



W A V E R L E Y  
C O U N C I L

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

A meeting of the W A V E R L E Y T R A F F I C C O M M I T T E E will be held by video conference at:

**10.00 AM, THURSDAY 28 JULY 2022**

Waverley Council  
PO Box 9  
Bondi Junction NSW 1355  
DX 12006 Bondi Junction  
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## AGENDA

**Apologies**

**Declarations of Interest**

**Adoption of Previous Minutes by Council - 23 June 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 23 June 2022 were adopted by Council at its meeting on 19 July 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.01/22.07        Resident Parking Scheme - Dalley Street and Paul Street, Bondi Junction - Area 22 Extension (A02/0750) ..... 14**

**COUNCIL OFFICER’S PROPOSAL:**

That Council:

1.     Installs ‘2P 8 am–6 pm, Mon-Sat, Permit Holders Excepted Area 22’ parking restriction in Dalley Street, Bondi Junction and along the western kerb line of Paul Street south of Bondi Road as shown in Figure 5 of the report
2.     Retains existing unrestricted parking along the eastern kerb line of Paul Street.

**TC/C.02/22.07        Resident Parking Scheme - Llandaff Street, Bondi Junction - Area 22 Extension (A02/0750) ..... 26**

**COUNCIL OFFICER’S PROPOSAL:**

That Council extends the ‘1P 8 am–6 pm Mon-Sat, Permit Holders Excepted Area 22’ parking restrictions in Llandaff Street, Bondi Junction into the section on the southern side of Llandaff Street from Botany Street to 41 Llandaff Street, as shown in Figure 1 of the report.

**TC/V STATE ELECTORATE OF VAUCLUSE****TC/V.01/22.07 Festival of the Winds - Bondi Beach and Park - Special Event (A19/0394) ..... 33****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats the attachment to the report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the Traffic Control Plans for the Festival of the Winds attached to the report subject to the event organisers:
  - (a) Obtaining NSW Police Force approval.
  - (b) Submitting a Traffic Management Plan to Transport for NSW in accordance with the NSW Government 'Guide to Traffic and Transport Management for Special Events.'

**TC/V.02/22.07 Hall Street, Bondi Beach - Temporary One-Way Trial (A22/0171) ..... 37****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Endorses the temporary one-way conversion of Hall Street, Bondi Beach between Gould Street and O'Brien Street/Glenayr Avenue, as shown in Attachment 1 of the report.
2. Submits a Traffic Management Plan of the proposed temporary one-way conversation of Hall Street, Bondi Beach between Gould Street and O'Brien Street/Glenayr Avenue to Transport for NSW for consideration and approval.
3. Submits the detailed design plan to Transport for NSW and NSW Police for review and approval prior to construction.
4. Monitors traffic speeds and volumes to identify effects on surrounding streets during the trial period.
5. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes

**TC/V.03/22.07 Blake Street and Military Road, Dover Heights - Raised Pedestrian Crossing (A21/0042) ..... 80****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a raised pedestrian crossing and associated signage in Blake Street east of Military Road, Dover Heights, as shown in Figure 2 of the report.

**TC/V.04/22.07 North Bondi Beach, Campbell Parade - Bus Zone Modification (A14/0145)..... 84****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Reduces the length of the bus zone at North Bondi Beach, Campbell Parade on the southern side of Campbell Parade from 35 metres to 26 metres.
2. Installs a 9 metre 'No Parking Council Authorised Vehicles Excepted' zone south of the shortened bus zone.

**TC/V.05/22.07 3 Roe Street, North Bondi - Construction Zone (A03/2514-04) ..... 87****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 3 Roe Street, 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.

