



## **WAVERLEY TRAFFIC COMMITTEE MEETING**

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

**10.00 AM, THURSDAY 28 APRIL 2022**

Waverley Council  
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## AGENDA

### Apologies

### Declarations of Interests

### Adoption of Previous Minutes by Council - 24 March 2022 ..... 7

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 24 March 2022 were adopted by Council at its meeting on 12 April 2022.

### 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.01/22.04      Birrell Street, Waverley - Cycleway (A18/0579) ..... 18

#### COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Approves the cycleway design for Birrell Street, Waverley, attached to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.
3. Delegates authority to the Executive Manager, Infrastructure Services, in consultation with Transport for NSW to modify the design to locate the parking lane against the kerb and the bicycle path between the parking and travel lanes.

#### TC/C.02/22.04      Bronte Road, Waverley - Pick-Up/Drop-Off (PUDO) Bay (A20/0336) ..... 26

#### COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 5.7 metre pick-up/drop-off (PUDO) bay, 6 pm–3 am, on the eastern side of Bronte Road outside 244–246 Bronte Road, Waverley.

2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of the PUDO bay, as necessary.

**TC/C.03/22.04            22 Cross Street, Bronte - Construction Zone (A03/2514-04) ..... 30**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9.7 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 22 Cross Street, Bronte.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

**TC/V            STATE ELECTORATE OF VAUCLUSE**

**TC/V.01/22.04            Murriverie Road, North Bondi - Bus Zone Modification and 'P Disability Only' Parking Zone (A20/0534)..... 35**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Reduces the length of the bus zone outside 38, 40 and 42 Murriverie Road, North Bondi, from 30 metres to 20 metres.
2. Installs a 5.4 metre 'P Disability Only' parking zone in front of 42 and 44 Murriverie Road, North Bondi, and removes the 'P Disability Only' parking zone in front of 53 Murriverie Road.

**TC/V.02/22.04            Chaleyer Street and Hardy Street Intersection, Rose Bay/Dover Heights - 'No Stopping' Zones (A14/0145) ..... 39**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9.2 metre 'No Stopping' zone on the northern side of Chaleyer Street, west of Hardy Street, Rose Bay/Dover Heights.
2. Installs a 9.2 metre 'No Stopping' zone on the southern side of Chaleyer Street, west of Hardy Street, Rose Bay/Dover Heights.
3. Installs a 10 metre 'No Stopping' zone on the western side of Hardy Street, north of Chaleyer Street,

Rose Bay/Dover Heights.

<b>TC/V.03/22.04</b>	<b>4 Bonus Street, North Bondi - 'P Disability Only' Parking Zone - Removal (A20/0534) .....</b>	<b>45</b>
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**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the 6 metre 'P Disability Only' parking zone outside 4 Bonus Street, North Bondi.

<b>TC/V.04/22.04</b>	<b>10 and 12 Wairoa Avenue, North Bondi - 'P Motor Bikes Only' Parking Zone (SF22/1343) .....</b>	<b>47</b>
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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' parking zone in the kerbside lane between the driveways of 10 and 12 Wairoa Avenue, North 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.

<b>TC/V.05/22.04</b>	<b>11 and 13 Napier Street, Dover Heights - 'P Motor Bikes Only' Parking Zone (A21/0065) .....</b>	<b>51</b>
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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' parking zone in the kerbside lane between the driveways of 11 and 13 Napier Street, Dover Heights, set back 900 mm from the driveways.
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.

<b>TC/V.06/22.04</b>	<b>79-103 Wellington Street, Bondi Beach - Construction Zone (A03/2514-04) .....</b>	<b>55</b>
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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 20 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 95–103 Wellington Street, Bondi Beach.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

<b>TC/V.07/22.04</b>	<b>23 Curlewis Street, Bondi Beach - Construction Zone in Wellington Street (A03/2514-04)</b> .....	<b>60</b>
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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 6 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone south of 23 Curlewis Street in Wellington Street, Bondi Beach.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

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

Nil.

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

**TC/TEAV.01/22.04    140 Clyde Street, North Bondi - Angle Parking and Passing Bays  
(DA-314/2021)..... 65**

**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Should DA-314/2021 be approved with an increase in the number of childcare places from 27 to 43 at 140 Clyde Street, North Bondi:
  - (a) Angle parking will be required in Clyde Street in accordance with the concept plan contained in Figure 1 of the report. This is required to accommodate the parking demands associated with the 16 additional childcare places. Consent conditions should have the approval being contingent on 4 additional on-street parking spaces being provided.
  - (b) The proposed timed restrictions for 4 on-street parking spaces are supported subject to community consultation. Consent conditions should reflect this. The cost of installation is to be borne by the applicant if the restrictions are approved by Council.
  - (c) The proposed passing bays are supported. The locations and number of bays are to be subject to community consultation. Consent conditions should reflect this. The cost of installation is to be borne by the applicant if the restrictions are approved by Council.
2. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to the Traffic Committee should the development be approved. The proposal will be assessed on its merits at that time.

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

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE  
MEETING HELD BY VIDEO CONFERENCE ON  
THURSDAY, 24 MARCH 2022**



**Voting Members Present:**

Cr P Masselos	Waverley Council – Chair
Snr Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr P Pearce	Representing Marjorie O’Neill, MP, Member for Coogee
Mr R Sritharan	Transport for NSW – Network and Safety Officer

**Also Present:**

Mr B Gidiess	State Transit – Traffic and Services Manager (Eastern Region)
Mr B Midgley	PDC Consultants – Principal Traffic Engineer
Mr D Joannides	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr N Zervos	Waverley Council – Manager, Asset Systems and Planning
Mr M Almuhanha	Waverley Council – Senior Traffic Engineer
Mr P Cai	Waverley Council – Traffic Engineer
Mr S Shaw	Waverley Council – Co-ordinator, Sustainable Energy and Resilience
Ms B Wang	Waverley Council – Professional Engineer, Traffic and Development
Cr L Fabiano	Waverley Council
Cr T Kay	Waverley Council

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

**Apologies**

Apologies were received and accepted from Ms J Zin (representing Gabrielle Upton, MP, Member for Vacluse).

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

The Chair called for declarations of interest and the following was received:

1. Cr P Masselos declared a less than significant non-pecuniary interest in item TC/C.01/22.03 – 40 km/h Speed Limit Changes – Traffic Control Devices – Park Parade and Dickson Street at Birrell Street, Bondi, and informed the meeting that she lives in Murray Street.

**Adoption of Previous Minutes by Council - 24 February 2022**

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 February 2022 were adopted by Council at its meeting on 15 March 2022 with the following change:

1. TC/V.01/22.02 – Chaleyer Street, Rose Bay – Passing Bays.

Council adopted the recommendation of the Traffic Committee subject to the deletion of clauses 1(b) and 1(d) and the addition of new clauses such that the recommendation now reads as follows:

That Council:

1. Installs 'No Parking' zones across the driveways of the following addresses along Chaleyer Street, Rose Bay, as shown in Figure 4 of the report:
  - (a) 117 and 119.
  - (b) 56 and 58.
  - (c) 23.
  - (d) 6 and 8.
  - (e) 1 and 457 Old South Head Road.
2. Defers for three months the installation of 'No Parking' zones across the following addresses along Chaleyer Street for further discussion with residents
  - (a) 91 and 95 because one was against and one was no response.
  - (b) 28 and 30 because one was against and one was no response.
3. Officers review the effect of the installation of the 'No Parking' zones on traffic flow and congestion and prepare a report to Council after six months from the time the zones have been installed.
4. Officers investigate the addition and/or extension of 'No Stopping' zones at each end of Chaleyer Street, with a report to be prepared for the Traffic Committee.

**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.02/22.03	37 Llandaff Street, Bondi Junction – 'P Disability Only' Zone.
TC/C.03/22.03	13/1 Silva Street, Tamarama – 'P Disability Only' Zone.
TC/C.04/22.03	20 Illawong Avenue, Tamarama – Construction Zone.
TC/V.01/22.03	Anzac Day – Ramsgate Avenue and Campbell Parade, North Bondi – Temporary Road Closure.
TC/V.02/22.03	Oceanview Avenue east of Old South Head Road, Vaucluse – Double Centre (BB) Line Marking.
TC/V.03/22.03	38 and 40 Roscoe Street, Bondi Beach – 'P Motor Bikes Only' Parking Zone.
TC/V.04/22.03	5 Strickland Street, Rose Bay – 'P Motor Bikes Only' Parking Zone.
TC/V.05/22.03	203 Military Road, Dover Heights – 'P Motor Bikes Only' Zone and 'No Stopping' Zone.
TC/V.06/22.03	82 Ramsgate Avenue, Bondi Beach – Construction Zone.
TC/V.07/22.03	10 Hastings Parade, North Bondi – 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.01/22.03      40 km/h Speed Limit Changes - Traffic Control Devices - Park Parade and Dickson Street at Birrell Street, Bondi (A18/0579)**

*Cr P Masselos declared a less than significant non-pecuniary interest in this item and informed the meeting that she lives in Murray Street.*

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Endorses the designs for the intersections of Park Parade/Birrell Street and Dickson Street/Birrell, as set out in Appendix D of the report by PDC Consultants attached to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the addition of a new clause 3 such that the recommendation now reads as follows:

That Council:

1. Endorses the designs for the intersections of Park Parade/Birrell Street and Dickson Street/Birrell, as set out in Appendix D of the report by PDC Consultants attached to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.
3. Together with Transport for NSW (TfNSW) and prior to any construction work proceeding, investigates the impacts of a 'No Right Turn' from Dickson Street into Birrell Street from 7.30 am to 9.30 am and officers prepare a report to the Traffic Committee, noting that a Traffic Management Plan is required in accordance with TfNSW requirements.

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

*G Beard (on behalf of Bronte Precinct) addressed the meeting.*

**TC/C.02/22.03                    37 Llandaff Street, Bondi Junction - 'P Disability Only' Zone (A20/0534)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 6 metre 'P Disability Only' parking zone in front of 35–37 Llandaff 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.03/22.03                    13/1 Silva Street, Tamarama - 'P Disability Only' Zone (A20/0534)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 5.4 m 'P Disability Only' parking zone on the northern side of Dellview Lane near Silva Street, Tamarama.

**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.04/22.03            20 Illawong Avenue, Tamarama - Construction Zone (A03/2514-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone on the southern side of Illawong Avenue near 20 Illawong Avenue, Tamarama.
2. Requires the applicant to notify 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 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.01/22.03            Anzac Day - Ramsgate Avenue and Campbell Parade, North Bondi - Temporary Road Closure (A19/0394)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the Traffic Control Plans attached to the report for the temporary closure of Ramsgate Avenue and Campbell Parade, North Bondi, on 25 April 2022 between 4 am and 8 am, subject to the applicant:
  - (a) Submitting a Traffic Management Plan to Transport for NSW for approval.
  - (b) Providing public liability insurance for the event.
  - (c) Obtaining NSW Police Force approval and assessment of the event classification.
  - (d) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra, and Randwick fire stations) at least seven days prior to the event.
  - (e) Notifying local residents and businesses at least seven days prior to the event.
  - (f) Using traffic controllers accredited by Transport for NSW to regulate traffic.
  - (g) Covering all costs associated with traffic control.
  - (h) Submitting a copy of the approved road occupancy licence to the Executive Manager,

Infrastructure Services, prior to the event taking place.

2. Delegates authority to Executive Manager, Infrastructure Services, to modify the Traffic Control Plans should on-site circumstances warrant changes.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/V.02/22.03                      Oceanview Avenue east of Old South Head Road, Vaucluse - Double Centre (BB) Line Marking (A03/0042-04)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 10 metres of double centre (BB) line marking in Oceanview Avenue east of Old South Head Road, Vaucluse, as shown in Figure 1 of the report.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/V.03/22.03                      38 and 40 Roscoe Street, Bondi Beach - 'P Motor Bikes Only' Parking Zone (SF22/504)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' zone in the kerbside lane between the driveways of 38 and 40 Roscoe Street, Bondi Beach.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the 'P Motor Bikes Only' parking zones, as necessary.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*



**TC/V.04/22.03            5 Strickland Street, Rose Bay - 'P Motor Bikes Only' Parking Zone (SF22/496)****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 'P Motor Bikes Only' parking zone between the driveways of 3A and 5 Strickland Street, Rose Bay.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/V.05/22.03            203 Military Road, Dover Heights - 'P Motor Bikes Only' Zone and 'No Stopping' Zone (SF22/952)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' parking zone between the driveways of 203 and 205 Military Road, Dover Heights.
2. Reduces the length of the 28.5 metre 'No Stopping' zone in front of 199, 201 and 203 Military Road to 10 metres.
3. 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.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/V.06/22.03            82 Ramsgate Avenue, Bondi Beach - Construction Zone (A03/2514-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs an 8 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 82 Ramsgate Avenue, Bondi Beach.
2. Removes the '2P 8 am–10 pm Permit Holders Excepted Area 6' (left and right) sign in front of 82 Ramsgate Avenue for the period during which the construction zone is used.
3. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being

installed.

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

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/V.07/22.03            10 Hastings Parade, North Bondi - Construction Zone (A03/2514-04)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 10 Hastings Parade, North Bondi.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

*Voting members present for this item: NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

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

**TC/CV.01/22.03            Guide for On-street Mobility Parking Spaces (A20/0534)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Endorses the process outlined in the report for the assessment of on-street mobility parking applications.
2. Endorses the Guide for On-street Mobility Parking Spaces in the Waverley Local Government Area attached to the report.
3. Publishes the guide on Council's website.

4. Delegates authority to Executive Manager, Infrastructure Services, to modify the assessment process or guide.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to the deletion of clause 1, amendments to clauses 2 and 4 and the addition of a new clause such that the recommendation now reads as follows:

That Council:

1. Endorses the Guide for On-street Mobility Parking Spaces in the Waverley Local Government Area attached to the report subject to steps 2 and 3 in the process (on page 3 of the Guide) being amended to read as follows:
  - (a) Step 2: 'The application is assessed by a Council officer. The Council officer may contact the applicant for more details. A site inspection and review of on-street parking demands is performed.'
  - (b) Step 3: 'A report is prepared for the Waverley Traffic Committee if the application satisfies the eligibility criteria. If the criteria are not satisfied, the applicant is notified.'
2. Publishes the guide on Council's website.
3. Delegates authority to Executive Manager, Infrastructure Services, to modify the guide.
4. Officers conduct a review of on-street Mobility Parking spaces as it could apply to carers, such as where the applicant does not have off-street parking and does not have a vehicle registered to the subject address, and prepare a report for the Traffic Committee's consideration.

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

**TC/CV.02/22.03      Craig Avenue, Trafalgar Street, Castlefield Street and Calga Place - Electric Vehicle Charging Stations (A17/0477)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a single 'No Parking Electric Vehicles Excepted Only While Charging' parking zone and associated equipment at each of the following locations:

1. The eastern side of Craig Avenue, east of Diamond Bay Road, Vaucluse.
2. The southern side of Trafalgar Street, south of Pembroke Street, Bronte.
3. The eastern side of Castlefield Street, outside 15 Castlefield Street, Bondi.
4. The eastern side of Calga Place, south of Macpherson Street, Bronte.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

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

Nil.

**THE MEETING CLOSED AT 11.04 AM.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**12 APRIL 2022**

**REPORT**  
**TC/C.01/22.04**

**Subject:** Birrell Street, Waverley - Cycleway

**TRIM No:** A18/0579

**Author:** Malik Almuhanha, Senior Traffic Engineer  
Calum Hutcheson, Service Manager, Traffic and Transport  
Clint Yabuka, Manager, Strategic Transport

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the cycleway design for Birrell Street, Waverley, attached to the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.
3. Delegates authority to the Executive Manager, Infrastructure Services, in consultation with Transport for NSW to modify the design to locate the parking lane against the kerb and the bicycle path between the parking and travel lanes.

**1. Executive Summary**

This report seeks endorsement of the design of a new cycle path in Birrell Street between Bronte Road and Henrietta Street, Waverly (see Figure 1).

The new cycleway design will place the cycleway adjacent to the footpath with a separation kerb between the cycle path and parked cars. This is part of a package of treatments improving safety for cyclists. The project is jointly funded between Transport for NSW (TfNSW) and Council.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes is also proposed. This is extended to include delegated authority to the Executive Manager, Infrastructure Services in consultation with TfNSW to modify the design to locate the parking lane against the kerb and the bicycle path between the parking and travel lanes.

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

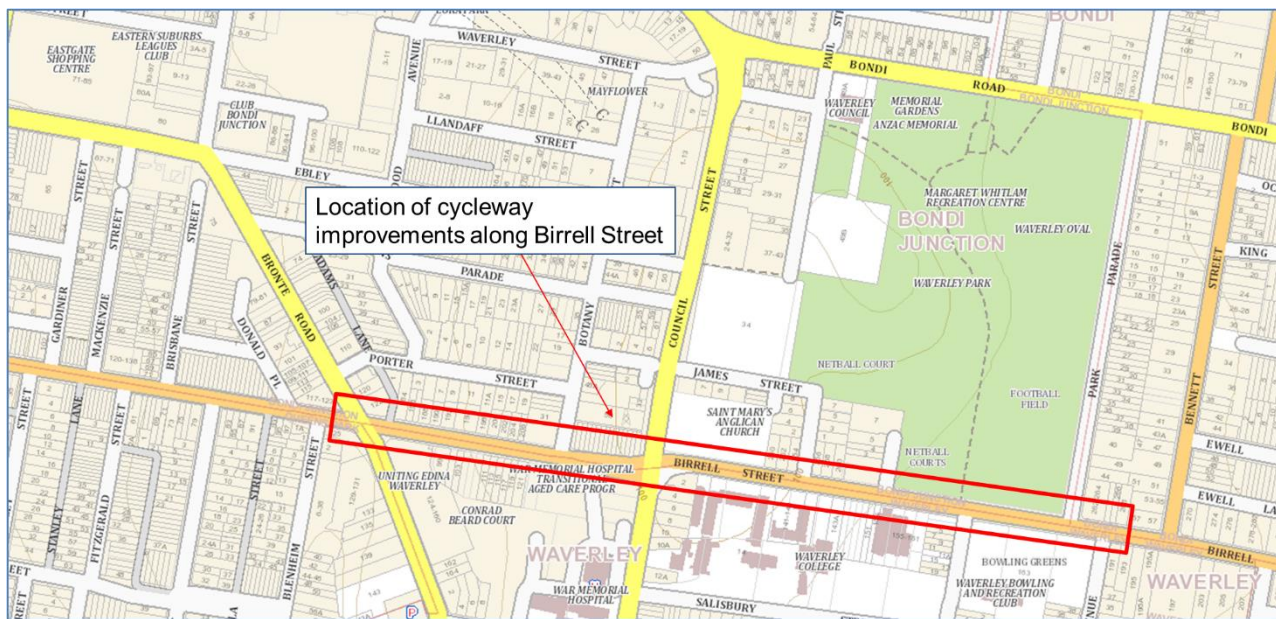


Figure 1. Location of cycleway improvements.

## 2. Introduction/Background

The line marking treatments presented in this report are a subset of other traffic control devices being considered by Council to assist in enforcing a 40 km/h speed limit on local roads in the southern part of the Waverley local government area. Contracting for installation of the devices will be undertaken once a package of works is finalised. This will comprise devices recommended for approval by a number of traffic committee meetings.

## 3. Technical Analysis

Birrell Street is undulating with a high point at the signalised pedestrian crossing outside Waverley College, it is uphill from both Bronte Road and Henrietta Street to the pedestrian crossing. The design incorporates a separated uphill bike path and bicycles travelling downhill will be mixed with general traffic.

This is appropriate as bicycles are able to travel at vehicle speeds downhill; however, this is not possible for the majority of bike riders when travelling uphill.

The separated bike path is next to the kerb and separated from parked vehicles with intermittent kerb blisters where possible. This arrangement improves the safety of cyclists more than a marked bike lane between the parking and travel lanes as it minimises conflict with vehicles when there is the greatest differential speed and removes bicycles that are travelling uphill from potential conflict with vehicles, improving the environment for those driving and riding.

The width of the uphill bicycle path is 1.6 metres including the buffer from parked vehicles. As this is an uphill, the speed of bicycles is expected to be slow at around 15 km/h. Transport for NSW Bicycle Design Toolbox provides guidance for a minimum one-way path width of 1.5 metres and Austroads Part 6A Section 5.1.5 advises an absolute minimum width of 1.2 metres. This minimum width is appropriate due to the slow uphill bicycle speed.

The buffer proposed is 0.4 metres between the bicycle path and the parking lane. This is typical for a separated two-way bike path next to a parking lane and it is also appropriate in this context as bicycle speeds will be slow in the uphill bike path that is next to a parking lane. The 0.4 metre buffer will incorporate a 0.2 metre wide kerb against the parking lane and a line-marked 0.2 metre separation against the bike path providing an effective 1.4 metre bike path.



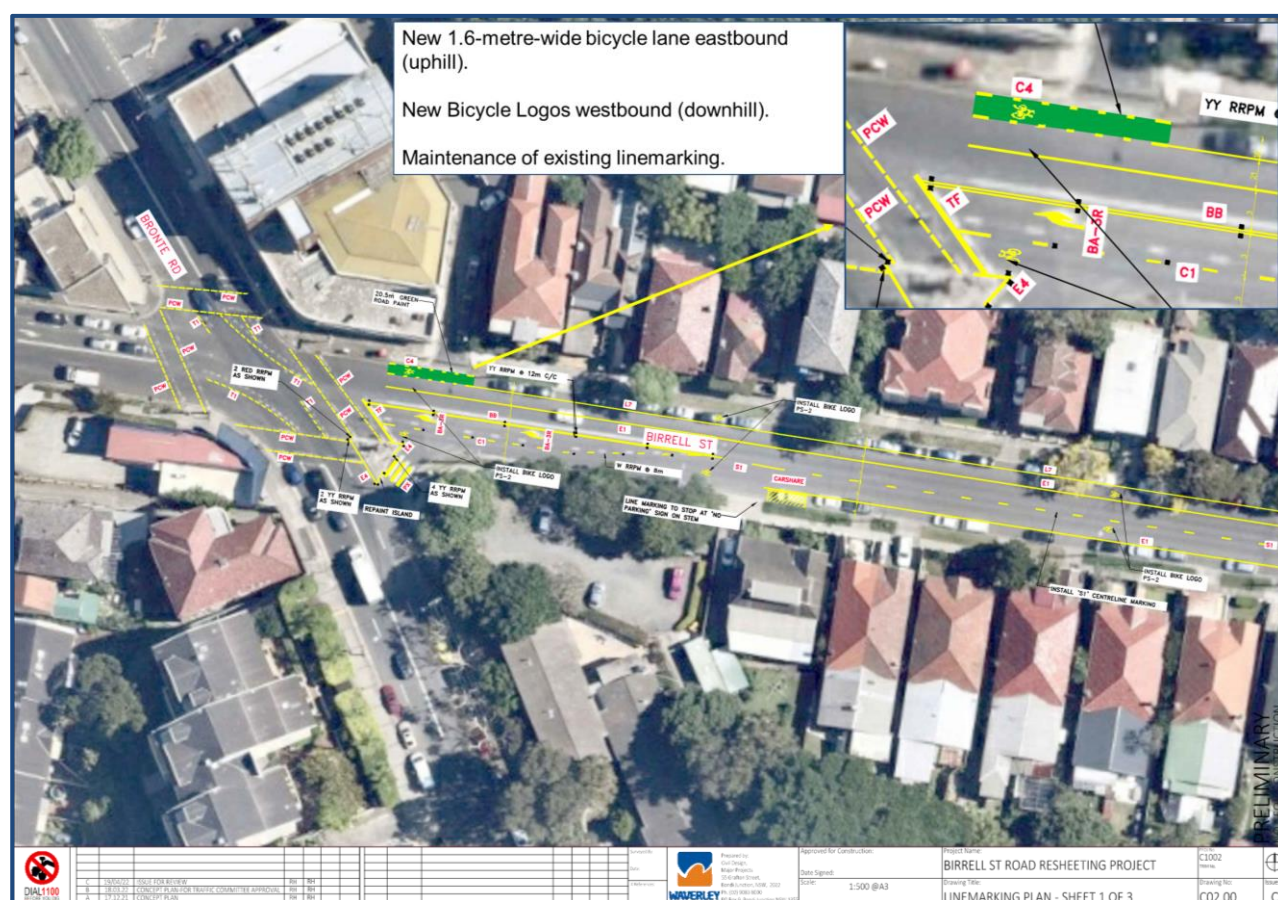
Existing arrangement						
Birrell Street, Eastbound				Birrell Street, Westbound		
Footpath	Parking / travel Lane 3.2m wide		3.5m Travel Lane			

New arrangement						
Birrell Street, Eastbound				Birrell Street, Westbound		
Footpath	1.2m Bike path	0.2m linemarking	0.2m intermittent kerb blisters	2.1m Parking lane	3m Travel Lane	

## Improvements

- New 1.6 metre wide bicycle lane eastbound (uphill) and bicycle logos westbound (downhill) at Birrell Street east of Bronte Road.



TC/C.01/22.04



- [illegible]

TC/C.01/22.04

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

## 5. Attachments

1. Birrell Street (Henrietta Street-Bronte Road) - Line marking plan - Rev C [↓](#)







[illegible]







**REPORT**  
**TC/C.02/22.04**

**Subject:** Bronte Road, Waverley - Pick-Up/Drop-Off (PUDO) Bay

**TRIM No:** A20/0336

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

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 5.7 metre pick-up/drop-off (PUDO) bay, 6 pm–3 am, on the eastern side of Bronte Road outside 244–246 Bronte Road, Waverley.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of the PUDO bay, as necessary.

**1. Executive Summary**

Council has received requests to consider providing pick-up and drop-off facilities near Charing Cross for the customers of the hotels and clubs near the area at night. Drivers currently pick up and drop off passengers at random locations along Carrington Road and Bronte Road. This has resulted in illegal parking and noise issues for residents in Carrington Road south of the intersection.

It is recommended that a 2 minute pick-up/drop-off (PUDO) bay is installed in Bronte Road.

Two potential locations for the PUDO bay were investigated:

- Option 1 – 6.7 metre PUDO bay (6 pm–3 am) on the western side of Bronte Road, outside the Eastern Suburbs Legion Club, as shown in Figure 2.
- Option 2 – 5.7 metre PUDO bay (6 pm–3 am) on the eastern side of Bronte Road, outside 244–246 Bronte Road, Waverley, as shown in Figure 3.

Option 2 location is recommended by officers. This location is easier to be accessed by drivers (Uber, Ola, taxis, family members, friends, etc.) as most are likely to be coming from the north.

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

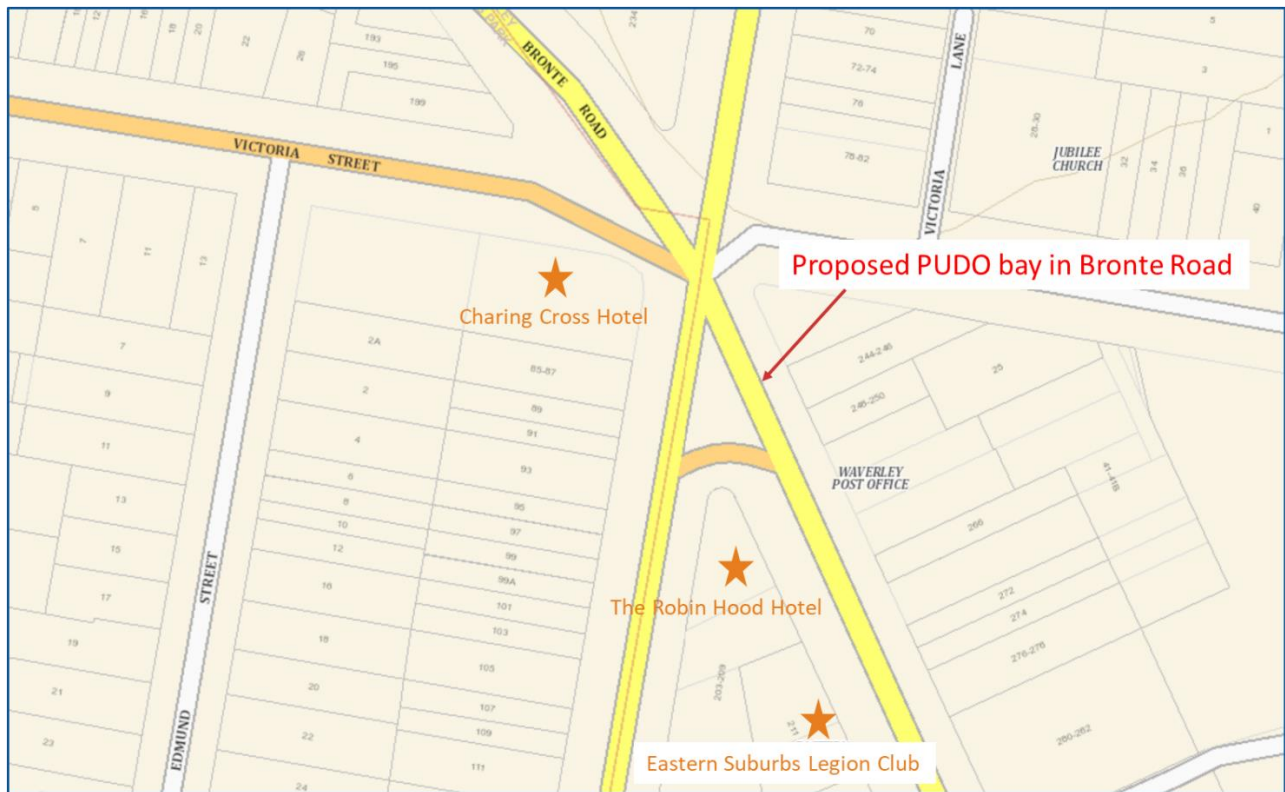


Figure 1. Options for PUDO bay locations.

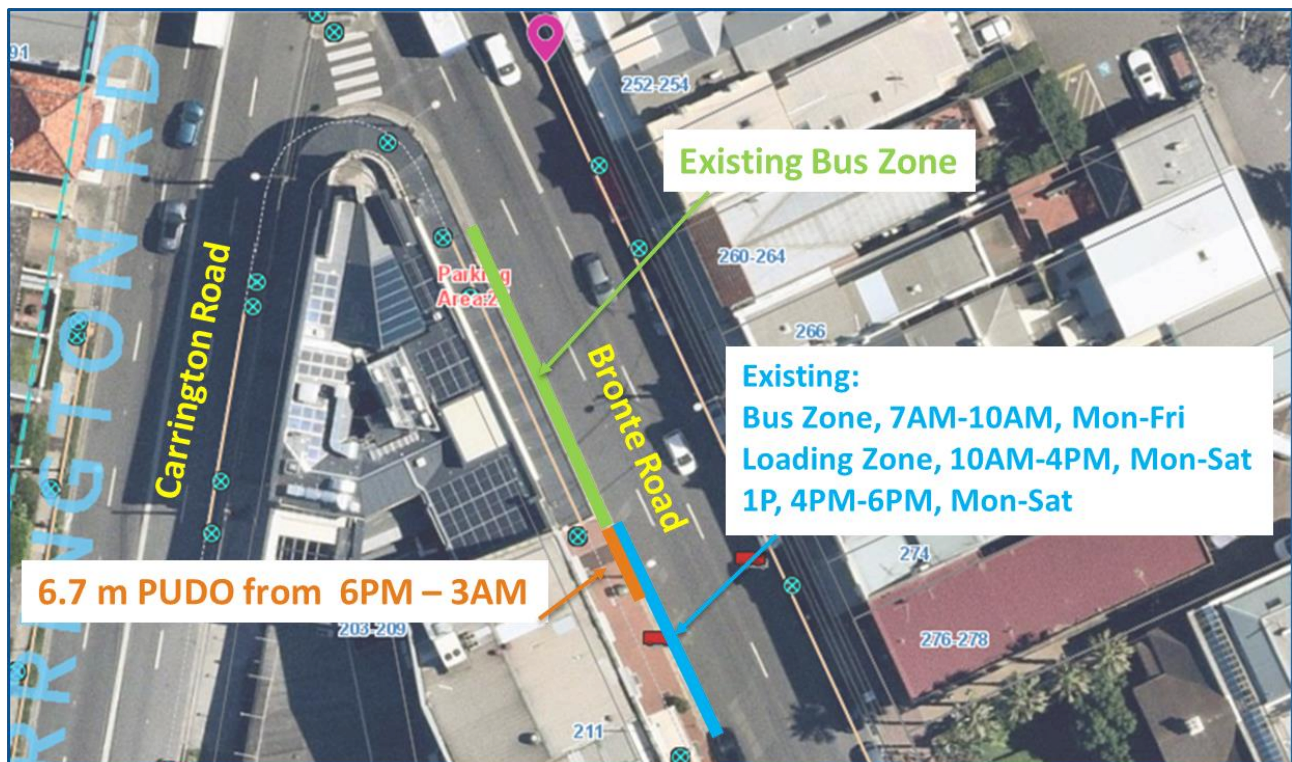


Figure 2. Option 1 location for the proposed PUDO bay.



