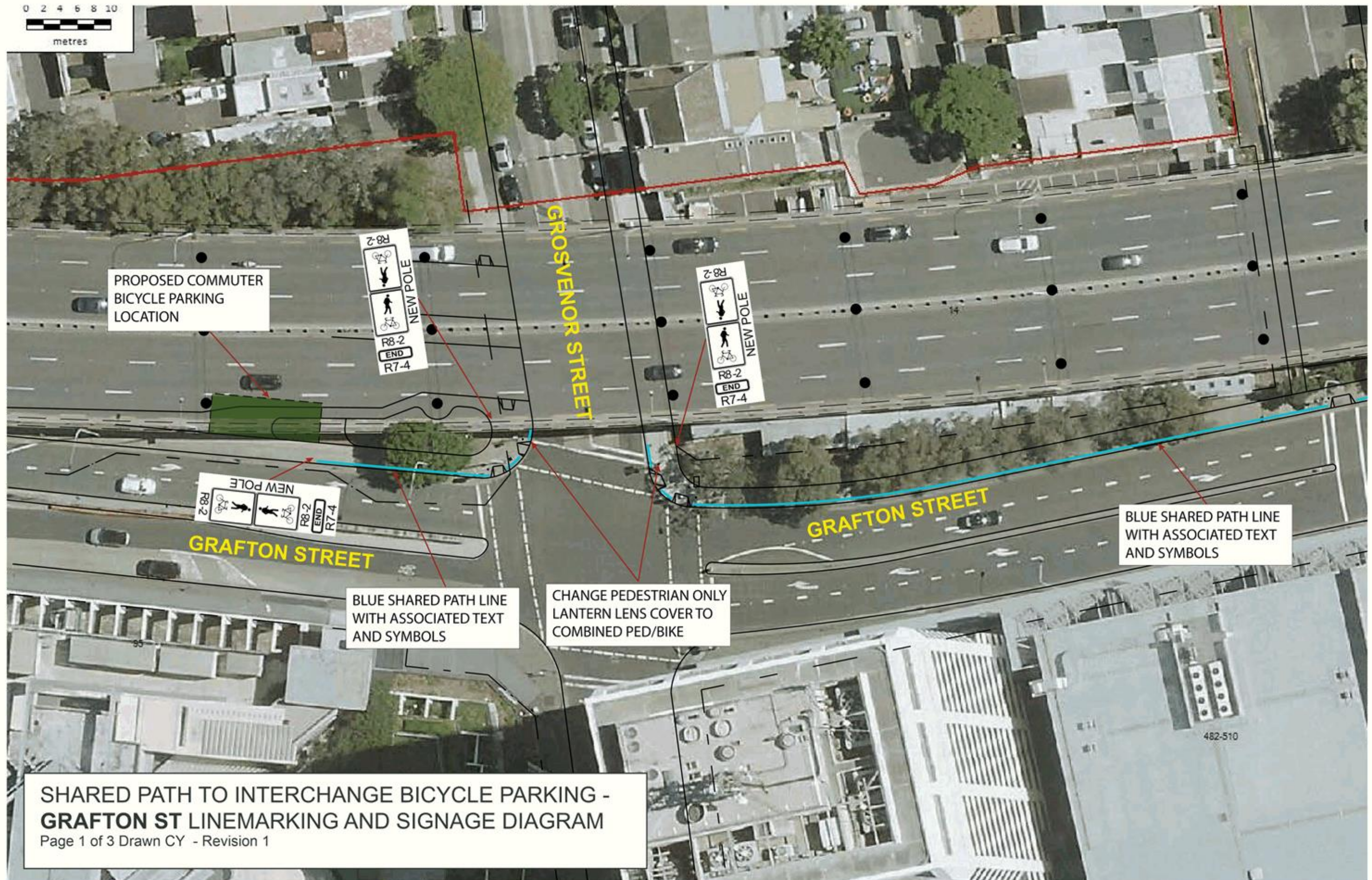
The installation of the shared path signage and line marking will be funded from existing Council budgets.

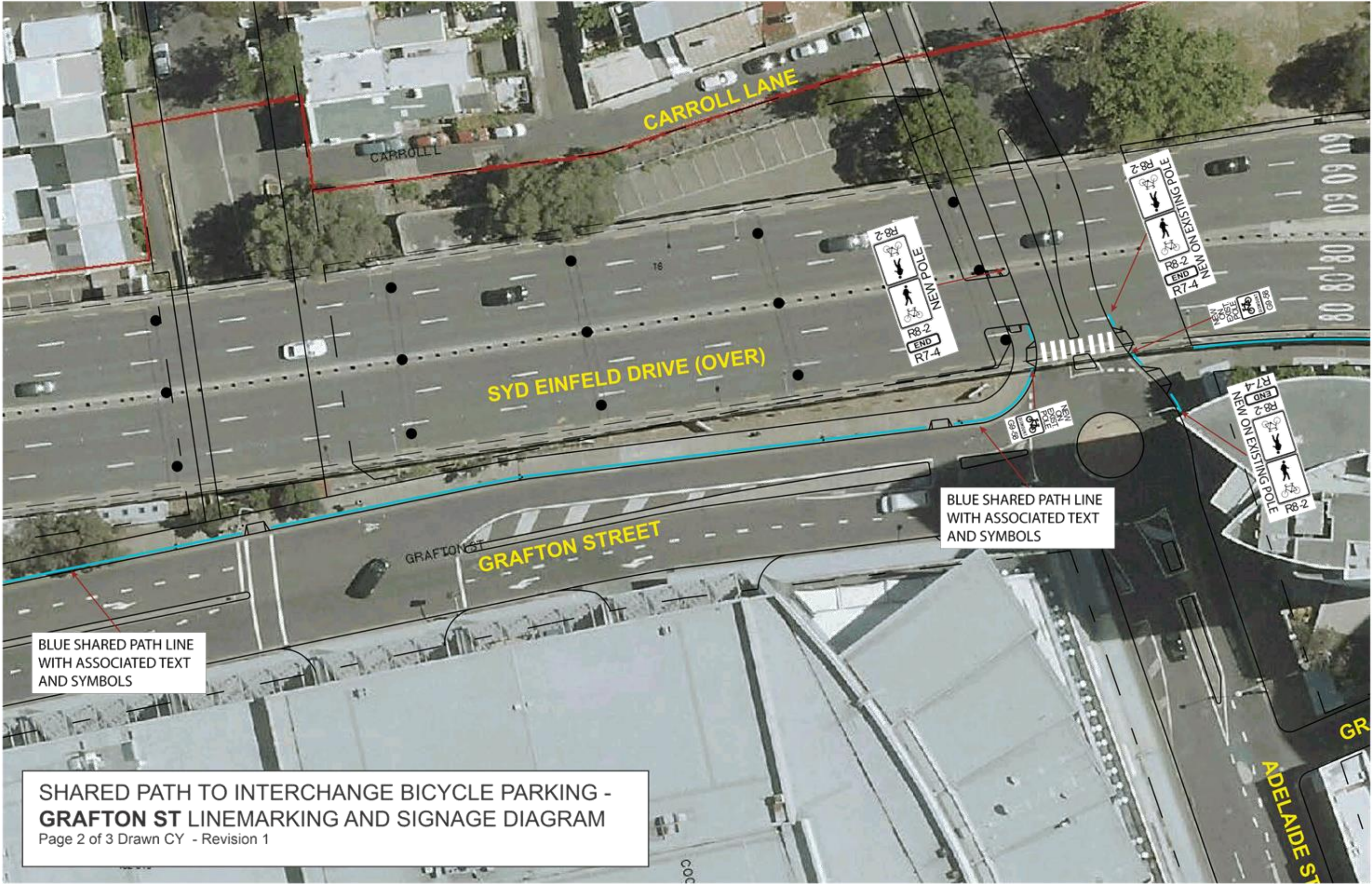
The conversion of signal lantern lenses will be subject to TfNSW assessment. Funding will be from future Council budgets or from TfNSW.

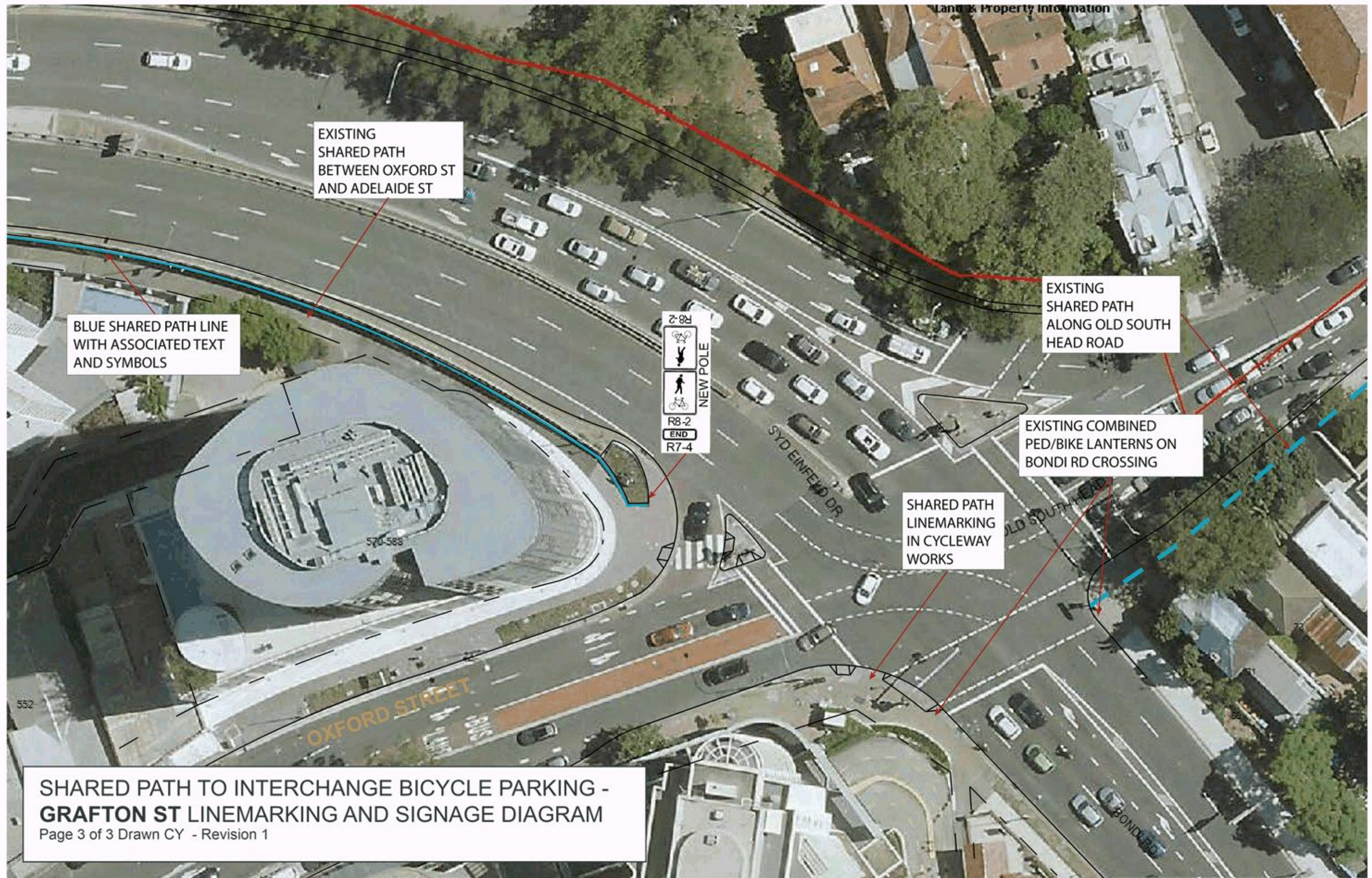
The bicycle parking cage will be funded from a \$220,000 grant under the 2020–21 TfNSW Active Travel Grants Program.