**TC/V.06/22.07 154 Ramsgate Avenue, North Bondi - Construction Zone (A03/2514-04) ..... 92****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 154 Ramsgate Avenue, North Bondi.
2. Removes a mobility parking space (8 am–10 pm) located within the construction zone area.
3. Installs a 6 metre mobility parking space (8 am–10 pm) around 7.2 metres to the north of the space to be removed.
4. Replaces the Construction Zone with '1/2P 8 am–10 pm, Permit Holders Excepted Area 6' restrictions when it is no longer required.
5. Notifies residents in the vicinity of the construction zone prior to it being installed.
6. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

**TC/V.07/22.07      72 Wellington Street, Bondi Beach - Construction Zone (A03/2514-04) ..... 98****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 72 Wellington Street, Bondi Beach.
2. Notifies 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.08/22.07      Griffith Avenue and Plowman Street, North Bondi - 'No Stopping' Zones (A14/0145) ..... 103****COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' zones at the intersection of Griffith Avenue west of Plowman Street as follows:

1. 7 metres on the on the southern side of Griffith Avenue west of Plowman Street.
2. 3 metres on the western side of Plowman Street south of Griffith Avenue.

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

Nil.

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

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

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE  
MEETING BY VIDEO CONFERENCE ON  
THURSDAY, 23 JUNE 2022**



**Voting Members Present:**

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

**Also Present:**

Mr B Gidies	Transdev John Holland – Traffic and Events Manager
Ms K Lewis	Transport for NSW – Manager, Communication and Stakeholder Engagement
Mr N Zervos	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr M Almuhanha	Waverley Council – Senior Traffic Engineer
Mr K Magistrado	Waverley Council – Traffic Engineer
Ms B Wang	Waverley Council – Professional Engineer, Traffic and Development
Cr L Fabiano	Waverley Council – Deputy Chair

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*At the commencement of proceedings at 10.01 am, those present were as listed above, with the exception of Mr J Miranda who arrived at 10.05 am.*

**Apologies**

Apologies were received from Mr P Pearce (representing Marjorie O’Neill, MP, Member for Coogee) and Cr T Kay (Deputy Chair).

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

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

**Adoption of Previous Minutes by Council - 26 May 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 26 May 2022 were adopted by Council at its meeting on 21 June 2022.

**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.02/22.06 Arnold Street and Yenda Avenue Intersection, Queens Park – 'No Stopping' Zone.

TC/C.03/22.06 9 Kenneth Street, Tamarama – Mobility Parking Space – Removal.

TC/C.04/22.06 34-36 Macpherson Street, Bronte – Construction Zone.

TC/V.01/22.06 126 Ramsgate Avenue, 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.01/22.06 Ebley Street, Bondi Junction - Temporary Road Closure for Crane Installation (A02/0617-07)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary closure of Ebley Street, Bondi Junction, between Bronte Road and Ann Street from 6 am to 10 pm on Sunday, 24 July 2022, in accordance with the Traffic Control Plan attached to the report, subject to the applicant:
  - (a) Notifying NSW Police.
  - (b) Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue.
  - (c) Notifying local residents and businesses prior to the event.
  - (d) Using traffic controllers accredited by Transport for NSW.
  - (e) Providing Council with a pre- and post-dilapidation report of the condition of road pavements, kerbing and adjacent assets along the truck access route from Syd Einfeld Drive to Ebley Street.
  - (f) Covering all costs associated with closing the road, including traffic control.

2. Delegates authority to the Executive Manager, Infrastructure Services, to approve any backup date and times, if required.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to an amendment to clause 1 and the addition of new clauses 1(g)–(i) and 2 such that the recommendation now reads as follows:

That Council:

1. Approves the temporary closure of Ebley Street, Bondi Junction, between Bronte Road and Ann Street from 6 am to 10 pm on Sunday, 24 July 2022, in accordance with the Traffic Control Plan attached to the report (as amended), subject to the applicant:
  - (a) Notifying NSW Police.
  - (b) Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue.
  - (c) Notifying local residents and businesses prior to the event.
  - (d) Using traffic controllers accredited by Transport for NSW.
  - (e) Providing Council with a pre- and post-dilapidation report of the condition of road pavements, kerbing and adjacent assets along the truck access route from Syd Einfeld Drive to Ebley Street.
  - (f) Covering all costs associated with closing the road, including traffic control.
  - (g) Employing user-pays police for the duration of the closure.
  - (h) Notifying and seeking the approval of the Transport Management Centre.
  - (i) Investigating a Variable Message Sign (VMS) at the corner of Bronte Road and Birrell Street heading north, directing traffic down Birrell Street.
2. Circulates a revised Traffic Control Plan once details are finalised of alternative routes around the road closure, excluding Grosvenor Street.
3. Delegates authority to the Executive Manager, Infrastructure Services, to approve any backup date and times, if required.