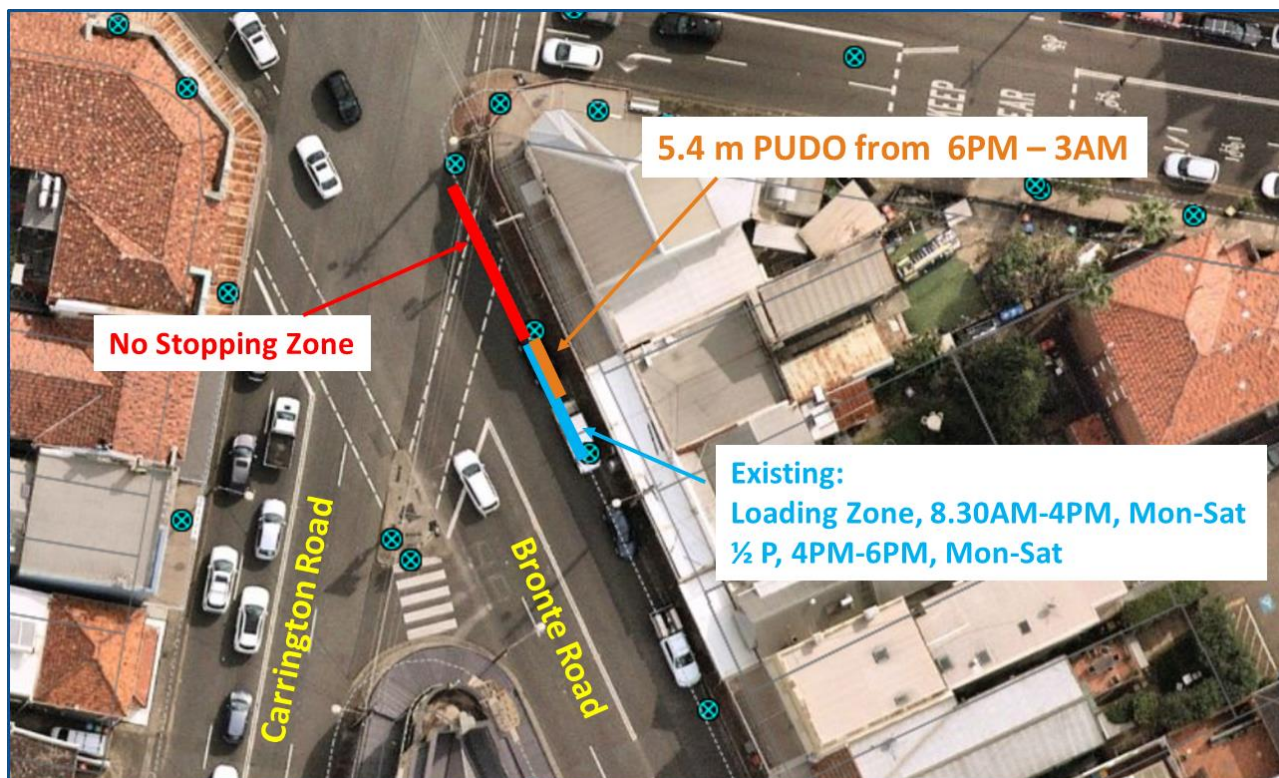


Figure 3. Option 2 location for the proposed PUDO bay.

## 2. Introduction/Background

PUDO bays installed in Waverley have proven to be beneficial for community access to ride share services, taxis and friends. Ride share services are now using the bays as pick-up locations and the majority of ride share journeys also end at these locations. Installation of the PUDO bays have put together the scattered pick-up and drop-off activities to one dedicated location, thereby minimising the impacts on parking and other traffic in the area.

The hotels and clubs in the vicinity of Charing Cross generate a demand for pick-up at night. There is no existing dedicated pick-up and drop-off facility near the area.

A PUDO bay, 6 pm–3 am, is proposed to facilitate pick-up and drop-off activities at night.

## 3. Technical Analysis

### Options

Two potential PUDO bay locations were investigated by Council officers:

- Option 1 – On the western side of Bronte Road, outside the Eastern Suburbs Legion Club.

Option 1 is located adjacent to the existing bus zone outside The Robin Hood Hotel. Kerbside parking in this area is unrestricted between 6 pm and 7 am.

The kerbside parking space will be an intermediate space. Length required for the PUDO bay in this location is 6.7 metres for quick access.

This location is convenient for customers of The Robin Hood Hotel and the Eastern Suburbs Legion Club. However, it may not be easily seen by customers of The Charing Cross Hotel.



- Option 2 – On the eastern side of Bronte Road, outside 244–246 Bronte Road, Waverley.

Option 2 located adjacent to the southern end of the No Stopping zone near the intersection. Kerbside parking control in this area is unrestricted between 6 pm and 8.30 am.

The length required for this PUDO bay is 5.4 metres. Drivers can use the 'No Stopping' zone for draw in.

This location is easier to for access by drivers as most are expected to come from the north. It can also be easily seen by customers of the hotels and clubs near Charing Cross.

### Pick-up/drop-off signage and line marking

Figure 4 shows the signage and line marking to be installed for the proposed PUDO bay in Bronte Road, Waverley.

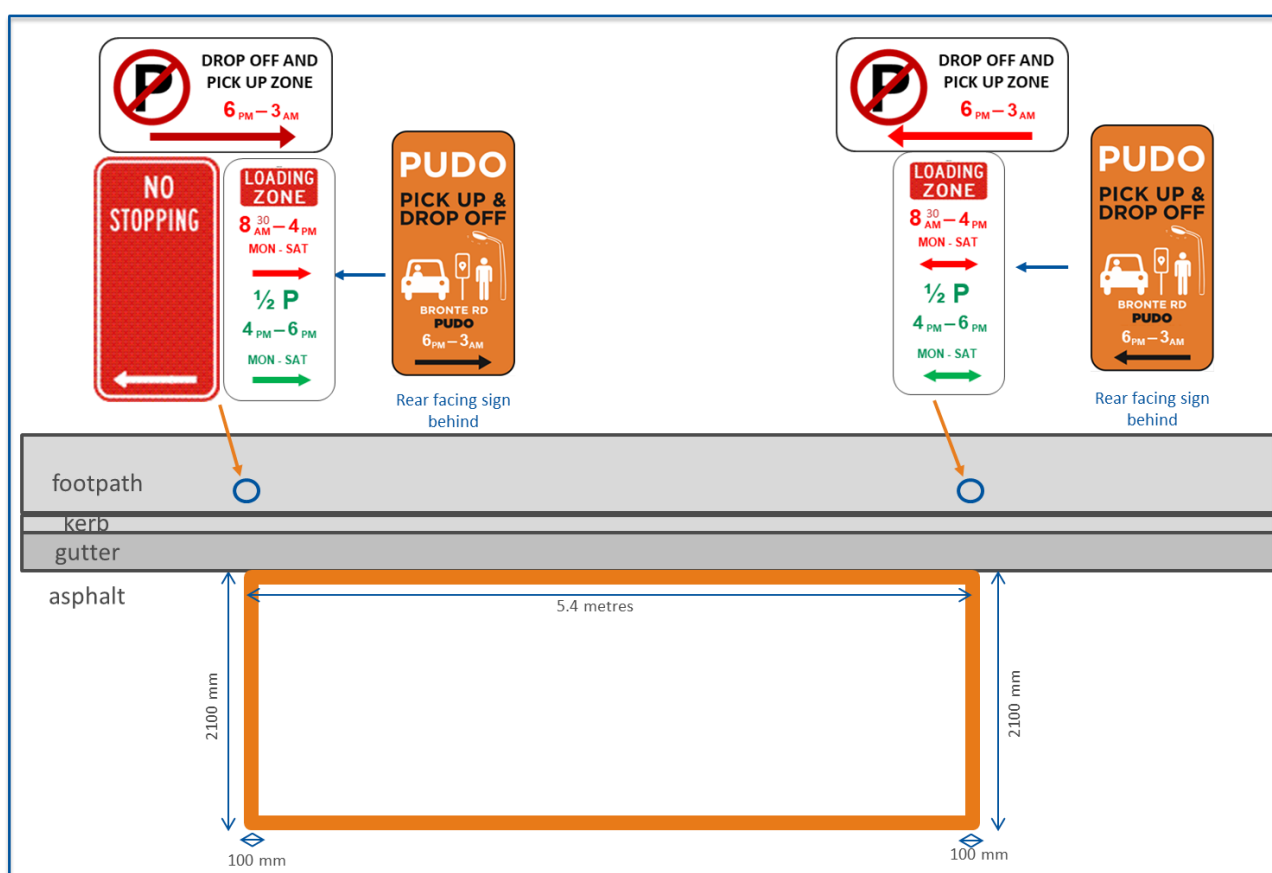


Figure 4. PUDO Bay signage and line-marking.

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

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

### 5. Attachments

Nil.

**REPORT**  
**TC/C.03/22.04**

**Subject:** 22 Cross Street, Bronte - Construction Zone

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

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9.7 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 22 Cross Street, Bronte.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

**1. Executive Summary**

Council has received an application from the builder/developer associated with a development at 22 Cross Street, Bronte, for the installation of a construction zone in Cross Street.

Council officers propose the installation of a 9.7 metre construction zone on the eastern side of Cross Street in front of 22 Cross Street.

Figure 1 shows the site location. Figure 2 shows the proposed construction zone.

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 sign posted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, 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 10 metres on the eastern side of Cross Street. The applicant has requested a 5 metre construction zone. Council officers propose to install a 9.7 metre construction zone in front of 22 Cross Street, Bronte. Figure 3 shows the existing and recommended parking allocation in Cross Street.

The 9.7 metres covers most of the 10 metre property frontage leaving 5 metres to accommodate a single car between the construction zone and a 'No Stopping' zone outside 24 Cross Street.

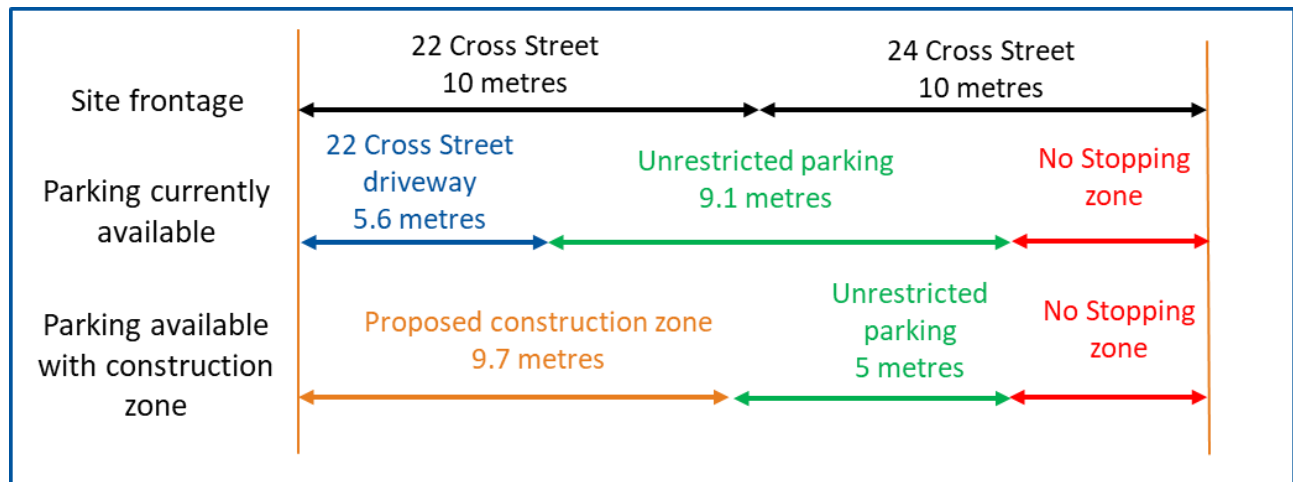


Figure 3. Parking controls.

Table 1. Application details.

<b>Applicant</b>	Justine Brant
<b>Development application</b>	DA-332/2017
<b>Works</b>	First floor addition to dwelling
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	10 metres
<b>Road</b>	Cross Street
<b>Existing parking</b>	Unrestricted parallel parking
<b>Length requested by applicant</b>	5 metres
<b>Length to be signposted</b>	9.7 metres
<b>Planned duration</b>	12 months
<b>Fee area</b>	Low density residential zoning

## Signage

The proposed signage is shown in Figure 4.

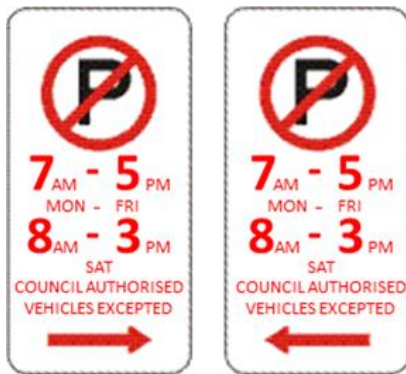


Figure 4. Proposed signage.

## 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 construction zone.



Figure 5. Notification area (red).

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

The estimated fees for the construction zone are shown in Table 2.

*Table 2. Estimated weekly fees.*

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	9.7 metres	\$70.00	\$679.00
- Angle parking	per week	-	\$139.00	-
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	-	\$97.00	-
- Angle parking	per week	-	\$190.00	-
Occupation of metered parking spaces (in addition to the above fees)	per space per week	-	\$387.00	-
<b>Weekly Fee</b>				<b>\$679.00</b>

#### 5. Attachments

Nil.



**REPORT**  
**TC/V.01/22.04**

**Subject:** Murriverie Road, North Bondi - Bus Zone Modification and 'P Disability Only' Parking Zone

**TRIM No:** A20/0534

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport  
Paul Cai, Traffic Engineer

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Reduces the length of the bus zone outside 38, 40 and 42 Murriverie Road, North Bondi, from 30 metres to 20 metres.
2. Installs a 5.4 metre 'P Disability Only' parking zone in front of 42 and 44 Murriverie Road, North Bondi, and removes the 'P Disability Only' parking zone in front of 53 Murriverie Road.

**1. Executive Summary**

At its meeting on 15 February 2022, Council deferred a Traffic Committee item for an on-site meeting between Council officers, residents and Councillors. The item related to a recommendation to reduce the length of the bus zone outside 38, 40 and 42 Murriverie Road, North Bondi, from 30 metres to 20 metres, as shown in Figure 1.

An on-site meeting was held on 19 April 2022 between the Council officers, Cr Betts, Cr Kay and the residents of 40, 42 (by phone) and 55 Murriverie Road. It resulted in an agreement that the original recommendation of the Traffic Committee should be supported.

With the bus zone length being reduced, it is proposed that the approved 'P Disability Only' zone in front of 53 Murriverie Road is to be relocated to in front of 42 and 44 Murriverie Road. This is because the approved location cannot be signposted due to tree roots preventing the installation of a signpost. The locations of the existing 'P Disability Only' zone and proposed 'P Disability Only' zone is shown in Figure 2.

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



Figure 1. Proposed 20 metres bus zone.

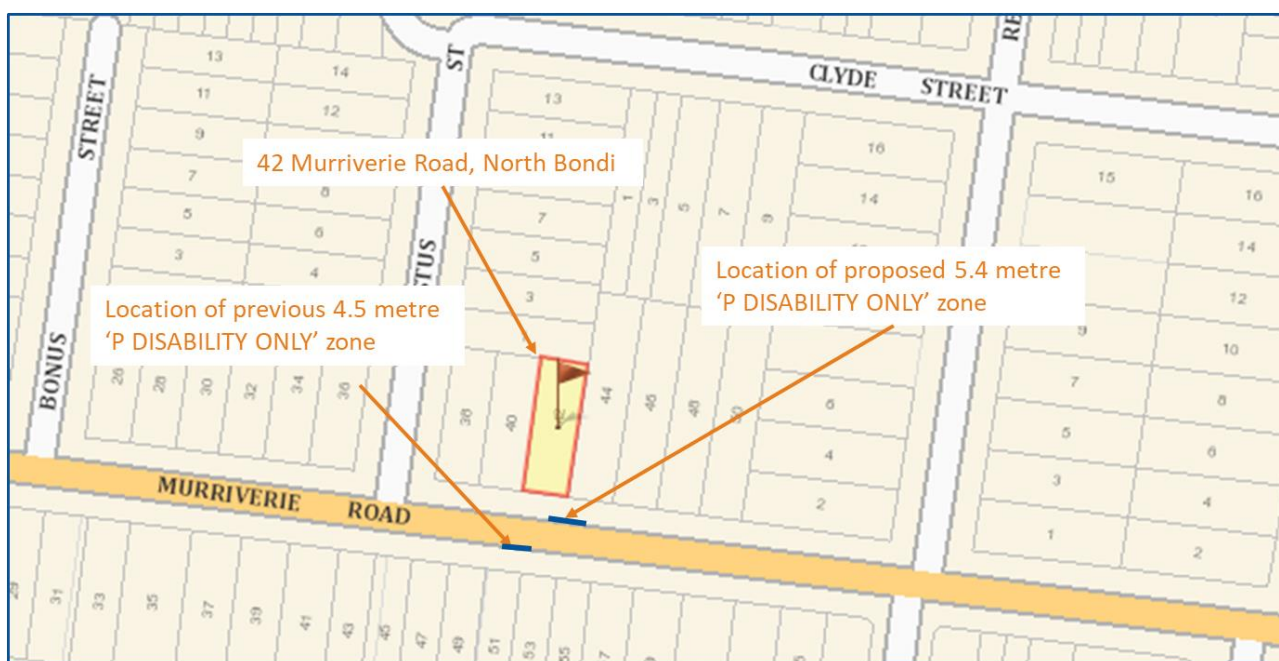


Figure 2. Location of existing 4.5 metre 'P Disability Only' zone and proposed 5.4 metre 'P Disability Only' zone.

## 2. Introduction/Background

An on-site meeting between Council officers, the residents of 40, 42 (by phone) and 55 Murrivierie Road, North Bondi, and Crs Betts and Kay was held on 19 April 2022. It is agreed by all parties to support the original Traffic Committee recommendation (TC/V.01/22.01) to reduce the length of the bus zone outside 38, 40 and 42 Murrivierie Road.

Council has received a request from a resident for a disability parking space at 55 Murrivierie Road, North Bondi. The request was assessed and reported to the Traffic Committee in May 2021. The Traffic Committee recommended the installation of a 'P Disability Only' zone. It was installed adjacent to the driveway to 53 Murrivierie Road, North Bondi, due to school bus stop occupying the frontage of 55 Murrivierie Road, North Bondi.

The length of the previous 'Disability Parking' space is only 4.5 metres due to tree roots in front of 53 Murrivierie Road. The length does not satisfy the requirement for on-street disability parking spaces. It is



recommended that Council installs this disability parking on the north side Murriverie Road to satisfy the length requirement.

### 3. Technical Analysis

Figure 3 shows the approved 4.5 metre 'P Disability Only' zone in front of 53 Murriverie Road, North Bondi.



Figure 3. Approved 4.5 metre 'P Disability Only' zone in front of 53 Murriverie Road, North Bondi.

The proposed 'P Disability Only' zone will start from the driveway splay of 42 Murriverie Road, North Bondi and extend eastwards for 5.4 metres. Figure 4 shows the proposed location. The bus zone sign and J-pole will be relocated as a result of the reduced bus zone length.



Figure 4. Proposed 'P Disability Only' Zone and changes in bus zone signs.

The proposed length of 5.4 metres is based on Australian Standard AS2890.5-2020 – On-street Parking, as shown in Figure 5 below.

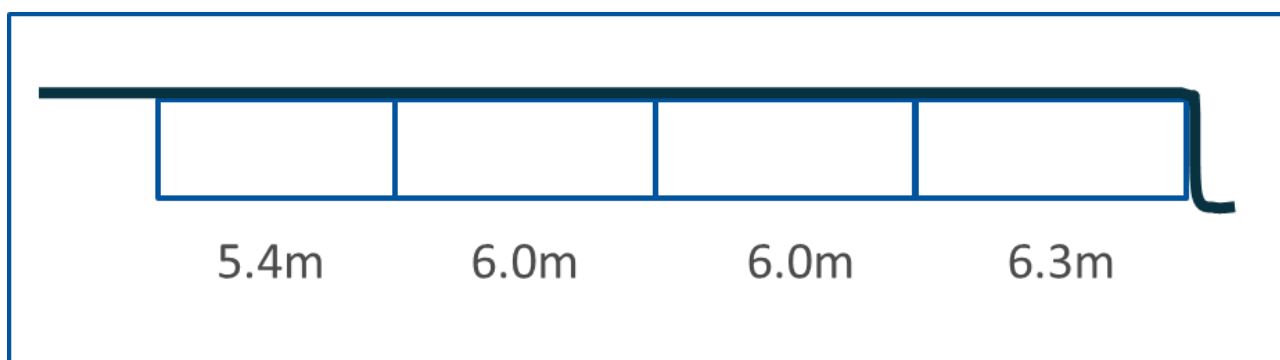


Figure 5. Dimensions for on-street disability parking spaces.

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

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

#### 5. Attachments

Nil.

**REPORT**  
**TC/V.02/22.04**

**Subject:** Chaleyer Street and Hardy Street Intersection, Rose Bay/Dover Heights - 'No Stopping' Zones

**TRIM No:** A14/0145

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9.2 metre 'No Stopping' zone on the northern side of Chaleyer Street, west of Hardy Street, Rose Bay/Dover Heights.
2. Installs a 9.2 metre 'No Stopping' zone on the southern side of Chaleyer Street, west of Hardy Street, Rose Bay/Dover Heights.
3. Installs a 10 metre 'No Stopping' zone on the western side of Hardy Street, north of Chaleyer Street, Rose Bay/Dover Heights.

**1. Executive Summary**

Council has received representations to review parking controls at the intersection of Chaleyer Street and Hardy Street, Rose Bay/Dover Heights. Figure 1 shows the site location.

Cars are parked within the statutory 'No Stopping' area at this intersection. This can reduce visibility for drivers turning at the intersection of Chaleyer Street and Hardy Street.

Council officers recommend installing a 9.2 metre 'No Stopping' zones on the northern and southern side of Chaleyer Street west of Hardy Street, and a 10 metre 'No Stopping' zone on the western side of Hardy Street north of Chaleyer Street.

Residents in the immediate vicinity were surveyed. One submission was received from a resident objecting to 10 metres of 'No Stopping' infringing into on street parking. This has been addressed by reducing the 10 metres statutory distance to 9.2 metres signposted.

The 9.2 metre 'No Stopping' zones maximise on street parking. They do not impede waste vehicle access.

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

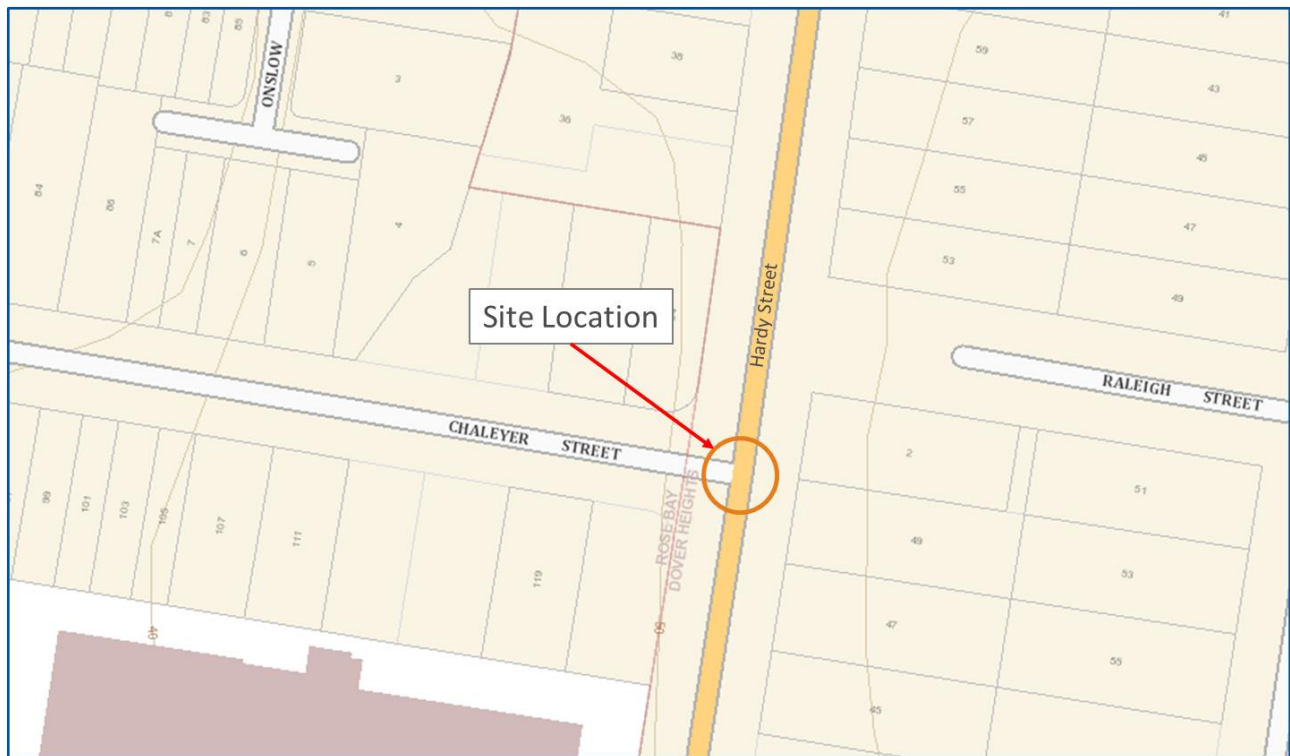


Figure 1. Site location.

## 2. Introduction/Background

Council has received representations to review parking controls at the intersection of Chaleyer Street and Hardy Street, Rose Bay/Dover Heights.

The statutory 10 metres of 'No Stopping' is not currently signposted.

A resident in Chaleyer Street has expressed concerns about loss of street parking caused by the installation of 'No Stopping' zone at the intersection

## 3. Technical Analysis

### Compliance with Transport for NSW checklist

An assessment of the reduction of the 10 metre 'No Stopping' distance at the intersection has been completed in accordance with Transport for NSW (TfNSW) Technical Direction TTD 2014/005 'Statutory 10 m 'No Stopping' at unsignalised intersections review checklist.' The TfNSW checklist has been completed (see Table 1).



*Table 1. Assessment checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections.*

Site: Chaleyer Street and Hardy Street, Rose Bay/Dover Heights

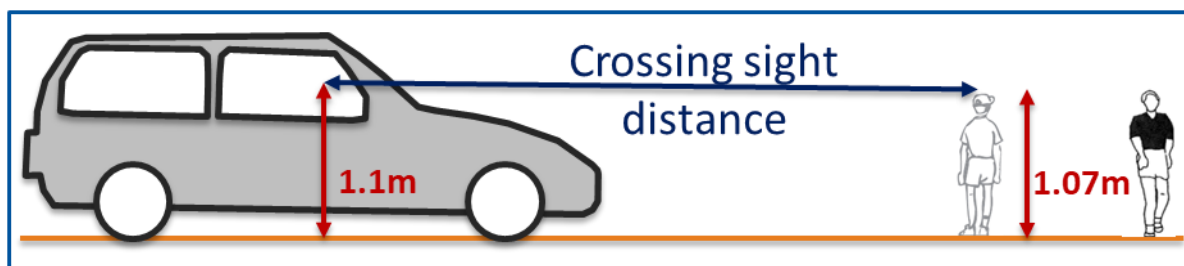
Traffic Committee: April 2022

Date of assessment: 7 April 2022

Name: Beryl Wang

	Yes	No	Comment
Crossing Sight Distance	√		Chaleyer Street from the southern side: - 35.6 metres required - 43.5 metres available Currently OK with car parked 10 metres from the intersection (see Figure 3)
Minimum Gap Sight Distance (stopping sight distance)	√		Hardy Street southbound: - 28 metres required - More than 40 metres available  Hardy Street northbound: - 10 metres required - 15 metres available
Turning paths	√		Can accommodate Council's waste vehicles with a 9.2 metre 'No Stopping' zone (see Figures 4 and 5)
Public transport	N/A		-
Emergency vehicle access	√		OK
Angle parking manoeuvres	N/A		-

The critical factor in determining 'No Stopping' requirements for this location is the crossing sight distance. The crossing sight distance (CSD) is the minimum distance a pedestrian requires in order to safely cross the road (see Figure 2).



*Figure 2. Crossing sight distances.*

Traffic speeds on Hardy Street on the approach to the intersection are around 40 km/h (mid-block). The available crossing sight distance is shown in Figure 3.



Figure 3. Crossing sight distance.

### Council waste vehicle access requirements

Council waste vehicles are around 10 metres long (9 metres for the truck itself, plus 1 metre for the scoop added to the rear). These long vehicles require more room to manoeuvre at local road intersections than general traffic.

The swept path of a waste truck turning from Hardy Street to Chaleyer Street at a turning speed of 0–5 km/h is shown in Figures 4 and 5. The swept path diagram is from Austroads for 8.8 medium rigid vehicles. It is similar to the swept path of a Council waste vehicle.

The swept paths show that a 9.2 metre 'No Stopping' zone does not impede access for a waste vehicle to enter Chaleyer Street.





Figure 4. Council waste vehicle turning path – Northbound.



Figure 5. Council waste vehicle turning path – Southbound.

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

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

**5. Attachments**

Nil.



**REPORT**  
**TC/V.03/22.04**

**Subject:** 4 Bonus Street, North Bondi - 'P Disability Only' Parking Zone - Removal

**TRIM No:** A20/0534

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the 6 metre 'P Disability Only' parking zone outside 4 Bonus Street, North Bondi.

**1. Executive Summary**

The resident at 4 Bonus Street has requested that Council removes the existing 'P Disability Only' zone in front of the property. Council has confirmed that the space is no longer required. Removal of the 'P Disability Only' zone is recommended.

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



Figure 1. Existing location of 'P Disability Only' zone outside 4 Bonus Street.

## 2. Introduction/Background

The disability parking space outside 4 Bonus Street was approved by Waverley Traffic Committee on 22 May 2014.

## 3. Technical Analysis

Removal of the 'P Disability Parking' zone will result in unrestricted parking for one vehicle.



Figure 2. Proposed removal of existing 'P Disability Only' zone.

## 4. Financial Information for Council's Consideration

Council will fund the works from existing budgets.

## 5. Attachments

Nil.

**REPORT**  
**TC/V.04/22.04**

**Subject:** 10 and 12 Wairoa Avenue, North Bondi - 'P Motor Bikes Only' Parking Zone

**TRIM No:** SF22/1343

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' parking zone in the kerbside lane between the driveways of 10 and 12 Wairoa Avenue, North 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 to consider restricting car parking in the gap between the driveways of 10 and 12 Wairoa Avenue, North Bondi. The request arose due to the distances between two driveways not being long enough to accommodate most cars.

The existing street parking for Wairoa Avenue is unrestricted.

47 residents were surveyed by letterbox drop about whether they supported motor bike parking between the two driveways. No submissions were received in objection to the proposed motor bike parking.

Council proposes to install 'P Motor Bikes Only' zone between the driveways of 10 and 12 Wairoa Avenue.

Figure 1 shows the location of the site. Figure 2 shows the proposed signage for the 'P Motor Bikes Only' zone.

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





Figure 1. Site location.



Figure 2. Proposed signage for the 'P Motor Bikes Only' zone.

## 2. Introduction/Background

Council has investigated introduction of motor bike parking between the driveways of 10 and 12 Wairoa Avenue. A small car parked between the driveways can potentially block access to the driveways.

## 3. Technical Analysis

Austroads guidelines and Council resolutions support the use of motor bike parking spaces in circumstances where the gaps between two driveways are too narrow to accommodate a car.

Austroads' 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

At its meeting in June 2021, Council endorsed guidelines for installing motor bike parking zones between driveways. The criteria for installing a 'P Motor Bike Only' zone are as follows:

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 driveways of 10 and 12 Wairoa Avenue is 3.6 metres. The distance check is satisfied.

2. Motor bike parking demand check.

A site visit was conducted on 11 January 2022. More than 90% of the kerb-side parking on Wairoa Avenue was occupied. The high demands will result in cars being parked in the narrow gaps between the driveways from time to time.

3. Resident views check.

47 properties near the site were surveyed by letterbox drop for the proposal of installing motor bikes parking zone between the driveways of 10 and 12 Wairoa Avenue.

No objections to the proposed motor bikes only parking zone were received. The proposed motor bikes only parking zone will have no impact on on-street parking for cars.

### Signage

The proposed signage is shown in Figure 3.

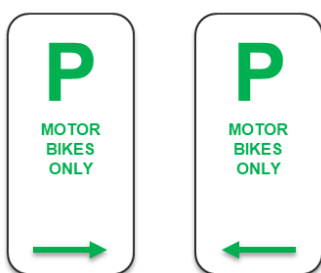


Figure 3. Proposed signage.

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

Council will fund the cost of installing the signs if the 'P Motor Bikes Only' zone is approved.

**5. Attachments**

Nil.

**REPORT**  
**TC/V.05/22.04**

**Subject:** 11 and 13 Napier Street, Dover Heights - 'P Motor Bikes Only' Parking Zone

**TRIM No:** A21/0065

**Author:** Malik Almuhanha, Senior Traffic Engineer

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 'P Motor Bikes Only' parking zone in the kerbside lane between the driveways of 11 and 13 Napier Street, Dover Heights, set back 900 mm from the driveways.
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 to consider restricting car parking in the gap between the driveways of 11 and 13 Napier Street, Dover Heights.

Parking is currently unrestricted in Napier Street. The location of the site is shown in Figure 1. A driveway test was undertaken and is shown in Figure 2 of this report.

