



W A V E R L E Y
COUNCIL

W A V E R L E Y T R A F F I C C O M M I T T E E M E E T I N G

A D D I T I O N A L B U S I N E S S

10.00 AM, THURSDAY 23 SEPTEMBER 2021

Waverley Council
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ADDITIONAL BUSINESS

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.07/21.09 **Glenayr Avenue, Bondi Beach - Resheeting and Streetscape Upgrade
(A20/0069) 3**

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs and upgrades traffic devices, signs and line marking in Glenayr Avenue, between Blair Street and O'Brien Street, Bondi Beach, in accordance with the drawings attached to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances, including feedback from community consultation, warrant changes.

REPORT
TC/V.07/21.09

Subject: Glenayr Avenue, Bondi Beach - Resheeting and Streetscape Upgrade

TRIM No: A20/0069

Author: Malik Almuhanha, Senior Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

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1. Executive Summary

Council will be conducting streetscape upgrade works at Glenayr Avenue between Blair Street and O'Brien Street, Bondi Beach. This presents an opportunity to install new facilities and upgrade existing traffic facilities. The affected section of Glenayr Avenue is shown in Figure 1.

This report seeks Council's approval for the traffic and road safety components of the project. A separate report was presented to the Operations and Community Services Committee meeting on 14 September 2021 seeking public exhibition of the project. This public exhibition and community consultation is currently underway.

The scheme results in the loss of one car parking space on the eastern side of Glenayr Avenue south of the pedestrian crossing at Roscoe Street. This is due to the 'No Stopping' restriction downstream from the pedestrian crossing being extended from the current 7.5 metres to the statutory requirement of 10 metres. It is not a result of the streetscape upgrade.

A 3.25 metre motor bike zone (2 to 3 new motor bike spaces) has been included in the scheme on the western side of Glenayr Avenue south of Glenayr Lane.

The pick-up/drop-off (PUDO) zone on the eastern side of Glenayr Avenue south of Glasgow Avenue has been lengthened from 5.4 to 7 metres. This improves accessibility for mail vans using the zone to service the Australia Post mailbox at this location.

Modifications to parts of the design considered in this report may arise as a result of the community consultation. It is proposed that the authorisation of modifications, if they arise, be delegated to Executive Manager, Infrastructure Services.

The project includes installation and upgrades to new and existing continuous footpath treatments, as well as kerb extensions at various locations along Glenayr Avenue. Line marking and signage will also be modified where necessary as part of the streetscape upgrade.

The Local Roads Community Infrastructure Fund, as part of the Federal Government Stimulus Package, is contributing to the project. The grant conditions require the construction of the project to be completed by 31 December 2021.

It is recommended that Council endorses the works set out in the attachment to this report.