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

**TC/C.02/22.06                      Arnold Street and Yenda Avenue Intersection, Queens Park - 'No Stopping' Zone (A14/0145)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 10 metre 'No Stopping' Zones on either side of Yenda Avenue, north of Arnold Street, Queens

Park.

2. Installs a 10 metre 'No Stopping' Zone on the northern side of Arnold Street, east of Yenda Avenue.
3. Installs a 7 metre 'No Stopping' Zone on the northern side of Arnold Street, west of Yenda Avenue.

**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.03/22.06            9 Kenneth Street, Tamarama - Mobility Parking Space - Removal (A20/0534)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the mobility parking space in front of 9 Kenneth 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.04/22.06            34-36 Macpherson Street, Bronte - Construction Zone (A03/2514-04)**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 14 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 34–36 Macpherson 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.

**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.01/22.06        126 Ramsgate Avenue, 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 Exceeded' construction zone in front of 126 Ramsgate Avenue, 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: Representative of the Member for Vaucluse, NSW Police representative, TfNSW representative and Waverley Council representative (Chair).*

**TC/CV        ELECTORATES OF COOGEE AND VAUCLUSE****TC/CV.01/22.06        City2Surf 2022 - Special Event with Temporary Road Closures (A21/0358)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1.     Treats the attachment to the report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2.     Approves the City2Surf 2022 event and associated road closures to take place on Sunday, 14 August 2022, in accordance with the Transport Management Plan attached to the report, subject to the organisers:
  - (a)    Providing public liability insurance for the event.
  - (b)    Obtaining NSW Police approval.
  - (c)    Providing event management and delivery plans for the approval of Council's Events team.
  - (d)    Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra, and Randwick Fire Stations).
  - (e)    Notifying local residents and businesses.
  - (f)    Using traffic controllers accredited by Transport for NSW.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted subject to an amendment to clause 2 such that the recommendation now reads as follows:

That Council:

1. Treats the attachment to the report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the City2Surf 2022 event and associated road closures within the Waverley local government area to take place on Sunday, 14 August 2022, in accordance with the Transport Management Plan attached to the report, subject to the organisers:
  - (a) Providing public liability insurance for the event.
  - (b) Obtaining NSW Police approval.
  - (c) Providing event management and delivery plans for the approval of Council's Events team.
  - (d) Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra, and Randwick Fire Stations).
  - (e) Notifying local residents and businesses.
  - (f) Using traffic controllers accredited by Transport for NSW.

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

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

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

Nil.

**THE MEETING CLOSED AT 10.27 AM.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**19 JULY 2022**

**REPORT**  
**TC/C.01/22.07**

**Subject:** Resident Parking Scheme - Dalley Street and Paul Street,  
Bondi Junction - Area 22 Extension

**TRIM No:** A02/0750

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs '2P 8 am–6 pm, Mon-Sat, Permit Holders Excepted Area 22' parking restriction in Dalley Street, Bondi Junction and along the western kerb line of Paul Street south of Bondi Road as shown in Figure 5 of the report
2. Retains existing unrestricted parking along the eastern kerb line of Paul Street.

**1. Executive Summary**

Council officers have conducted a survey of existing resident parking scheme Area B to determine the level of support of a resident parking scheme (RPS) extension to Paul Street and Dalley Street (See Figure 1).