The motor bike parking zone signs are setback 900 mm from the ends of the driveways to facilitate access to the car parking area at this address. The proposed signage for the motor bike parking zone is shown in Figure 3.

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





Figure 1. Site location.

## 2. Introduction/Background

Council has received a request to consider restricting car parking in the gap between the driveways of 11 and 13 Napier Street, Dover Heights.

Council's Executive Manager, Infrastructure Services, and a Councillor have met with residents on-site, and it was determined that a 'P Motor Bike Zone' restriction will be considered by the Traffic Committee.

## 3. Technical Analysis

Austrroads guidelines and Council resolutions support the use of motor bike parking spaces in circumstances where the gaps between two driveways are too narrow to accommodate a car.

Austrroads' 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

At its meeting in June 2021, Council endorsed guidelines for installing motor bike parking zones between driveways. The criteria for installing a 'P Motor Bike Only' zone are as follows:

#### 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 driveways of 13 and 11 Napier Street is 5.2 metres. The distance check is not satisfied.



## 2. Motor bike parking demand check

A site visit was conducted on 29 March 2022. More than 80% of the kerb-side parking was occupied. The high demands will result in cars being parked in the narrow gaps between the driveways from time to time. The demand check is satisfied.

## 3. Resident views check

A survey of residents was not undertaken. The survey check is not satisfied.

### Driveway test

The proposed motor bikes only parking zone will have an impact on on-street parking for cars. A potential solution that can see the parking space retained and egress and ingress improved is wider driveway splays.

The current driveways at 11 and 13 Napier Street are 4 metres wide, including splays.

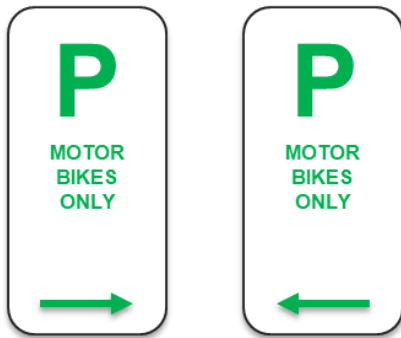
Council officers have undertaken a driveway test using a large Kia Sorento (4.81 metre long x 1.9 metre wide). Reversing out was not convenient. However, the driveway test was satisfactory (see Figure 2).



Figure 2. Driveway test.

## Signage

The proposed signage is shown in Figure 3.



*Figure 3. Proposed signage.*

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

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

### 5. Attachments

Nil.

**REPORT**  
**TC/V.06/22.04**

**Subject:** 79-103 Wellington Street, Bondi Beach - Construction Zone

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

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 20 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 95–103 Wellington Street, Bondi Beach.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

**1. Executive Summary**

Council has received an application from the builder/developer associated with a development at 79-103 Wellington Street, Bondi Beach, for the installation of a 20 metre construction zone in Wellington Street.

Council officers propose the installation of a 20 metre construction zone on the southern side of Wellington Street in front of 95–103 Wellington Street, Bondi Beach.

Figure 1 shows the site location. Figure 2 shows the proposed construction zone.

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



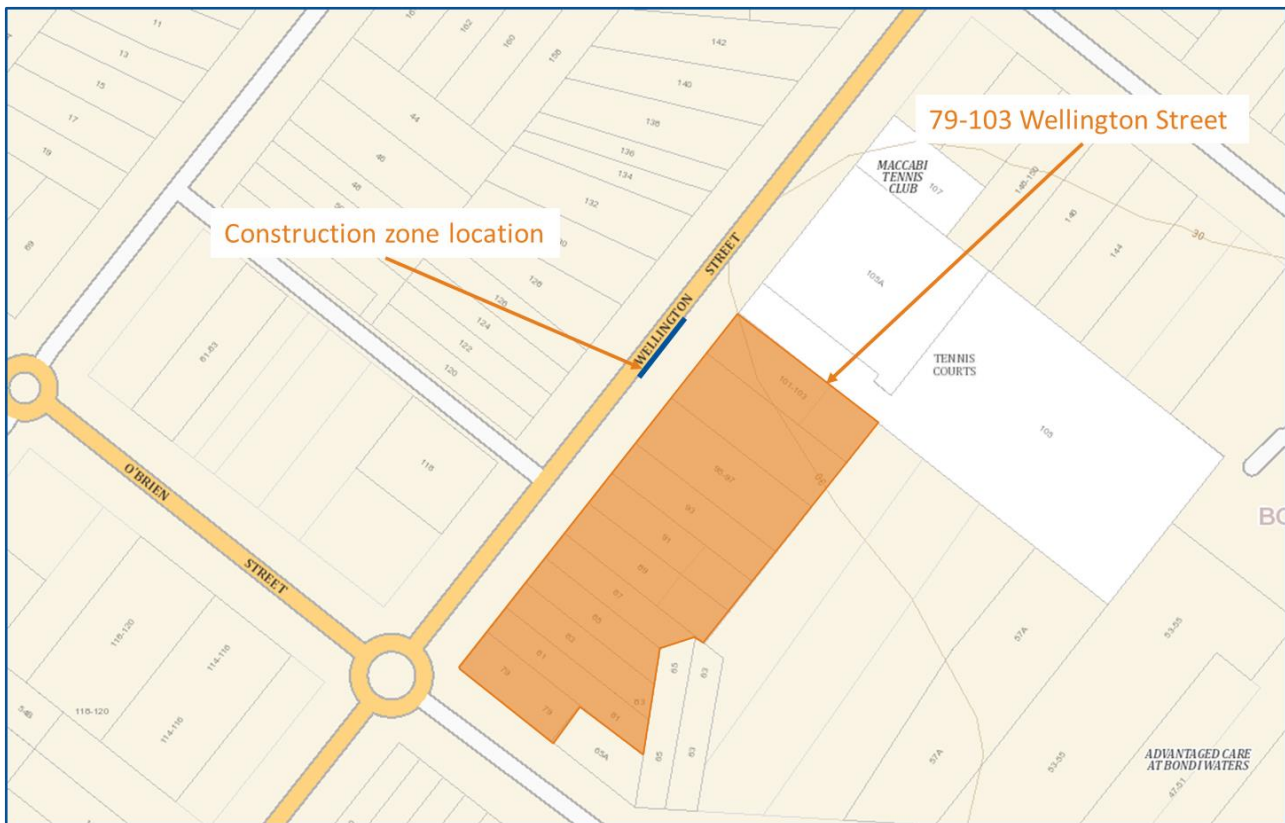


Figure 1. Site location.



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 Sat, 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 96 metres on the southern side of Wellington Street. The applicant has requested a 20 metre construction zone. Council officers propose to install a 20 metre construction zone. Figure 3 shows the existing and recommended parking allocation in Wellington Street.

Council officers propose to install the construction zone on the southern side of Wellington Street in front of 95–103 Wellington Street, Bondi Beach.

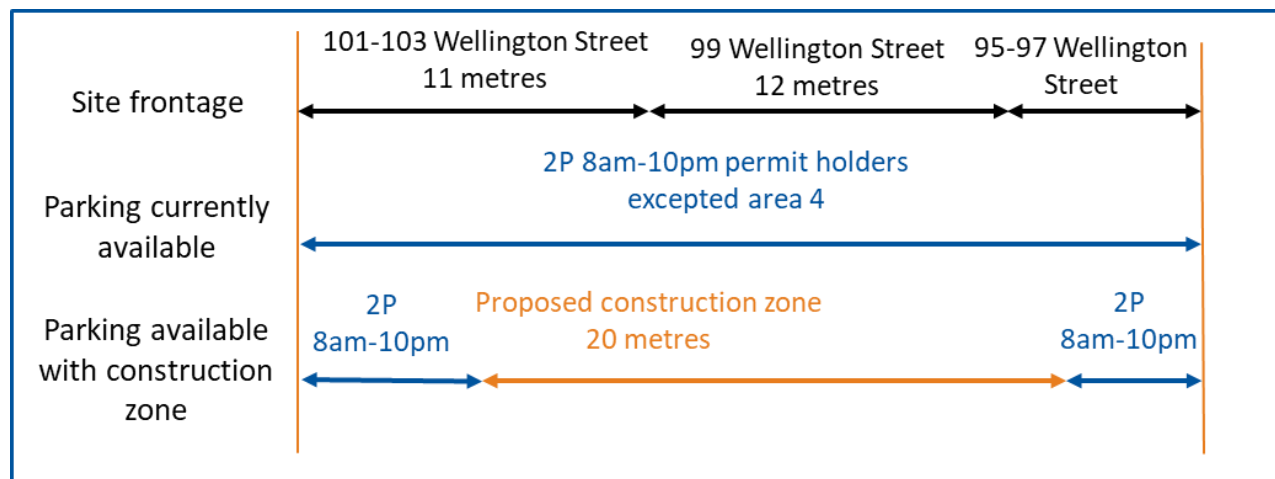


Figure 3. Parking controls.

Table 1. Application details.

<b>Applicant</b>	Vernon Houston
<b>Development application</b>	DA-268/2020
<b>Works</b>	Demolition of existing structure and construction of two four-storey residential flat buildings
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	96 metres
<b>Road</b>	Wellington Street
<b>Existing parking</b>	2P 8 am–10 pm, Permit Holders Excepted Area 4
<b>Length requested by applicant</b>	20 metres
<b>Length to be signposted</b>	20 metres
<b>Planned duration</b>	2 years
<b>Fee area</b>	Medium-density residential zoning

## Signage

The proposed signage shown in Figure 4.

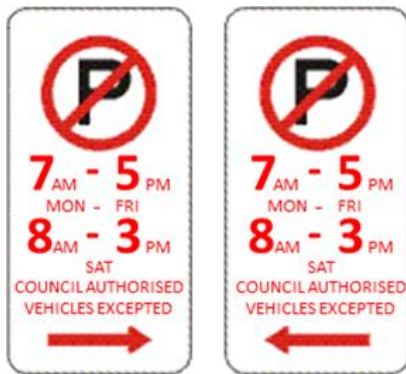


Figure 4. Proposed signage.

## 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 construction zone.



Figure 5. Notification area (red).

## 4. Financial Information for Council's Consideration

The estimated fees for the construction zone are shown in Table 2.

*Table 2. Estimated weekly fees.*

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	20 metres	\$70.00	\$1,400.00
- Angle parking	per week	-	\$139.00	-
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	-	\$97.00	-
- Angle parking	per week	-	\$190.00	-
Occupation of metered parking spaces (in addition to the above fees)	per space	-	\$387.00	-
	per week			
<b>Weekly Fee</b>				<b>\$1,400.00</b>

## 5. Attachments

Nil.

**REPORT**  
**TC/V.07/22.04**

**Subject:** 23 Curlewis Street, Bondi Beach - Construction Zone in Wellington Street

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

**Author:** Beryl Wang, Professional Engineer, Traffic and Development  
Calum Hutcheson, Service Manager, Traffic and Transport

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

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 6 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone south of 23 Curlewis Street in Wellington Street, Bondi Beach.
2. Requires the applicant to notify 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 remove, the construction zone, as necessary.

**1. Executive Summary**

Council has received an application from the builder/developer associated with a development at 23 Curlewis Street, Bondi Beach, for the installation of a construction zone in Wellington Street along the southern side of the property.

The minimum length of a construction zone stated in the Council guidelines for construction zones is 9 metres. Council has received a submission from a resident from 180 Wellington Street. The resident expressed concerns for wheelchair access from Wellington Street into 180 Wellington Street. This is currently available via a footpath connection from the street to the property. A 9 metre construction zone would block access to this connection.

Council officers propose the installation of a 6 metre construction zone in Wellington Street between an existing car share zone and the footpath.

Figure 1 shows the site location. Figure 2 shows the proposed construction zone.

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



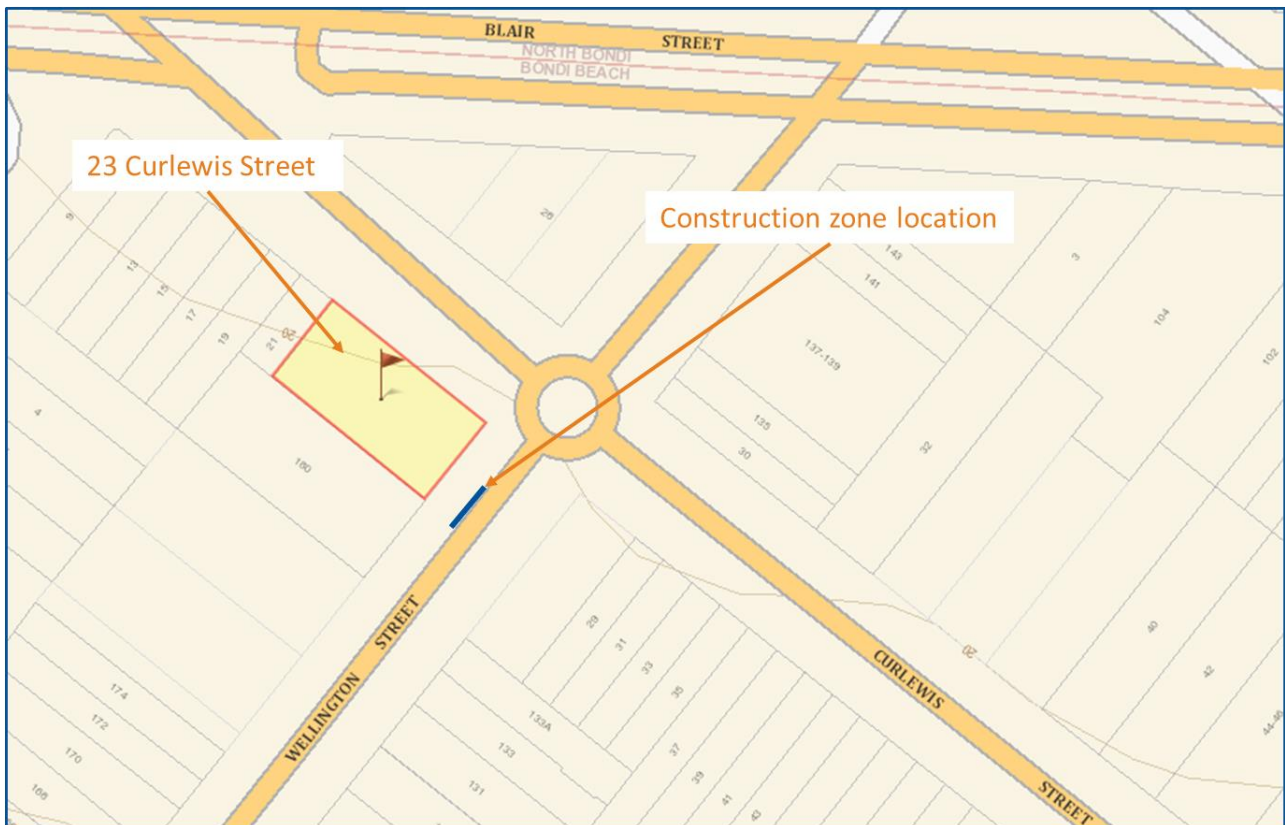


Figure 1. Site location.



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 Sat, 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 16 metres on Wellington Street. The applicant has requested a 6 metre construction zone. Council officers propose to install a 6 metre construction zone in Wellington Street.

The pedestrian path on the Western side of Wellington Street has two sets of stairs. The path connecting the western side of Wellington Street and 180 Wellington Street is required by a resident for wheelchair access. Figure 4 shows the constraints of the site.

Council officers propose to install the construction zone in Wellington Street, west of the existing car share parking space.

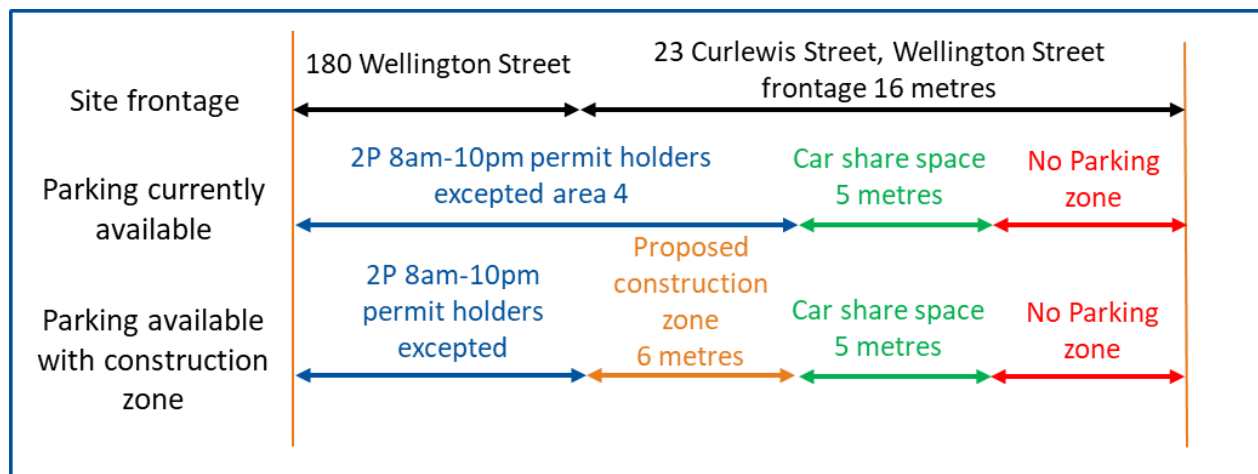


Figure 3. Parking controls.



Figure 4. Constraints for resident access.



Table 1. Application details.

<b>Applicant</b>	Aaron Moran
<b>Development application</b>	DA-194/2020
<b>Works</b>	Alteration as to existing mixed-use building
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	16 metres (northern side of Wellington Street)
<b>Road</b>	Wellington Street
<b>Existing parking</b>	2P 8 am–10 pm, Permit Holders Excepted Area 4
<b>Length requested by applicant</b>	6 metres
<b>Length to be signposted</b>	6 metres
<b>Planned duration</b>	26 weeks
<b>Fee area</b>	Medium-density residential zoning

### Signage

The proposed signage in Figure 5.

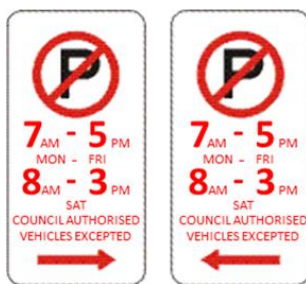


Figure 5. Proposed signage.

### Notification

Businesses and residents in the vicinity of the construction zone will be notified prior to it being installed. Figure 6 shows the properties to be notified about the construction zone.



Figure 6. Notification area (red).

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

The estimated fees for the construction zone are shown in Table 2.

*Table 2. Estimated weekly fees.*

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	6 metres	\$70.00	\$420.00
- Angle parking	per week	-	\$139.00	-
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	-	\$97.00	-
- Angle parking	per week	-	\$190.00	-
Occupation of metered parking spaces (in addition to the above fees)	per space per week	-	\$387.00	-
<b>Weekly Fee</b>				<b>\$420.00</b>

#### 5. Attachments

Nil.

**REPORT**  
**TC/TEAV.01/22.04**

**Subject:** 140 Clyde Street, North Bondi - Angle Parking and Passing Bays

**TRIM No:** DA-314/2021

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

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

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**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Should DA-314/2021 be approved with an increase in the number of childcare places from 27 to 43 at 140 Clyde Street, North Bondi:
  - (a) Angle parking will be required in Clyde Street in accordance with the concept plan contained in Figure 1 of the report. This is required to accommodate the parking demands associated with the 16 additional childcare places. Consent conditions should have the approval being contingent on 4 additional on-street parking spaces being provided.
  - (b) The proposed timed restrictions for 4 on-street parking spaces are supported subject to community consultation. Consent conditions should reflect this. The cost of installation is to be borne by the applicant if the restrictions are approved by Council.
  - (c) The proposed passing bays are supported. The locations and number of bays are to be subject to community consultation. Consent conditions should reflect this. The cost of installation is to be borne by the applicant if the restrictions are approved by Council.
2. Changes to the parking restrictions in the vicinity of the site will be subject to a separate report to the Traffic Committee should the development be approved. The proposal will be assessed on its merits at that time.

**1. Executive Summary**

This report seeks Traffic Committee technical advice in relation to a development application to increase the number of childcare places at an existing childcare centre at 140 Clyde Street, North Bondi. A traffic and parking assessment submitted by the applicant is attached.

Council received the development application in August 2021. It proposed increasing the number of childcare places from 27 to 49 (22 additional places). A deemed refusal appeal was subsequently lodged with the NSW Land and Environment Court in November 2021. Following a section 34 conference between the parties, the proposed increase in the number of childcare places was reduced to 16, resulting in 43 spaces in total.

The proposal relies on increased parking on-street to accommodate the increase in parking demands due to the additional childcare places. Angle parking is proposed in the wide section of Clyde Street in the vicinity



of the childcare centre (see Figure 1). One on-street parking space currently between the entrance and exit driveway of the childcare centre is proposed to be removed and replaced with 'No Stopping' restrictions.

The changes will result a net increase of 4 parking spaces.

4 of the spaces are proposed to be signposted as '10 Minute parking, 7.00 to 9.30 am, 3.00 to 6.00 pm, Weekdays Only.'

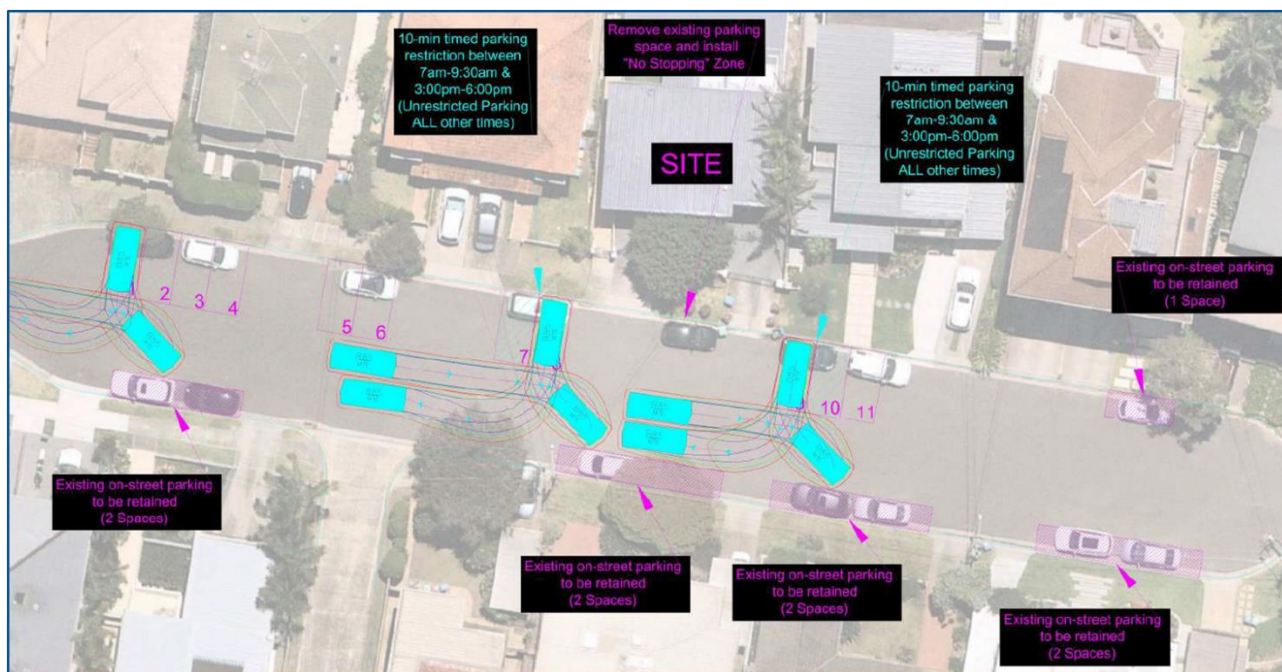


Figure 1. Proposed angle parking in Clyde Street.

Arising from the section 34 conference was the difficulties opposing drivers have passing each other in the narrow section of Clyde Street. Three passing bays have been proposed to address this. The parking bays are simply three sections of the kerb that would be signposted as 'No Parking.' They each cover two driveways and the spaces in between. The spaces in between the driveways are not long enough to accommodate a car. The locations are shown in Figure 2.



Figure 2. Proposed passing bays.

## 2. Introduction/Background

The proposed development at 140 Clyde Street involves additions to the building to accommodate an increase of childcare places from 27 to 43 (16 additional places). The number of staff would increase from 6 to 8.

The site contains 2 staff car parking spaces on site and a one-way drive-through drop-off/pick-up facility.

Replacement of parallel parking with angle parking and removal of one existing parking space is proposed for part of Clyde Street. Four additional car parking spaces will result. Council and applicant experts have agreed that the additional 4 parking spaces are sufficient to accommodate the increase in parking demands associated with the 16 childcare places.

Provision of passing bays along the narrow section of Clyde Street have been recommended by Council and applicant experts. Three locations have been nominated:

- Zone A – Across the driveways of 78 to 82 Clyde Street.
- Zone B – Across the driveways of 33 to 35 Clyde Street.
- Zone C – Across the driveways of 43A to 45 Clyde Street.

*Table 1. Existing and proposed childcare places, staffing and parking.*

	Existing	Proposed
Staffing requirement	7	8
Places – 18 months–3 years	10	-
Places – 2–3 years	-	20
Places – 3–5 years	17	29
On-site parking	2	2

## 3. Technical Analysis

The proposed angle parking spaces comply with AS2890.5 - 2020 - On-street Parking. Swept wheel paths have been undertaken for cars accessing the spaces.

If implemented, it is recommended that the spaces are signposted but not line marked. Line marking provides little benefit and results in ongoing maintenance costs.

The proposed timed restrictions for 4 of the angle parking spaces should be subject to community consultation. Consent conditions should reflect this.

The proposed locations and number of bays are to be subject to community consultation. Consent conditions should reflect this.

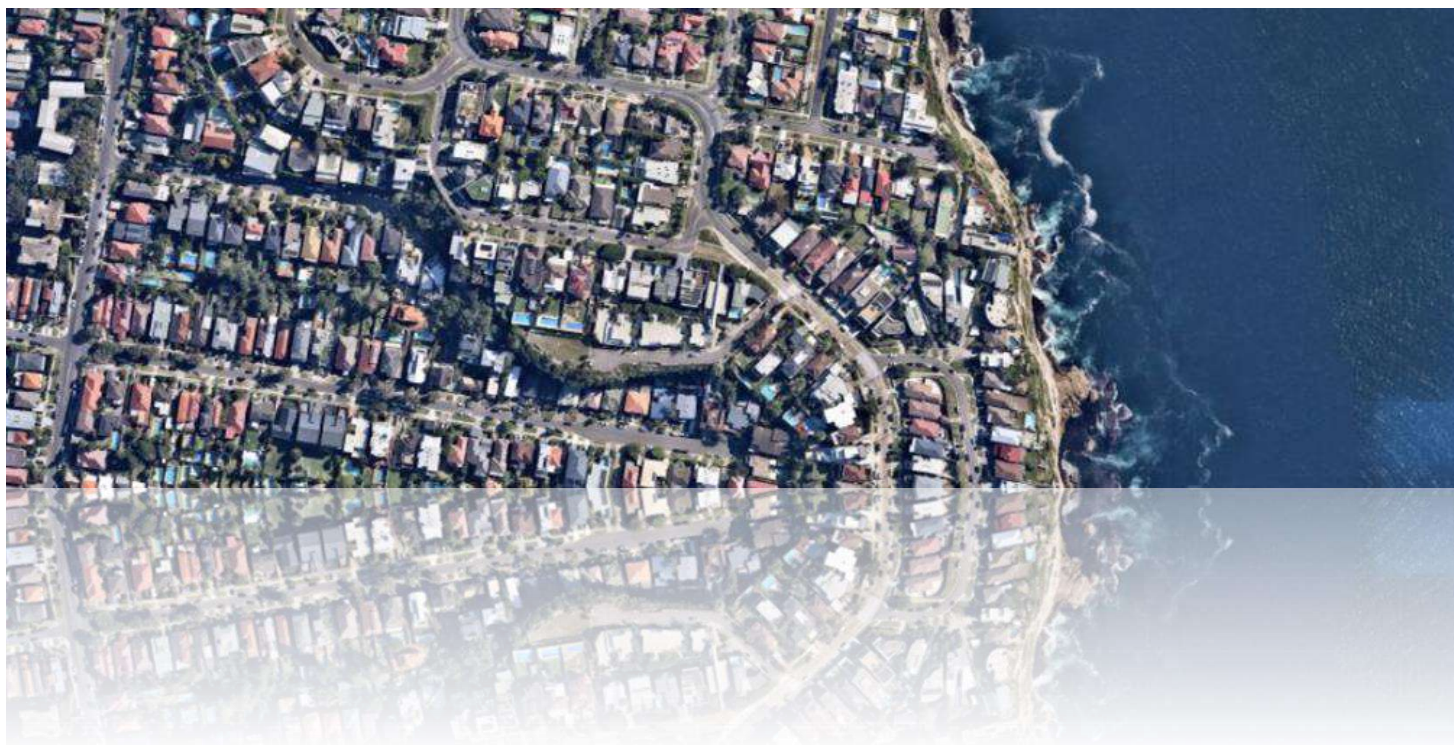
## 4. Financial Information for Council's Consideration

All costs associated with any change to parking restrictions will be borne by the applicant If the development application is approved.

## 5. Attachments

1. Traffic and Parking Impact Assessment - 11 March 2022 [↓](#)





**REVISED TRAFFIC AND PARKING IMPACT ASSESSMENT OF THE  
PROPOSED CHANGE IN SCALE  
OF THE EXISTING CHILD CARE CENTRE  
AT 140 CLYDE STREET, NORTH BONDI**



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**Division of RAMTRANS Australia ABN: 45067491678 RPEQ: 19457**

**Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness**

**210880.01FA - 11 March 2022**



**Development Type:** Child Care Centre

**Site Address:** 140 Clyde Street, North Bondi

**Prepared for:** Active Kids

**Document reference:** 210880.01FA

Status	Issue	Prepared By	Checked By	Date
<b>Original Project No. 200661</b>				
Draft	A	AT		6 <sup>th</sup> May 2021
Draft	B		CM	19 <sup>th</sup> May 2021
Draft	C	AT	CM	24 <sup>th</sup> June 2021
Final	A	AT	CM	25 <sup>th</sup> June 2021
<b>Revised Project No. 210880</b>				
Draft	A	AT	CM	10 March 2022
Final	A	CM		11 March 2022

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210880.01FA - 11 March 2022



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## 1 **INTRODUCTION**

*McLaren Traffic Engineering* was commissioned by *Active Kids* to provide a revised traffic and parking impact assessment for the proposed change in scale of the existing Child Care Centre at 140 Clyde Street, North Bondi as depicted in **Annexure A**.

### **1.1 Description and Scale of Development**

The existing approved development (DA-519/2005/C) has the following characteristics and scale relevant to traffic and parking:

- A total of 27 children and 6 staff members as per the following:
  - No children between 0-2 years old;
  - 15 children between 2-3 years old (staff assigned at 1 per 5 children, or 3 staff);
  - 12 children between 3-5 years old (staff assigned at 1 per 10 children, or 2 staff);
  - One (1) co-ordinator / 'floating' staff member;
- Hours of operation are 8:00am to 5:30pm, Monday to Friday (with approval to operate until 6:00 PM Monday to Friday);
- A total of two (2) existing car spaces for staff on site;
- A one-way drive through drop-off / pick-up facility.

The proposed development application seeks to modify the scale of the child care centre with the following characteristics relevant to traffic and parking:

- A total of 43 children and 8 staff members as per the following:
  - No children between 0-2 years old;
  - 25 children between 2-3 years old (staff assigned at 1 per 5 children, or 5 staff);
  - 18 children between 3-5 years old (staff assigned at 1 per 10 children, or 2 staff);
  - One (1) support staff member;
- Hours of operation are 7:00am to 6:00pm, Monday to Friday;

There are no proposed changes to the internal staff parking (two spaces) or the existing one-way drive through drop-off / pick-up facility.



### **1.2 State Environmental Planning Policy (Infrastructure) 2007**

The proposed development does not qualify as a traffic generating development with relevant size and/or capacity under *Clause 104* of the *SEPP (Infrastructure) 2007*. Accordingly, formal referral to the Roads and Maritime Services (RMS) is unnecessary and the application can be assessed by Waverly Council officers accordingly.