5. Attachments

1. Shared Path to Interchange Bicycle Parking - Grafton Street Line Marking and Signage Diagram [↓](#)







SHARED PATH TO INTERCHANGE BICYCLE PARKING - GRAFTON ST LINEMARKING AND SIGNAGE DIAGRAM

Page 3 of 3 Drawn CY - Revision 1

REPORT
TC/C.02/21.08

Subject: Bondi Junction - Electric Vehicle Charging Stations

TRIM No: A17/0477

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

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs two 'Electric Vehicles Excepted Only While Charging' spaces and associated equipment at each of the following locations:

1. The northern side of Grafton Street, opposite 55 Grafton Street, Bondi Junction.
2. The southern side of Ebley Street, Bondi Junction, adjacent to Clementson Park.

1. Executive Summary

Four new electric vehicle charging spaces are proposed at two locations in the Waverley local government area (LGA). This report seeks approval for two spaces at each location. The installation will be in stages. In stage 1, a single space will be installed. Stage 2 involves addition of a second space at a later date. Both spaces will rely on a single charging station.

The locations are shown in Figure 1. They are:

- The northern side of Grafton Street, opposite 55 Grafton Street.
- The southern side of Ebley Street, adjacent to Clementson Park.

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

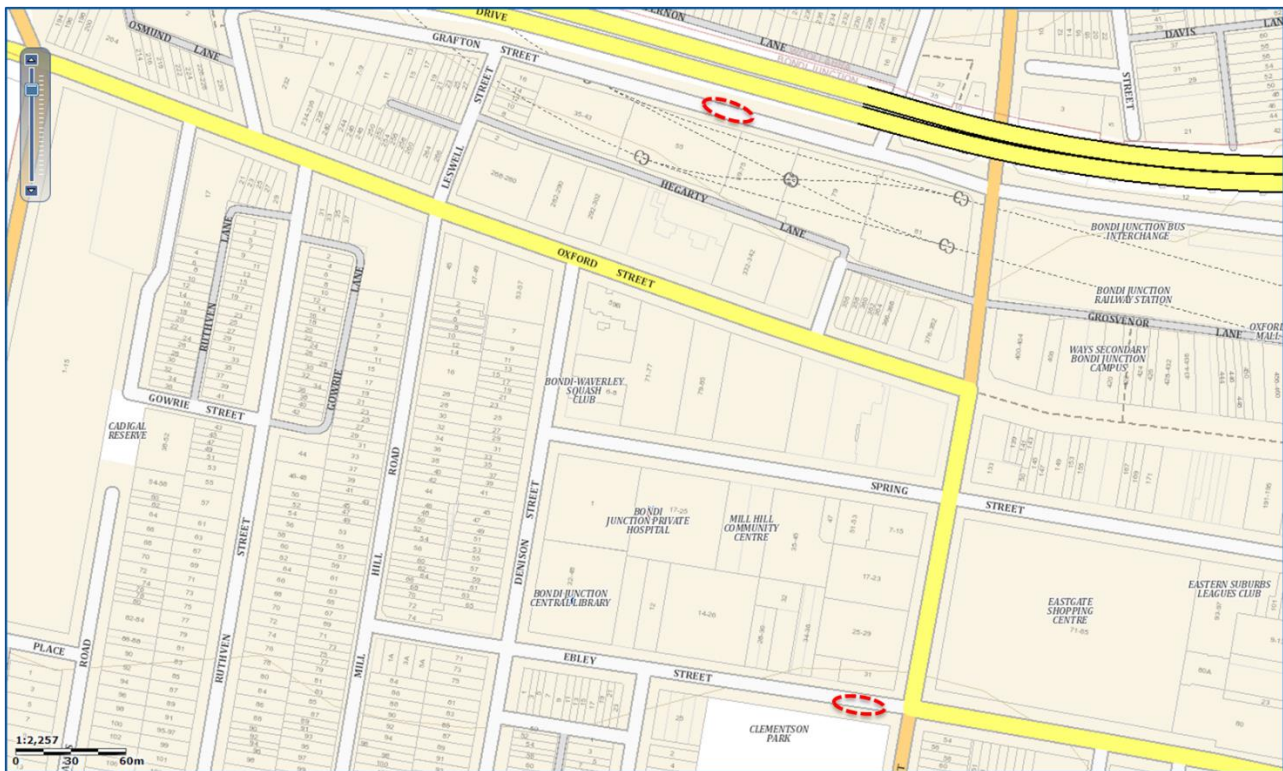


Figure 1. Site location.

2. Introduction/Background

Research shows that even while the majority of EV charging occurs at home, the availability of public charging infrastructure is essential to driving uptake of electric vehicles as it reassures drivers that they will not be stranded with insufficient battery power. This is especially true if positioned in convenient locations at shopping and beach destinations. There are additional significant promotional and awareness-raising benefits related to putting chargers in high-profile areas with high public visibility.

The provision of two new electric vehicle charging spaces in the Bondi Junction CBD supplements the Spring Street station as well as two stations on Queen Elizabeth Drive, Bondi Beach.

A preliminary electrical assessment has been carried out at both locations to locate the most suitable parking space in order to minimise electrical connection costs.

The benefits of implementing electric vehicle charging stations in the Waverley LGA include:

- ‘Zero emission’ transport options for residents and visitors.
- Encouragement for greater electric vehicle use.
- Promotion and awareness in a high-density area.

The two sites were both assessed regarding their suitability for electric vehicle charging stations.

The locations are:

- Northern side of Grafton Street, opposite 55 Grafton Street, Bondi Junction.
- Southern side of Ebley Street, Bondi Junction, adjacent to Clementson Park.

These two charging stations will supplement the charging station on Spring Street. The Spring Street station has recently been temporarily decommissioned due to the loss of the parking lane. This was required to

allow for crane lifts to and from the building site opposite after the Bondi Junction cycleway is opened. The Spring Street charging station will be reinstated once the construction work finishes.

3. Technical Analysis

Location 1 – Grafton Street, opposite 55 Grafton Street, Bondi Junction

Factors associated with this location are:

- It is within 250 metres of Bondi Junction train station and 500 metres of Westfield Shopping Centre.
- Removal of one on-street metered parking space resulting in a loss of revenue equal to \$150 per space per day.
- The grassed verge between the kerb and the boundary to Sydney Einfeld Drive has sufficient room for the placement of a charging dock.
- Power can be sourced from a nearby light pole.

Figure 2 shows the location. A single 6 metre space will be installed in stage 1. A second 6 metre space will be installed in stage 2.



Figure 2. Grafton Street, Bondi Junction.

Location 2 – Ebley Street, Bondi Junction, adjacent to Clementson Park

Factors associated with this location are:

- It is located within 100 metres of Eastgate Shopping Centre and 150 metres of Westfield Shopping Centre.
- Removal of one on-street metered parking space resulting in a loss of revenue equal to \$150 per space per day.
- Power can be sourced from a nearby light pole.

Figure 3 shows the location. A single 5.4 metre space will be installed in stage 1. A second 6 metre space will be installed in stage 2.

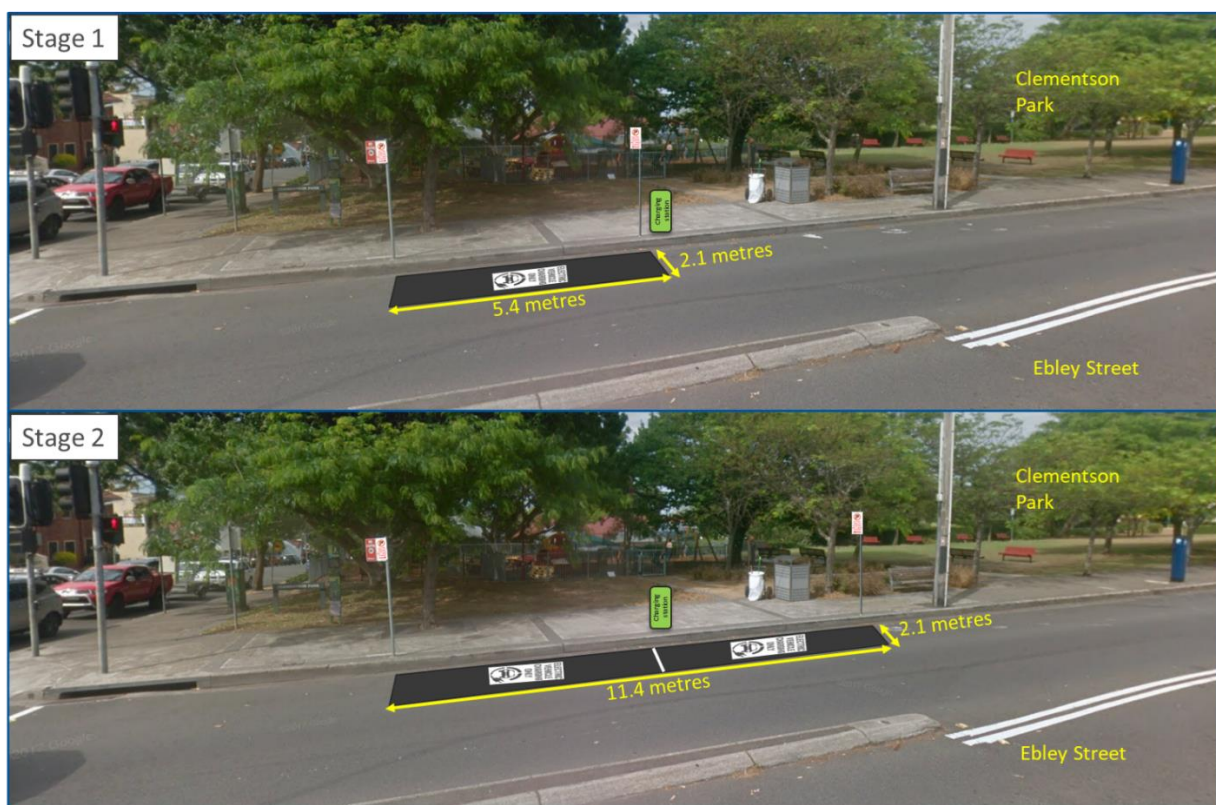


Figure 3. Ebley Street, Bondi Junction.

Signage and line marking

The proposed parking space will be line marked and signposted for use only by electric vehicles for use while charging. The signage and proposed line marking are shown below in Figures 5 and 6.



Figure 4. Proposed signage



Figure 5. Proposed stencil/line marking (indicative).

4. Financial Information for Council's Consideration

The cost of installing the electric vehicle charging station, signs and line marking will come from the Environmental Sustainability Capital Expenditure budget.

5. Attachments

Nil.

REPORT
TC/C.03/21.08

Subject: Trafalgar Street, Bronte - 90-degree Angle Parking

TRIM No: A14/0145

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

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 14 new 90-degree angle '4P, 8 am–6 pm, Monday to Friday' parking spaces on the southern side of Trafalgar Street opposite Pembroke Street, Bronte, in accordance with the diagram attached to the report.
2. Undertakes ancillary works, including new footpath, landscaping, signage and line marking.

1. Executive Summary

Council has received a petition signed by 23 residents of Pembroke Street and St Thomas Street, Bronte, requesting the erection of signage to prevent long-term storage of boat trailers on southern side of Trafalgar street adjacent to Waverley Cemetery.