A survey of 182 residents was conducted in April 2022. 37 responses were received, including 17 responses from outside the area. Of these:

- 65% (24 responses) were in support of a resident parking scheme.
- 35% (13 responses) of responses were not in support of a resident parking scheme.

Of the 20 residents that responded to the survey:

- 55% (11 responses) were in support of a resident parking scheme.
- 45% (9 responses) of responses were not in support of a resident parking scheme.

A majority of respondents support the resident parking scheme in the area. It also shows division amongst Paul Street residents with 8 in support and 8 against a resident parking scheme (see Figure 4).

Hence, it is recommended that the Waverley Park side of Paul Street (eastern kerb line) remains unrestricted and a 2P resident parking scheme be installed on resident side of Paul Street (western kerb line) as per Figure 5 of this report.

This is part of a resident parking scheme consultation plan that runs between 2021 and 2023. Surveys of other streets in the local government area (LGA) with on-street parking demand issues are planned to be undertaken on an area-by-area basis, rather than a blanket survey of the LGA.

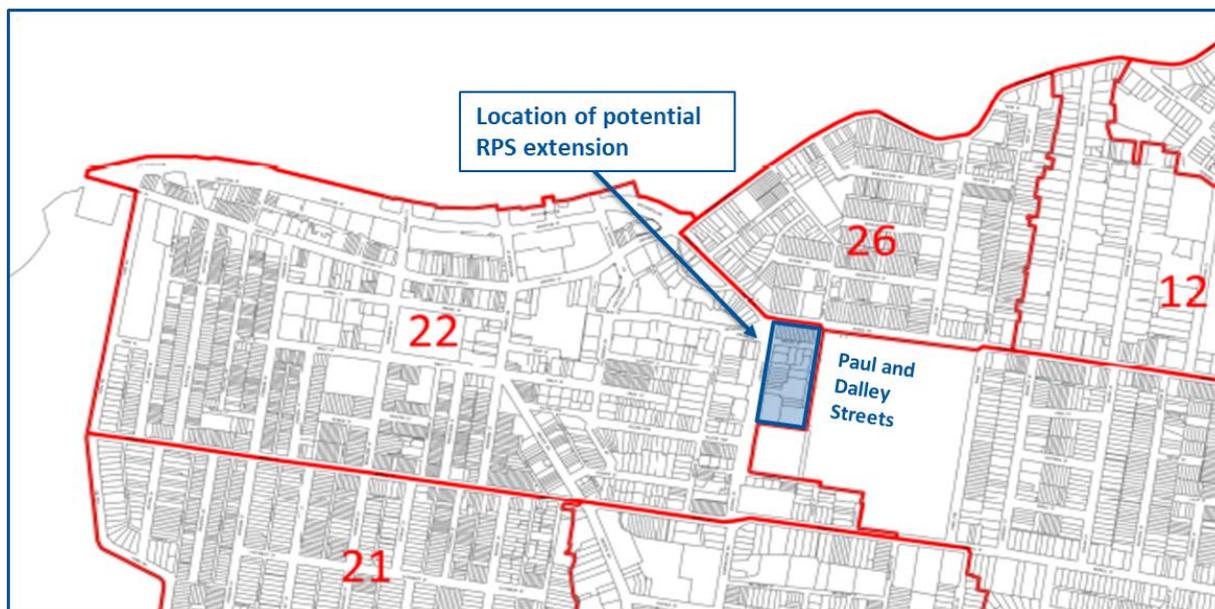


Figure 1. RPS extension location – Area 22.

**2. Introduction/Background**

At its meeting on 23 September 2021, Council resolved to consult residents living near Paul Street and Dalley Street regarding the extension of the existing Area 22 resident parking scheme. This is part of a resident parking scheme consultation plan that runs between 2021 and 2023.

Residents were provided with a fact sheet including resident parking permit eligibility criteria. They were also given the option to choose a preferred restriction if a resident parking scheme was to be implemented. Attachment 1 contains the consultation letter and the fact sheet provided to residents.