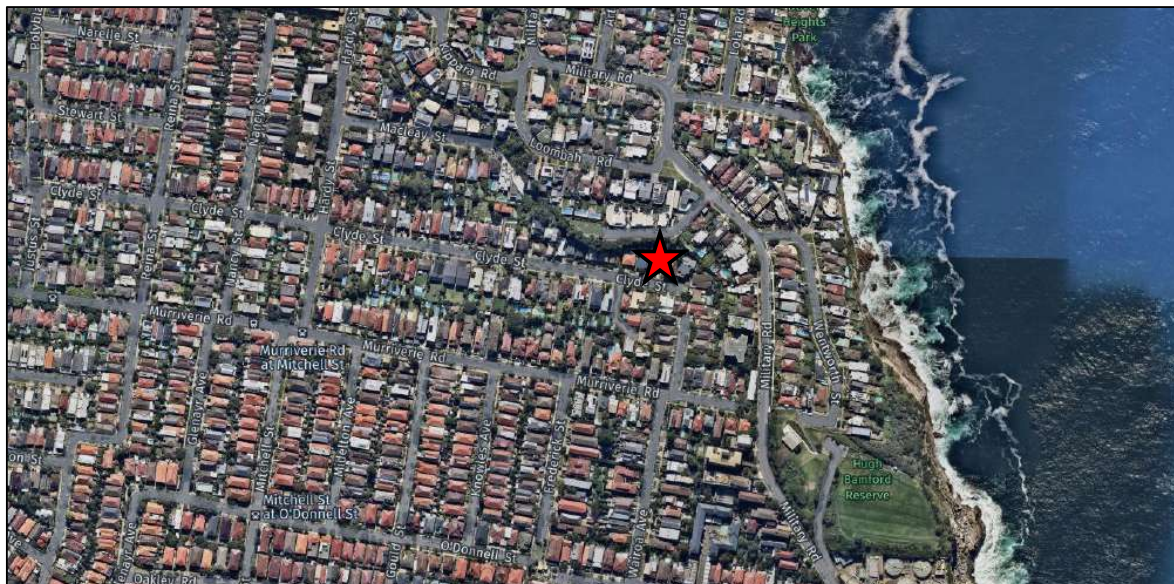
It is relevant to note that child care centres are not defined as educational establishments under the *SEPP (Educational Establishments and Child Care Facilities) 2017*, as such referral to the RMS in accordance with the *SEPP (Educational Establishments and Child Care Facilities)* is not required.

### **1.3 Site Description**

The subject development involves increasing the scale of the existing child care centre. The site is currently zoned *R2 – Low Density Residential* under the *Waverly Council Local Environmental Plan 2012*. The child care centre has a single frontage to Clyde Street to the south and is generally surrounded by residential dwellings.

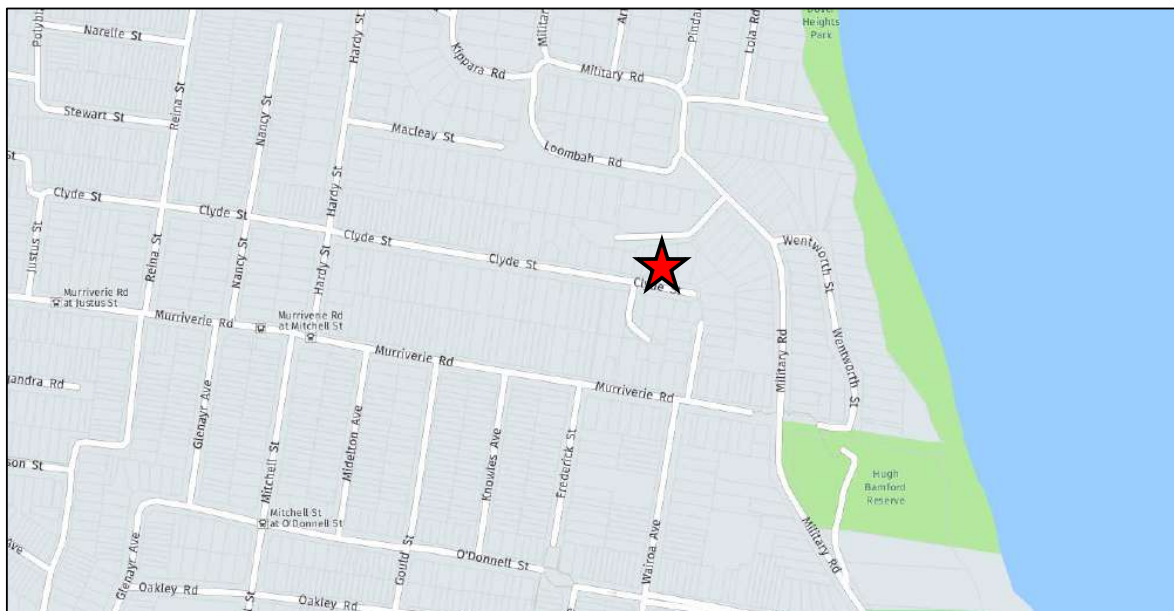
### 1.4 Site Context

The location of the site is shown on an aerial photo and a street map in **Figure 1** and **Figure 2** respectively.



Site Location

**FIGURE 1: SITE CONTEXT – AERIAL PHOTO**



Site Location

**FIGURE 2: SITE CONTEXT – STREET MAP**



## **2 EXISTING TRAFFIC AND PARKING CONDITIONS**

### **2.1 Road Hierarchy**

The road network servicing the site has characteristics as described in the following sub-sections.

#### **2.1.1 Clyde Street**

- Unclassified LOCAL Road;
- Approximately 12.8m wide carriageway facilitating two-way traffic flow and parallel kerbside parking along the frontage of the site;
- Approximately 7m wide carriageway facilitating two-way traffic flow with opportunities for two-way passing at driveways further west of the site, with approximately 6m wide verges on either side of the carriageway;
- No speed limit signposted, default 50km/hr speed limit applies;
- Unrestricted kerbside parking available along both sides of the street.

#### **2.1.2 Oakes Place**

- Unclassified LOCAL Lane;
- Approximately 6m wide carriageway accessing single residential dwellings;
- No speed limit signposted, default 50km/hr speed limit applies;
- No through road;
- Kerbside parking not permitted but observed as a regular occurrence;

#### **2.1.3 Hardy Street**

- Unclassified LOCAL COLLECTOR Road;
- Approximately 10m wide carriageway facilitating one traffic flow lane in each direction and kerbside parking;
- Signposted 50km/h speed limit;
- Unrestricted kerbside parking along both sides of the street.

#### **2.1.4 Waratah Street**

- Unclassified LOCAL Road;
- Approximately 7m wide carriageway facilitating two-way traffic flow with opportunities for two-way passing at driveways further west of the site;;
- No speed limit signposted, default 50km/hr speed limit applies;
- No through road;
- Unrestricted kerbside parking available along both sides of the street.
- Pedestrian laneway provided between Waratah Street and Clyde Street;



## 2.2 Existing Traffic Management

- “Give Way” sign-controlled intersection of Clyde Street / Hardy Street;
- Priority controlled intersection of Clyde Street / Oakes Place.

## 2.3 Existing Parking Environment

Parking surveys were undertaken on Tuesday the 23<sup>rd</sup>, Wednesday the 24<sup>th</sup> and Thursday the 25<sup>th</sup> of February 2021 at 15-minute intervals within 300m of the existing childcare centre between the hours of 7:00 AM – 11:00 AM and 2:00 PM – 8:00 PM, representing a typical weekday. The results of this data are summarised in the following sub-sections of this report and full results are reproduced within **Annexure B** for reference.

Figure 3 below outlines the extent of the survey area.



**FIGURE 3: PARKING SURVEY AREA**

There is a total on-street parking capacity within the survey zone of **216** on-street car parking spaces. This total consists of **44** parking spaces within 100m walking distance from the site, **69** parking spaces between 100m-200m walking distance from the site, and **103** parking spaces between 200m-300m walking distance from the site.

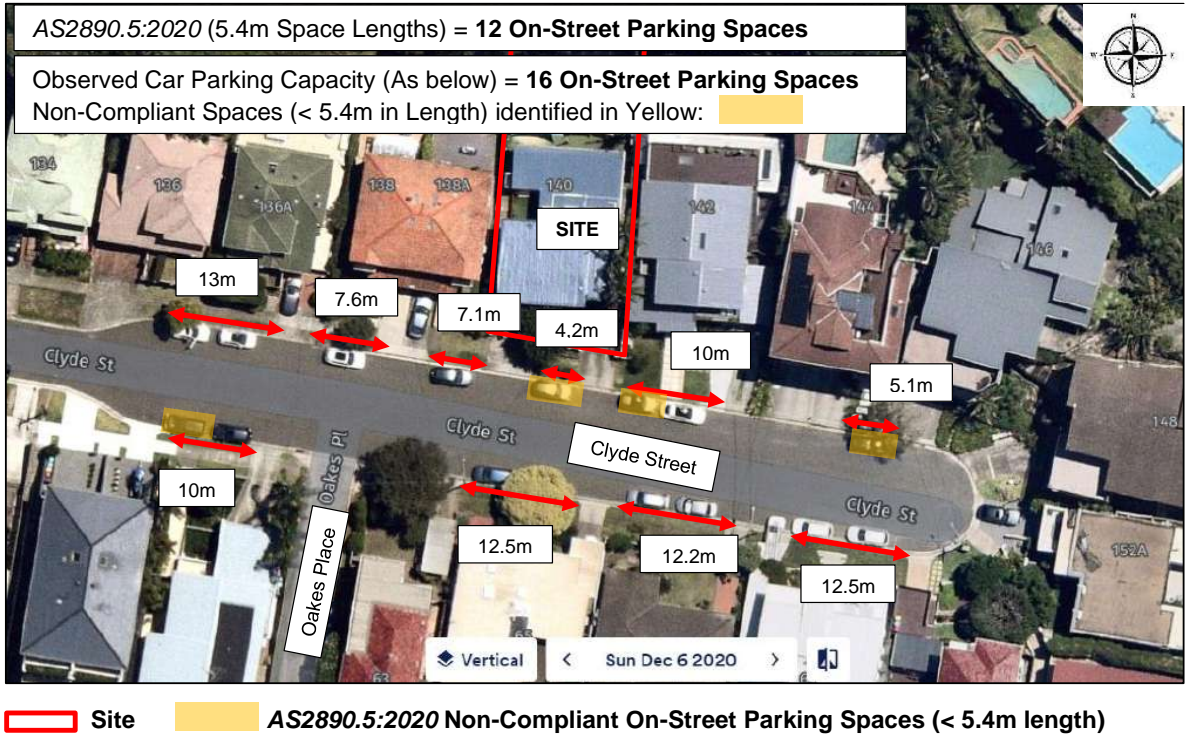


The area referred to within this report as the **Clyde Street “Wide Section”** is the section of Clyde Street identified in a red box above in **Figure 3**, or more specifically the section of Clyde Street where the carriageway width is 12.8m, when compared to the remainder of Clyde Street, which has a carriageway width of approximately 7m. Within this Clyde Street “Wide Section” zone there are 12 on-street parking spaces if strictly adopting the parallel space requirements of *AS2890.5:2020*, which requires a minimum parallel parking bay length of 5.4m. However, on-site observations made during multiple site-visits and review of aerial photography on *NeapMap.com* indicates that the Clyde Street “Wide Section” has an “in-practice” operational on-street parking capacity of 16 parking spaces.

This difference in the observed car parking capacity and *AS2890.5:2020* parking capacity is primarily due to the parking behaviour of residents and visitors to the area, whereby the high demand for on-street parking leads drivers to utilise typically smaller car parking spaces than what is outlined in *AS2890.5:2020*. This may include, a prevalence of smaller cars, drivers parking closer to the edges of driveways and drivers leaving smaller gaps between parked vehicles on-street, than would otherwise be accepted in locations with a lower on-street parking demand. This type of parking behaviour was observed to occurred throughout all parking zones to some extent during the parking surveys, and as can be seen by **Figure 4** below, which was taken on a Sunday, this type of parking behaviour also occurs during the weekend.

An example of such behaviour is the section of kerbside parking immediately to the east of the site, which has a length of 10m between driveways. In accordance with *AS2890.5:2020* this kerbside zone can accommodate only one (1) parked vehicle with a minimum 5.4m space length. On-site observations and review of aerial imagery through *Nearmap.com* identifies that this zone regularly facilities two (2) parked vehicles, as shown in **Figure 4** below. As such the “in-practice” operational parking capacity of this zone is in fact two (2) car parking spaces.

For the purpose of analysis within this report the Clyde Street “Wide Section” is considered to have a total on-street parking capacity of 16 car parking spaces, as identified below in **Figure 4**. The total capacity across the survey area of 216 spaces, also includes the assumption that this zone has an “in-practice” operational capacity of 16 spaces.



**FIGURE 4: CLYDE STREET “WIDE SECTION” OBSERVED PARKING CAPACITY**  
**DATE OF AERIAL PHOTO: SUNDAY 6<sup>TH</sup> DECEMBER, 2020**

2.3.1 Summary of Overall Parking Performance

**Table 1** and **Table 2** below outline the parking capacity within the survey area and the minimum available spare capacity over the entire survey period of 7:00 AM – 11:00 AM and 2:00 PM – 8:00 PM.





**TABLE 1: AM (7:00AM-11:00AM) EXISTING PARKING SUPPLY & SPARE CAPACITY  
(WITHIN 300M OF THE SITE)**

Parking Zone	Total Capacity	Spare Capacity		
		Tuesday 23 <sup>rd</sup> February	Wednesday 24 <sup>th</sup> February	Thursday 25 <sup>th</sup> February
Clyde Street “Wide Section”				
Clyde Street “Wide Section”	16 <sup>(2)</sup>	1 [8:30-9:00] <sup>(3)</sup>	0 [7:00-8:15, 9:00-10:00]	0 [7:30-10:45]
All Zones				
Within 100m <sup>(4)</sup>	44 <sup>(5)</sup>	6 [8:45-9:00]	0 [7:00-7:45]	0 [7:30-9:00]
Between 100m - 200m	69	5 [7:00]	6 [7:00-7:15]	0 [7:30-9:15]
Between 200m – 300m <sup>(6)</sup>	103	0 [7:00-7:30]	8 [7:00-7:15]	8 [7:00]
Total	216 <sup>(7)</sup>	15 <sup>(8)</sup> [7:00]	14 <sup>(8)</sup> [7:15]	12 <sup>(8)</sup> [7:30]

Note:

- (1) The minimum spare capacity for each survey area is the minimum recorded parking available within that area at any given time within the survey period.
- (2) The total on-street parking capacity of Clyde Street "Wide Section" zone is recorded as 16 on-street car parking spaces, as discussed in **Section 2.3** above.
- (3) Values in [ ] denotes the 15-min survey period (or periods) where-by the minimum spare capacity was recorded within this zone.
- (4) The "Within 100m" zone includes the "Clyde Street "Wide Section" zone as well.
- (5) The 44-space capacity includes the 16 spaces observed within the Clyde Street "Wide Section" and the other 28 spaces outside of this zone within 100m of the site.
- (6) The 200m-300m zone includes some area's beyond 300m along Clyde Street up until its intersection with Hardy Street.
- (7) The 216 total capacity includes the 16 spaces observed within Clyde Street "Wide Section" within its total capacity.
- (8) The total represented here is total capacity minus the maximum parking demand occurring during a 15-min period across the entire survey. In the instance of the AM period on Tuesday 23<sup>rd</sup> February, the maximum parking demand across the entire survey occurred at 7:00 AM where there were 201 parked vehicles within the survey zone (i.e. within 300m). This results in a minimum spare capacity within this 15-min period (7:00 AM) of 15 (216-201=15) car parking spaces. At the 7:00 AM period on Tuesday 23<sup>rd</sup> February there were 17 available spaces within 100m of the site, where in-fact the minimum spare capacity within 100m of the site occurred at 8:45 AM and 9:00 AM, where there were only 6 available spaces within 100m of the site.





**TABLE 2: PM (2:00PM-8:00PM) EXISTING PARKING SUPPLY & SPARE CAPACITY  
(WITHIN 300M OF THE SITE)**

Parking Zone	Total Capacity	Spare Capacity		
		Tuesday 23 <sup>rd</sup> February	Wednesday 24 <sup>th</sup> February	Thursday 25 <sup>th</sup> February
Clyde Street “Wide” Section				
Clyde Street “Wide Section”	16 <sup>(2)</sup>	0 [16:00, 16:30- 17:45,18:30-19:45] <sup>(3)</sup>	0 [15:00-15:45, 18:45]	0 [15:00-16:30, 17:15- 17:30,18:00-19:45]
All Zones				
Within 100m <sup>(4)</sup>	44 <sup>(5)</sup>	0 [19:15-19:45]	5 [18:30-18:45]	2 [16:30,18:30-18:45]
Between 100m - 200m	69	4 [19:45]	13 [19:30-19:45]	5 [19:15-19:45]
Between 200m – 300m <sup>(6)</sup>	103	7 [19:45]	2 [19:30]	0 [19:15-19:45]
Total	216 <sup>(7)</sup>	8 <sup>(8)</sup> [19:45]	21 <sup>(8)</sup> [19:30]	16 <sup>(8)</sup> [19:15]

Note: Refer to **Table 1** for notes 1 to 7.

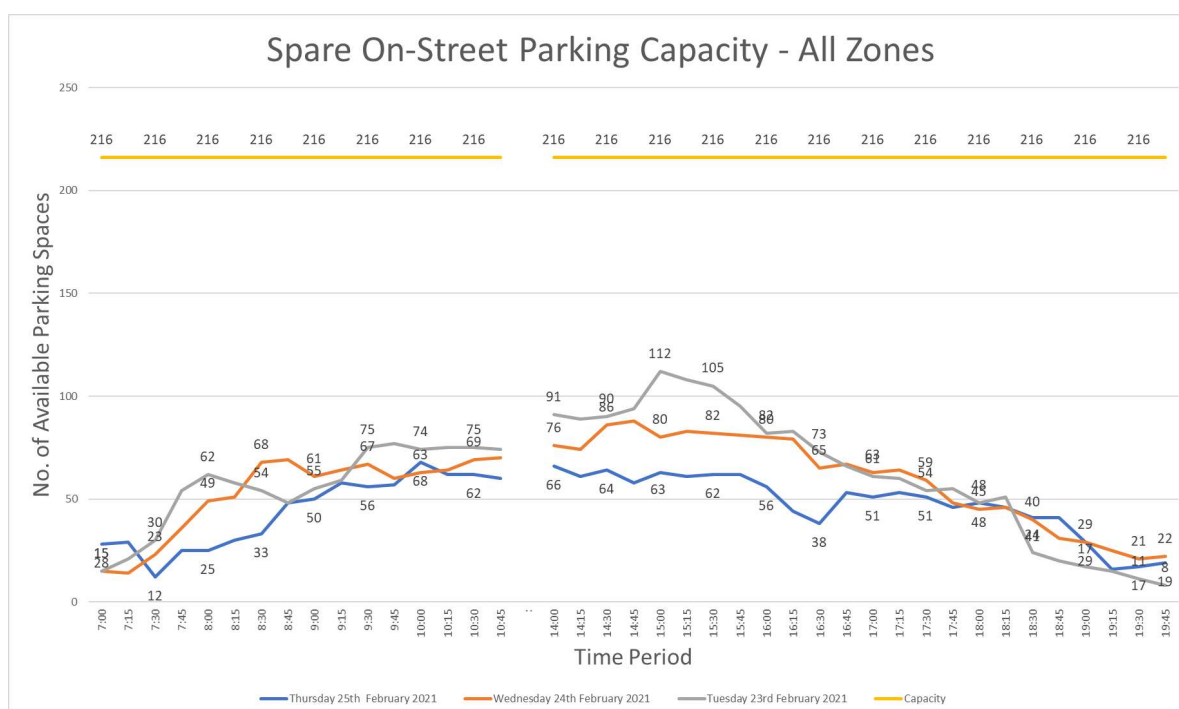
- (8) The total represented here is total capacity minus the maximum parking demand occurring during a 15-min period across the entire survey. In the instance of the PM period on Tuesday 23<sup>rd</sup> February, the maximum parking demand across the entire survey occurred at 19:45 (7:45 PM) where there were 208 parked vehicles within the survey zone (i.e., within 300m). For the purposes of the overall total spare capacity presented here this is made up of a total of 47 vehicles parked within 100m of the site, 65 vehicles between 100-200m and 96 vehicles between 200m-300m, (47+65+96=208). This results in a spare capacity within this 15-min period (7:45 PM) of 8 (216-208=8) car parking spaces. At the 19:45 (7:45 PM) period on Tuesday 23<sup>rd</sup> February there were 47 parked vehicles within 100m of the site (including illegally parked vehicles), which is three (3) vehicles beyond this zones allotted capacity, which has been recorded as a spare capacity of zero, in the above table.

The results of the parking surveys undertaken from Tuesday the 23<sup>rd</sup> of February 2021 until Thursday 25<sup>th</sup> of February 2021 indicate that during the survey periods the on-street car parking reaches capacity across all zones. Typically, during the AM survey period on-street parking was generally at capacity during the 7:00-8:00 AM period while during the PM survey period on-street parking was generally at capacity during the 7:00-8:00 PM period.

While the above tables give an indication of the minimum number of available parking spaces available over the full survey period (7:00 AM - 11:00 AM and 2:00 PM - 8:00 PM), it does not provide the full picture of the existing parking behaviour surrounding the site.

These parking surveys have identified that on-street parking within this area is primarily residential in nature, with the peak parking occupancy occurring during the overnight period when residents are residing at home.

**Figure 5** below shows the spare parking capacity available over the entire survey period across all zones.



**FIGURE 5: TOTAL SPARE PARKING CAPACITY GRAPH**

As can be seen from **Figure 5**, the available parking increases into the middle of the day, with over 50 (23%) car parking spaces available within 300m of the site between the hours of 9:00 AM and 4:00 PM. Excluding the Thursday survey a minimum of 45 (21%) car parking spaces are available within 300m of the site between 8:00 AM and 6:00 PM. **Table 3** below outlines the recorded spare parking capacity taken as a snapshot at the beginning of each hour of the survey across all three days of the survey.

**TABLE 3: HOUR-BY-HOUR SPARE PARKING CAPACITY FROM SURVEY  
(ALL ZONES – 216 SPACES)**

Period <sup>(1)</sup>		7:00 AM	8:00 AM	9:00 AM	10:00 AM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	7:45 PM
Tuesday 23 <sup>rd</sup> Feb	No.	15	62	55	74	91	112	82	61	48	17	8
	%	7%	29%	25%	34%	42%	52%	38%	28%	22%	8%	4%
Wednesday 24 <sup>th</sup> Feb	No.	15	49	61	63	76	80	80	63	45	29	22
	%	7%	23%	28%	29%	35%	37%	37%	29%	21%	13%	10%
Thursday 25 <sup>th</sup> Feb	No.	28	25	50	68	66	63	56	51	48	29	19
	%	13%	12%	23%	31%	31%	29%	26%	24%	22%	7%	9%
Minimum Observed <sup>(3)</sup>	No.	15	25	50	63	66	63	56	51	45	17	8
	%	7%	12%	23%	29%	31%	29%	26%	24%	21%	7%	4%

Note:

- (1) The figures presented within this table represent the spare parking capacity during the 15-min period starting at the titled time. I.e. the results provided for 7:00 AM, is the parking results for the period of 7:00 - 7:15 AM.
- (2) Green cells represent times when car parking occupancy is less than 85% (at least 15% of spaces are available) and orange cells represent when parking occupancy is greater than 85% (less than 15% of spaces are available).
- (3) The minimum observed occupancy for that single period over the entire three (3) days of survey's.



As can be seen from the above summary, parking demand decreases into the middle of the day within 300m of the site, with the maximum available on-street parking generally occurring around 2:00 PM with at least 66 spaces (31%) of parking spaces available within 300m of the site. With at least 50 (23%) on-street car parking spaces available between the hours of 9:00 AM and 4:00 PM.

A graphical summary of all the parking survey data is provided in **Annexure C**.

## 2.4 Existing Traffic Environment

Intersection traffic surveys were conducted at the intersections of Hardy Street / Clyde Street from 7:00 AM to 9:00 AM and 2:30 PM to 6:00 PM on Tuesday the 22<sup>nd</sup> of September 2020 representing a typical operating weekday. The full survey results are shown in **Annexure D** for reference.

### 2.4.1 Existing Road Performance

The performance of the surrounding intersections under the existing traffic conditions has been assessed using SIDRA INTERSECTION 9.0, **Table 4** summarises the resultant intersection performance data, with full SIDRA results reproduced in **Annexure E**.

**TABLE 4: EXISTING INTERSECTION PERFORMANCES (SIDRA INTERSECTION 9.0)**

Intersection	Peak Hour	Degree of Saturation <sup>(1)</sup>	Average Delay <sup>(2)</sup> (sec/veh)	Level of Service <sup>(3)(4)</sup>	Control Type	Worst Movement	95th Percentile Queue
<b>EXISTING PERFORMANCE</b>							
Hardy Street / Clyde Street	AM	0.25	1.6 (Worst: 12.2)	<b>NA</b> (Worst: B)	Give Way	RT from Clyde Street	0.5 veh (3.7m) Hardy Street
	PM	0.19	1.5 (Worst: 9.4)	<b>NA</b> (Worst: A)		RT from Clyde Street	0.4 veh (2.6m) Hardy Street

**NOTES:**

- (1) The Degree of Saturation is the ratio of demand to capacity for the most disadvantaged movement.
- (2) The average delay is the delay experienced on average by all vehicles. The value in brackets represents the delay to the most disadvantaged movement
- (3) The Level of Service is a qualitative measure of performance describing operational conditions. There are six levels of service, designated from A to F, with A representing the best operational condition and level of service F the worst. The LoS of the intersection is shown in bold, and the LoS of the most disadvantaged movement is shown in brackets.
- (4) No overall Level of Service is provided for Give Way and Stop controlled intersections as the low delays associated with the dominant movements skew the average delay of the intersection. The Level of Service of the worst approach is an indicator of the operation of the intersection, with a worse Level of Service corresponding to long delays and reduced safety outcomes for that approach.

As shown above, the intersection of Hardy Street / Clyde Street is currently performing at a high level of efficiency, with a level of service “A” or “B” conditions in both the AM & PM peak hour periods. The level of service “A” and “B” performance is characterised by low approach delays and spare capacity.

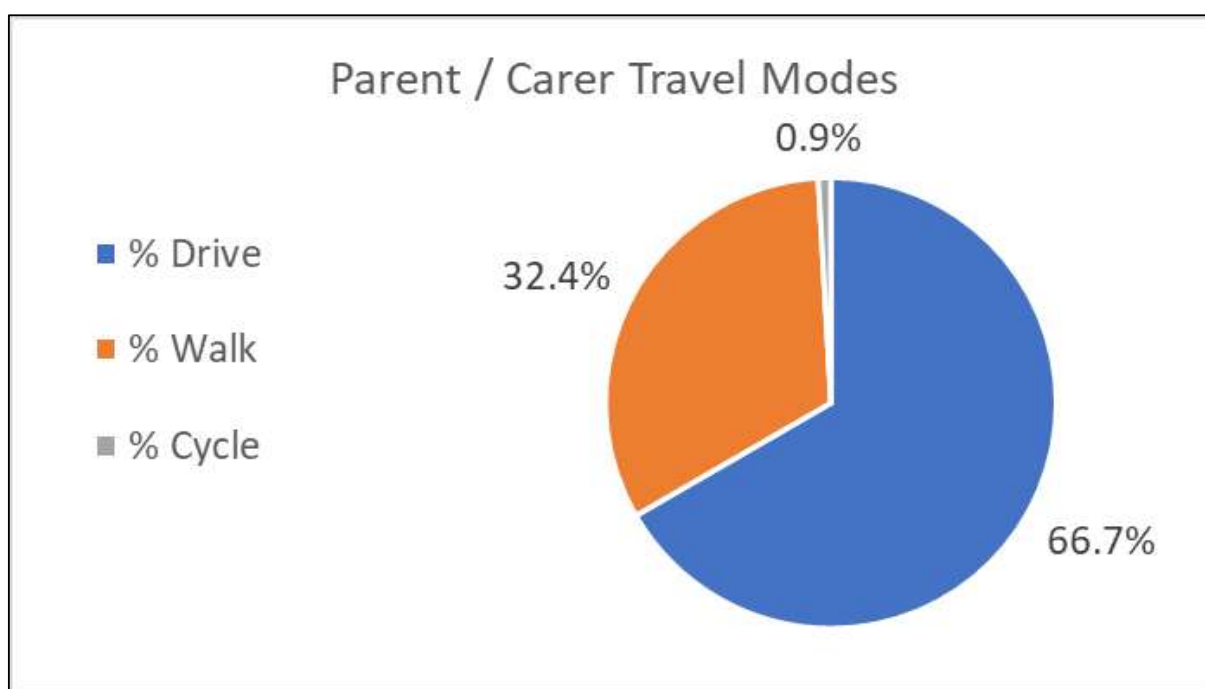
## 2.5 Existing Child Care Centre Travel Behavior

Parent / carer and staff travel mode surveys were undertaken on Tuesday 23<sup>rd</sup> of February, Wednesday 24<sup>th</sup> of February and Thursday 25<sup>th</sup> of February 2021 during both the AM and PM pick-up & drop-off periods, and once a day for staff. The results of this data are summarised in the following sub-sections of this report and full results are reproduced within **Annexure F** for reference.

### 2.5.1 Parent / Carer Travel Behaviour

These travel mode surveys of parents / carers were conducted both as they dropped-off and picked-up their child/children from the child care centre each day, in order to capture different travel behaviours across both AM and PM periods and across different days. It is noted that on the survey days the weather was overcast with rain occurring throughout the day in particularly on Wednesday 24<sup>th</sup> February, which may have resulted in a higher than average vehicle dependency.

A total of 111 responses were received from parents at the centre, and **Figure 6** below, provides a summary of the parent / carer travel mode survey results.



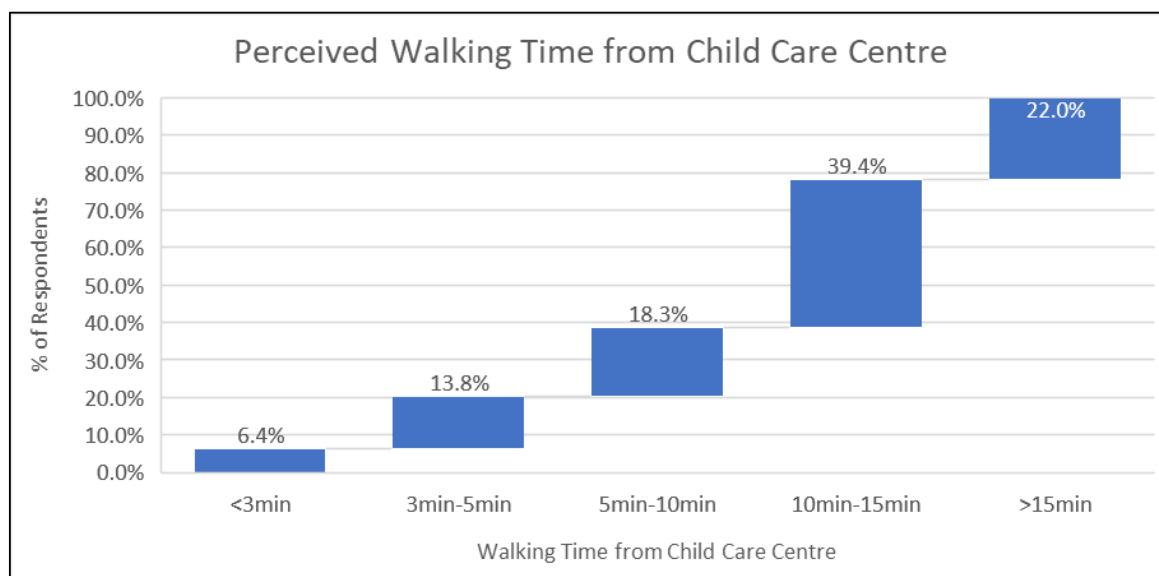
**FIGURE 6: PARENT / CARER TRAVEL MODE SURVEY RESULTS**

The above travel mode survey results indicate that of the existing parents / carers of the centre 66.7% drive, with the other 33.3% of trips made using active travel modes such as walking (32.4%) and cycling (0.9%). The high level of parents found to be walking to / from the child care centre is typical for a small suburban child care centres located in residential areas, such as this.





In addition, parents / carers were asked about how far away from the child care centre they lived in terms of walking time. A total of 109 responses were received across the survey to this question and **Figure 8** below provides a summary of walking distance parent / carers indicated that they live from the child care centre.