It is proposed to extend the existing 16 x 4P parking zone at the intersection of St Thomas Street and Trafalgar Street further east for a length of 35 metres. The works include:

- Installation of 14 new 90-degree angle parking spaces, '4P, 8 am–6 pm, Monday to Friday' rear to kerb, vehicles under 6 metres only.
- Extension of the existing footpath.

The site location is shown in Figure 1. Figure 2 and Attachment 1 show the proposed works.

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

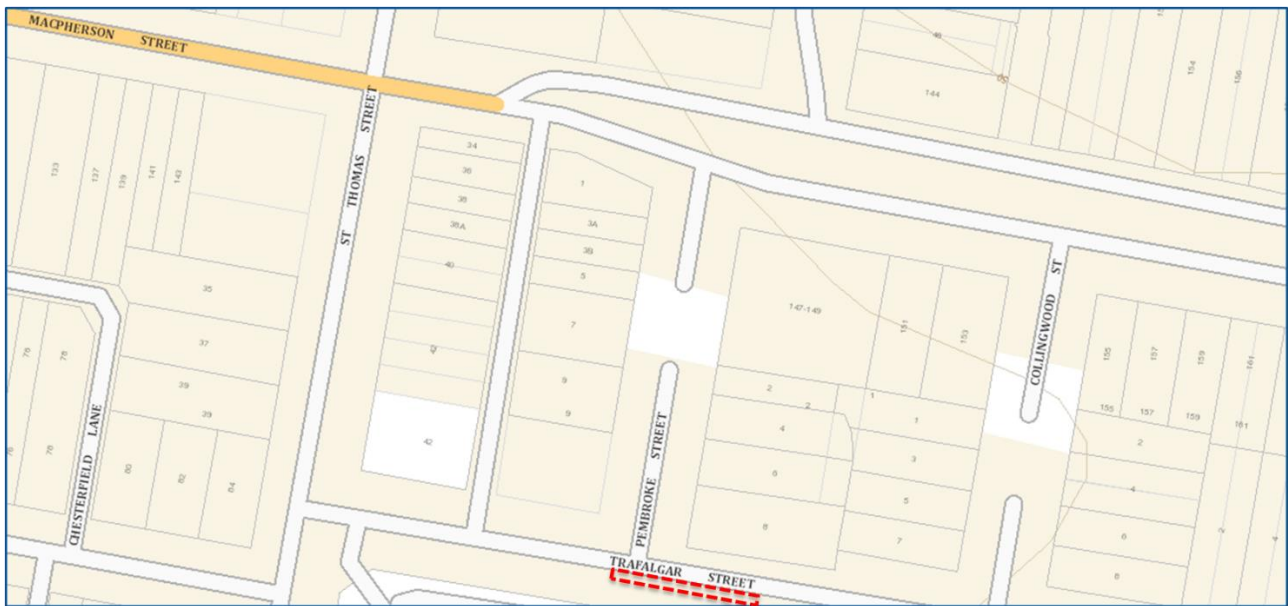


Figure 1. Site location.



Figure 2. Proposed parking bays.

2. Introduction/Background

Residents of Pembroke Street and Trafalgar Street in Bronte have raised issues regarding the number of individuals using the southern side of Trafalgar Street adjacent to Waverley Cemetery for long-term parking of their boats and trailers. A petition submitted to Council requests Council:

‘To stop the use of the area on Trafalgar St (opp Pembroke St) as long-term storage for trailers and boats and trailers. This will allow more car parking, catering for the demand relating to new cafés and Woolworths nearby.’

Aerial images of the area show boats and trailers parked continuously for months and even years at this location.

Implementing a four-hour parking restriction will prevent the spaces being used for long term storage purposes.

3. Technical Analysis

Sixteen 90-degree angle '4P, 8 am–6 pm, Monday to Friday' parking bays are located on the southern side of Trafalgar Street between St Thomas Street and Pembroke Street. Three of the bays are disability spaces. Informal parking and storage of trailers and boats occurs east of these parking spaces.

Figure 3 shows the location of the angle parking spaces and the informal parking area.

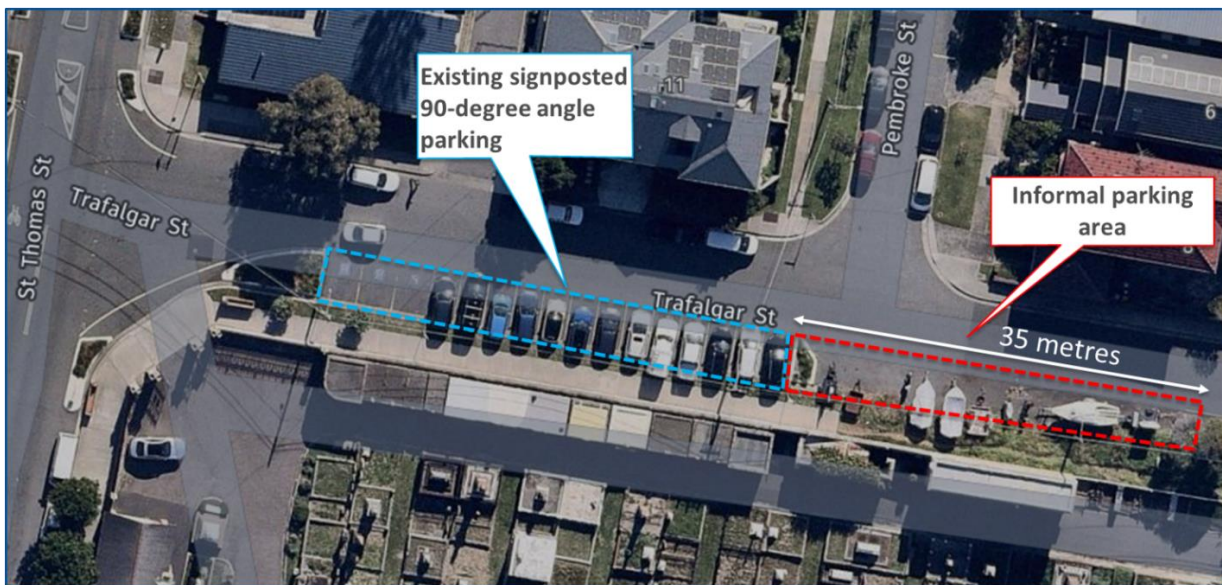


Figure 3. Existing parking in Trafalgar Street

Fourteen 90-degree angle parking bays 2.5 metres wide and 5.4 metres long are proposed east of the existing angle parking bays.

The proposal also seeks to remove an existing island to make space for a parking bay (see Figure 4).



Figure 4. Existing concrete island to be removed.

4. Financial Information for Council's Consideration

Council will meet the cost of sign installation from existing budgets.

5. Attachments

1. Trafalgar Street parking - Layout plan [↓](#)

DRAFT CONCEPT PLAN



LEGEND

- 75mm THICK CONCRETE FOOTPATH.
- LANDSCAPING
- NEW SANDSTONE 150mm HIGH KERB AND GUTTER.

TELSTRA	T	T
WATER	W	W
NBN	nbn	nbn
ELECTRICAL	E	E
GAS LINE	G	G

SERVICES PLAN:

- SERVICES PLAN IS FOR REFERENCE ONLY.
- SERVICES PLAN HAS BEEN PREPARED ON THE BASIS OF INFORMATION PROVIDED.
- LOCATION OF SERVICES INDICATIVE ONLY. CONTRACTOR HAS TO CARRY OUT THE EXACT LOCATION OF THE SERVICES BEFORE EXCAVATION.

NOTES:

- UTILITIES SHOWN ON PLAN ARE INDICATIVE ONLY (Q-L-D). CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO UNDERGROUND SERVICES AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.

WARNING: ELECTRICITY, SYDNEY WATER, STORMWATER, GAS & TELSTRA SERVICES ARE PRESENT IN VICINITY OF WORKS. CONTRACTOR TO CONTACT RELEVANT AUTHORITIES PRIOR TO EXCAVATION. AUSGRID REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0m FROM UNDERGROUND ELECTRICITY CONDUITS.

IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED:

TELSTRA	: 132203
JAMENA (GAS)	: 131245
SYDNEY WATER	: 132090
AUSGRID	: 131388

NOTE: LEVELS AND STORMWATER WORKS SUBJECT TO SURVEY.



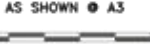
ISSUE	DATE	ISSUE DESCRIPTION	DESIGN DRAWN	CHKD	APPROV
3	10/08/21	DRAFT CONCEPT PLAN	JU	JU	RH
2	09/08/21	DRAFT CONCEPT PLAN	JU	JU	RH
1	03/08/21	DRAFT CONCEPT PLAN	JU	JU	RH

ISSUE	DATE	ISSUE DESCRIPTION	DESIGN DRAWN	CHKD	APPROV

SURVEYED BY:
NA
DATE:
NA
X REFERENCES:
NA



CONCEPT PLAN:
DATE:
SCALE:
1:200



PROJECT NAME:
TRAFFALGAR STREET SOUTH, CARPARK FOOTPATH & K&G
DRAWING TITLE:
LAYOUT PLAN-DRAFT CONCEPT-OPTION

PROJ. NO.
XX
TRIM REF:
-
DRAWING NO.
C02.00
ISSUE:
3

DRAFT CONCEPT PLAN

REPORT
TC/C.04/21.08

Subject: Scott Street and Pacific Lane Intersection, Bronte - 'No Stopping' Zone

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 17 metre 'No Stopping' zone on the outer bend of the intersection of Scott Street and Pacific Lane, Bronte.

1. Executive Summary

Council officers have received a request from Parking Officers to review parking controls on the outer bend of the corner formed in the intersection of Scott Street and Pacific Lane, Bronte (see Figure 1). It is reported that cars parked along the Pacific Lane, on the eastern side of Scott Street Reserve, restrict movements of other vehicles.

It is proposed to install a 17 metre 'No Stopping' restriction on the north-eastern side of the bend from west of existing 'P Disability Only' space up to the end of the reserve, as shown in Figures 2 and 3.

Cars should not be parked in this area due to the narrow width of Pacific Lane not leaving the statutory 3 metre clearance for other vehicles pass.

Installation of 17 metres 'No Stopping' restrictions as shown in Figures 2 and 3 is recommended.

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



Figure 1. Site location.



Figure 2. Proposed 17 metre 'No Stopping' zone.

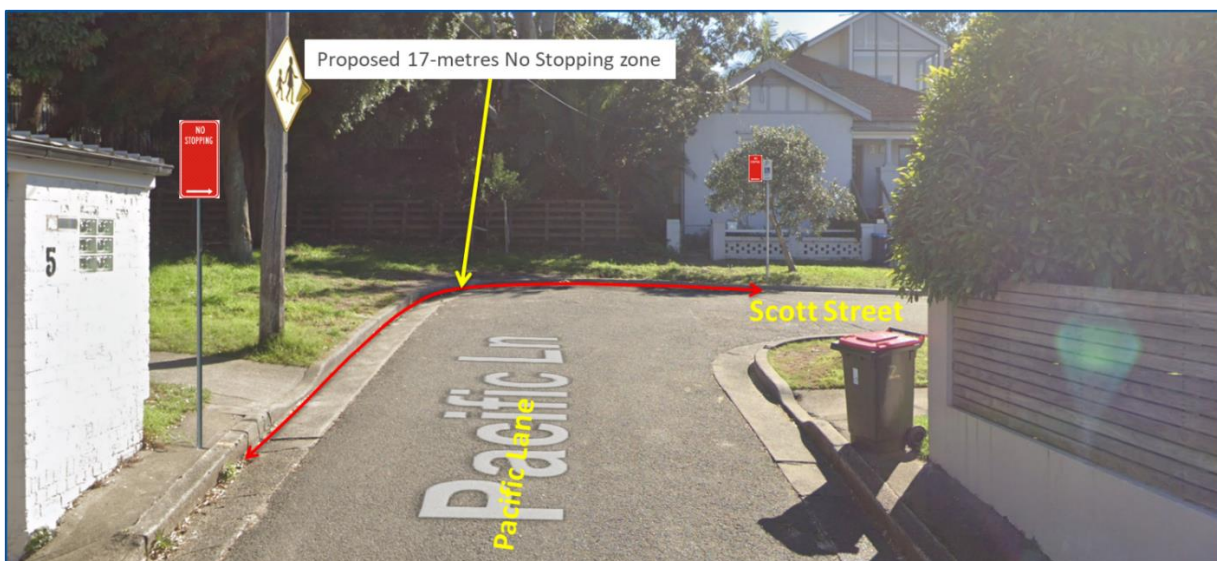


Figure 3. Proposed 17 metre 'No Stopping' zone.