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

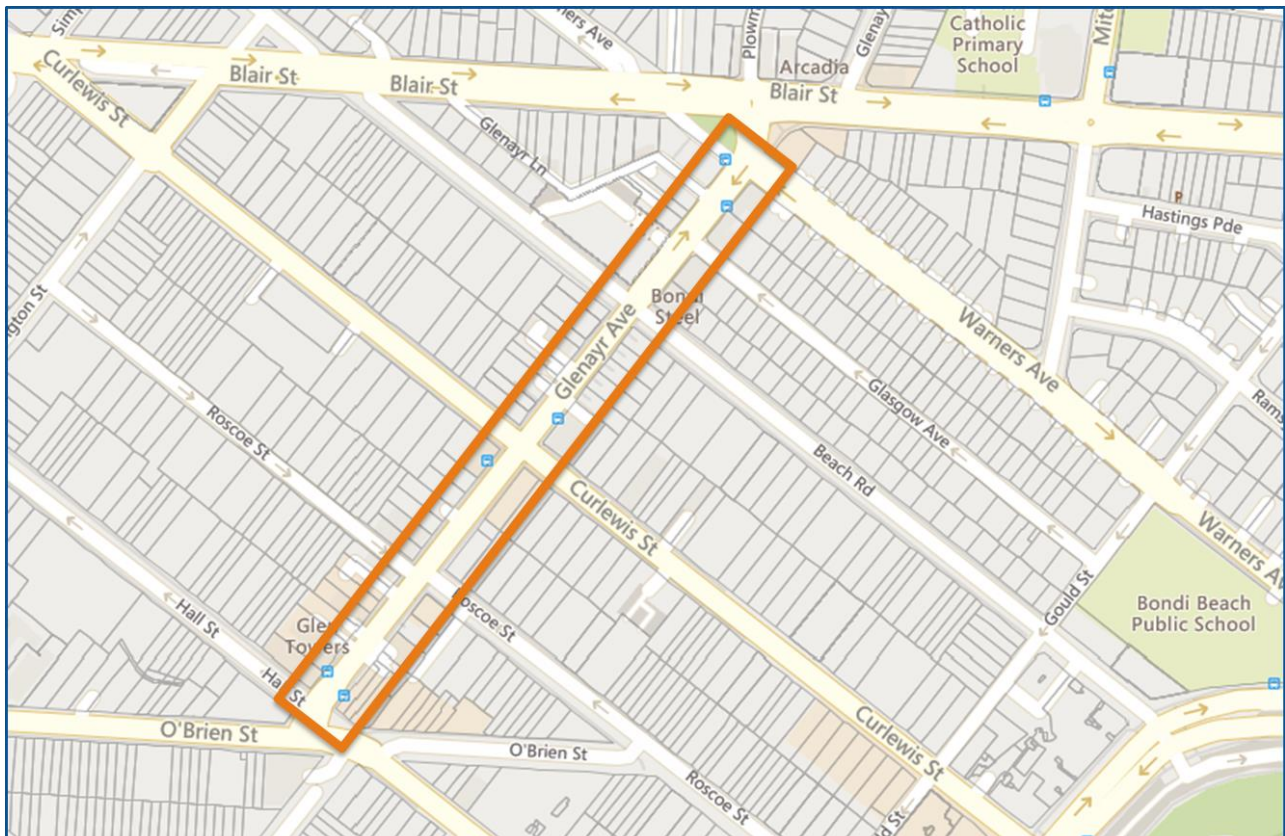


Figure 1. Glenayr Avenue streetscape works area.

2. Introduction/Background

Glenayr Avenue is a key eastern village centre within the Waverley local government area, located approximately 500 m from Bondi Beach. The street has a mixture of medium residential and commercial buildings that supports the daily needs of local residents, as well as providing amenities to people visiting the area. Glenayr Avenue serves as a local commercial strip, as well as a major transport route accommodating buses and cyclist in addition to general traffic.

The Glenayr Avenue Streetscape Upgrade project proposes changes to the road that will have implications to traffic in the area. The traffic components of the streetscape upgrades are presented to the Traffic Committee for endorsement before seeking Council's approval.

At the Operations and Community Services Committee meeting on 14 September 2021, Council resolved as follows:

That Council:

1. Publicly exhibits the Glenayr Avenue Streetscape Upgrade Concept Design attached to the report (Attachment 3) for 24 days.
2. Notes that the community consultation report will be circulated to Councillors following the exhibition period and the concept design, including any proposed updates resulting from the community consultation, will be presented at the Councillor workshop in October.
3. Notes that traffic-related changes will be presented to the Waverley Traffic Committee for review, with subsequent consideration by Council.
4. Notes that the Local Roads Community Infrastructure Fund, as part of the Federal Government Stimulus Package, is contributing to the project and may require officers to submit a 'program variation request' to the Federal Department of Infrastructure, Transport, Regional Development and Communications seeking to vary the construction deadline to 30 June 2022.

At the Strategic Planning and Development Committee meeting on 3 November 2020, Council resolved as follows:

That Council:

1. Adopts the Our Liveable Places Centres Strategy attached to the report (Attachment 1) subject to the following amendments:
 - (a) Page 5 – Amend 'Changes to the LEP and DCP' text box to replace the text 'This document does not propose any increase in height or FSR controls across the LGA' with the following text: 'This document does not recommend any increase in height or FSR controls to the current LEP.'
 - (b) Page 52 – Update the map under section 2.6.3 to remove the incorrect '1' notations.
 - (c) Page 53 – Delete recommendation 3, 'Bike Lanes', as the location and configuration of the north-south bike lane is being addressed by the separate study 'Bondi Junction to Randwick Cycle Route Options' reported to Council on 21 July 2020.
 - (d) Page 132 – Change wording of recommendation 6 under 14.6.3 to replace 'Align' with 'Investigate'.
 - (e) Pages 53, 61, 89, 101, 111, 133, 145, 151, 157 – Sustainability and Environment – Decentralised Power – Amend 'Incentivise the uptake of rooftop solar' to 'Investigate incentivising...'
 - (f) Page 144 – Public Realm – 5. Gould Street – Add new sentence at the beginning: 'To increase the sense of safety and amenity investigate a shared zone between Roscoe Mall and Curlewis Street, improve pedestrian accessibility...'
 - (g) Page 163 – Transport and Accessibility – Add new clause: '2. Rearrange Parking – Investigate angled parking in Wairoa Avenue to increase parking provision within the centre.'
 - (h) Page 14 – Table 1 – Capitalise 'aboriginal'.
 - (i) Page 18 – Fourth paragraph, first sentence – Change 'The history, of course, begins with indigenous people of Sydney's east coast' to 'Prior to 1770, the history, of course, begins with the custodianship of Sydney's east coast.'