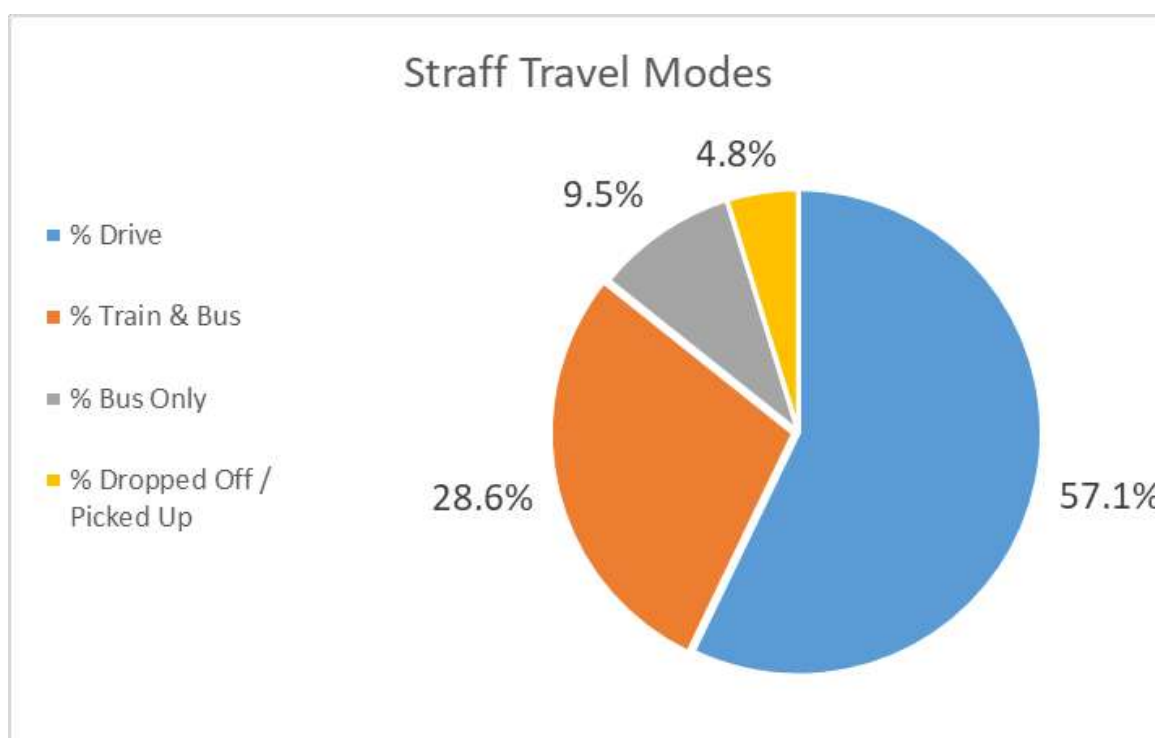


**FIGURE 7: PERCEIVED WALKING TIME TO CENTRE FOR PARENTS / CARERS**

As can be seen above approximately, 6.4% of parent / carers reported that they live within 3-minute walking distance and 20.2% (6.4% + 13.8%) of parent / carers reported they live within 5-minutes of the centre. Further afield, approximately 18.3% of parent / carers live within 5-10mins walking distance and 39.4% live within 10-15mins walking distance of the Centre. Only 22% of parent / carers reported that they live beyond a 15-minute walk of the child care centre. These results indicate that approximately 38.5% of parents / carers live within 10-minutes walking distance of the centre.

### 2.5.2 Staff Travel Behaviour

The travel mode surveys of staff were undertaken once a day for three days, to capture the different travel behaviours of all staff associated with the centre, including those who might not work each day. A total of 21 responses were received from the staff and **Figure 8** below, provides a summary of the staff travel mode survey results.



**FIGURE 8: STAFF TRAVEL MODE SURVEY RESULTS**

These survey results indicate that 57.1% of staff drive to and from the centre, 38.1% of staff catch public transport (9.5% catching only the bus and another 28.6% catching the train and bus to access the centre), and 4.8% of staff are dropped off / picked-up at the centre. These results indicate a high level of public transport utilisation for the existing child care centre. This high level of public transport utilisation is expected to continue into the future due to the sites proximity to the very regular 379 bus route accessible from Murrivierie Road and other services.

## 2.6 Public Transport

The subject site has access to the existing bus stops (Stop ID: 202672 and 202679) which are located approximately four (4) minutes (250m) walk from the site on Murrivierie Road between Fredrick Street and Knowles Avenue. These bus stops are serviced by the bus route 379 (North Bondi to Bronte) which runs regularly between 4:30am and 1:00am, with a frequency of one service approximately every 10-minutes in both directions between 6am and 9pm, Monday to Friday, provided by *State Transit*.

The subject site also has access to the existing bus stops (Stop ID: 203011 and 203051) which are located approximately four (4) minutes (280m) walk from the site on Military Road outside Hugh Bamford Reserve. These bus stops are serviced by the bus routes 323 (North Bondi to Edgecliff via New South Head Road) and 380 (Watsons Bay to Bondi Junction via Bondi Beach). Bus route 323 operates between 6am-9am (six services towards Edgecliff Station only) and between 4:30pm and 7pm (seven services from Edgecliff Station only), with a service every 20-30 minutes provided by *State Transit*. Bus route 380 operates between 6am and midnight, with a frequency of one service approximately every 20-minutes in both directions between 8am and 7pm, Monday to Friday provided by *State Transit*.

Bondi Junction Train Station is located approximately 3.7km east of the site and is accessible via both the 379 and 380 bus routes.

The location of the site subject to the surrounding public transport network is shown in **Figure 9**.



## Site Location

### FIGURE 9: PUBLIC TRANSPORT NETWORK MAP

## 2.7 Future Road and Infrastructure Upgrades

From Waverly Council Development Application tracker and RMS Projects website, it appears that there are no future planned road or public transport changes that will affect traffic conditions within the immediate vicinity of the subject site.



### 3 **PARKING ASSESSMENT**

#### 3.1 **Council Parking Requirement**

Reference is made to *Waverley Development Control Plan 2012 – Part F: Development Specific – Chapter F3: Child Care Centres* which specifies that a development application for a centre-based child care facilities are to comply with the provision of the *Child Care Planning Guideline 2017 (CCPG2017)*. The CCPG2017 designates the following parking rates applicable to the proposed development:

#### **3.8 Traffic, parking and pedestrian circulation**

##### **C31**

*Where a Development Control plan does not specify car parking rates, off street car parking should be provided at the following rates:*

*In other areas [not within 400m of a metropolitan train station]:*

*1 space per 4 children.*

**Table 5** presents the parking requirements of the proposed increase in children at the child care centre according to the Council's and CCPG2017 car parking rates.

**TABLE 5: DCP / CCPG2017 PARKING RATES**

Land Use	Scale	Rate	Additional Spaces Required	Additional Spaces Provided
Child Care Centre	+16 Children	1 per 4 children	+ 4	4 (On-Street)

As shown above, strict application of the *CCPG2017* requires a total of four (4) additional car parking spaces. The proposed increase in scale does not propose any increase in car parking spaces on-site from the previously approved provision of two (2) staff spaces on-site and a one-way drive through drop-off / pick-up facility.

It is proposed that this DCP parking requirement will be met through the increase in on-street parking capacity along Clyde Street, resulting in a net increase of four (4) on-street car parking spaces. This will be achieved through the re-allocation of kerbside parallel parking spaces along the northern side of the Clyde Street "Wide Section" to 90-degree parking spaces. This 90-degree on-street parking proposal for the Clyde Street "Wide Section" is outlined in detail below in **Section 3.1.1**.

In an operational sense, the additional demand for four (4) car parking spaces comprises 2-3 additional parents and only 1 additional staff member space. The proposal to provide 10—minute time restricted parking spaces (between 7:00 AM - 9:30 AM and 3:00 PM - 6:00 PM, Monday to Friday) within the "Wide Section" of Clyde Street, is intended to better manage through an operational plan of management the duration of parent / carer parking demand, within on-street parking spaces, close to the site. The additional staff member who drives





will be able to find available car parking within 300m of the site, as this staff member is likely to be on-site during the middle of the day.

It is reiterated that these additional four (4) car parking spaces will cater for both the proposed increase and part of the existing parent / carer car parking demand and will be signposted with a 10-minute time restriction between 7:00 AM - 9:30 AM and 3:00 PM - 6:00 PM, Monday to Friday, and will be unrestricted at all other times. This proposal will require the approval of Council's local traffic committee.

Considering the increase of four (4) on-street car parking spaces within the Clyde Street "Wide Section" (within the close vicinity of the subject site) the DCP parking requirements can be met on-street without any loss to the existing on-street parking for local residents. This approach is fully supportable and provides additional car parking spaces available for all local residents outside of the peak drop-off / pick-up times of the child care centre.

### 3.1.1 Clyde Street 90-Degree On-Street Parking Concept

The eastern most portion of Clyde Street, North Bondi (previously referred to as the Clyde Street "Wide Section"), has a road carriageway width of 12.8m wide, which is significantly wider than the remainder of Clyde Street which has a carriageway width of only approximately 7m. This carriageway width has the ability to be utilised more efficiently in order to serve the high-parking demand of the local area. This can be achieved through the re-allocation of the northern kerbside parallel parking spaces to form new 90-degree on-street parking spaces designed in accordance with AS2890.5:2020.

It is proposed that the existing seven (7) parallel kerbside parking spaces along the northern side of Clyde Street "Wide Section" between 136 and 142 Clyde Street, are converted to form eleven (11) AS2890.5:2020 compliant on-street 90-degree parking spaces (2.6m width, 5.4m length), in accordance with the concept provided in **Annexure G**, with an overview provided below in **Figure 10**.





### FIGURE 10: CLYDE STREET 90-DEGREE PARKING CONCEPT

This results in a total of 20 on-street car parking spaces within the Clyde Street “Wide Section” zone which is a net increase of four (4) spaces from the observed on-street capacity of 16 parking spaces. It is noted that the single on-street parking space (albeit non-compliant) located between the sites entry and exit driveways will be removed with the installation of “No-Stopping” signage to prohibit parking in this location, providing a positive safety outcome for the existing drive-through facility operating on the site.

For the purposes of the child care centre it is proposed that the four (4) closest 90-degree car parking spaces (as identified in light blue above) have a 10-minute time restriction placed on them between the peak pick-up and drop-off periods of the child care centre, being 7:00 AM – 9:30 AM and 3:00 PM - 6:00 PM, Monday to Friday. Outside of these hours these spaces can be unrestricted and will provide four (4) additional on-street car parking spaces for the surrounding residents of Clyde Street, including use by residents and their visitors on weekends and overnight outside of the proposed hours of operation for the subject child care centre.

#### **3.2 Impact of adjusted operating hours**

This proposal also includes the extension of the child care centres operating hours which are currently 8:00 AM – 5:30 PM, to new operating hours between 7:00 AM – 6:00 PM. The extension of the operating hours during the morning and afternoon periods will assist in the dispersion of parking demand during the AM drop-off and PM pick-up period.

As identified earlier the proposal is to create four (4) new on-street 10-minute time restricted 90-degree parking spaces during these periods of 7:00 AM – 9:30 AM and 3:00 PM - 6:00 PM, Monday to Friday, which will cater for this parking demand, during the extended hours of operation, subject to approval by the local traffic committee and council. While it is noted that there is limited on-street parking available during this period the earliest arriving staff members will utilise the two (2) existing on-site parking spaces, and parents can utilise both the existing on-site drive-thru arrangements (two drive through spaces) as well as the four (4) additional time-restricted 90-degree on-street parking spaces. It is noted that on-street parking availability steadily increases from 7:00am onwards, as residents depart for the day.

The extended operating hours will not have any detrimental impact on the parking availability surrounding the site and is expected to assist with the dispersion of the on-street parking demands of parents during pick-up and drop-off periods.



### **3.3 Disabled Parking**

Waverly Council DCP does not outline disabled car parking rates for the child care centre. The existing child care centre does not provide any disabled parking spaces and was approved without the provision of it. As such, no additional disabled space has been provided.

Disabled parking for child care centres typically relate to parents or carers and not to children or staff. The PoM can be further enhanced to include a management protocol that allows disabled parents/carers to utilise the on-site drive-through lane with a staff member collecting the child from the parked car on arrival and delivering the child to the parked vehicle on collection so that the disabled driver does not need to leave their car.

### **3.4 Bicycle & Motorcycle Parking Requirements**

The existing child care centre does not provide any motorcycle or bicycle parking spaces and was approved without the provision of them.

Reference is made to the *Waverly Development Control Plan 2012 Part B – General Provisions*, which outlines the following bicycle parking rates for child care centres.

*Healthcare, Childcare, Other*

*Staff*

*0.1 spaces per staff*

*Visitor*

*0.05 spaces per visitor*

This results in a provision of **0.2** bicycle spaces for staff (a net increase of 2 staff members) and a null provision of visitor bicycle spaces as no visitor parking spaces are proposed. The provision of no additional bicycle parking spaces is considered acceptable. If a staff member intended on cycling to the child care centre, the bicycle could be stored informally within the building.

### **3.5 Servicing & Loading**

There are no proposed changes to the servicing and loading operations of the site nor is the proposed change in scale expected to change the frequency of any such servicing or loading activity.

### **3.6 On-Site Car Park Design & Compliance**

There are no proposed changes to the existing on-site car parking layout.



### **3.7 On-Street Car Park Design & Compliance**

As discussed previously in **Section 3.1.1** above, it is proposed that changes are made to the on-street parking provided along Clyde Street “Wide Section” within the vicinity of the site, in order to provide four (4) additional on-street parking spaces. This on-street parking design is outlined in **Annexure G**, and has been designed to meet the relevant clause and objectives of AS2890.5:2020.

The design achieves the following:

- Minimum 2.6m wide by 5.4m length 90-degree parking spaces;
- Minimum 2.0m wide non-line-marked parallel spaces;
- Minimum 10.8m length from the kerb line (behind 90-degree parking spaces) to the edge of parallel spaces (*Table 3.3, of AS2890.5:2020*).





## 4 TRAFFIC ASSESSMENT

The impact of the expected traffic generation levels associated with the subject proposal is discussed in the following sub-sections.

### 4.1 **Traffic Generation**

Traffic generation rates for the relevant land uses are provided in the *Roads and Maritime Services (RMS) Guide to Traffic Generating Developments (2002)* and recent supplements and are as follows:

#### 3.11.3 **Child care centres**

##### *Long-day care*

7.00-9.00am	0.8 peak vehicle trips per child
2.30-4.00pm	0.3 peak vehicle trips per child
4.00-6.00pm	0.7 peak vehicle trips per child

The resulting traffic generation is summarised in **Table 6**.

**TABLE 6: ESTIMATED TRAFFIC GENERATION**

Use	Scale	Peak	Generation Rate	Trips
Long-day care	+16 Children	AM	0.8 per child	+13 (+7 IN , +6 OUT)
		PM	0.7 per child	+11 (+5 IN , +6 OUT)
<b>Total</b>	-	<b>AM</b>	-	<b>+13</b> <b>(+7 IN , +6 OUT)</b>
		<b>PM</b>	-	<b>+11</b> <b>(+5 IN , +6 OUT)</b>

Note: (1) Assumes 50/50 split of inbound and outbound traffic.

As shown, the expected increase in traffic generation associated with the future development is in the order of **13** vehicle trips in the AM peak period (7 IN, 6 OUT) and **11** vehicle trips in the PM peak period (5 IN, 6 OUT). Note that this traffic generation is considered to be conservative as it does not incorporate the high proportion of parents who use active transport (38%) such as walking or cycling to access the centre. It should be noted that the RMS traffic generation rates are based upon surveys of child care centres with 93% drivers.



## 4.2 Traffic Assignment

The road network and the turning movement results of the intersection survey of the Hardy Street / Clyde Street intersection have been assessed and the following traffic assignment has been assumed for all traffic to and from the site based on the traffic survey results:

- 25% to / from the North along Hardy Street;
- 75% to / from the South along Hardy Street.

## 4.3 Traffic Impact

The traffic generation outlined in **Section 4.1 & 4.2** above has been added to the existing traffic volumes recorded. SIDRA INTERSECTION 9.0 was used to assess the intersections performance. The purpose of this assessment is to compare the existing intersection operations to the future scenario under the increased traffic load. The results of this assessment are shown in **Table 7**.

**TABLE 7: INTERSECTION PERFORMANCE (SIDRA INTERSECTION 9.0)**

Intersection	Peak Hour	Degree of Saturation <sup>(1)</sup>	Average Delay <sup>(2)</sup>  (sec/veh)	Level of Service <sup>(3)(4)</sup>	Control Type	Worst Movement	95th Percentile Queue
EXISTING PERFORMANCE							
Hardy Street / Clyde Street	AM	0.25	1.6 (Worst: 12.2)	NA (Worst: B)	Give Way	RT from Clyde Street	0.5 veh (3.7m) Hardy Street
	PM	0.19	1.5 (Worst: 9.4)	NA (Worst: A)		RT from Clyde Street	0.4 veh (2.6m) Hardy Street
FUTURE (POST DEVELOPMENT) PERFORMANCE							
Hardy Street /Clyde Street	AM	0.25	1.7 (Worst: 12.5)	NA (Worst: B)	Give Way	RT from Clyde Street	0.5 veh (3.8m) Hardy Street
	PM	0.19	1.7 (Worst: 9.5)	NA (Worst: A)		RT from Clyde Street	0.4 veh (2.6m) Hardy Street

Notes: Refer to Table 4 Notes

As shown, the intersection of Hardy Street / Clyde Street retains the same overall Level of Service under future conditions with minimal delays and additional capacity, indicating that there will be negligible impact on the existing road network as a result of the proposed increase in scale of this development.



#### 4.4 Residential Amenity

Increased traffic volumes along residential roads have the potential to impact some aspects of the amenity of residents in low-density residential neighbourhoods. Over certain traffic thresholds, the ability for aged or impaired persons to cross the road and the ability for children to play safely in the street are reduced and the ambient road noise becomes noticeable to residents. The *RMS Guide to Traffic Generating Developments 2002* (RMS Guide), suggests that the environmental goal thresholds for local streets is 200 vehicles per hour and that ideally local streets should not exceed 300 vehicles per hour.

The traffic generated by the site will travel to and from the centre via the residential road being Clyde Street. The existing and future peak hourly traffic volumes along this road has been considered, as summarised in **Table 8**.

**TABLE 8: RESIDENTIAL AMENITY - PEAK HOUR TRAFFIC FLOWS**

Street	Existing <sup>(1)(2)</sup>		Future <sup>(4)</sup>	
	AM	PM	AM	PM
Clyde Street <sup>(3)</sup>	88	99	101	110

Notes (1) Taken from intersection surveys reproduced within **Annexure D**.  
 (2) Highest two-way traffic flow along subject road in any hour within the survey period. Not necessarily the intersection peak.  
 (3) AM and PM two-way peak occurs at 8:00am – 9:00am and 4:30pm - 5:30pm respectively.  
 (4) Future equals existing two-way traffic flow plus traffic generation as determined in **Section 4.1**.

As shown in the above table, the two-way peak hour flows under the future scenario remain significantly below the 200 vehicle per hour environmental goal threshold suggested in the RMS Guide for the RMS thresholds for local roads. Therefore, it is concluded that residential amenity will not be adversely affected by the relatively minor increases in two-way trips.

#### 4.5 Proposed Clyde Street Passing Zones

During consultation with local residents and Council officers, the issue of the availability of passing zones along Clyde Street between the “Wide Section” and Hardy Street was raised. The road carriageway in this location has a width of approximately 7m, with kerbside parking occurring consistently along both sides of the road. While the presence of existing driveway crossovers along this section of Clyde Street, provide multiple passing opportunities for drivers, it is recognised that Council has recommended the formalisation of these passing zones, in locations where no on-street parking can legally or physically occur, to assist all users of Clyde Street.

During a site visit with Council undertaken on Wednesday 9 March 2022, Council made three recommendations for formalised “passing zones”, which are list below:

- Zone A - Across the driveways of 78 to 82 Clyde Street;
- Zone B - Across the driveways of 33 to 35 Clyde Street;
- Zone C – Across the driveways of 43A to 45 Clyde Street.

These passing zones would be formalised through the implementation of “No Parking” zones and line marking. A detailed outlined of the proposal is provided in **Annexure H**.



It should be noted that this proposal will not result in any loss of on-street parking, as the three locations proposed occur across residential driveways, where there is insufficient room for a vehicle to park between driveways. It is noted that the Australian Standard (AS2890.5.2020) minimum length for a parallel space is 5.4m, but Council has indicated in this location that a realistic space length to consider is 4.2m. This proposal will improve traffic flow along Clyde Street by providing dedicated areas that can be utilised as passing zones, benefiting all residents and users of Clyde Street.





## 5 CONCLUSION

In view of the foregoing, the subject proposal for an increase in the scale of the Child Care Centre at 140 Clyde Street, North Bondi (as depicted in **Annexure A**) is fully supportable in terms of its traffic and parking impacts. The following outcomes of this traffic impact assessment are relevant to note:

- a) The proposal is for an increase of 16 children and two (2) staff members at the existing child care centre.
- b) The proposal does not include any changes to the existing internal on-site parking or one-way drive through drop-off / pick-up facility, as these have been previously approved as part of *DA-51905/B*.
- c) This proposal includes the installation of 11 on-street 90-degree parking spaces along the northern side of Clyde Street, within the Clyde Street “Wide Section” zone, where the carriageway has a width of 12.8m, as outlined in **Annexure G**. This results in a net increase of four (4) car parking spaces within this zone, subject to approval from Council’s local traffic committee.
- d) The four (4) additional car parking spaces created by 90-degree on-street parking proposal are proposed to be signposted as “*10-minute parking 7 AM - 9:30 AM & 3 PM - 6:00 PM Monday to Friday*” and should be unrestricted at all other times, in order to be made available for unrestricted use by local residents.
- e) On-street parking surrounding the site is primarily utilised by residents, with the peak demand for on parking occurring overnight. During the hours of 9 AM – 4 PM a minimum of 50 on-street car parking spaces are available within 300m of the site.
- f) The on-street parking concept provided in **Annexure G**, complies with the relevant sections of *AS2890.5:2020* and has been found to satisfy the objectives of this standard.
- g) The increase in traffic generation of the proposed increase in scale of this child care centre has been estimated to be some **+13** trips in the AM peak period (+7 IN, +6 OUT) and **+11** trips in the PM peak period (+5 IN, +6 OUT). The impacts of the traffic generation have been modelled using *SIDRA INTERSECTION 9.0*, indicating that there will be no detrimental impact to the performance of the intersections or on residential amenity surrounding the site as a result of the generated traffic.
- h) To improve two-way traffic flow along Clyde Street between the “Wide Section” and Hardy Street, three (3) passing zones are being proposed in the locations suggested by Council. A detailed proposal is provided in **Annexure H** for reference.



**ANNEXURE A: PROPOSED PLANS**  
**(3 SHEETS)**

NOTE:

BOUNDARIES HAVE BEEN DETERMINED BY SURVEY ON 16/11/2020.

PRIOR TO ANY CONSTRUCTION WORK, SURVEY MARKS SHOULD BE PLACED TO DEFINE THE PROPERTY BOUNDARIES.

SERVICES SHOWN ARE INDICATIVE ONLY. POSITIONS ARE BASED ON SURFACE INDICATOR(S) LOCATED DURING FIELD SURVEY. CONFIRMATION OF THE EXACT POSITION SHOULD BE MADE PRIOR TO ANY EXCAVATION WORK. OTHER SERVICES MAY EXIST WHICH ARE NOT SHOWN.

LEVELS ARE BASED ON AUSTRALIAN HEIGHT DATUM (AHD) USING PM 1910 WITH RL 21.411 (AHD).

RIDGE & GUTTER HEIGHTS HAVE BEEN OBTAINED BY INDIRECT METHOD AND ARE ACCURATE TO ± 0.05m.

CONTOURS SHOWN DEPICT THE TOPOGRAPHY EXCEPT AT SPOT LEVELS SHOWN THEY DO NOT REPRESENT THE EXACT LEVEL AT ANY PARTICULAR POINT. THE SPOT LEVELS ARE TRUE FOR THEIR POSITION, AND ARE INTENDED TO BE USEFUL TO REPRESENT THE GENERAL TERRAIN. CARE SHOULD BE TAKEN IF EXTRAPOLATING.

LEGEND

BENCH MARK	
TELSTRA PIT	
ELECTRIC LIGHT POLE	
POWER POLE	
SIGN POST	
SEWER INSPECTION PIT	
SEWER VENT	
MANHOLE	
SEWER MANHOLE	
STOP VALVE	
WATER HYDRANT	
WATER METER	
GAS METER	
STATE SURVEY MARK	



TSS TOTAL SURVEYING SOLUTIONS  
LANE COVE | CAMDEN | MANLY VALE | CENTRAL COAST

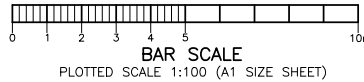
NOTE:

INFORMATION CONTAINED IN THIS PLAN IS THE COPYRIGHT OF TOTAL SURVEYING SOLUTIONS. THE USE OR DUPLICATION WITHOUT THE WRITTEN CONSENT OF TOTAL SURVEYING SOLUTIONS CONSTITUTES AN INFRINGEMENT OF COPYRIGHT.

REVISION No.	REVISION DATE:	COMMENT:

LEGEND:

AWN - AWNING  
CL - CENTERLINE  
FL - FLOOR LEVEL  
RR - ROOF RIDGE  
DS - DOOR STEP LEVEL  
STP - STEP  
TF - TOP OF FENCE  
TK - TOP OF KERB  
TW - TOP OF WINDOW  
BW - BOTTOM OF WINDOW  
TG - TOP OF GUTTER  
TOW - TOP OF WALL  
TB - TOP OF BANK  
EG - EDGE OF CONCRETE  
EG - EDGE OF GARDEN  
Ø.4/510H16 - DIAMETER/SPREAD/HEIGHT

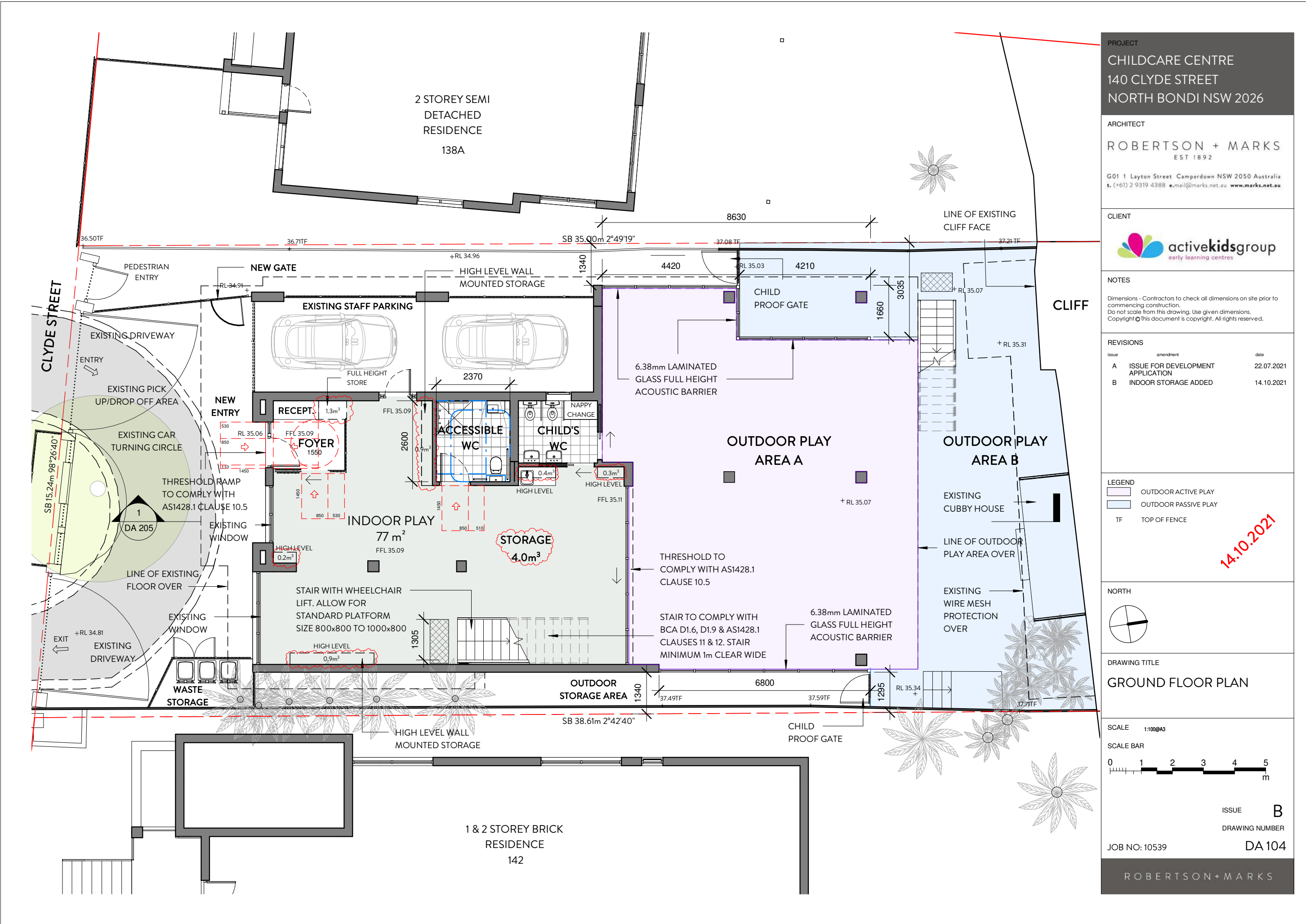


PLAN SHOWING DETAIL & LEVELS  
OVER LOT 2 IN DP29978

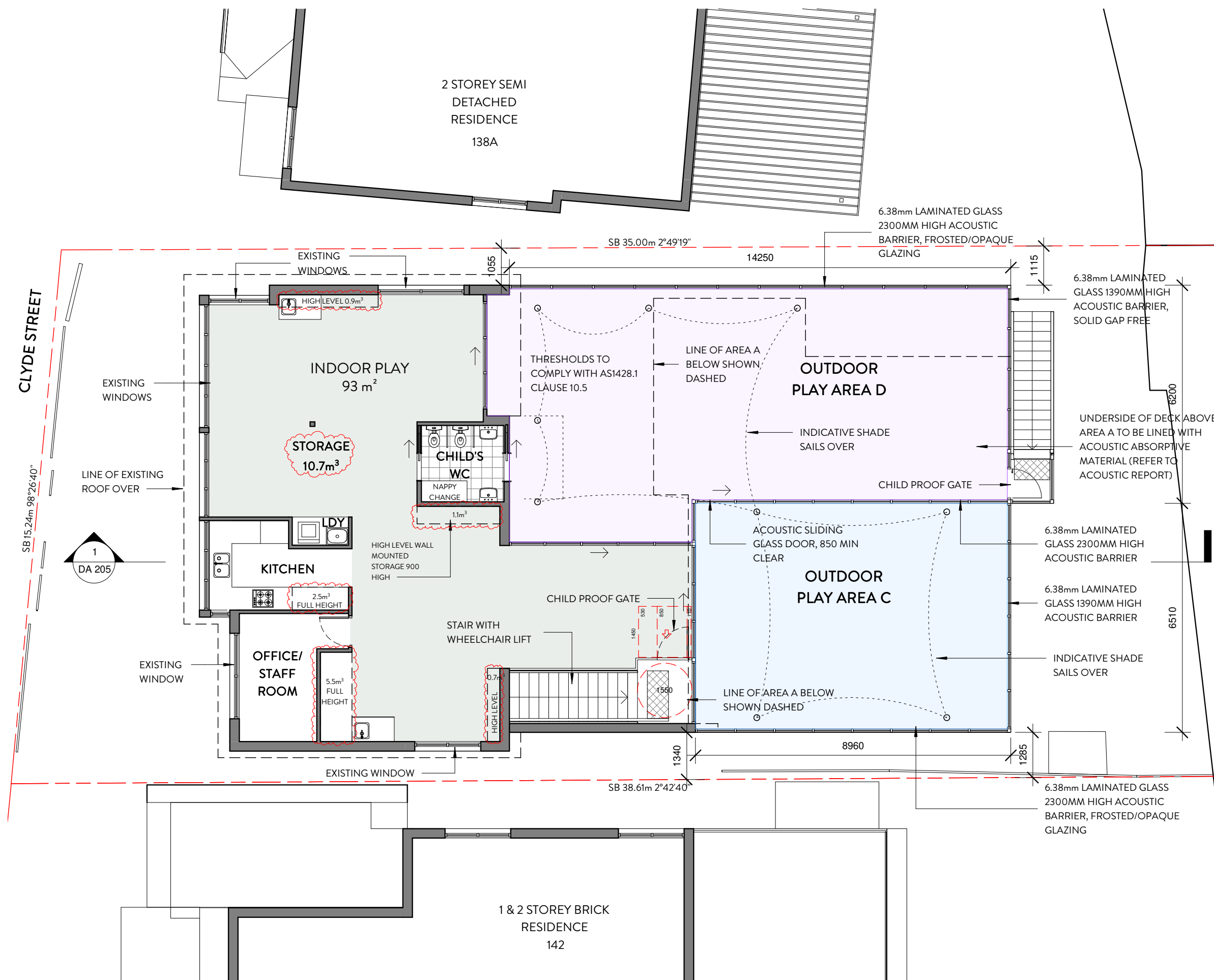
CLIENT:	ACTIVE KIDS GROUP PTY LTD C/- DFP PLANNING
PROJECT:	NORTH BONDI
ADDRESS:	140 CLYDE STREET, NORTH BONDI






JOB No.:	202071	LGA:	WAVERLEY
PLAN No.:	202071-1	DATUM:	AHD
DATE:	16/11/2020	SCALE:	1:100@A1
DRAWN:	CC	CONT. INTERVAL:	0.2m
CHK:	GS	SHEET	1 OF 1