2. Introduction/Background

Scott Street meets Pacific Lane at 90 degrees. Parking in this bend restricts movements of other vehicles.

3. Technical Analysis

There are currently no signposted parking restrictions on the western side of Pacific Lane, adjacent to the reserve.

Legislative requirements

Rule 208(7) of the NSW *Road Rules 2014* state that:

‘If the road does not have a continuous dividing line or a dividing strip, the driver must position the vehicle so there is at least 3 metres of the road alongside the vehicle that is clear for other vehicles to pass, unless otherwise indicated by information on or with a parking control sign.’

Australian Standard AS890.5:1993 recommends a parallel car parking space width to be 2.1 metres, which is the width of a typical B99 vehicle plus 0.3 metres clearance to the side. With a car parked on one side of Pacific Lane, it leaves about 2.4 metres of the road alongside the vehicle that is clear for other vehicles to pass.

The minimum road width required to provide parking in Pacific Lane is 5.1 metres. The kerb-to-kerb road width of Pacific Lane is about 4.8 metres. This does not leave enough room to park and leave the 3 metre clearance for passing vehicles as required by NSW Road Rules.

4. Financial Information for Council’s Consideration

Council will meet the cost of sign installation from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.05/21.08

Subject: 335 Bronte Road, Bronte - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone outside the frontage of 335 Bronte Road, Bronte.
2. Notifies businesses in the vicinity of the construction zone prior to it being installed.
3. 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 335 Bronte Road, Bronte, for the installation of a construction zone along the frontage of the property (see Figure 1).

Council officers propose the installation of a 12 metre construction zone as shown in Figure 2.

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

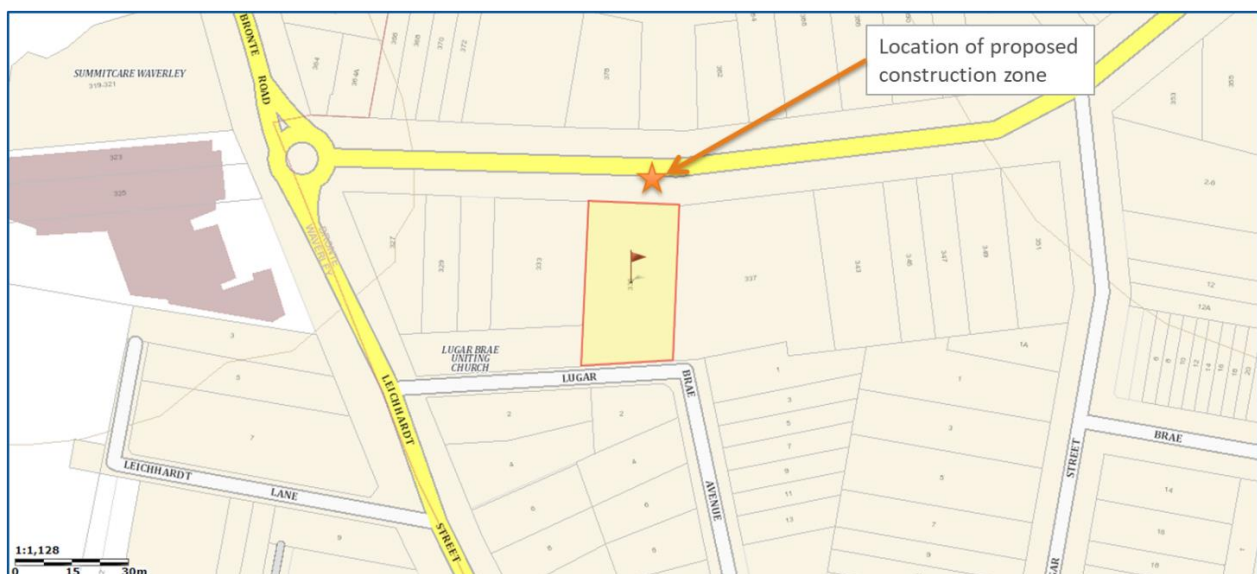


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday 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 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 24 metres on Bronte Road. There is no driveway to the property from Bronte Road. The applicant has requested a 12 metre construction zone along the frontage on Bronte Parade. Council officers propose to install 12 metre construction zone. The existing and recommended parking allocation is shown in Figures 3 and 4 below.

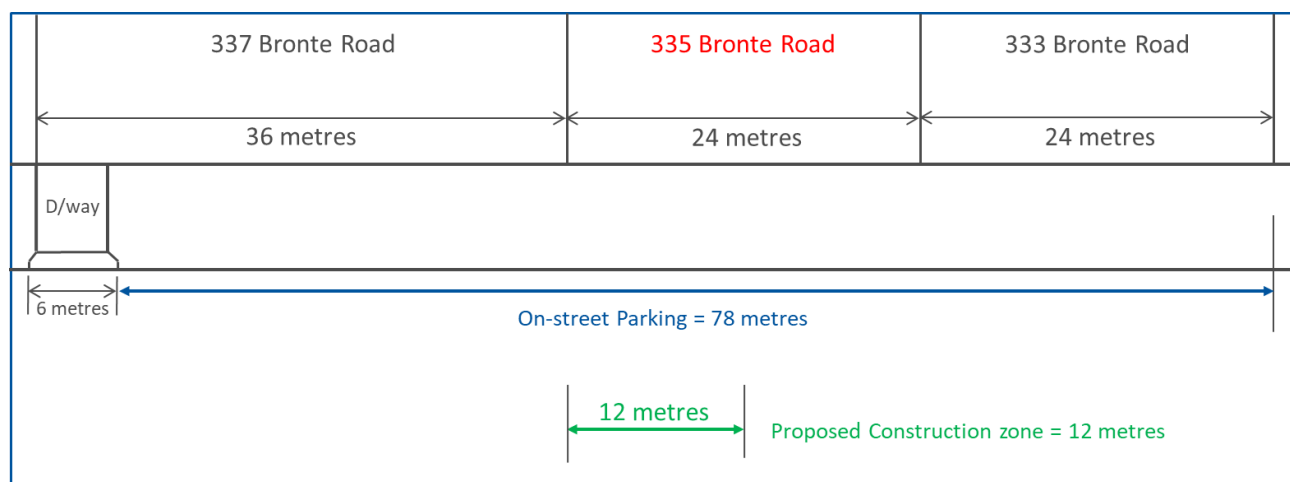


Figure 3. On-street parking for site and adjacent properties.

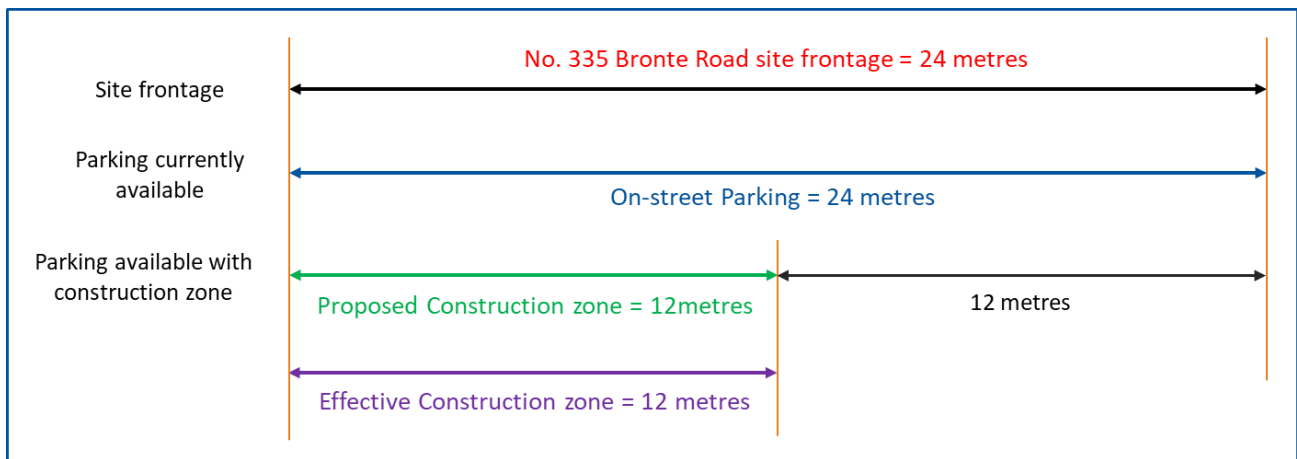


Figure 4. On-street parking for site frontage only.

Table 1. Application details.

Applicant	Jak Gannon
Development application	DA-435/2019
Works	Alterations and additions to a two-storey dwelling including demolition of recent addition to the rear and construction of a two storey addition, basement level, swimming pool and landscape works
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	24 metres
Road	Bronte Road
Existing parking	No parking restrictions
Length requested by applicant	12 metres
Length to be signposted	12 metres
Effective construction zone - Total length available for construction	12 metres
Duration	1 year (September 2021–September 2022)
Fee area	Fee (areas zoned low, medium or high density residential)

Signage

The proposed signage is shown below.

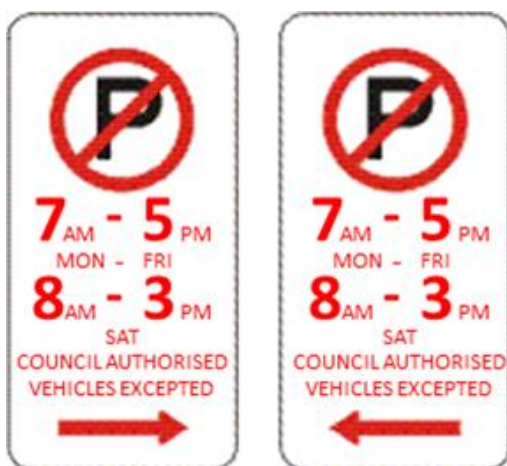


Figure 4. Proposed signage.

Residents in the vicinity of the construction zone will be notified prior to it being installed.

The map displays a section of Bronte Road with various land parcels. A large parcel in the center, bounded by a red line, is highlighted with a green cross-hatch pattern. This parcel is divided into several smaller sections, some of which are numbered. Other parcels along the road are shaded in light pink or white. The map includes street names: Bronte Road, Leichardt St, and Lugard St. Various parcel numbers are visible, such as 98, 100, 360, 362, 364, 364A, 366, 368, 370, 372, 374-375, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 353, 323, 325, 1, 3, 5, 327, 329, 331, 333, 335, 345, 347, 349, 351, 1a, 2, 4, 6, 8, and 1.

Figure 5. Notification area (hatched).

The cost to the applicant for the 12 metres made available for construction vehicles will be \$840 per week. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees.