- (j) Page 18 – Fourth paragraph, second sentence – Change ‘Aboriginal people lived....’ to ‘Aboriginal people have lived...’
 - (k) Page 18 – Fourth paragraph, after the second sentence, add: ‘They extensively manufactured from Bondi’s volcanic extrusions the industrialised famous “Bondi Points”, a particular design of stone blade found as far away as Western Australia.’
 - (l) Page 18 – Fourth paragraph, current third sentence – Change ‘on which may of’ to ‘on which many of’.
 - (m) Page 18 – Fourth paragraph, last sentence – Change ‘representing an indigenous heritage that is now globally recognised’ to ‘representing a First Nations heritage that is now maintained by current descendants and globally recognised as the world’s oldest living culture.’
2. Prepares an Engagement Summary Report to be placed on the Have Your Say page for the project.
3. Notes the Strategy recommendation for additional investigation in the following areas:
- (a) An appropriate planning mechanism to support the retention of essential urban services throughout the local government area, including automobile services (mechanics, petrol stations, etc) as well as some larger format retailers (storage, hardware, etc).
 - (b) A maximum floor space for supermarkets across all centres to ensure such a development would be compatible with the role and function of the centre and its place in the retail hierarchy.
 - (c) The appropriate quantum of car parking for the success of centres.
 - (d) A mechanism to encourage diversity of goods and service offerings in centres identified as Resilience Network Centres (RNC).
 - (e) A scheme for historic façade upgrades in centres such as Bondi Road and Charing Cross.
 - (f) Prepare a design manual for shopfronts, materials and signage in identified centres to be included in the Waverley Development Control Plan.

3. Technical Analysis

Community consultation

The project is currently undertaking further community engagement tools, including:

- Engaging with Bondi and Bondi Beach Precincts.
- Discussions with Councillors, businesses, and internal and external stakeholders.
- Door knocking residences and business drop-ins.
- Have Your Say page.

The community consultation period will end on 10 October 2021. The design package aligns with community feedback received to date. Modifications will be made to the design if the community feedback warrants it. This could include deferral of some components.

Traffic components of the upgrade

Improvements to conditions on Glenayr Avenue are desirable. Current deficiencies include:

- Non-compliant kerb ramps.
- Wide crossing distances for pedestrians.
- Limited sight lines at pedestrian crossings and intersections.
- Poor lighting.
- Poor line marking condition.

Parking and signage changes

Parking restrictions will generally remain the same, with minor changes in the vicinity of kerb extensions and the pedestrian crossing south of Roscoe Street.

There will be no net loss of available car parking spaces. 3.5 metres of motor bike parking is proposed just north of the driveway to the Beach Road Hotel.

Continuous footpath and kerb extension treatments

Benefits arising from continuous footpath and kerb extension treatments include:

- Improved pedestrian crossing points along Glenayr Avenue due to reduced road crossing width.
- Self-enforcement of 40 km/h speed limit by providing an environment that promotes heightened awareness from motorists.
- Removal/upgrade of non-compliant kerb ramps.
- Improved sight distances.

The locations of proposed continuous footpath/kerb extension treatments are:

- Continuous footpath treatment at Roscoe Street intersection with Glenayr Avenue.
- Continuous footpath treatment at Beach Road intersection with Glenayr Avenue.
- Continuous footpath treatment at Glenayr Lane intersection with Glenayr Avenue.
- Continuous footpath treatment at Glasgow Avenue intersection with Glenayr Avenue.
- Kerb extensions at the crossing outside 161 Glenayr Avenue.
- Kerb extension outside 132 Glenayr Avenue.
- Kerb extension outside 131 Glenayr Avenue.
- Kerb extension outside 91 Glenayr Avenue.

Figure 2 shows an example of a continuous footpath treatment at the intersection of Glasgow Avenue and Glenayr Avenue.



Figure 2. Proposal – Continuous footpath at the intersection of Glasgow Avenue and Glenayr Avenue.

Swept path analysis

Swept path diagrams are included in Attachment 1. They show swept paths for typical cars (a B85 vehicle) and for 8.8 metre trucks waste vehicles. Council's waste vehicles are 10 metre long including the skip at the rear. The swept paths are similar an 8.8 metre truck.

The right-turn from Glasgow Avenue into Glenayr Avenue cannot accommodate an 8.8 metre truck or waste vehicle unless the truck runs over the concrete central median. This currently occurs. No changes are proposed to allow for this movement.

Bike route

The project proposes to improve the cycling route along Glenayr Avenue. The current bike route arrangement includes a shoulder bike lane on each side that is undersized. This arrangement does not encourage use by cyclists and also creates unnecessary conflict zones between vehicles and bikes.

The proposed line marking for the bike route includes:

- Northbound:
 - Mixed bike and vehicle travel lane between Warners Avenue and Hall Street.
 - Additional bike pavement markings (bicycle logos).
 - Additional bike wayfinding markings at the intersection of Warners Avenue.
- Southbound:
 - Dedicated 1.2 metre wide bike path with a 0.4 metre separation between the bike lane and the parking lane on the north eastern side (uphill) between Beach Road and Hall Street.
 - Additional bike pavement markings.

Buses

Glenayr Avenue services the 379 bus route between North Bondi and Bronte through Bondi Junction. This proposal acknowledges and has incorporated the service needs within the design key elements:

- Maintain at least a 3.2 metre wide travel lane throughout.
- Provision of delineation at possible conflict zones with the bike route treatment; i.e. separation lines and pavement markings.
- Provision of 'buses excepted' pavement markings/signage at the dedicated left turning lane at the Curlewis Street intersection.

4. Financial Information for Council's Consideration

The streetscape upgrade works will be funded from existing Council budgets.

5. Attachments

1. Glenayr Avenue Streetscape Upgrade drawings [↓](#)