William Hamer  
Registered Surveyor  
Nº 1606







<div>PROJECT</div> <div>CHILDCARE CENTRE</div> <div>140 CLYDE STREET</div> <div>NORTH BONDI NSW 2026</div>											
<div>ARCHITECT</div> <div>ROBERTSON + MARKS</div> <div>EST 1892</div> <div>G01 1 Layton Street Camperdown NSW 2050 Australia</div> <div>t. (+61) 2 9319 4388 e.mail@marks.net.au www.marks.net.au</div>											
<div>CLIENT</div> <div> activekids group early learning centres</div>											
<div>NOTES</div> <div>Dimensions - Contractors to check all dimensions on site prior to commencing construction.</div> <div>Do not scale from this drawing. Use given dimensions.</div> <div>Copyright © This document is copyright. All rights reserved.</div>											
<div>REVISIONS</div> <table><thead><tr><th>issue</th><th>amendment</th><th>date</th></tr></thead><tbody><tr><td>A</td><td>ISSUE FOR DEVELOPMENT APPLICATION</td><td>22.07.2021</td></tr><tr><td>B</td><td>INDOOR STORAGE ADDED</td><td>14.10.2021</td></tr></tbody></table>			issue	amendment	date	A	ISSUE FOR DEVELOPMENT APPLICATION	22.07.2021	B	INDOOR STORAGE ADDED	14.10.2021
issue	amendment	date									
A	ISSUE FOR DEVELOPMENT APPLICATION	22.07.2021									
B	INDOOR STORAGE ADDED	14.10.2021									
<div>LEGEND</div> <div><div></div> OUTDOOR ACTIVE PLAY</div> <div><div></div> OUTDOOR PASSIVE PLAY</div> <div>14.10.2021</div>											
<div>NORTH</div> <div></div>											
<div>DRAWING TITLE</div> <div>LEVEL 1 PLAN</div>											
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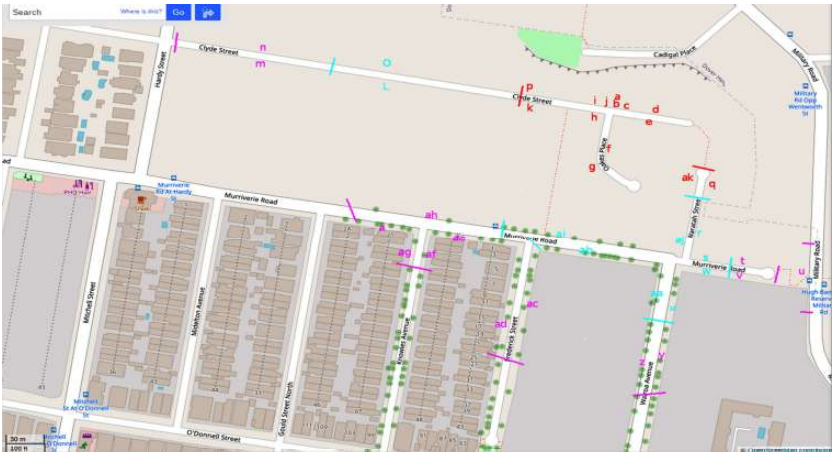
**ANNEXURE B: PARKING SURVEY DATA**  
**(10 SHEETS)**

Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
Client: McLaren Traffic Engineering  
Date 23/02/21  
Locatic North Bondi  
Weath Fine  
Survey PF MC

	Start	Finish	Interval	Size	Restriction	Table
AM	7:00	10:45	0:15		u	unrestricted
PM	14:00	19:45	0:15		np	no parking
					p	hour parking
					ns	no stopping
					dis	disabled
					r	authorised residents or other permit holders excepted
					bz	bus zone
					tz	taxi zone
					res	reserved parking

Zone	Street	From	To	Side of Street	Capacity	Restriction
a	on site	child care centre				
b	Clyde St	outside child care centre		north	1 u	
c	Clyde St	outside next door to east		north	1 u	
d	Clyde St	rest of east end of Clyde St	end	north	1 u	
e	Clyde St	end	Oakes Pl	south	6 u	
f	Oakes Pl	Clyde St	end	east	8 u	
g	Oakes Pl	end	Clyde St	west	2 u	
h	Clyde St	2 houses west of Oakes Pl		south	1 u	
i	Clyde St	2 1/2 houses west of next door		north	1 u	
j	Clyde St	outside next door to west		north	1 u	
k	Clyde St	H	No 51	south	5 u	
l	Clyde St	No 49	No 35	south	12 u	
m	Clyde St	No 33	Hardy St	south	13 u	
n	Clyde St	Hardy St	No 108	north	11 u	
o	Clyde St	No 110	No 128	north	15 u	
p	Clyde St	No 130	I	north	6 u	
q	Waratah lane	100m	east	east	3 u	
r	Waratah	100m	Murrivier Rd	north	5 u	
s	Murrivier	Waratah St	100m	north	2 u	
t	Murrivier	100m	end	north	8 u	
u	Military	R 300m	300m	west	8 u	
v	Murrivier	end	100m	south	3 u	
w	Murrivier	100m	Wairoa Av	south	4 u	
x	Wairoa	/ Murrivier Rd	200m	east	6 u	
y	Wairoa	/ 200m	300m	east	6 u	
z	Wairoa	/ 300m	200m	west	9 u	
aa	Wairoa	/ 200m	Murrivier Rd	west	5 u	
ab	Murrivier	Wairoa Av	Frederick St	south	8 u	
ac	Frederick	Murrivier Rd	300m	east	11 u	
ad	Frederick	300m	Murrivier Rd	west	10 u	
ae	Murrivier	Frederick St	Knowles Av	south	4 u	
af	Knowles	Murrivier Rd	300m	east	3 u	
ag	Knowles	300m	Murrivier Rd	west	3 u	
ah	Murrivier	Knowles Av	300m	south	5 u	
ai	Murrivier	300m	200m	north	9 u	
aj	Murrivier	200m	Waratah St	north	7 u	
ak	Waratah	Murrivier Rd	100m	west	5 u	
al	Waratah	100m	lane	west	4 u	



## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
 Client: McLaren Traffic Engineering  
 Day, date 23/02/21  
 Location: North Bondi  
 Weather Fine  
 Surveyor PF MC

## Parking round commencing...

Zone	Street	From	To	Side of Street	Parking round commencing...															
					7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45
a	on site child care centre				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b	Clyde St	outside child care centre		north	0	1	1	1	1	1	1	2	1	1	1	1	0	0	0	0
c	Clyde St	outside next door to east		north	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2
d	Clyde St	rest of east end of Clyde St	end	north	2	2	3	3	3	4	5	4	4	3	3	3	3	3	3	3
e	Clyde St	end	Oakes Pl	south	4	4	4	2	1	2	2	2	1	1	1	1	1	1	1	1
f	Oakes Pl	Clyde St	end	east	2	2	2	1	1	2	2	3	3	3	2	1	1	1	2	2
g	Oakes Pl	end	Clyde St	west	1	1	1	2	2	2	2	4	3	1	2	2	2	2	2	2
h	Clyde St	2 houses west of Oakes Pl		south	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
i	Clyde St	2 ½ houses west of next door		north	2	2	2	2	2	2	2	2	3	2	2	2	2	2	2	2
j	Clyde St	outside next door to west		north	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	1
k	Clyde St	H	No 51	south	6	6	6	6	5	3	5	5	5	2	2	2	4	4	4	4
l	Clyde St	No 49	No 35	south	14	14	14	5	5	4	4	4	6	7	1	1	1	2	2	2
m	Clyde St	No 33	Hardy St	south	8	8	8	6	6	6	7	9	4	6	7	7	7	7	7	7
n	Clyde St	Hardy St	No 108	north	16	16	16	3	3	6	5	6	6	7	1	1	2	2	2	2
o	Clyde St	No 110	No 128	north	3	3	3	4	4	3	4	6	3	4	3	1	1	1	1	1
p	Clyde St	No 130	l	north	1	1	1	5	5	5	5	5	5	5	2	2	2	2	2	2
q	Waratah St	lane	100m	east	2	2	1	1	1	2	3	3	4	3	2	2	3	3	4	4
r	Waratah St	100m	Murrivier Rd	north	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5
s	Murrivier Rd	Waratah St	100m	north	2	2	1	0	1	1	2	1	1	1	1	1	1	1	1	1
t	Murrivier Rd	100m	end	north	3	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1
u	Military Rd	300m	300m	west	7	7	7	7	7	7	7	7	7	7	7	8	8	8	8	8
v	Murrivier Rd	end	100m	south	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4
w	Murrivier Rd	100m	Wairoa Av	south	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3
x	Wairoa Av	Murrivier Rd	200m	east	10	8	8	7	7	7	7	8	8	8	8	7	7	7	6	7
y	Wairoa Av	200m	300m	east	12	10	10	9	9	8	8	7	6	6	6	6	6	5	5	5
z	Wairoa Av	300m	200m	west	8	7	7	6	6	6	5	5	5	5	6	6	6	5	5	5
aa	Wairoa Av	200m	Murrivier Rd	west	7	7	6	6	6	6	6	6	6	6	7	6	6	6	4	5
ab	Murrivier Rd	Wairoa Av	Frederick St	south	7	7	6	6	6	7	7	8	10	10	10	10	10	11	12	11
ac	Frederick St	Murrivier Rd	300m	east	15	14	13	13	10	11	11	11	11	11	10	10	10	10	10	10
ad	Frederick St	300m	Murrivier Rd	west	14	14	13	13	12	12	12	11	11	10	10	10	10	9	9	10
ae	Murrivier Rd	Frederick St	Knowles Av	south	5	5	4	4	3	3	2	2	2	3	3	4	4	4	4	4
af	Knowles Av	Murrivier Rd	300m	east	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ag	Knowles Av	300m	Murrivier Rd	west	3	3	3	3	2	2	2	3	3	3	3	3	3	3	3	3
ah	Murrivier Rd	Knowles Av	300m	south	6	6	6	6	5	5	5	4	4	4	4	4	4	3	3	3
ai	Murrivier Rd	300m	200m	north	7	7	6	6	6	6	6	5	5	5	4	4	4	5	5	5
aj	Murrivier Rd	200m	Waratah St	north	6	6	6	6	6	6	6	6	4	4	4	5	5	5	5	5
ak	Waratah St	Murrivier Rd	100m	west	5	5	5	5	5	5	5	5	5	4	4	4	4	4	4	4
aL	Waratah St	100m	lane	west	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3



## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)

Client: McLaren Traffic Engineering

Day, date 23/02/21

Location: North Bondi

Weather: Fine

Surveyor: PF MC

3

0

## Parking round commencing...

Zone	Street	From	To	Side of Street	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45
a	on site child care centre				0	0	0	0	0	0	0	0	2	2	2	2	2	0	2	0	0	0	0	0	0	0	0	0
b	Clyde St	outside child care centre		north	1	1	1	1	0	0	0	0	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1
c	Clyde St	outside next door to east		north	2	2	2	2	2	2	2	2	3	3	2	2	2	3	5	4	2	2	4	4	4	5	5	5
d	Clyde St	rest of east end of Clyde St	end	north	1	1	1	1	1	1	1	1	2	3	4	5	4	3	1	2	3	1	4	5	4	4	4	4
e	Clyde St	end	Oakes Pl	south	3	3	3	3	1	1	1	1	3	0	2	4	3	3	3	2	2	3	3	3	3	2	2	2
f	Oakes Pl	Clyde St	end	east	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	2
g	Oakes Pl	end	Clyde St	west	2	2	2	2	0	0	0	0	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
h	Clyde St	2 houses west of Oakes Pl		south	1	1	1	1	2	2	2	2	2	2	3	3	2	2	2	2	2	2	2	2	2	3	4	4
i	Clyde St	2 ½ houses west of next door		north	1	1	1	1	1	1	2	2	2	2	2	3	2	2	2	2	2	2	2	6	6	4	4	4
j	Clyde St	outside next door to west		north	2	3	3	3	2	2	2	2	2	2	3	3	2	3	3	3	3	3	3	3	3	3	3	3
k	Clyde St	H	No 51	south	5	4	4	4	1	1	2	2	2	2	6	7	7	4	4	4	4	4	4	6	6	8	8	9
l	Clyde St	No 49	No 35	south	2	2	2	2	0	0	0	0	0	0	0	0	0	4	4	4	8	8	12	12	11	9	10	11
m	Clyde St	No 33	Hardy St	south	0	0	0	0	0	3	5	9	11	12	14	14	14	7	7	7	9	9	13	13	13	14	14	14
n	Clyde St	Hardy St	No 108	north	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3	2	3	3
o	Clyde St	No 110	No 128	north	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	3	3	3
p	Clyde St	No 130	l	north	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	2	2	3	4	4	4
q	Waratah St	lane	100m	east	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2
r	Waratah St	100m	Murriveir Rd	north	3	3	3	3	3	3	4	4	4	4	3	3	4	5	5	5	5	5	5	5	5	5	5	5
s	Murriveir Rd	Waratah St	100m	north	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	0	0	0	0	0	0	0	1	1
t	Murriveir Rd	100m	end	north	2	2	2	2	2	2	2	2	1	1	2	2	2	2	2	2	2	2	3	3	4	4	4	4
u	Military Rd	300m	300m	west	6	6	6	6	6	6	6	7	8	8	8	8	7	7	8	8	8	8	7	7	7	8	8	8
v	Murriveir Rd	end	100m	south	4	4	4	4	3	3	3	3	2	2	3	3	3	3	3	3	3	3	3	4	4	5	5	5
w	Murriveir Rd	100m	Wairoa Av	south	4	4	4	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4
x	Wairoa Av	Murriveir Rd	200m	east	7	7	7	7	6	5	4	5	5	5	5	6	7	8	8	8	8	8	8	8	8	8	8	8
y	Wairoa Av	200m	300m	east	5	5	5	4	4	4	4	4	5	5	4	4	4	4	5	5	5	6	6	6	5	5	5	6
z	Wairoa Av	300m	200m	west	4	4	4	4	4	5	5	5	5	5	5	5	6	6	6	6	6	6	5	5	5	6	6	6
aa	Wairoa Av	200m	Murriveir Rd	west	6	6	6	6	5	5	5	6	6	6	5	5	5	5	5	5	5	5	5	5	7	7	8	8
ab	Murriveir Rd	Wairoa Av	Frederick St	south	9	10	9	9	8	8	7	7	7	7	7	7	9	9	9	10	11	11	12	12	12	11	11	11
ac	Frederick St	Murriveir Rd	300m	east	10	10	10	10	10	10	10	10	9	9	8	8	9	10	11	11	12	12	13	13	12	11	11	11
ad	Frederick St	300m	Murriveir Rd	west	11	12	12	11	11	11	11	12	12	11	11	10	11	13	13	13	14	14	14	14	14	14	14	14
ae	Murriveir Rd	Frederick St	Knowles Av	south	4	4	4	4	4	4	4	4	3	4	4	5	5	5	6	6	6	6	6	6	6	6	6	6
af	Knowles Av	Murriveir Rd	300m	east	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4
ag	Knowles Av	300m	Murriveir Rd	west	3	3	3	3	2	2	2	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
ah	Murriveir Rd	Knowles Av	300m	south	5	5	5	4	4	4	4	4	5	5	6	6	6	6	6	6	6	6	5	5	5	5	5	5
ai	Murriveir Rd	300m	200m	north	5	5	5	5	4	4	4	4	4	4	4	4	5	5	6	6	6	7	7	7	7	7	7	7
aj	Murriveir Rd	200m	Waratah St	north	5	5	5	5	5	5	5	5	5	5	5	5	7	8	8	8	8	8	7	7	7	8	8	8
ak	Waratah St	Murriveir Rd	100m	west	2	2	2	2	1	2	2	3	4	4	4	5	5	5	6	6	6	6	6	6	6	6	6	6
aL	Waratah St	100m	lane	west	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
 Client: McLaren Traffic Engineering  
 Day, date 24/02/21  
 Location: North Bondi  
 Weather Rain  
 Surveyor PF MC

## Parking round commencing...

Zone	Street	From	To	Side of Street	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45
a	on site child care centre				0	0	0	1	0	0	2	1	1	0	0	1	0	0	0	0
b	Clyde St	outside child care centre		north	0	0	0	0	0	0	2	0	2	0	1	1	1	1	1	1
c	Clyde St	outside next door to east		north	3	4	4	4	4	3	3	3	2	3	2	2	2	2	2	2
d	Clyde St	rest of east end of Clyde St	end	north	4	4	4	4	4	3	4	4	4	3	4	4	4	4	4	4
e	Clyde St	end	Oakes Pl	south	6	6	6	6	6	6	2	0	4	4	5	3	2	4	4	3
f	Oakes Pl	Clyde St	end	east	6	6	6	6	2	7	0	0	5	5	5	6	6	2	2	1
g	Oakes Pl	end	Clyde St	west	4	4	3	3	3	3	5	5	4	4	4	4	4	5	5	6
h	Clyde St	2 houses west of Oakes Pl		south	3	3	3	3	3	3	0	0	3	3	3	3	3	2	2	2
i	Clyde St	2 ½ houses west of next door		north	2	2	2	2	2	2	0	0	4	4	4	4	4	2	2	2
j	Clyde St	outside next door to west		north	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0
k	Clyde St	H	No 51	south	7	7	7	7	7	7	3	3	1	1	1	1	1	4	4	3
l	Clyde St	No 49	No 35	south	16	16	15	11	12	11	8	8	4	4	4	3	3	5	5	5
m	Clyde St	No 33	Hardy St	south	21	20	20	17	11	10	9	9	12	12	11	14	14	15	15	15
n	Clyde St	Hardy St	No 108	north	0	0	0	0	2	2	2	2	1	1	1	3	3	2	2	2
o	Clyde St	No 110	No 128	north	0	0	1	1	1	0	1	1	0	0	0	1	1	1	1	1
p	Clyde St	No 130	l	north	5	5	4	3	2	2	4	4	2	2	2	3	3	3	3	3
q	Waratah St	lane	100m	east	1	1	1	1	1	1	1	1	2	2	2	2	2	3	2	2
r	Waratah St	100m	Murriveir Rd	north	6	6	6	6	6	6	6	6	5	5	4	4	4	4	4	4
s	Murriveir Rd	Waratah St	100m	north	2	2	2	2	2	2	2	2	2	2	1	1	1	0	0	0
t	Murriveir Rd	100m	end	north	3	3	2	2	2	2	2	2	2	2	2	2	2	2	2	2
u	Military Rd	300m	300m	west	7	7	6	6	5	5	5	6	6	6	7	7	7	7	7	7
v	Murriveir Rd	end	100m	south	6	6	6	6	6	5	5	5	6	6	6	6	6	6	6	6
w	Murriveir Rd	100m	Wairoa Av	south	5	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4
x	Wairoa Av	Murriveir Rd	200m	east	7	7	6	6	5	5	4	4	5	5	5	5	5	5	5	5
y	Wairoa Av	200m	300m	east	5	5	5	4	4	4	4	4	4	4	3	3	3	3	3	3
z	Wairoa Av	300m	200m	west	8	8	8	7	7	7	7	6	5	5	6	6	6	6	6	6
aa	Wairoa Av	200m	Murriveir Rd	west	6	6	6	6	6	6	5	5	4	4	4	4	4	3	2	3
ab	Murriveir Rd	Wairoa Av	Frederick St	south	8	8	7	6	6	6	7	8	9	8	7	7	7	8	8	8
ac	Frederick St	Murriveir Rd	300m	east	9	10	10	9	9	8	8	9	9	10	9	12	11	11	10	10
ad	Frederick St	300m	Murriveir Rd	west	13	13	11	10	9	10	12	12	12	12	11	11	10	10	8	8
ae	Murriveir Rd	Frederick St	Knowles Av	south	5	5	4	4	3	3	3	3	3	3	4	4	4	4	4	4
af	Knowles Av	Murriveir Rd	300m	east	4	4	4	4	4	3	3	3	3	3	3	3	3	3	3	3
ag	Knowles Av	300m	Murriveir Rd	west	3	3	2	2	1	2	2	2	2	2	2	2	2	2	2	2
ah	Murriveir Rd	Knowles Av	300m	south	6	6	6	6	6	5	5	5	4	4	4	4	4	3	3	3
ai	Murriveir Rd	300m	200m	north	5	5	5	6	6	5	4	5	6	5	5	4	4	3	3	3
aj	Murriveir Rd	200m	Waratah St	north	6	6	7	7	7	8	8	8	7	7	6	6	6	6	6	6
ak	Waratah St	Murriveir Rd	100m	west	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
aL	Waratah St	100m	lane	west	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3

## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
 Client: McLaren Traffic Engineering  
 Day, date 24/02/21  
 Location: North Bondi  
 Weather Fine  
 Surveyor PF MC

## Parking round commencing...

				Side of Stree	Parking rounds commencing...																								
Zone	Street	From	To		14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45	
a		on site child care centre			0	0	0	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0
b	Clyde St	outside child care centre		north	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
c	Clyde St	outside next door to east		north	1	2	1	1	7	5	5	4	4	3	3	3	2	2	2	3	4	4	4	4	4	1	1	1	1
d	Clyde St	rest of east end of Clyde St	end	north	3	4	5	5	5	4	4	3	3	3	5	4	4	4	4	5	4	4	4	4	5	2	3	3	3
e	Clyde St	end	Oakes Pl	south	3	2	2	2	2	2	3	3	2	1	2	2	2	2	2	2	2	1	2	2	4	4	5	5	
f	Oakes Pl	Clyde St	end	east	1	1	1	1	2	1	1	1	1	1	2	2	3	3	3	5	5	5	5	4	3	3	3	3	
g	Oakes Pl	end	Clyde St	west	1	1	1	2	2	3	3	3	2	3	3	3	4	3	3	5	5	5	5	4	1	1	1	1	
h	Clyde St	2 houses west of Oakes Pl		south	0	0	0	2	3	3	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	
i	Clyde St	2 ½ houses west of next door		north	1	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	2	2	2	2
j	Clyde St	outside next door to west		north	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	
k	Clyde St	H	No 51	south	4	4	4	0	0	0	0	0	0	0	5	4	4	4	4	4	4	4	4	8	8	8	8	9	9
l	Clyde St	No 49	No 35	south	14	14	4	4	4	3	3	3	4	4	8	8	7	7	7	8	8	8	8	8	10	11	11	11	11
m	Clyde St	No 33	Hardy St	south	11	11	11	14	14	13	13	13	13	13	8	7	9	9	9	9	9	9	10	10	11	11	11	11	11
n	Clyde St	Hardy St	No 108	north	1	1	1	0	0	0	0	0	0	0	0	0	2	2	2	1	1	0	0	0	0	2	3	3	3
o	Clyde St	No 110	No 128	north	1	1	1	0	0	0	0	0	0	0	2	2	0	0	0	1	1	1	0	1	0	1	1	1	
p	Clyde St	No 130	l	north	1	1	1	0	0	0	0	0	0	0	2	2	2	2	2	2	2	2	1	2	6	6	6	6	
q	Waratah St	lane	100m	east	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3	3	
r	Waratah St	100m	Murriverie Rd	north	2	2	2	3	3	3	3	3	3	1	1	1	1	1	3	4	3	3	3	3	3	3	3	3	
s	Murruverie Rd	Waratah St	100m	north	2	2	1	1	1	1	1	1	1	1	1	1	1	2	1	1	1	1	1	1	1	1	1	2	
t	Murruverie Rd	100m	end	north	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3	2	3	3	
u	Military Rd	300m	300m	west	8	8	8	7	7	6	6	6	6	6	6	6	6	6	7	8	8	8	8	8	8	8	7	7	
v	Murruverie Rd	end	100m	south	3	3	3	3	3	3	2	2	3	3	4	4	4	4	3	2	3	3	3	4	4	5	6	6	
w	Murruverie Rd	100m	Wairoa Av	south	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	
x	Wairoa Av	Murriverie Rd	200m	east	3	3	3	3	3	3	3	3	5	7	8	6	6	5	6	6	7	7	9	9	9	9	9	9	
y	Wairoa Av	200m	300m	east	3	3	3	3	4	4	3	3	3	4	4	5	5	5	6	7	7	7	7	7	7	7	7	7	
z	Wairoa Av	300m	200m	west	6	6	6	6	7	6	6	7	6	6	6	7	7	8	7	6	6	6	6	7	8	9	10	10	
aa	Wairoa Av	200m	Murriverie Rd	west	5	5	5	4	4	5	5	6	5	4	4	4	4	4	4	3	6	6	7	7	7	4	5	5	
ab	Murruverie Rd	Wairoa Av	Frederick St	south	8	8	8	7	6	7	7	8	9	9	9	9	9	9	9	9	9	10	10	10	10	10	10	9	
ac	Frederick St	Murriverie Rd	300m	east	10	10	10	10	10	10	10	10	10	10	10	10	9	9	11	12	13	13	13	13	13	13	13	13	
ad	Frederick St	300m	Murriverie Rd	west	10	11	11	11	11	11	11	11	11	12	12	12	12	12	13	14	13	13	13	14	15	16	15	15	
ae	Murruverie Rd	Frederick St	Knowles Av	south	6	6	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	6	6	7	7	7	
af	Knowles Av	Murriverie Rd	300m	east	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
ag	Knowles Av	300m	Murriverie Rd	west	1	1	1	2	2	3	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
ah	Murruverie Rd	Knowles Av	300m	south	4	4	4	4	4	4	4	4	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
ai	Murruverie Rd	300m	200m	north	5	5	5	5	5	5	5	5	5	5	5	5	6	6	6	7	7	7	7	7	7	7	6		
aj	Murruverie Rd	200m	Waratah St	north	4	4	4	3	3	4	5	5	5	5	5	6	7	7	7	8	6	6	6	7	8	9	9	9	
ak	Waratah St	Murriverie Rd	100m	west	4	4	4	4	3	3	3	3	3	4	4	4	4	4	4	3	3	3	3	3	3	3	3	3	
aL	Waratah St	100m	lane	west	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	

## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
 Client: McLaren Traffic Engineering  
 Day, date 25/02/21  
 Location: North Bondi  
 Weather: Fine  
 Surveyor: PF MC

## Parking round commencing...

Zone	Street	From	To	Side of Street	Parking round commencing...															
					7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45
a	on site child care centre				0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
b	Clyde St	outside child care centre		north	0	1	1	1	1	1	1	2	2	1	1	1	1	0	0	0
c	Clyde St	outside next door to east		north	2	2	2	2	2	2	2	2	2	3	3	3	3	2	2	1
d	Clyde St	rest of east end of Clyde St	end	north	2	2	2	2	2	2	2	2	2	2	2	2	2	3	3	3
e	Clyde St	end	Oakes Pl	south	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
f	Oakes Pl	Clyde St	end	east	6	6	5	5	4	4	4	7	7	6	6	6	6	5	4	4
g	Oakes Pl	end	Clyde St	west	4	4	4	4	3	3	3	3	3	2	2	2	2	3	3	3
h	Clyde St	2 houses west of Oakes Pl		south	2	2	7	7	7	7	7	5	5	3	3	3	3	3	3	3
i	Clyde St	2 ½ houses west of next door		north	2	2	7	7	7	7	7	7	7	5	5	5	5	4	4	5
j	Clyde St	outside next door to west		north	1	1	7	7	7	7	7	7	6	5	5	5	5	3	3	3
k	Clyde St	H	No 51	south	7	7	7	7	7	7	7	6	6	7	6	6	7	10	9	9
l	Clyde St	No 49	No 35	south	7	7	7	6	6	6	6	7	7	10	10	10	3	8	7	8
m	Clyde St	No 33	Hardy St	south	14	14	14	14	14	14	11	2	2	3	6	6	6	4	4	5
n	Clyde St	Hardy St	No 108	north	3	3	3	3	3	3	3	3	3	2	2	2	1	2	2	2
o	Clyde St	No 110	No 128	north	2	2	4	4	5	5	5	3	3	1	1	1	0	2	2	2
p	Clyde St	No 130	l	north	2	2	2	3	3	3	3	2	2	3	3	3	2	2	2	2
q	Waratah St	lane	100m	east	3	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1
r	Waratah St	100m	Murriveir Rd	north	5	5	5	4	4	5	5	5	5	5	5	5	5	5	5	5
s	Murriveir Rd	Waratah St	100m	north	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
t	Murriveir Rd	100m	end	north	4	4	3	3	3	2	2	2	2	1	1	2	2	2	2	2
u	Military Rd	300m	300m	west	9	9	9	9	9	9	9	8	7	7	7	7	7	7	7	7
v	Murriveir Rd	end	100m	south	5	5	5	4	4	4	4	4	4	4	4	4	4	4	4	4
w	Murriveir Rd	100m	Wairoa Av	south	5	5	6	4	4	4	4	4	5	4	4	4	3	3	4	4
x	Wairoa Av	Murriveir Rd	200m	east	9	9	9	8	8	8	7	7	7	7	6	6	6	6	6	6
y	Wairoa Av	200m	300m	east	6	6	6	7	7	6	6	6	7	7	7	7	7	8	8	8
z	Wairoa Av	300m	200m	west	9	9	9	7	7	6	6	6	6	6	6	6	6	6	6	6
aa	Wairoa Av	200m	Murriveir Rd	west	7	7	7	6	6	6	7	6	5	5	5	5	4	5	6	6
ab	Murriveir Rd	Wairoa Av	Frederick St	south	8	8	8	7	7	8	8	7	6	6	6	5	5	5	5	5
ac	Frederick St	Murriveir Rd	300m	east	10	10	10	8	8	7	7	7	6	6	7	7	7	7	7	7
ad	Frederick St	300m	Murriveir Rd	west	10	10	10	10	10	9	9	9	10	10	11	10	9	9	9	9
ae	Murriveir Rd	Frederick St	Knowles Av	south	6	6	6	6	6	5	5	4	4	4	4	4	4	4	4	4
af	Knowles Av	Murriveir Rd	300m	east	3	3	3	3	3	3	3	3	3	3	3	3	3	3	4	4
ag	Knowles Av	300m	Murriveir Rd	west	3	3	3	3	3	3	3	3	3	2	2	2	2	3	3	3
ah	Murriveir Rd	Knowles Av	300m	south	5	4	4	4	4	4	4	4	4	4	4	3	3	2	2	2
ai	Murriveir Rd	300m	200m	north	8	8	8	5	6	6	6	6	5	5	5	6	7	7	7	7
aj	Murriveir Rd	200m	Waratah St	north	8	8	8	8	8	7	7	7	7	6	6	6	6	6	6	6
ak	Waratah St	Murriveir Rd	100m	west	5	5	5	5	5	5	5	4	4	4	4	4	4	3	3	3
aL	Waratah St	100m	lane	west	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4



## Curtis Traffic Surveys

Job: 210210mcl (20\_0661)  
 Client: McLaren Traffic Engineering  
 Day, date 25/02/21  
 Location: North Bondi  
 Weather: Fine  
 Surveyor PF MC

## Parking round commencing...

Zone	Street	From	To	Side of Street																								
					14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15	16:30	16:45	17:00	17:15	17:30	17:45	18:00	18:15	18:30	18:45	19:00	19:15	19:30	19:45
a	on site child care centre				0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
b	Clyde St	outside child care centre		north	0	0	0	0	0	2	2	1	1	3	3	3	3	1	1	0	0	0	5	2	2	2	2	2
c	Clyde St	outside next door to east		north	3	3	3	3	3	2	2	2	3	4	4	2	2	4	5	4	6	6	5	5	7	7	7	7
d	Clyde St	rest of east end of Clyde St	end	north	3	3	5	5	5	6	6	4	4	4	4	3	3	3	3	3	3	2	2	2	2	3	2	3
e	Clyde St	end	Oakes Pl	south	2	3	3	3	4	3	2	5	5	6	7	1	1	1	1	1	1	2	2	2	2	2	2	2
f	Oakes Pl	Clyde St	end	east	1	1	1	1	1	1	3	3	3	3	3	2	3	2	2	4	4	4	1	4	1	1	1	1
g	Oakes Pl	end	Clyde St	west	3	3	3	3	2	2	2	2	2	2	2	2	2	2	2	4	2	1	2	2	2	2	1	1
h	Clyde St	2 houses west of Oakes Pl		south	0	0	0	0	2	2	2	1	1	1	1	1	1	3	3	3	3	1	2	2	2	2	1	2
i	Clyde St	2 ½ houses west of next door		north	0	0	0	0	1	3	3	2	2	2	3	1	1	1	1	1	1	2	2	2	2	1	1	0
j	Clyde St	outside next door to west		north	1	1	1	1	1	1	1	2	2	2	2	2	2	3	3	3	3	3	3	3	3	1	1	0
k	Clyde St	H	No 51	south	4	5	5	4	5	6	6	5	5	5	6	6	6	8	8	8	8	8	8	8	8	1	1	0
l	Clyde St	No 49	No 35	south	2	2	2	13	8	8	8	5	7	8	9	5	5	5	5	5	6	6	6	6	7	7	7	7
m	Clyde St	No 33	Hardy St	south	10	11	11	10	6	6	6	12	12	13	14	15	15	9	8	9	9	9	9	9	12	12	12	12
n	Clyde St	Hardy St	No 108	north	2	2	2	2	2	2	2	1	2	2	2	2	2	1	2	2	2	2	2	2	2	1	1	2
o	Clyde St	No 110	No 128	north	0	0	0	0	1	1	1	2	2	2	2	0	0	0	0	1	1	1	1	0	10	10	10	10
p	Clyde St	No 130	l	north	1	1	1	1	1	1	1	0	1	1	1	2	2	1	1	1	1	0	2	2	2	1	1	1
q	Waratah St	lane	100m	east	2	2	2	2	2	2	2	3	3	3	4	4	4	4	3	3	3	3	4	4	4	4	4	4
r	Waratah St	100m	Murriveir Rd	north	5	5	5	5	5	4	4	4	4	4	4	4	5	4	5	5	5	5	5	5	5	5	5	5
s	Murriveir Rd	Waratah St	100m	north	2	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	0	0	1	1	1	1
t	Murriveir Rd	100m	end	north	2	2	2	2	2	2	2	2	3	3	3	3	4	4	4	4	3	3	4	5	5	5	4	4
u	Military Rd	300m	300m	west	8	8	8	8	8	7	6	6	6	8	8	8	8	7	6	6	6	6	7	7	7	7	7	7
v	Murriveir Rd	end	100m	south	4	4	4	4	4	4	4	4	4	4	5	6	6	6	6	5	4	4	4	3	3	3	4	5
w	Murriveir Rd	100m	Wairoa Av	south	4	4	4	4	4	4	3	3	3	3	3	4	4	4	4	3	4	4	4	4	4	4	4	4
x	Wairoa Av	Murriveir Rd	200m	east	7	7	7	8	8	8	7	7	6	7	6	5	5	6	7	6	5	6	7	7	7	7	7	7
y	Wairoa Av	200m	300m	east	7	7	6	6	6	6	6	6	6	7	7	7	7	7	7	7	7	7	7	6	8	9	10	10
z	Wairoa Av	300m	200m	west	8	8	8	7	7	7	7	7	7	7	7	6	5	7	8	8	7	7	8	8	9	13	13	13
aa	Wairoa Av	200m	Murriveir Rd	west	5	5	5	5	5	6	6	5	5	5	5	5	6	6	6	6	6	6	6	5	5	6	8	8
ab	Murriveir Rd	Wairoa Av	Frederick St	south	7	7	7	7	7	6	6	5	5	5	5	5	6	6	6	6	6	6	6	5	5	6	8	8
ac	Frederick St	Murriveir Rd	300m	east	12	12	12	11	11	10	10	10	10	10	10	10	10	10	10	10	10	10	12	14	14	14	14	13
ad	Frederick St	300m	Murriveir Rd	west	11	11	11	11	10	10	10	12	12	13	11	11	10	10	11	12	12	12	12	11	14	15	16	16
ae	Murriveir Rd	Frederick St	Knowles Av	south	2	2	2	2	2	2	2	2	2	3	4	4	3	3	4	4	4	4	4	4	4	4	4	4
af	Knowles Av	Murriveir Rd	300m	east	4	4	4	44	4	3	3	2	2	2	2	2	3	3	4	4	4	4	4	4	4	4	4	4
ag	Knowles Av	300m	Murriveir Rd	west	4	4	4	3	3	3	3	4	4	4	4	4	4	3	3	3	3	4	4	3	3	3	4	4
ah	Murriveir Rd	Knowles Av	300m	south	4	4	4	4	4	4	5	5	5	5	6	5	5	5	5	5	4	5	5	6	6	6	6	5
ai	Murriveir Rd	300m	200m	north	5	5	5	5	5	8	9	8	8	9	9	9	7	8	8	8	9	8	7	6	7	7	7	7
aj	Murriveir Rd	200m	Waratah St	north	8	8	7	6	6	5	4	4	4	4	6	7	8	6	6	6	5	5	6	8	9	9	9	9
ak	Waratah St	Murriveir Rd	100m	west	4	4	3	3	3	3	3	4	4	4	3	2	3	4	5	5	5	5	5	5	5	5	5	5
aL	Waratah St	100m	lane	west	3	5	3	3	3	3	3	3	3	3	3	4	4	4	4	4	4	4	4	4	4	4	4	4