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	12	\$70.00	\$840.00
- Angle parking	per week	0	\$139.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre			
- Angle parking	per week	0	\$97.00	\$0.00
			\$190.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week	0	\$387.00	\$0.00
Weekly Fee				\$840.00

Nil.

REPORT
TC/V.01/21.08

Subject: 8 Consett Avenue, Bondi Beach - Partial Road Closure for Structural Panel Lift

TRIM No: SF21/3285

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the temporary partial road and footpath closure of Consett Avenue, Bondi Beach, between Lamrock Avenue and Hall Street, over four consecutive weekdays on dates to be agreed with Council, in accordance with the Traffic Guidance Scheme attached to the report, subject to the applicant:
 - (a) Notifying NSW Police and obtaining relevant approvals.
 - (b) Notifying NSW Ambulance Service and NSW Fire and Rescue.
 - (c) Notifying affected residents and businesses at least five working days prior to the event, with a follow-up notification on the day prior to day one of the partial road closure.
 - (d) Obtaining written concurrence from owners of properties that the crane will operate over.
 - (e) Obtaining written concurrence from affected property owners/residents for blocking driveway access and ensuring access to those properties during the temporary closure.
 - (f) Using traffic controllers accredited by Transport for NSW.
 - (g) Obtaining approval of any tree pruning from Council's tree management team.
 - (h) Covering all costs associated with closing the road, including traffic control and permit fees.
2. Removes parking spaces from 4 pm the day before the first deliveries occur to facilitate the structural panel lift.
3. Relocates the existing accessible parking space in front of 6 Consett Avenue to the southern side of the driveway of 4 Consett Avenue for the duration of the works.
4. Delegates authority to the Executive Manager, Infrastructure Services, to approve the dates that the operation will occur and to extend the dates, if required.

1. Executive Summary

Council has received an application from FKR Construction requesting a temporary road footpath closure to accommodate delivery and installation of structural panels at 8 Consett Avenue, Bondi Beach, as shown in Figure 1. Parking restrictions on both sides of Consett Avenue will be modified to enable the work to proceed. The changes are:

- Parking (excluding 1 disability space) will be banned for a length of 36 metres along the western kerb-side angled parking lane on Consett Avenue (3 angled parking spaces and approved construction zone).
- The existing disability space on the northern side of the driveway to 4 Consett Avenue will be relocated to the southern side of the driveway.
- 36 metres of the footpath along the work area on the western side of Consett Avenue will be closed, with traffic controllers guiding pedestrians and others around the closure.
- Parking will be banned for a length of 50 metres along the eastern kerb-side parallel parking lane on Consett Avenue (5 parking spaces).

A minimum 3 metre wide travel lane will be provided partially within the parking lane on the eastern side of Consett Avenue for through traffic.

The partial road closure is proposed to occur between 7 am and 5 pm on four weekdays. The temporary road closure is to accommodate standing of a mobile crane and delivery trucks for installation of structural panels at 8 Consett Avenue.

Occupation of parking spaces to facilitate the structural panel lift is to commence from 4 pm the day before the first deliveries occur.

As noted above, the existing on street accessible parking space in front of 6 Consett Avenue is to be relocated to the southern side of the driveway to 4 Consett Avenue. Traffic controllers and staff are to ensure that access to this accessible space is retained and that there are no impacts on the loading and unloading of wheelchairs.

Traffic controllers accredited by Transport for NSW are to be assigned to manage the traffic flow in Consett Avenue and guide pedestrians to use the other footpath or walk across the road if required.

Vehicle access to the driveways of the impacted properties and pedestrian access to the properties are to be retained. Traffic controllers will be in place to guide pedestrians, construction vehicles and traffic.

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

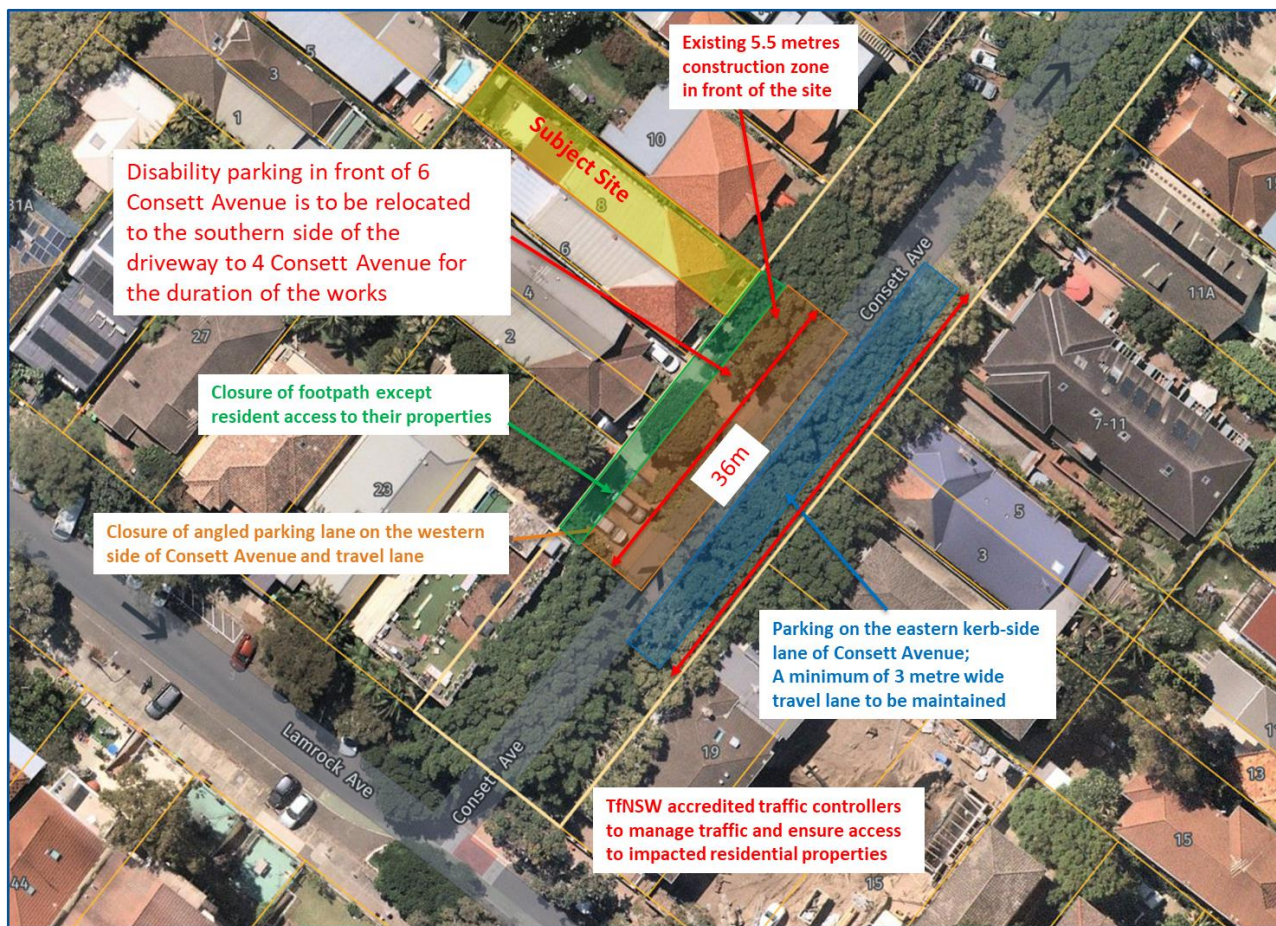


Figure 1. Aerial view of proposed partial road closure on Consett Avenue.

2. Introduction/Background

A development application (DA-384/2018/A) has been approved for alterations and additions to the existing semi-detached dwelling including first floor addition, ground floor extension and construction of a carport space. It will be constructed using pre-prepared structural timber panels that are delivered and installed to the existing building. A mobile crane will be used to lift the panels over to the site.

3. Technical Analysis

The site has a frontage of approximately 6.2 metres to Consett Avenue. Consett Avenue is a one-way road for northbound traffic only.

A Traffic Guidance Scheme for the proposed operations is attached to this report. The road closure will involve a mobile crane being set up in the western side of Consett Avenue along the frontage of 6 and 8 Consett Avenue, as shown in Figure 2. The existing disability parking space in front of 6 Consett Avenue is to be relocated to the south side of the driveway of 4 Consett Avenue over the four days of panel lifting. Traffic controllers and staff are to ensure access between the parking space and property of 6 Consett Avenue.

Due to the tree canopy in front of 2 and 4 Consett Avenue, it is proposed to locate the delivery truck parking panel lifting zone in front of the garages of 21 Lamrock Avenue, as shown in Figure 3. The structural panels will be lifted from the truck over tree canopy and properties to the building of 8 Consett Avenue. Access to the impacted garages and driveways will be retained under traffic control.



Figure 2. Crane standing location.

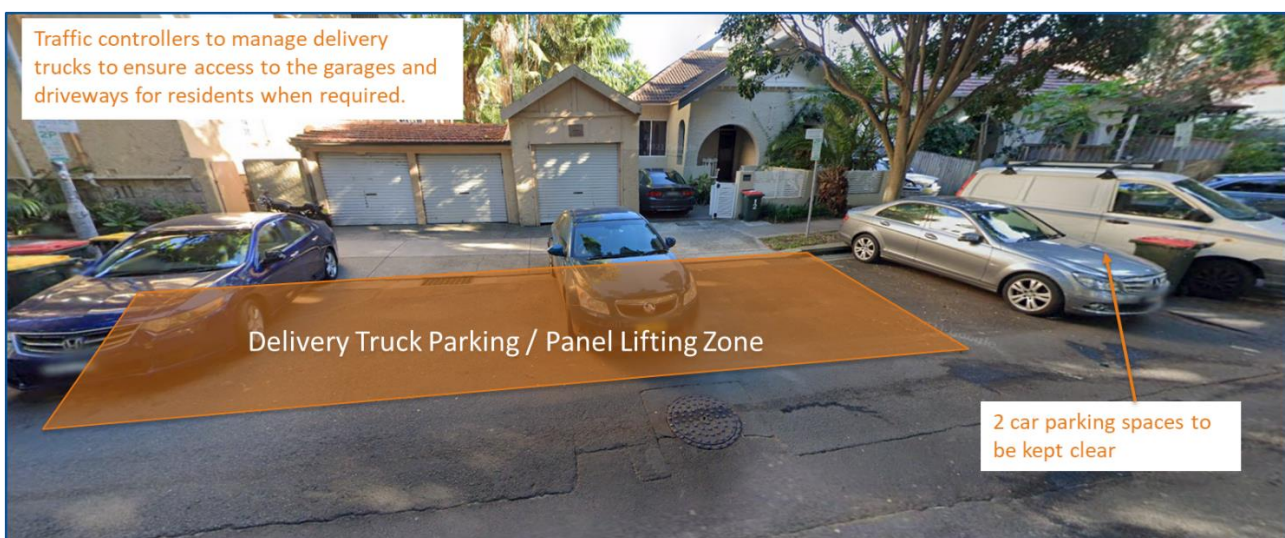


Figure 3. Delivery truck parking/panel lifting location.

Standing of the mobile crane and delivery truck will occupy 36 metres of the western kerb-side parking lane and 36 metres of the travel lane in Consett Avenue.

There is an existing 5.5 metres construction zone located in front of site. The occupation of the western kerb-side lane will require removal of 3 angled parking spaces.

The footpath along the work area in the west side of Consett Avenue will be closed to pedestrians. Traffic controllers will guide pedestrians across the road safely and ensure access of residents to the impacted properties.

50 metres of the parking lane (approximately 5 parallel car parking spaces) on the east side of Consett Avenue opposite to the work area will be kept clear for through traffic. A minimum of 3 metre roadway wide is to be maintained for the safety movement of traffic.