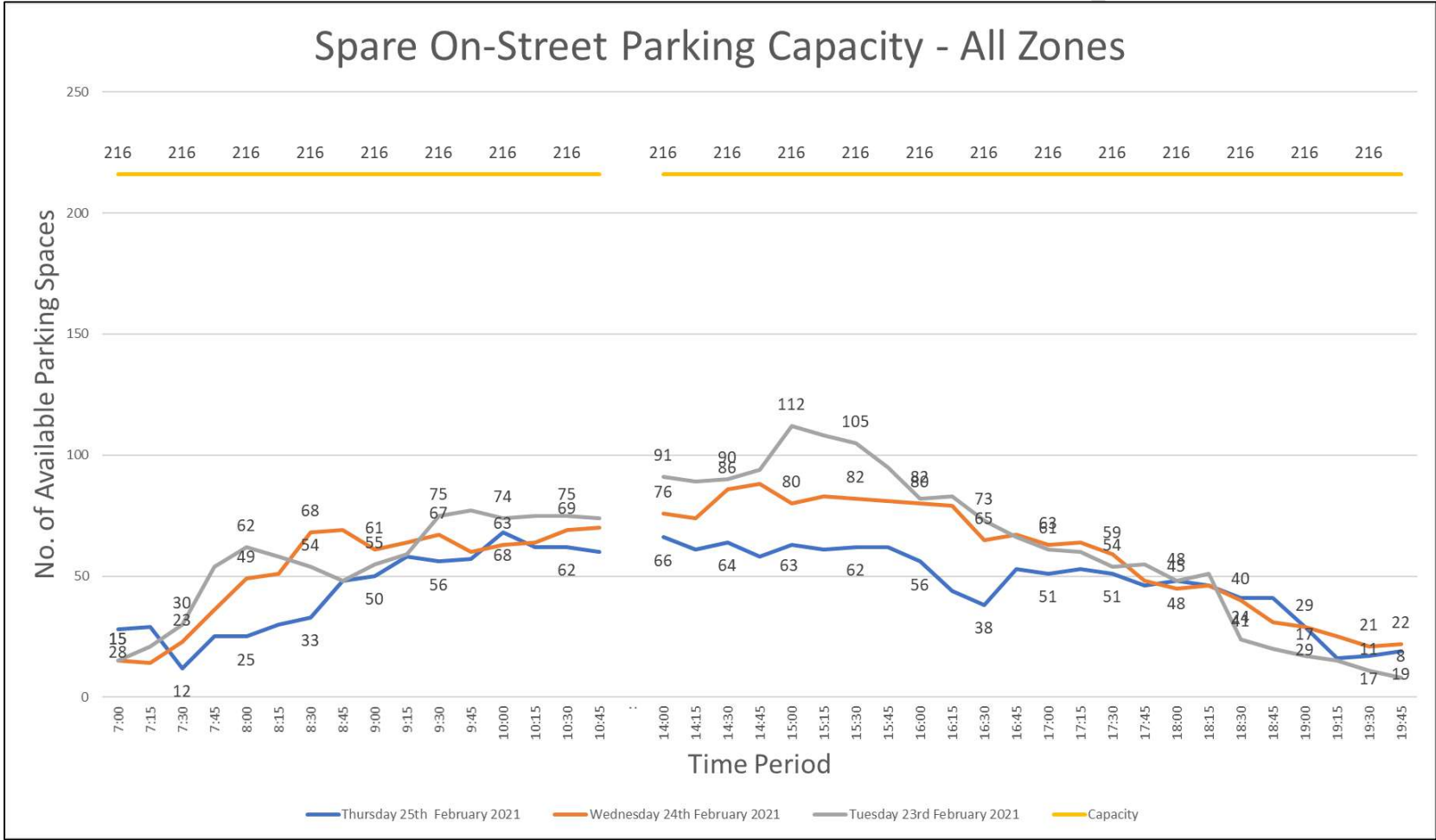
**ANNEXURE C: PARKING SURVEY DATA**  
**GRAPHICAL SUMMARY**  
**(4 SHEETS)**

Annexure C  
Clyde Street, North Bondi



Job No: 2020/0661  
May 2021

ANNEXURE C: SURVEY DATA – GRAPHICAL SUMAMRY



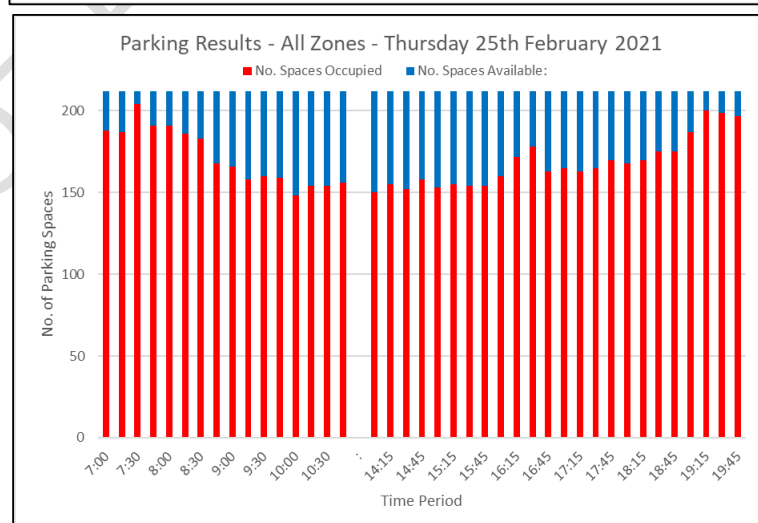
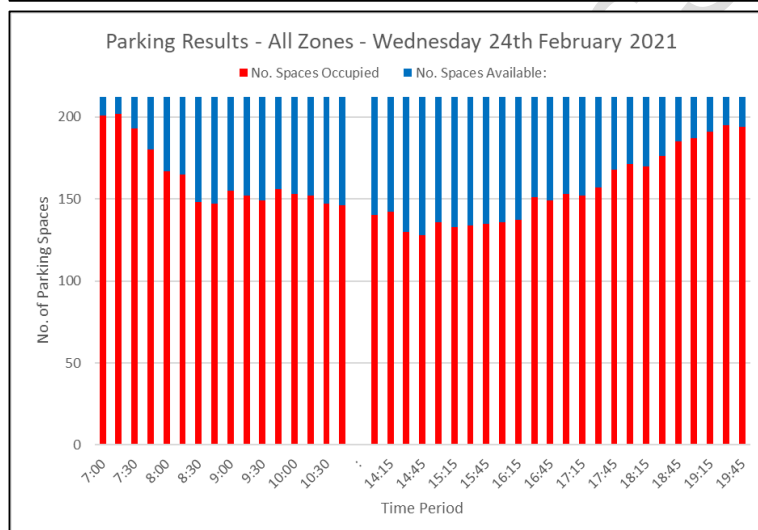
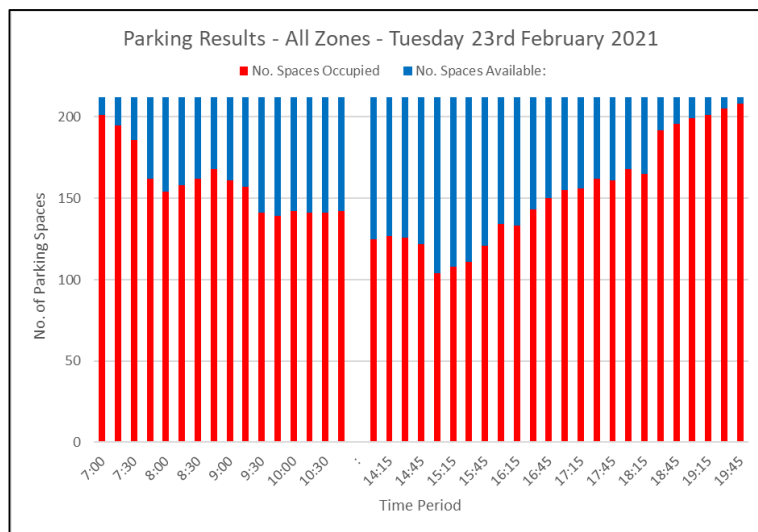
McLaren Traffic Engineering  
Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232  
Ph 61-2-8355-2440

Annexure C  
Clyde Street, North Bondi



Job No: 2020/0661  
May 2021

### ANNEXURE C: SURVEY DATA – GRAPHICAL SUMAMRY



McLaren Traffic Engineering  
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Ph 61-2-8355-2440

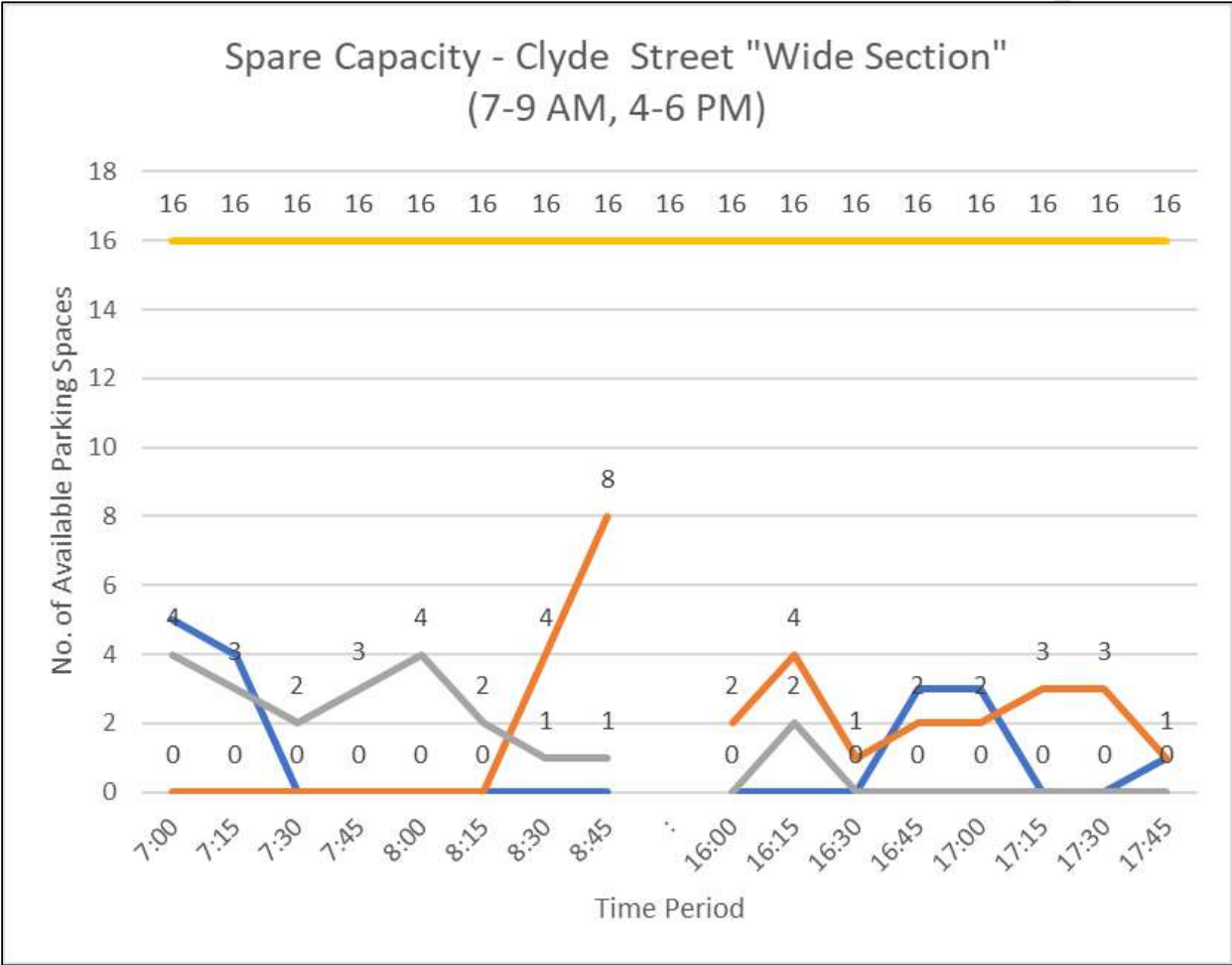


Annexure C  
Clyde Street, North Bondi



Job No: 2020/0661  
May 2021

ANNEXURE C: SURVEY DATA – GRAPHICAL SUMAMRY



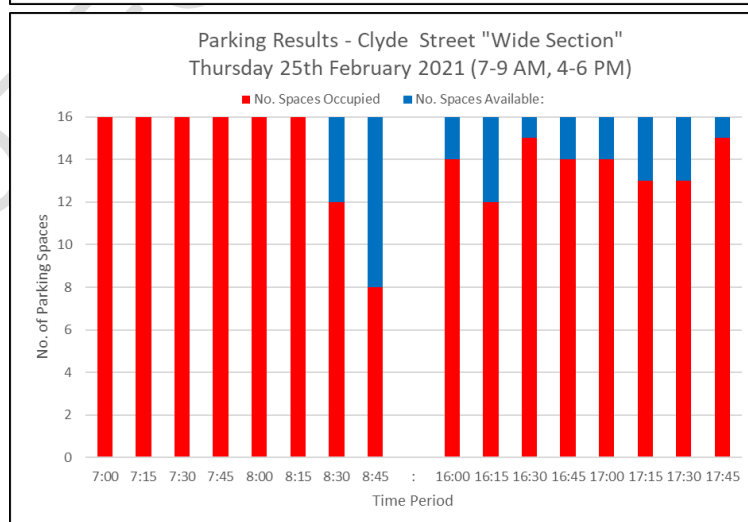
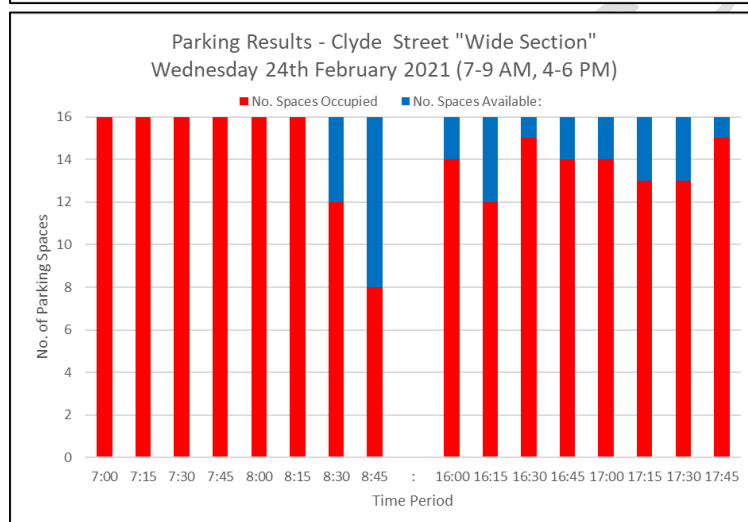
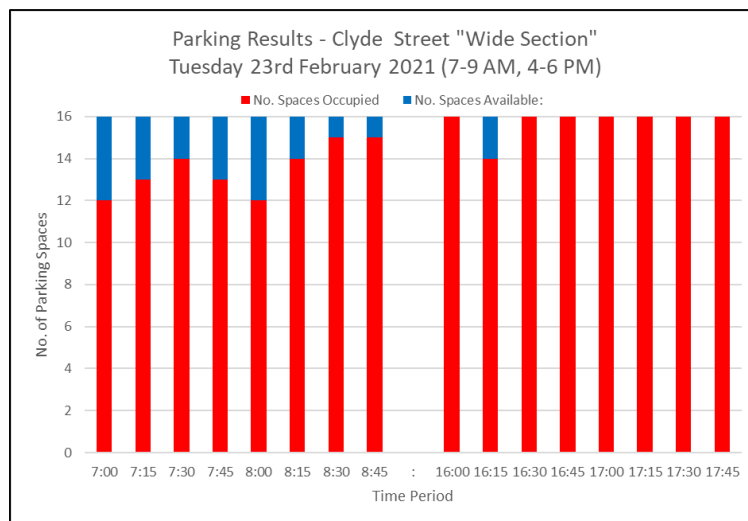
McLaren Traffic Engineering  
Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232  
Ph 61-2-8355-2440

**Annexure C**  
**Clyde Street, North Bondi**



**Job No: 2020/0661**  
**May 2021**

**ANNEXURE C: SURVEY DATA – GRAPHICAL SUMAMRY**



McLaren Traffic Engineering  
 Shop 7, 716-720 Old Princes Hwy, Sutherland NSW 2232  
 Ph 61-2-8355-2440



**ANNEXURE D: INTERSECTION SURVEY RESULTS  
(1 SHEET)**

# TRANS TRAFFIC SURVEY

## TURNING MOVEMENT SURVEY

trafficsurvey.com.au

### Intersection of Clyde St and Hardy St, North Bondi

GPS -33.88107, 151.27706

Date: Tue 22/09/20  
 Weather: Overcast  
 Suburban: North Bondi  
 Customer: McLaren

North: Hardy St  
 East: Clyde St  
 South: Hardy St  
 West: Clyde St

Survey Period AM: 7:00 AM-9:00 AM  
 PM: 2:30 PM-6:00 PM  
 Traffic Peak AM: 7:45 AM-8:45 AM  
 PM: 3:30 PM-4:30 PM

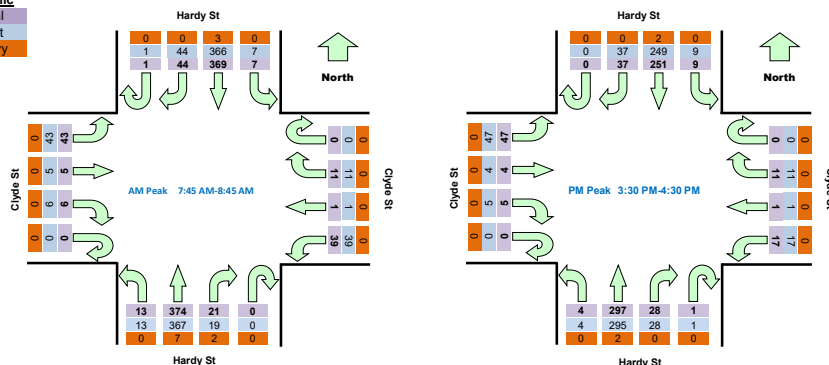
#### All Vehicles

Time		North Approach Hardy St				East Approach Clyde St				South Approach Hardy St				West Approach Clyde St				Hourly Total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L	Hour	Peak
7:00	7:15	0	1	23	2	0	0	0	4	0	6	25	0	0	0	0	0	570	
7:15	7:30	1	8	54	1	0	3	0	4	0	3	37	0	0	0	0	6	740	
7:30	7:45	1	10	79	3	0	1	0	11	0	4	46	3	0	2	0	5	879	
7:45	8:00	0	9	107	2	0	2	1	11	0	3	81	4	0	0	0	7	934	Peak
8:00	8:15	1	11	86	1	0	3	0	6	0	4	98	2	0	4	0	15	922	
8:15	8:30	0	12	95	1	0	2	0	16	0	10	99	5	0	0	1	15		
8:30	8:45	0	12	81	3	0	4	0	6	0	4	96	2	0	2	4	6		
8:45	9:00	1	12	66	2	0	4	0	7	0	9	96	3	0	0	1	14		
14:30	14:45	0	6	69	0	0	0	0	3	0	3	60	5	0	3	0	7	610	
14:45	15:00	1	3	58	0	0	1	0	5	0	5	51	3	0	2	1	9	657	
15:00	15:15	0	4	58	0	0	4	0	4	0	13	54	2	0	1	1	4	668	
15:15	15:30	0	9	57	5	0	0	0	12	1	7	62	3	0	0	2	12	710	
15:30	15:45	0	14	80	1	0	2	0	3	1	7	77	1	0	2	1	14	712	Peak
15:45	16:00	0	7	66	3	0	2	0	5	0	3	51	2	0	0	0	11	663	
16:00	16:15	0	8	54	1	0	3	0	4	0	8	92	0	0	3	1	13	662	
16:15	16:30	0	8	51	4	0	4	1	5	0	10	77	1	0	0	2	9	643	
16:30	16:45	0	4	43	3	0	3	1	5	0	5	74	1	0	2	2	11	664	
16:45	17:00	0	11	50	2	0	1	1	5	0	7	58	1	0	1	1	11	674	
17:00	17:15	0	6	48	4	0	6	0	11	0	12	71	0	0	0	1	9	662	
17:15	17:30	0	11	50	2	0	2	0	10	0	12	94	0	0	1	3	8		
17:30	17:45	0	4	46	1	0	2	2	3	0	9	82	1	0	0	1	13		
17:45	18:00	1	4	44	2	0	0	0	9	0	4	66	2	0	0	0	5		

Peak Time		North Approach Hardy St				East Approach Clyde St				South Approach Hardy St				West Approach Clyde St				Peak total	
Period Start	Period End	U	R	SB	L	U	R	WB	L	U	R	NB	L	U	R	EB	L		
7:45	8:45	1	44	369	7	0	11	1	39	0	21	374	13	0	6	5	43	934	
15:30	16:30	0	37	251	9	0	11	1	17	1	28	297	4	0	5	4	47	712	

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic  
 Total  
 Light  
 Heavy







**ANNEXURE E: SIDRA RESULTS  
(4 SHEETS)**

## MOVEMENT SUMMARY

**Site: 01 [EXAM - Clyde Street / Hardy Street (Site Folder: General)]**

Clyde Street / Hardy Street  
North Bondi, NSW - Job Ref: 200661  
Exisiting AM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV veh/h ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist m ]				
South: Hardy Street (S)														
1	L2	13	0	14	0.0	0.232	6.1	LOS A	0.3	2.1	0.08	0.05	0.08	49.0
2	T1	374	7	394	1.9	0.232	0.2	LOS A	0.3	2.1	0.08	0.05	0.08	49.5
3	R2	21	2	22	9.5	0.232	6.7	LOS A	0.3	2.1	0.08	0.05	0.08	48.4
Approach		408	9	429	2.2	0.232	0.7	NA	0.3	2.1	0.08	0.05	0.08	49.4
East: Clyde Street (E)														
4	L2	39	0	41	0.0	0.069	5.9	LOS A	0.2	1.7	0.48	0.65	0.48	45.0
5	T1	1	0	1	0.0	0.069	8.8	LOS A	0.2	1.7	0.48	0.65	0.48	45.1
6	R2	11	0	12	0.0	0.069	12.2	LOS B	0.2	1.7	0.48	0.65	0.48	44.6
Approach		51	0	54	0.0	0.069	7.4	LOS A	0.2	1.7	0.48	0.65	0.48	44.9
North: Hardy Street (N)														
7	L2	7	0	7	0.0	0.245	6.4	LOS A	0.5	3.7	0.15	0.07	0.15	48.7
8	T1	369	3	388	0.8	0.245	0.4	LOS A	0.5	3.7	0.15	0.07	0.15	49.2
9	R2	45	0	47	0.0	0.245	6.5	LOS A	0.5	3.7	0.15	0.07	0.15	48.2
Approach		421	3	443	0.7	0.245	1.1	NA	0.5	3.7	0.15	0.07	0.15	49.1
West: Clyde Street (W)														
10	L2	43	0	45	0.0	0.067	6.0	LOS A	0.2	1.7	0.47	0.65	0.47	45.3
11	T1	5	0	5	0.0	0.067	8.8	LOS A	0.2	1.7	0.47	0.65	0.47	45.3
12	R2	6	0	6	0.0	0.067	12.2	LOS B	0.2	1.7	0.47	0.65	0.47	44.9
Approach		54	0	57	0.0	0.067	6.9	LOS A	0.2	1.7	0.47	0.65	0.47	45.2
All Vehicles		934	12	983	1.3	0.245	1.6	NA	0.5	3.7	0.16	0.13	0.16	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: MCLAREN TRAFFIC ENGINEERING | Licence: PLUS / 1PC | Processed: Monday, 3 May 2021 3:52:18 PM

Project: \\mteserver\mte storage\Jobs\2020\200661\MTE SIDRA\Clyde Street North Bondi.sip9

## MOVEMENT SUMMARY

▼ Site: 01 [EXPM - Clyde Street / Hardy Street (Site Folder: General)]

Clyde Street / Hardy Street  
North Bondi, NSW - Job Ref: 200661  
Exisiting AM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hardy (S)														
1	L2	4	0	4	0.0	0.186	5.6	LOS A	0.3	1.9	0.09	0.06	0.09	49.0
2	T1	297	2	313	0.7	0.186	0.1	LOS A	0.3	1.9	0.09	0.06	0.09	49.4
3	R2	29	0	31	0.0	0.186	5.7	LOS A	0.3	1.9	0.09	0.06	0.09	48.5
Approach		330	2	347	0.6	0.186	0.7	NA	0.3	1.9	0.09	0.06	0.09	49.3
East: Clyde Street (E)														
4	L2	17	0	18	0.0	0.038	5.4	LOS A	0.1	0.9	0.41	0.61	0.41	45.3
5	T1	1	0	1	0.0	0.038	6.6	LOS A	0.1	0.9	0.41	0.61	0.41	45.3
6	R2	11	0	12	0.0	0.038	9.4	LOS A	0.1	0.9	0.41	0.61	0.41	44.8
Approach		29	0	31	0.0	0.038	6.9	LOS A	0.1	0.9	0.41	0.61	0.41	45.1
North: Hardy Street (N)														
7	L2	9	0	9	0.0	0.171	5.7	LOS A	0.4	2.6	0.14	0.09	0.14	48.7
8	T1	251	2	264	0.8	0.171	0.3	LOS A	0.4	2.6	0.14	0.09	0.14	49.1
9	R2	37	0	39	0.0	0.171	5.8	LOS A	0.4	2.6	0.14	0.09	0.14	48.2
Approach		297	2	313	0.7	0.171	1.1	NA	0.4	2.6	0.14	0.09	0.14	49.0
West: Clyde Street (W)														
10	L2	47	0	49	0.0	0.057	5.6	LOS A	0.2	1.5	0.39	0.59	0.39	45.8
11	T1	4	0	4	0.0	0.057	6.7	LOS A	0.2	1.5	0.39	0.59	0.39	45.8
12	R2	5	0	5	0.0	0.057	9.1	LOS A	0.2	1.5	0.39	0.59	0.39	45.3
Approach		56	0	59	0.0	0.057	6.0	LOS A	0.2	1.5	0.39	0.59	0.39	45.7
All Vehicles		712	4	749	0.6	0.186	1.5	NA	0.4	2.6	0.15	0.13	0.15	48.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## MOVEMENT SUMMARY

▼ Site: 01 [FUAM - Clyde Street / Hardy Street (Site Folder: General)]

Clyde Street / Hardy Street  
North Bondi, NSW - Job Ref: 200661  
Future AM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV ] veh/h	[ Total veh/h ]	[ HV ] %				[ Veh. veh ]	[ Dist ] m				
South: Hardy Street (S)														
1	L2	13	0	14	0.0	0.238	6.2	LOS A	0.4	2.7	0.11	0.06	0.11	48.9
2	T1	374	7	394	1.9	0.238	0.2	LOS A	0.4	2.7	0.11	0.06	0.11	49.4
3	R2	28	2	29	7.1	0.238	6.7	LOS A	0.4	2.7	0.11	0.06	0.11	48.3
Approach		415	9	437	2.2	0.238	0.9	NA	0.4	2.7	0.11	0.06	0.11	49.3
East: Clyde Street (E)														
4	L2	46	0	48	0.0	0.081	6.0	LOS A	0.3	2.0	0.48	0.66	0.48	45.0
5	T1	1	0	1	0.0	0.081	9.0	LOS A	0.3	2.0	0.48	0.66	0.48	45.0
6	R2	13	0	14	0.0	0.081	12.5	LOS B	0.3	2.0	0.48	0.66	0.48	44.6
Approach		60	0	63	0.0	0.081	7.4	LOS A	0.3	2.0	0.48	0.66	0.48	44.9
North: Hardy Street (N)														
7	L2	9	0	9	0.0	0.246	6.4	LOS A	0.5	3.8	0.15	0.07	0.15	48.7
8	T1	369	3	388	0.8	0.246	0.4	LOS A	0.5	3.8	0.15	0.07	0.15	49.2
9	R2	45	0	47	0.0	0.246	6.5	LOS A	0.5	3.8	0.15	0.07	0.15	48.2
Approach		423	3	445	0.7	0.246	1.1	NA	0.5	3.8	0.15	0.07	0.15	49.1
West: Clyde Street (W)														
10	L2	43	0	45	0.0	0.068	6.0	LOS A	0.2	1.7	0.47	0.65	0.47	45.2
11	T1	5	0	5	0.0	0.068	8.9	LOS A	0.2	1.7	0.47	0.65	0.47	45.3
12	R2	6	0	6	0.0	0.068	12.4	LOS B	0.2	1.7	0.47	0.65	0.47	44.8
Approach		54	0	57	0.0	0.068	7.0	LOS A	0.2	1.7	0.47	0.65	0.47	45.2
All Vehicles		952	12	1002	1.3	0.246	1.7	NA	0.5	3.8	0.17	0.14	0.17	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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## MOVEMENT SUMMARY

▼ Site: 01 [FUPM - Clyde Street / Hardy Street (Site Folder: General)]

Clyde Street / Hardy Street  
North Bondi, NSW - Job Ref: 200661  
Future PM  
Site Category: (None)  
Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV ] veh/h	[ Total veh/h	HV ] %				[ Veh. veh	Dist ] m				
South: Hardy (S)														
1	L2	4	0	4	0.0	0.190	5.6	LOS A	0.3	2.3	0.10	0.06	0.10	48.9
2	T1	297	2	313	0.7	0.190	0.2	LOS A	0.3	2.3	0.10	0.06	0.10	49.4
3	R2	34	0	36	0.0	0.190	5.7	LOS A	0.3	2.3	0.10	0.06	0.10	48.4
Approach		335	2	353	0.6	0.190	0.8	NA	0.3	2.3	0.10	0.06	0.10	49.2
East: Clyde Street (E)														
4	L2	23	0	24	0.0	0.048	5.4	LOS A	0.2	1.2	0.40	0.61	0.40	45.3
5	T1	1	0	1	0.0	0.048	6.7	LOS A	0.2	1.2	0.40	0.61	0.40	45.3
6	R2	13	0	14	0.0	0.048	9.5	LOS A	0.2	1.2	0.40	0.61	0.40	44.9
Approach		37	0	39	0.0	0.048	6.9	LOS A	0.2	1.2	0.40	0.61	0.40	45.1
North: Hardy Street (N)														
7	L2	11	0	12	0.0	0.172	5.7	LOS A	0.4	2.6	0.14	0.09	0.14	48.6
8	T1	251	2	264	0.8	0.172	0.3	LOS A	0.4	2.6	0.14	0.09	0.14	49.1
9	R2	37	0	39	0.0	0.172	5.8	LOS A	0.4	2.6	0.14	0.09	0.14	48.2
Approach		299	2	315	0.7	0.172	1.1	NA	0.4	2.6	0.14	0.09	0.14	49.0
West: Clyde Street (W)														
10	L2	47	0	49	0.0	0.057	5.6	LOS A	0.2	1.5	0.39	0.59	0.39	45.8
11	T1	4	0	4	0.0	0.057	6.8	LOS A	0.2	1.5	0.39	0.59	0.39	45.8
12	R2	5	0	5	0.0	0.057	9.3	LOS A	0.2	1.5	0.39	0.59	0.39	45.3
Approach		56	0	59	0.0	0.057	6.0	LOS A	0.2	1.5	0.39	0.59	0.39	45.7
All Vehicles		727	4	765	0.6	0.190	1.7	NA	0.4	2.6	0.16	0.14	0.16	48.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

Delay Model: SIDRA Standard (Geometric Delay is included).

Queue Model: SIDRA Standard.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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**ANNEXURE F: PARENT & STAFF TRAVEL MODE  
SURVEY RESULTS  
(17 SHEETS)**

Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey - AM (Parent Drop-Off)**  
Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)  
Date: Monday 28th Feb 21.

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
1		<del>walk</del> drive	street	yes	no	10 min -	depends
2		walk	-	unsure	unsure	5 min -	2
3		drive	street	no	no	15 min	depends
4		walk	street	no	no	5 min -	3
5		drive	street	yes	no	10 min -	2
6		drive	site	yes	unsure	10 min -	3
7		drive	site	yes	unsure	5 min or less	-
8		cycle	-	yes	no	3 min or less	depends
9		drive	site	unsure	unsure	5 min or less	-
10		walk	-	unsure	unsure	5 min or less	3

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Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: \_\_\_\_\_

Page: 2 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
11		walk	yes -	yes	no	15 min -	5 days
12		drive	site	—	—	10 min -	—
13		drive	site	—	—	10 min	depends on weather
14		drive	site	—	—	15 min	2
15		drive	site	—	—	15 min +	0
16		drive	site	—	—	10 min -	—
17		drive	site	—	—	10 min -	—
18		walk	—	no	yes	15 min +	2
19		drive	street	—	—	5 min	3
20		drive	street	—	—	15 min -	3

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Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: \_\_\_\_\_

Page: 3 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

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Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey - PM (Parent Pick-Up)**  
Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Thurs 25/2/21

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this afternoon?	If you drove this afternoon, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the afternoon?
1		walk	-	yes	-	10min -	5 days
2		walk	-	yes	no	15 min -	5 days
3		drive	street	-	-	15min +	0
4		drive	site	-	-	10min -	0
5		drive	street	-	-	-	-
6		drive	site	-	-	10min -	-
7		drive	street	unsure	-	15min -	depends
8		drive	street	no	no	3min -	-
9		drive	street	-	-	15min -	-
10		drive	site	-	-	5min -	depends

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Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey – PM (Parent Pick-Up)**

**Day:** Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

**Date:** \_\_\_\_\_

Page: 3 of 3

Respondent	Time	How did you get to the Child Care Centre this afternoon?	If you drove this afternoon, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the afternoon?
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

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Job No: 2020/661  
February 2021

### Staff Travel Mode Survey

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Thursday 25th Feb 2021

Respondent	When did you start work today?	How did you arrive to work today?	When do you finish work today?	How will you leave work today?	If you drove, where did you park your car?	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<10min, 10-20min, OR >20min Walk)
1	9-30	train bus	530	train bus	—	> 20 min walk
2	8	dropped in	2	picked up	—	7. 20min walk.
3	9	drive	430	drive	—	> 20 min walk.
4	830	drive	430	drive	—	> 20min walk.
5	8	drive	2	drive	—	> 20min walk.
6	9	bus - train	5	bus - train	—	> 20 min walk.
7	8	bus train	530	train bus	—	> 20 min walk.
8						
9						
10						
11						
12						
13						
14						
15						
16						

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February 2021

Parent / Caregiver Travel Mode Survey - AM (Parent Drop-Off)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Tuesday 23rd Feb 2021.

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
1		drive	site	-	-	15 min	-
2		drive	site	no	no	15 min	-
3		drive	street	-	-	15 min	-
4		walk	-	no	no	15 min +	3
5		drive	site	no	no	15 min	depends
6		walk	-	yes	no	10 min -	3-4
7		walk	-	no	yes	15 min	4
8		drive	street	no	no	15 min +	3
9		walk	-	yes	-	3 min	-
10		drive	site	no	no	5 min -	drive & walk

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140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: \_\_\_\_\_

Page: 2 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
11		drive	street	—	—	10min -	0
12		drive	site	—	—	5min -	0
13		drive	site	no	no	15min +	3
14							
15							
16							
17							
18							
19							
20							

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Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)**

**Day:** Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

**Date:** \_\_\_\_\_

Page: 3 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

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140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

Parent / Caregiver Travel Mode Survey - **PM** (Parent Pick-Up)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Tues 23rd Feb 21

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this afternoon?	If you drove this afternoon, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the afternoon?
1		drive	site	—	—	10 min —	3
2		drive	site	no	no	13 min —	0
3		drive	site	—	—	5 min —	depends
4		walk	—	—	yes	5 min —	walk
5		walk	—	yes	—	10 min —	—
6		walk	—	yes	—	10 min —	5
7		walk	—	yes	no	15 min —	4 x
8		drive	street	—	—	—	—
9		walk	—	no	no	3 min —	depends
10		drive	street	—	—	5 min	1

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Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Staff Travel Mode Survey

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Tues 23rd February 2021

Respondent	When did you start work today?	How did you arrive to work today?	When do you finish work today?	How will you leave work today?	If you drove, where did you park your car?	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<10min, 10-20min, OR >20min Walk)
1	8	car	4	car	on street	>20min walk
2	8:30	car	5	car	onsite	>20 min walk
3	8	train / bus	5:30	train / bus	—	>20min walk.
4	8	car	2	car	street	>20min walk.
5	9	car	4:30	car	street	>20 min walk
6	8:30	car	5	car	street	>20 min walk.
7	9:30	train bus	5:30	train bus	—	>20 min walk.
8	9	bus	5	bus	—	>20 min walk.
9						
10						
11						
12						
13						
14						
15						
16						

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140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey - AM (Parent Drop-Off)**

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Wed 24th Feb 21

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivierie Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
1		walk	street	unsure	unsure	10-	4
2		drive	on site	unsure	unsure	10-	0
3		drive	street	unsure	unsure	10-	3
4		walk	street	yes	no	10-	2
5		walk	street	yes	no	10-	3/4
6		drive	street	unsure	unsure	10-	0
7		walk	street	no	yes	<3	5 days
8		drive	site	unsure	unsure	10-	0
9		drive	street	unsure	unsure	10-	0
10		drive	site	unsure	unsure	10-	0

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140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: \_\_\_\_\_

Page: 2 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
11		drive	site	unsure	unsure	10 -	0
12		walk	unsure	unsure	unsure	15min +	3
13		drive	site	unsure	unsure	10min -	3
14		drive	site	unsure	unsure	5min or less	depends
15		walk	-	no	yes	3min or less	3
16		drive	site	yes	no/unsure	5min walk or less	depends
17		walk	-	yes	yes	10min -	weather / work depends
18		walk	-	no	no	3min or less	2
19		drive	street	unsure	unsure	10min or less	depends
20		walk	-	yes	unsure	10min or less	0
		drive	street	unsure	yes	10min or less	not everyday

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Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

**Parent / Caregiver Travel Mode Survey – AM (Parent Drop-Off)**

**Day:** Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

**Date:** \_\_\_\_\_

Page: 3 of 3

Respondent	Time	How did you get to the Child Care Centre this morning?	If you drove this morning, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the morning?
21							
22							
23							
24							
25							
26							
27							
28							
29							
30							

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Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – PM (Parent Pick-Up)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Wed 24/2/21

Page: 1 of 3

Respondent	Time	How did you get to the Child Care Centre this afternoon?	If you drove this afternoon, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the afternoon?
1		Drive	site	unsure	unsure	10min -	weather / work depends
2		Drive	site	unsure	unsure	10min -	most days
3		Drive	st	unsure	unsure	10min -	-
4		walk	-	unsure	unsure	10min -	-
5		Drive	site	unsure	unsure	10min -	0
6		Drive	site	unsure	unsure	10min -	-
7		Drive	street	unsure	unsure	10min -	-
8		Drive	site	unsure	unsure	10min -	-
9		Drive	street	no	no	10min -	0
10		Drive	site	no	no	15min +	3

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Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Parent / Caregiver Travel Mode Survey – PM (Parent Pick-Up)

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: \_\_\_\_\_

Page: 2 of 3

Respondent	Time	How did you get to the Child Care Centre this afternoon?	If you drove this afternoon, where did you park your car?	If you walked, did you use the pedestrian link from Waratah Street? (See picture if unsure)	If you walked, did you use the pedestrian link from Murrivier Road? (See picture if unsure)	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<3min, 3-5min, 5-10min, 10-15min, >15min)	Roughly, how many times in a standard week would you choose to walk or cycle to the Child Care Centre in the afternoon?
11		drive	site	unsure	unsure	15min +	—
12		Drive	site	no	yes	15min +	3
13		walk	—	yes	no	3min —	every day
14		drive	street	no	no	10min —	0
15		drive	site	yes	no	15min —	0
16		walk	—	yes	no	15min +	3
17		drive	site	no	no	10min —	5 days
18		walk	—	no	no	3min —	2
19		drive	street	unsure	unsure	15min —	—
20		walk	—	yes	unsure	10min —	5
		drive	site	unsure	unsure	10min —	3

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Clyde Street Childcare Centre  
140 Clyde Street, North Bondi



Job No: 2020/661  
February 2021

### Staff Travel Mode Survey

Day: Monday / Tuesday / Wednesday / Thursday / Friday (Please Circle)

Date: Wednesday 24th Feb 2021

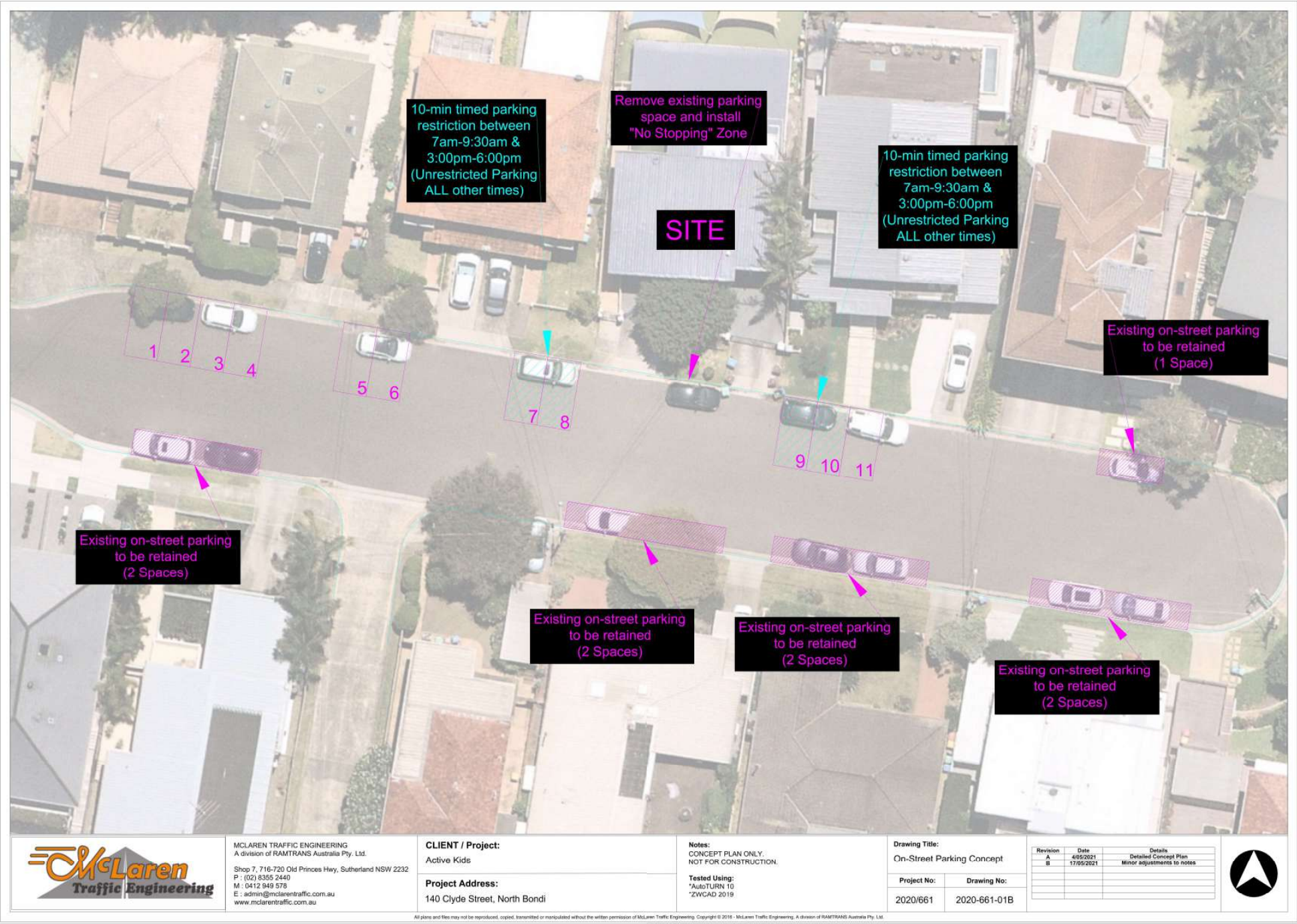
Respondent	When did you start work today?	How did you arrive to work today?	When do you finish work today?	How will you leave work today?	If you drove, where did you park your car?	Roughly, how far away (in walking time) from the Child Care Centre do you live? (<10min, 10-20min, OR >20min Walk)
1	8am	drove	2pm	drive	street	> 20 min walk
2	9am	drove	5pm	drove	staff parking	> 20min
3	8.30	drove	4.30	drove	street	> 20min
4	9.30	train ↓ bus	5.30	train ↓ bus	street	> 20 min
5	8am	bus	2pm	bus	street	> 20min
6	9	car	5	car	street	> 20 min walk
7						
8						
9						
10						
11						
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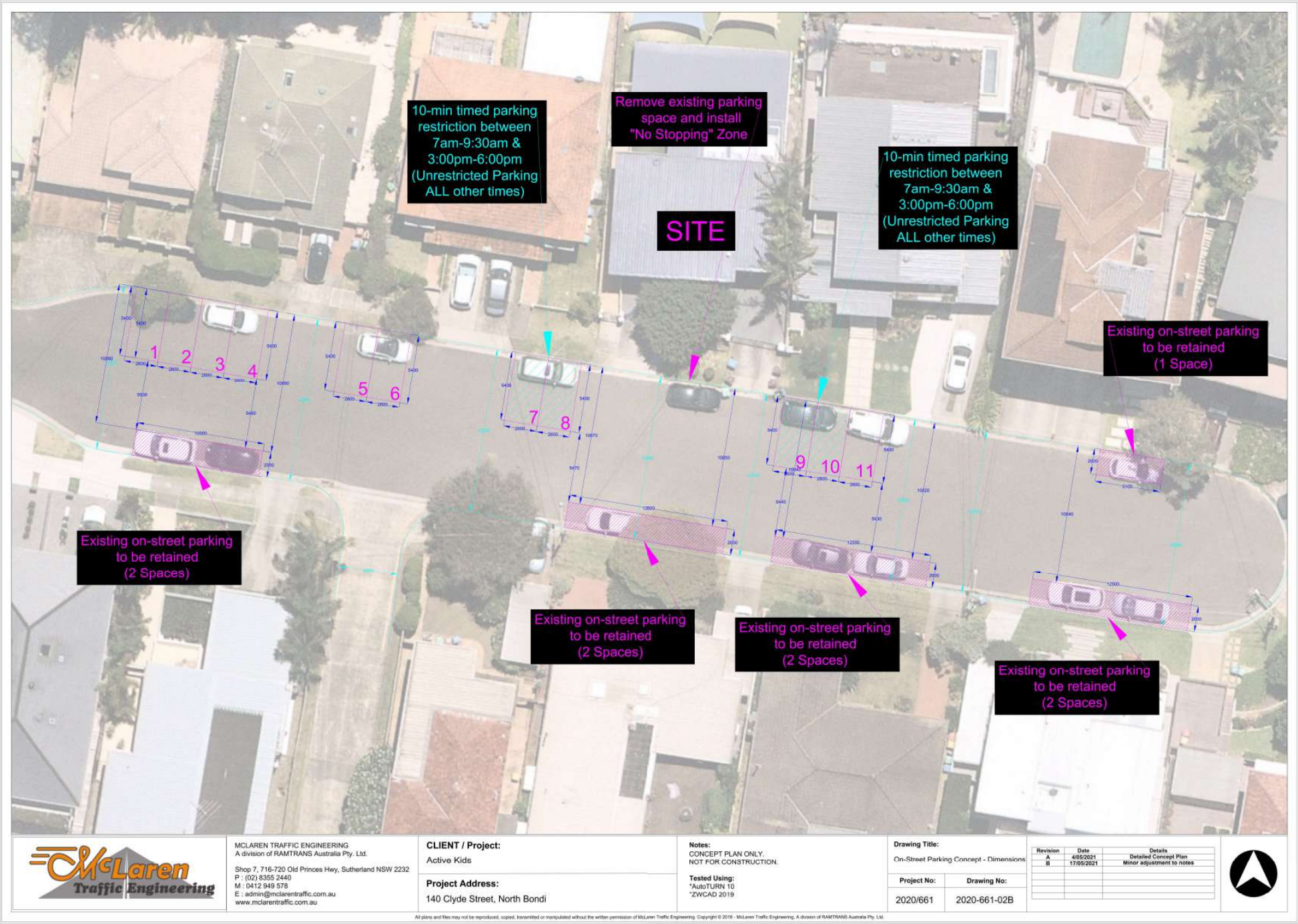


**ANNEXURE G: CLYDE STREET “WIDE SECTION”  
90-DEGREE PARKING CONCEPT  
(3 SHEETS)**

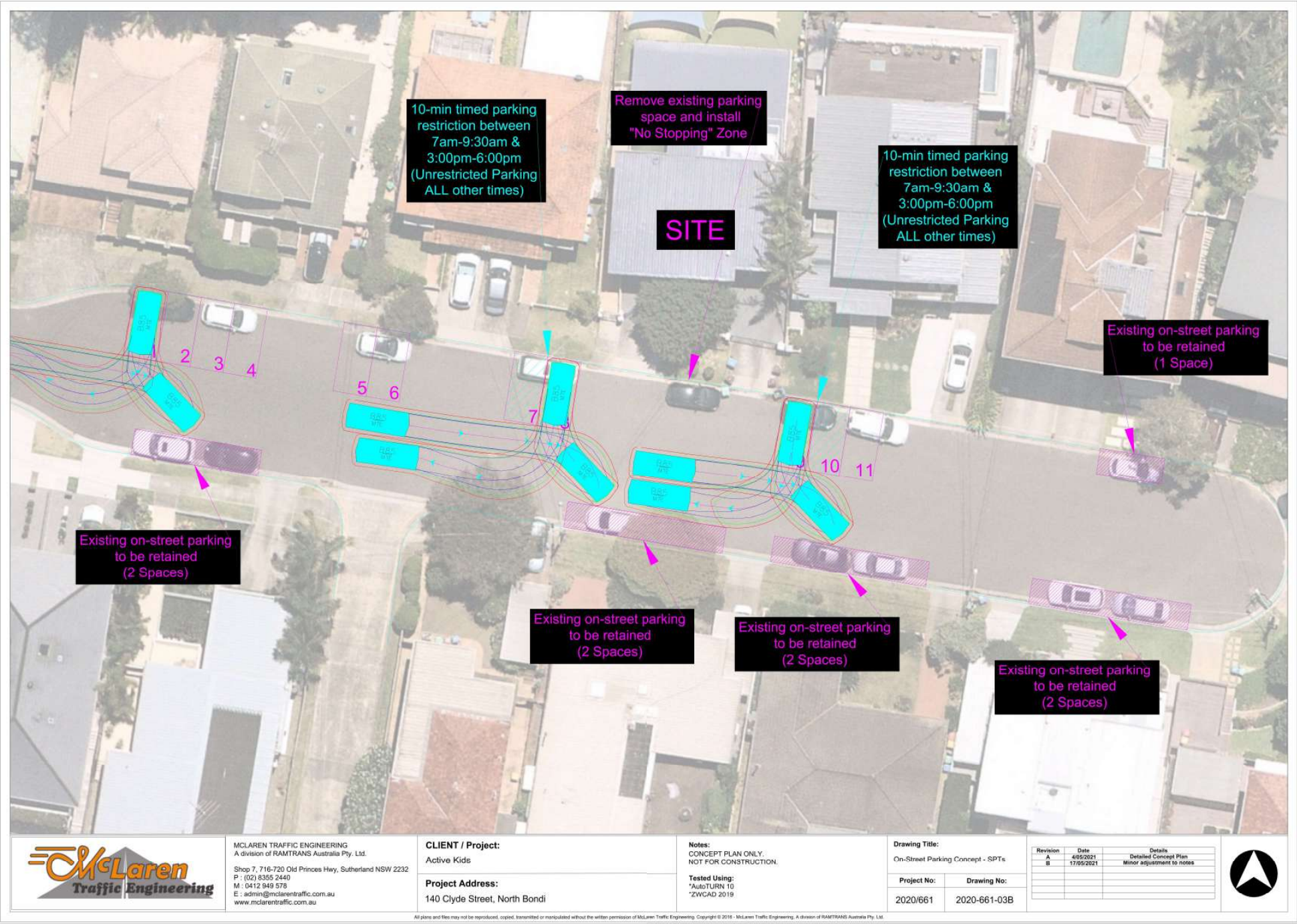














**ANNEXURE H: CLYDE STREET PASSING ZONE  
PROPOSAL  
(10 SHEETS)**



## Clyde Street Passing Zone Proposal

**Subject:** Clyde Street, North Bondi – “No Parking” Zones

**Author:** McLaren Traffic Engineering

**Date:** 11 March 2022

### **1 Proposal**

- Install “No Parking” zones in three (3) location along Clyde Street, North Bondi as follows:
  - a) 13.2m across the driveways of No’s. 78 to 82 Clyde Street
  - b) 12.8m across the driveways of No’s. 33 to 35 Clyde Street
  - c) 14.5m across the driveways of No’s. 43A to 45 Clyde Street.

### **2 Executive Summary**

Following discussions with Council resulting from the concerns of local residents about the existing conditions along Clyde Street, North Bondi (from Hardy Street to eastern end) the introduction of “passing zones” to improve traffic flow along the narrow carriageway is proposed. The proposal is to implement “No Parking” zones across adjacent driveways and road segments, where no parking can currently occur, in order to formalise these spaces as “passing zones”.

Council may also require the installation of linemarking within the passing zone segments, to define the limit of “No Parking” with a supplementary dashed continuity line, similar to implemented works in Onslow Street, Rose Bay.

### **3 Introduction/Background**

The issue of two-way passing along Clyde Street has been raised during the assessment of a development application for a increase in scale of sixteen children at the existing child care centre located at 140 Clyde Street, North Bondi. While the proposed child care centre in itself will not significantly increase the rate of passing along Clyde Street, the provision of formalised passing zones will provide an overall net public benefit to all residents, irrespective of the subject development application.

A site inspection was undertaken with the relevant Council Officers, where council identified some three (3) suggested locations for the introduction of “No Parking” zones across multi-width driveways along Clyde Street, as identified in **Section 1** above.

#### 4 Technical Analysis

Clyde Street is a no through road with a narrow carriageway width of approximately 7m for a large portion of its length. The narrow section has a length of some 310m east from Hardy Street. Parking is in high demand, particular at night time and parking is unrestricted at all times.

An on-site assessment has confirmed that due to the narrow carriageway and high parking on both sides, only one vehicle can travel at a time between parked cars.

It is proposed to install three (3) “No Parking” zones along Clyde Street, one (1) on the northern side and two (2) on the southern side, across multi width driveways as outlined in **Figure 1** and **Table 1** below. It is considered that the proposal will improve traffic flow by providing areas that can be utilised as passing zones. The proposed “No Parking” zones will not result in the loss of any legal on-street parking spaces. Under current NSW Road Rules, “No Parking” restrictions permit a vehicle to stand in the zone for up to two minutes maximum with the driver remaining within 3m of the vehicle at all times.



**FIGURE 1: OVERVIEW OF PROPOSED “NO-PARKING” ZONES**

**TABLE 1: PROPOSED “NO PARKING” ZONES – CLYDE STREET**

	Address	Length	Figure
A	78 to 82 Clyde Street	13.2m	<b>Figure 2</b>
B	33 to 35 Clyde Street	12.8m	<b>Figure 3</b>
C	43A to 45 Clyde Street	14.5m	<b>Figure 4</b>

Clyde Street Passing Zone Proposal  
Clyde Street, North Bondi



Job No: 2021/0880  
March 2022



**FIGURE 2: 78 TO 82 CLYDE STREET, NORTH BONDI  
PROPOSED “NO PARKING” ZONE**

Clyde Street Passing Zone Proposal  
Clyde Street, North Bondi



Job No: 2021/0880  
March 2022



**FIGURE 3: 33 TO 35 CLYDE STREET, NORTH BONDI  
PROPOSED “NO PARKING” ZONE**





**FIGURE 4: 43A TO 45 CLYDE STREET, NORTH BONDI  
PROPOSED “NO PARKING” ZONE**

**Guidelines Used:**

- Transport Administration Act 1988
- RMS's Delegation to Councils; Regulation of Traffic
- RMS's Signage Database
- [NSW] Road Rules 2014

**5 Reference to Previous Council Work**

Reference is made to Council's previous work along Onslow Street, Rose Bay where a similar problem was identified by Council. Council proposed and the Local Traffic Committee approved the installation of five (5) "No Parking" zones across multiple driveways along Onslow Street, to provide for passing zones for drivers.

**6 Attachments**

- Waverly Traffic Committee Agenda Report TC/v.04/18.07 with the subject – Onslow Street, Rose Bay – "No Parking" zones

**REPORT**  
**TC/V.04/18.07****Subject:** Onslow Street, Rose Bay - "No Parking" zones**TRIM No:** A02/0637-02**Author:** Sam Samadian, Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs "No Parking" zones on the southern side of Onslow Street, Rose Bay as follows:
  - (a). 17.5 m across the driveways of No's. 5 to 9.
  - (b). 12.5 m across the driveway of No. 13.
  - (c). 9.5 m across the driveways of No's. 29 to 31.
  - (d). 10 m across the driveways of No's. 55 to 57.
  - (e). 13 m across the driveways of No's. 69 to 73.
2. Extends the existing "No Parking" zone at the driveway to No.471 Old South Head Road by 8.5m to the west.
3. Notifies all residents of Onslow Street of the proposed "No Parking" zones prior the installation.

**1. Executive Summary**

Following receipt of a petition signed by residents of Onslow Street requesting the introduction of "passing zones" to improve traffic flow in the narrow carriageway, dead end, street, Council officers met the chief petitioner on-site to discuss introducing signposted "No Parking" zones at double width or more driveways to improve traffic flow in the street. Council will need to exercise its delegated function to implement the proposal.

**2. Introduction/Background**

A petition was received from residents of Onslow Street containing 301 signatures requesting Council give consideration to introducing "passing zones" in Onslow Street to improve vehicle movement in the narrow carriageway, dead end street.

A site inspection was undertaken to identify suitable locations for the introduction of "No Parking" zones across multi width driveways in Onslow Street.

### 3. Technical Analysis

Onslow Street is a no through road with a narrow carriageway width of 7m. It has a length of some 420m east from Old South Head Road. Parking is in high demand day and night and mostly unrestricted on both sides.

An on-site assessment has confirmed that due to the narrow carriageway and high parking on both sides, only one vehicle can travel at a time between parked vehicles. It was observed that vehicles often have to be reversed in Onslow Street to find a gap and pull over to allow an oncoming vehicle to pass.

It is proposed to install an additional six (6) “No Parking” zones on the southern side of Onslow Street across multi width driveways as per the table and figures below. It is considered that the proposal will improve traffic flow by providing areas that can be utilised as passing zones. The proposed “No Parking” zones will not result in loss of any legal on-street parking. Under current NSW Road Rules, ‘No Parking’ restrictions permit a vehicle to stand in the zone for up to two minutes maximum with the driver remaining within 3 m of the vehicle at all times.



**Figure 1:** Onslow Street, Rose Bay, Aerial image – Existing and Proposed “No Parking” zones

Onslow Street, Rose Bay - Proposed No Parking zones			
Address	Length	Comments	Figure
471 Old South Head Road	8.5m (west)	Existing zone to be extended by 8.5m	2
5 to 9 Onslow Street	17.5m	Short section of kerbs	3
13 Onslow Street	12.5m		4
29 to 31 Onslow Street	9.5m		5
43 to 45 Onslow Street	9.5m	Existing	6
55-57 Onslow Street	10m		7
69-73 Onslow Street	13m		8

**Table 1:** Onslow Street - No Parking restrictions summary table





**Figure 2:** Onslow Street frontage of 471 Old South Head Road, Rose Bay  
Existing and Proposed “No Parking” zones



**Figure 3:** 5 to 9 Onslow Street, Rose Bay – Proposed 17.5m “No Parking” zone

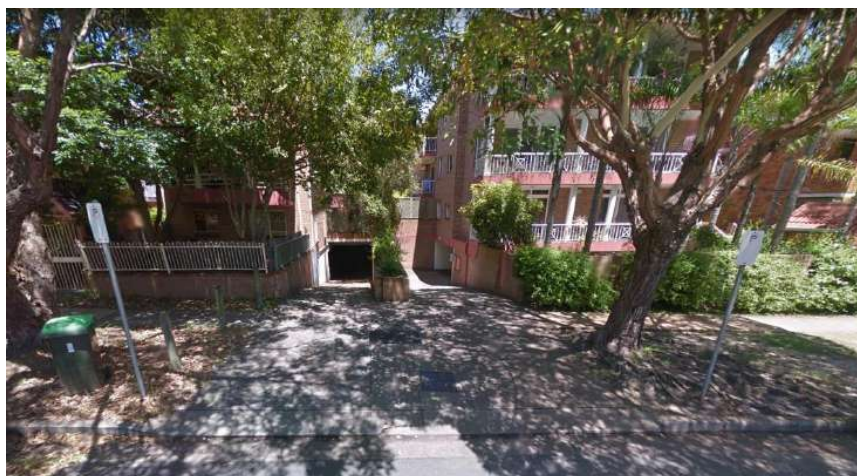


**Figure 4:** 13 Onslow Street, Rose Bay - Proposed 12.5m “No Parking” zone

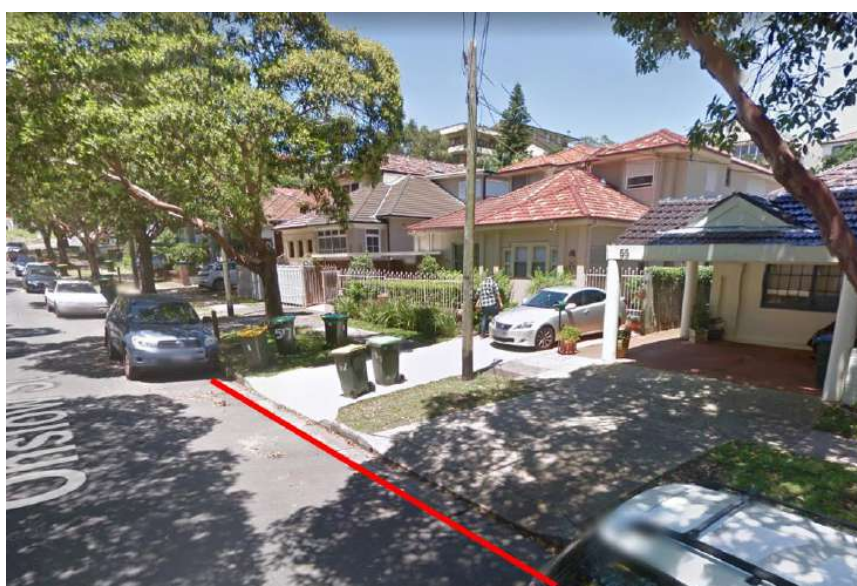




**Figure 5:** 29 to 31 Onslow Street, Rose Bay - Proposed 9.5m "No Parking" zone



**Figure 6:** 43 to 45 Onslow Street, Rose Bay - Existing "No Parking" zone (unchanged)



**Figure 7:** 55 to 57 Onslow Street, Rose Bay - Proposed 10m "No Parking" zone



**Figure 8:** 69 to 73 Onslow Street, Rose Bay – Proposed 13m “No Parking” zone

Guidelines used:

- *Transport Administration Act 1988*
- *RMS’s Delegation to Councils; Regulation of Traffic*
- *RMS’s Signs Database*
- *[NSW] Road Rules 2014*

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

If changes to signs and/or line marking are approved, Council will undertake the installation of signs and/or line marking from existing budgets.

#### **5. Attachments**

Nil.