4. Financial Information for Council's Consideration

The applicant will be required to meet the cost of closing the road and standing plant in accordance with Council's fee and charges for 2021–2022. The estimated fee is shown in the table below.

Table 1. Fees.

Category	Unit	Number/ Dimensions	RATE (GST Exempt)	FEE (\$)
Application fee - Partial road closure (Non-Refundable)	per application	1	\$380.00	\$380.00
Application fee - Full road closure (Non-Refundable)	per application	-	\$760.00	
Traffic Management Plan Assessment Fee - Non-Complex (dealt with via telephone/email)	per application	-	\$154.00	
Traffic Management Plan Assessment Fee - Moderately Complex (site inspection and/or meetings required with applicant)	per application	-	\$460.00	
Traffic Management Plan Assessment Fee - Very Complex (report required to go to Waverley Traffic Committee)	per application	1	\$1,435.00	\$1,435.00
Occupation of any non-metered area	per linear m per day			
Parallel parking			\$15.00	\$0.00
Angle parking			\$30.00	\$0.00
Footpath / road lane / cycleway / verge / open space closure		36 metres footpath x 4 days	\$15.00	\$2,160.00
Occupation of metered parking spaces	per space per day	3 angled parking spaces on the western side x 4 days; 5 parallel parking spaces on the eastern side x 4 days; (Approved construction zone excluded)		
- 5.5 metres per unmarked parallel space			\$142.00	\$4,544.00
- 2.8 metres per unmarked angle parking space				
Late fee – for applications lodged less than 5 working days prior to the start of activity. Note, this fee only applies to late applications that are able to be processed in time for the proposed works. It does not this does not guarantee processing in time for the proposed works.	per application	-	\$312.00	\$0.00
Supervision Fee - 1 x supervisor	Per hour	2	\$160.00	\$320.00
			TOTAL PAYABLE	\$8,839.00

5. Attachments

1. Traffic Guidance Scheme [↓](#)

www.invarion.com

GENERAL NOTES

1. This drawing is not to scale
2. This drawing is to be read in conjunction with AS 1742.3 & TCAWS 2018
3. Non applicable existing signage shall be covered
4. All signage distance shall comply with AS 1742.3 & TCAWS 2018
5. In accordance with TCAWS 2018 traffic controllers are to assist pedestrians with movement through or around the worksite as required
6. Signage shall be placed on the side of the road adjacent to the traffic flow
7. Removal of the delineation, tapers & signs should be undertaken in the reverse order of erection progressing outwards from the work area

DIMENSION "D"


SPEED OF TRAFFIC KM/H	DIMENSION "D" M
45 OR LESS	15-40
46-55	15-60
56-65	45-70
GREATER THAN 65KM/H	EQUAL TO POSTED SPEED

TOLERANCES

POSITIONING OF SIGNS. MIN 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN. MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN. SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN. NO MINIMUM

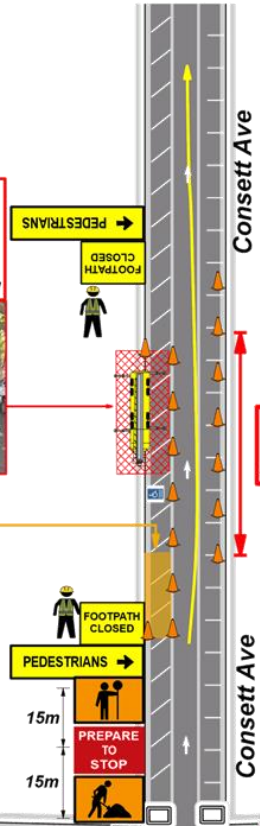
RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
> 105	N/A	110	180



Take out 16m of parking space
5.5m of workzone included
1 disabled spot and
2 parking included

Total of 8 parking spots utilized



CLT Panel lifting zone (orange)
limited by canopy of trees and crane range. Delivery trucks will be mobile for access to garages under traffic control

**Take out 50m of roadway
inclusive of only 5 parking spots**

Conditions:

1. Mobile crane is not to stand across footpath. Staff and traffic controllers are to ensure residents access to the impacted properties will be retained.
2. Existing accessible parking space is to be relocated to the south side of the driveway to 4 Consett Avenue temporarily, and ensure no impacts on loading and unloading of the wheel chair from the vehicle.

Comments: The Author has drawn this TCP based on the information provided by the client. Prior to implementation of TCP a Safe Work Method Statement must be prepared in consultation with the personnel carrying out the work. Person(s) implementing this TCP must hold current Implement Traffic Management Plans - RIWH3032D training. Modifications to this TCP must comply with the requirements of the RMS Traffic Control at Work Sites Manual version 5 and AS 1742.3 - 2009 Traffic Control for Works on Roads. This TCP has been prepared in accordance with AS 1742.3 - 2009 Traffic Control for Works on Roads and the RMS Traffic Control for Work Sites Manual Version 5 - 2018.

**For pedestrians safety the footpath surrounding the work site shall be closed signage and barriers shall be installed to clearly indicate alternative route. Pedestrians will be assisted by work crew to follow alternative route.*

← PEDESTRIAN TRAVEL PATH
WORK AREA
PLAN NOT DRAWN TO SCALE

Date: 11/08/2021 **Project:** Crane Lift **CLIENT:** FKR Construction **PLAN No:** CJS0110

ROAD/SUBURB: 8 Consett Ave, Bondi Junction

CROSS STREET: Lamrock Ave

ROAD SPEED: 50km

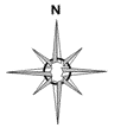
ROAD TYPE: 1 Lane 1 Way

OPERATION: Dayworks

AUTHORITY: Waverley Council

The Traffic Controllers Pty Ltd accepts no liability for the implementation or execution of this TCP unless implemented by authorised The Traffic Controllers Pty Ltd personnel. This TCP maintains the property of The Traffic Controllers Pty Ltd and is not transferable unless express permission is granted by management of The Traffic Controllers Pty Ltd.

Prepared & Signed by
Merna Shaddad
Cert No: TCT0049576



**PEDESTRIANS
WATCH YOUR
STEP**

PEDESTRIANS →

**PEDESTRIANS
WATCH YOUR
STEP**

← PEDESTRIANS

PEDESTRIANS SIGNS
TO BE INSTALLED
IF NEEDED

THE TRAFFIC CONTROLLERS

P: 8292-0133
F: 1300 558 241
M: 0419 322 710
email: merna@ttcns.com.au

REPORT

TC/V.02/21.08



Subject: Eastern Avenue, Dover Heights - 'No Stopping' Sign - Removal

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council removes the 'No Stopping (L)' sign on the southern side of Eastern Avenue, Dover Heights, fronting 7 Eastern Avenue.

1. Executive Summary

Council officers have received a request from a resident to review parking controls on the southern side of Eastern Avenue in between Military Road and Bulga Lane, Dover Heights (see Figure 1).

No Stopping signs on this section of street are shown in Figure 2.

There is a 'No Stopping (L)' sign in front of 7 Eastern Avenue, but no 'No Stopping (R)' sign further down the street. There is no need for the existing sign and therefore it is proposed that it be removed.

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



Figure 1. Site location.



Figure 2. Existing and proposed parking conditions.

2. Introduction/Background

The reason for the 'No Stopping (L)' is unknown. It was installed in September 2007. It may have been installed to enforce parking restrictions across driveways. It is not required.

3. Technical Analysis

All properties on the southern side of Eastern Avenue have off-street parking facilities. The distances between some driveways are not long enough to accommodate parked cars. Statutory 'No Parking' restrictions across driveways are an appropriate measure to manage parking. 'No Stopping' restrictions are an excessive measure.

Rule 198 (2)(a) of the NSW *Road Rules 2014* states that:

- (2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless—
 - (a) the driver—
 - (i) is dropping off, or picking up, passengers, and
 - (ii) does not leave the vehicle unattended, and
 - (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping.

Installation of 'No Stopping' restrictions would remove the ability of residents and visitors to undertake these activities across driveways. Council does not infringe people who park for longer than 2 minutes if the parked vehicle is associated with the property accessed by the driveway.

4. Financial Information for Council's Consideration

Council will meet the cost of removing the sign from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.03/21.08

Subject: 67-69 and 71 Penkivil Street, Bondi - 'P Motor Bikes Only' Parking Zone

TRIM No: A21/0065

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 'P Motor Bikes Only' parking zone between the driveways of 67–69 and 71 Penkivil Street, Bondi.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the 'P Motor Bikes Only' parking zone, as necessary.

1. Executive Summary

Council has received a request from the owners corporation of 67–69 Penkivil Street to install a 'P Motor Bikes Only' parking zone between the driveways of 67–69 and 71 Penkivil Street, Bondi (see Figure 1). Currently, there are no parking restrictions at this location.

The request arises because of cars being parked between the two driveways overhanging into the driveways. The motor bike parking restrictions will stop this from occurring.

The distance between the two driveways is 2.8 metres. This is less than the 4.2 metres that has been adopted as the maximum distance between driveway splays before motor bike parking is considered. This distance is too short to accommodate most cars.

The proposed motor bike parking zone is shown in Figure 2.

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

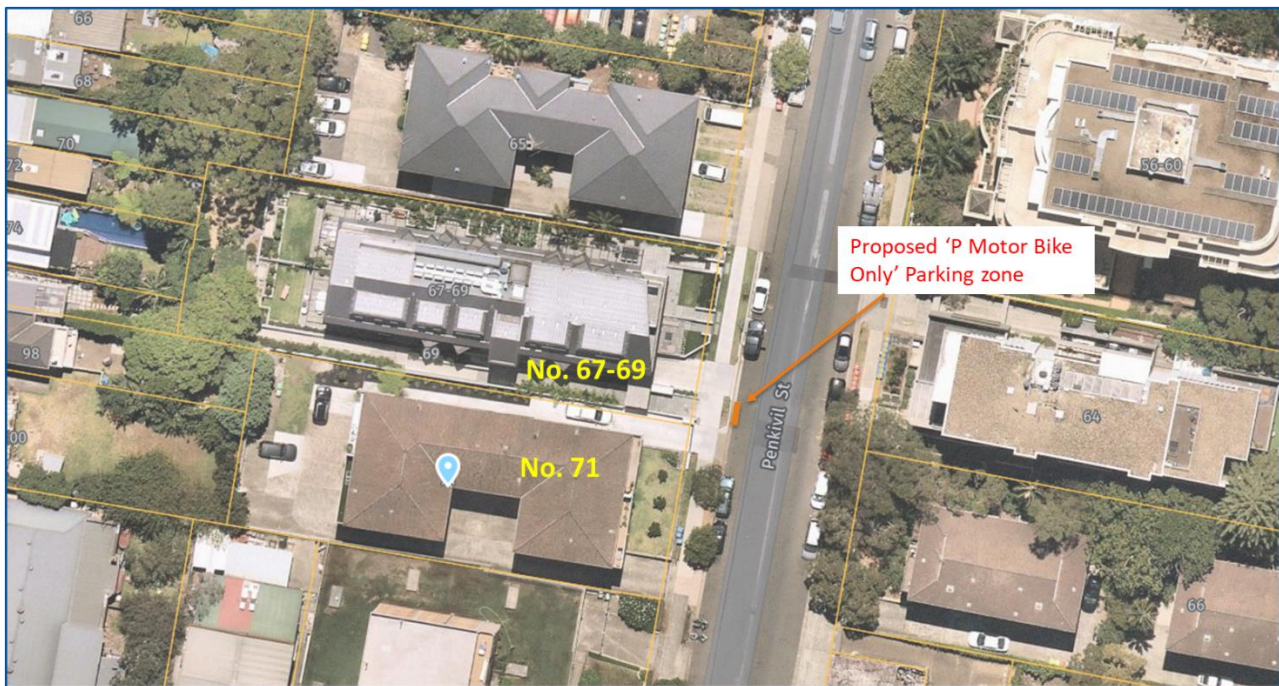


Figure 1. Site location.

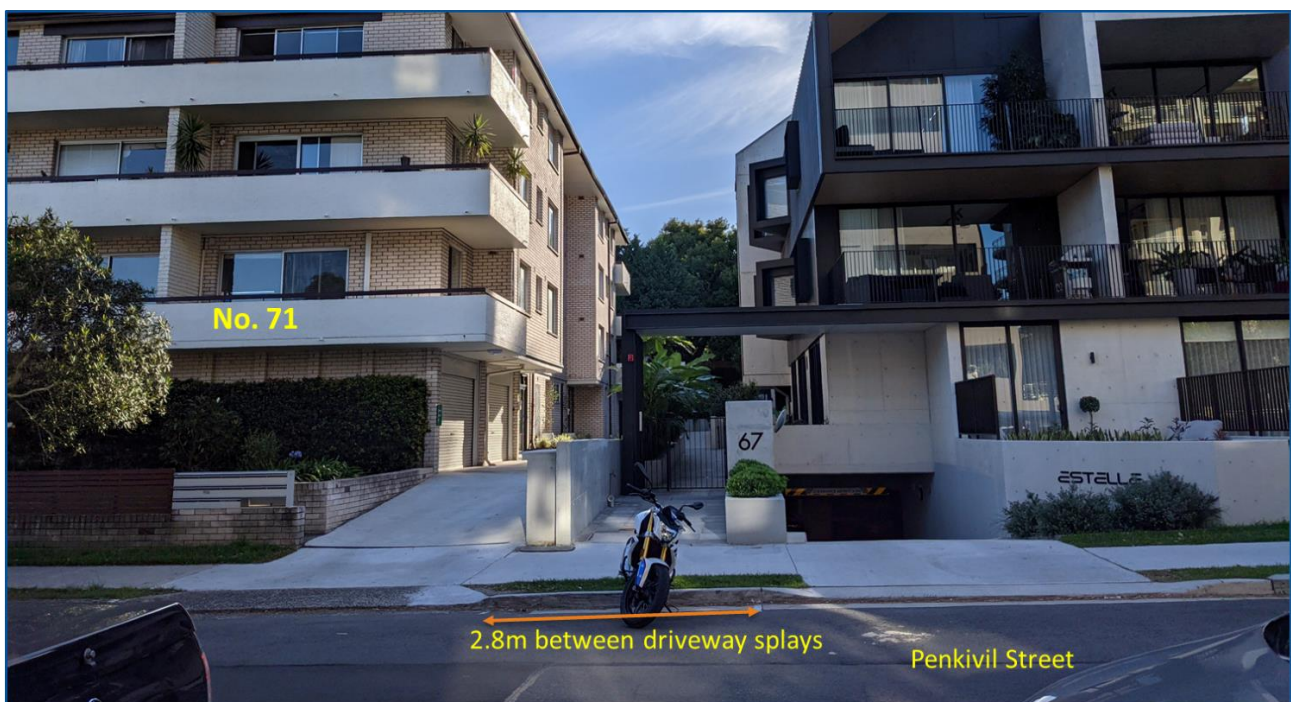


Figure 2. Proposed motor bike only parking zone.

2. Introduction/Background

Penkivil Street has a high parking demand that is frequently used by residents and visitors for parking. A standard car parked between the driveways of 67–69 and 71 Penkivil Street would potentially overhang over either one or both driveways and impact the access of the driveways.

The distance between the driveways is 2.8 metres. This is insufficient to fit a small car either. Motor bikes only parking is recommended.

3. Technical Analysis

Austroroads guidelines and Council resolutions support the use of motor bike parking spaces in circumstances such as the space between 67–69 and 71 Penkivil Street.

Austroroads' Guide to Traffic Management – Part 11: Parking (section 7.8.3) states that motor bike parking provision can be achieved by using under-sized parking spaces. The Traffic Committee and Council have supported this principle and have previously been in favour of installing 'P Motor Bikes Only' zones in short sections of kerb where other vehicles would obstruct vehicular access.

Warrants

Criteria for consideration when assessing the justification for installing a 'P Motor Bike Only' zone are presented below.

1. Distance check – 4.2 metres has been adopted as the maximum distance between driveway spaces for motorbike parking to be considered. The distance between the two driveways is approximately 2.8 metres. The distance check is satisfied.
2. Motor bike parking demand check – A site visit was conducted on 13 April 2021. More than 90% of the kerb-side parking on Penkivil Street was occupied. The high demands will result in cars being parked between the driveways of 67–69 and 71 Penkivil Street from time to time. A motor bike was parked at the space when a site visit was conducted. These conditions warrant consideration of installing motor bike parking.
3. Resident views check – 70 residents at 64, 66, 67–69 and 71 Penkivil Street near the site were surveyed by letterbox drop. One response was received from a resident at 71 Penkivil Street. It was in favour of the proposal. The proposed motor bike parking zone is requested and supported by the owners corporation of 67–69 Penkivil Street.

The proposed motor bike only parking zone will have no impact on on-street parking for cars. A motor bike parking zone as shown in Figure 2 is recommended.

4. Financial Information for Council's Consideration

Council will fund the cost of installing the signs or line marking from existing budgets if the 'P Motor Bikes Only' zone is approved.

5. Attachments

Nil.

REPORT
TC/V.04/21.08

Subject: 20-24 Hall Street, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 18 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in Jacques Avenue along the side boundary of 20–24 Hall Street, Bondi Beach.
2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
3. 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 20–24 Hall Street, Bondi Beach, for the installation of a construction zone along the Jacques Avenue frontage of the property (see Figure 1).

Council officers propose the installation of an 18 metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday 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 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 34 metres on Jacques Avenue. There is a 6 metre wide driveway to the property from Jacques Avenue. The applicant has requested an 18 metre construction zone along the frontage on Jacques Avenue. Council officers propose to install an 18 metre construction zone (including the driveway).

The existing and recommended parking allocation is shown in Figures 3 and 4 below.

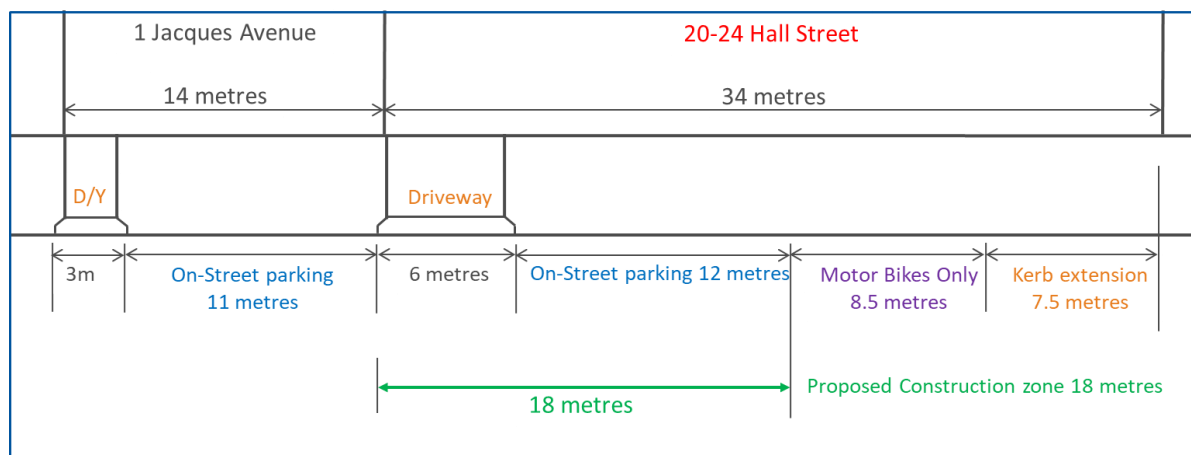


Figure 3. On-street parking for site and adjacent properties.

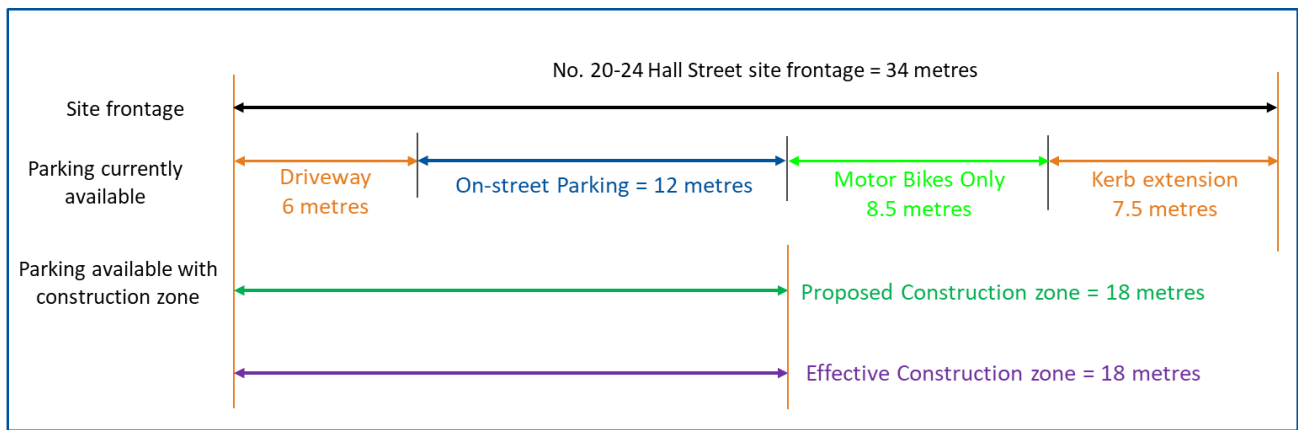


Figure 4. On-street parking for site frontage only.

Table 1. Application details.

Applicant	Daniel Lando
Development application	DA-475/2017/A
Works	Modification to floor to ceiling height to ground floor, internal modifications on all levels, conversion of balconies to winter gardens and various other alterations.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	34 metres
Road	Jacques Avenue
Existing parking	2P Meter Registration 8 am–10 pm, Permit Holders Excepted Area 8
Length requested by applicant	18 metres
Length to be signposted	18 metres
Effective construction zone - Total length available for construction	18 metres
Duration	50 weeks (31 August 2021–15 August 2022)
Fee area	Fee (areas zoned neighbourhood centre, commercial core or mixed use)

Signage

The proposed signage is shown below.

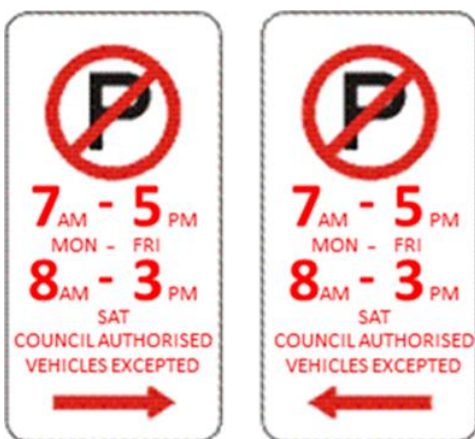


Figure 4. Proposed signage.

Notification

Businesses and residents in the vicinity of the construction zone will be notified prior to it being installed.

Figure 5 shows the properties to be notified about the Jacques Avenue construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 18 metres made available for construction vehicles will be \$2,520 per week. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees.

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	0	\$70.00	\$0.00
- Angle parking	per week	0	\$139.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	18	\$97.00	\$1,746.00
- Angle parking	per week		\$190.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space	2	\$387.00	\$774.00
Weekly Fee				\$2,520.00

5. Attachments

Nil .

REPORT
TC/V.05/21.08

Subject: 102-106 Campbell Parade, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone south of the 15 minute parking zone outside the frontage of 102–106 Campbell Parade, Bondi Beach.
2. Notifies businesses in the vicinity of the construction zone prior to it being installed.
3. 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 102–106 Campbell Parade, Bondi Beach, for the installation of a construction zone along the frontage of the property (see Figure 1).

Council officers propose the installation of a 12 metre construction zone as shown in Figure 2.

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

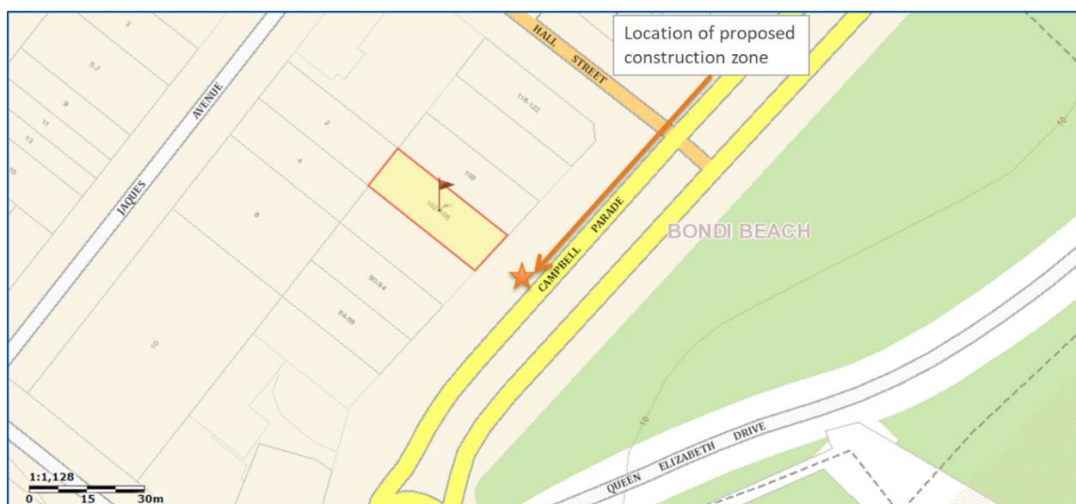


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday 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 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 13 metres on Campbell Parade. There is no driveway to the property from Campbell Parade. The applicant has requested a 12 metre construction zone along the frontage on Campbell Parade. Council officers propose to install 12 metre construction zone. The existing and recommended parking allocation is shown in Figures 3 and 4 below.

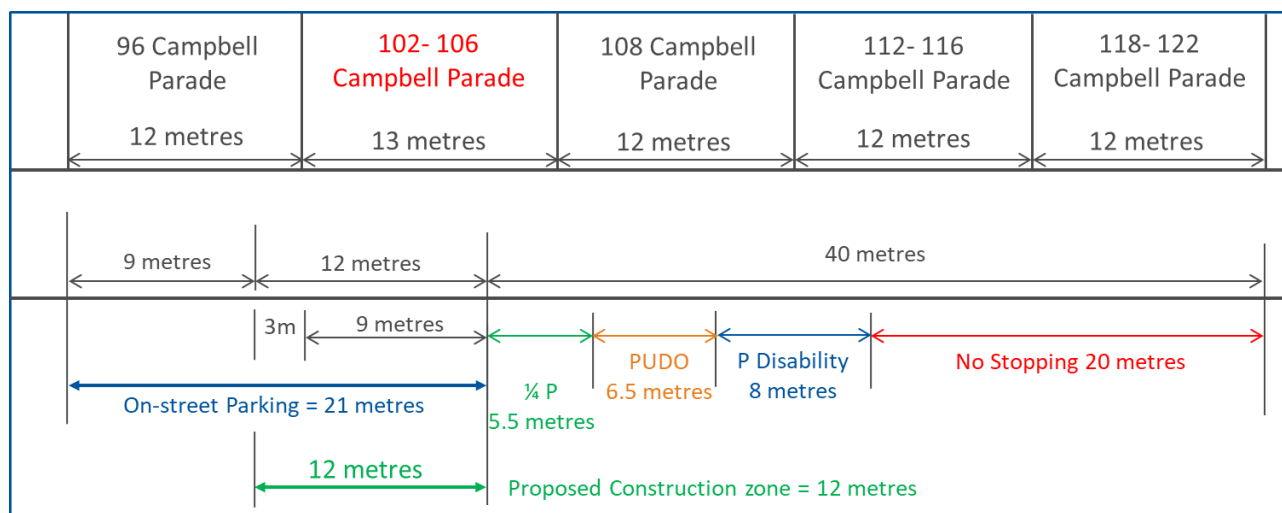


Figure 3. On-street parking for site and adjacent properties.

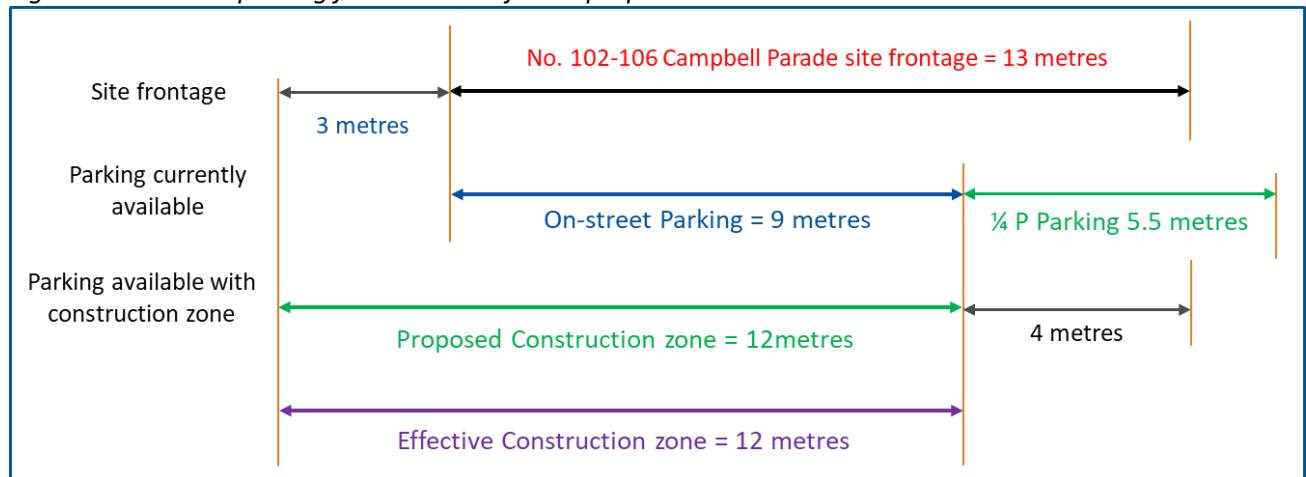


Figure 4. On-street parking for site frontage only.

Table 1. Application details.

Applicant	Calida Projects
Development application	DA-289/2020
Works	Change of use of ground floor premises to a craft brewery, restaurant and licensed bar including fit-out and alterations to ground floor façade
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	13 metres
Road	Campbell Parade
Existing parking	½P Meter Registration 8 am –7 pm, 2P 7 pm – 9 pm
Length requested by applicant	12 metres
Length to be signposted	12 metres
Effective construction zone - Total length available for construction	12 metres
Duration	16 weeks (2 August 2021–26 November 2021)
Fee area	Fee (areas zoned neighbourhood centre, commercial core or mixed use)

Signage

The proposed signage is shown below.

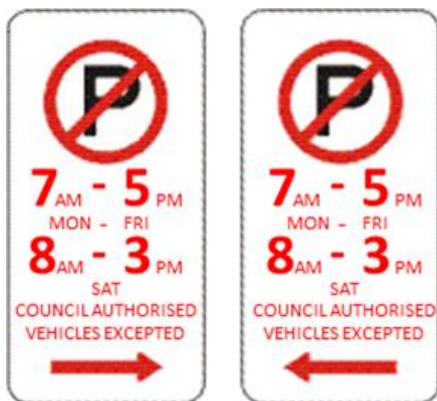


Figure 4. Proposed signage.

Notification

Businesses in the vicinity of the construction zone will be notified prior to it being installed. This forewarns business operators/owners of the change in parking restrictions and the reason for it.

Figure 5 shows the properties to be notified about the Campbell Parade construction zone.

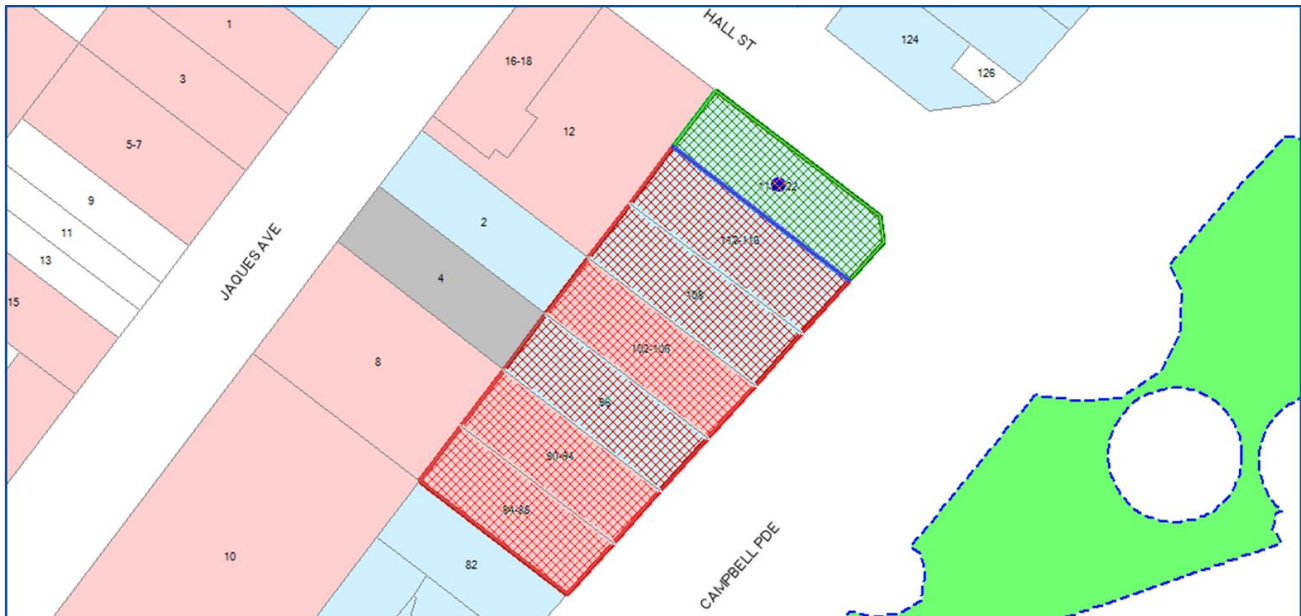


Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 12 metres made available for construction vehicles will be \$1,938 per week. The estimated weekly fees for 1 July 2021 to 30 December 2021 are shown in Table 1.

Table 1. Calculation of estimated fees.

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	0	\$70.00	\$0.00
- Angle parking	per week	0	\$139.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	12	\$97.00	\$1,164.00
- Angle parking	per week		\$190.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week	2	\$387.00	\$774.00
Weekly Fee				\$1,938.00

5. Attachments

Nil.