**3. Technical Analysis**

**Resident response rate**

Residents of Area 22 living in or near Paul and Dalley Street were asked whether they supported an extension to the existing resident parking scheme in their streets (see Figure 1). Table 1 below shows the survey response rate.

Table 1. Survey response rate.

Street	Residences surveyed	Units/ Apartments	Houses	Units' responses	Houses' Responses	Total	Response Rate	Number of "No" responses (residents)	Of the "No" responses, access to off-street parking
Paul Street	83	77	6	11	5	16	19%	8	8 units (with parking facilities)
Council Street	76	68	8	1	0	1	1%	1	1 unit (with parking facilities)
Dalley	11	0	12	1	0	1	9%	0	NA
Bondi	12	0	12	0	2	2	17%	0	NA
<b>Total</b>	<b>182</b>	<b>145</b>	<b>38</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>11%</b>	<b>9</b>	
outside area						<b>17</b>			
<b>Grand Total</b>						<b>37</b>			

Table 1 highlights the overall response rate and breakdown of responses per street and type of dwelling. 11% of residents surveyed engaged with the survey which is satisfactory.

Higher engagement from residents living in units is noted as well as a high response rate from participants living outside the area mostly in support of a resident parking scheme. All the residents that did not support the resident parking scheme live in units with partial access to off-street parking (See Table 1).

**Resident survey results and analysis**

A survey of 182 residents was conducted in April 2022. 37 responses were received, including 17 responses from outside the area (see Figure 2). Of these:

- 65% (24 responses) were in support of a resident parking scheme.
- 35% (13 responses) of responses were not in support of a resident parking scheme.

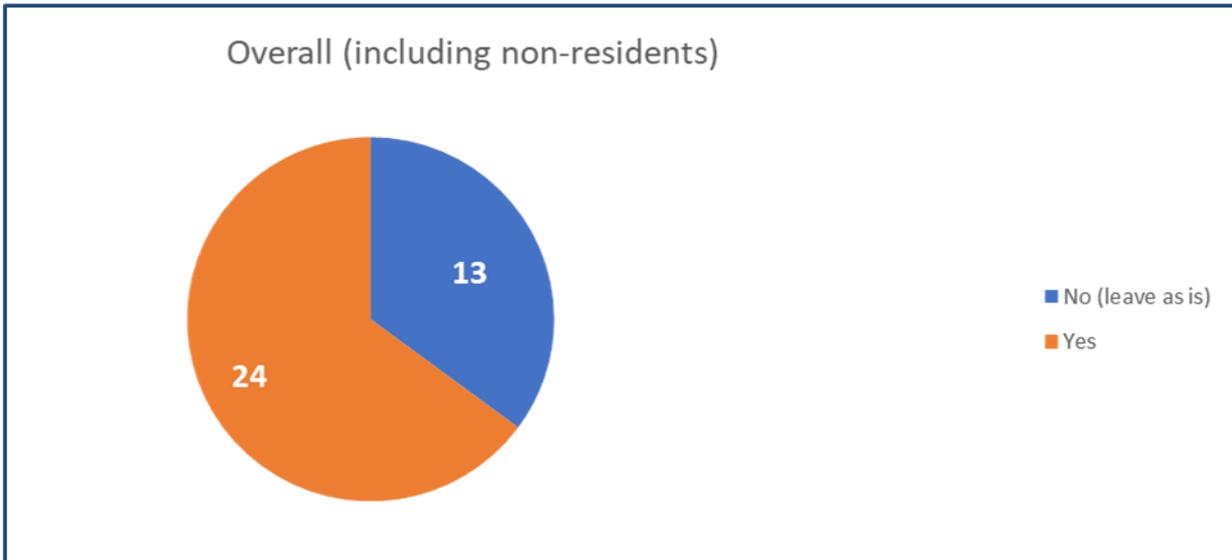


Figure 2. Overall feedback (including non-residents).

Of the 20 residents that responded to the survey:

- 55% (11 responses) were in support of a resident parking scheme.
- 45% (9 responses) of responses were not in support of a resident parking scheme.

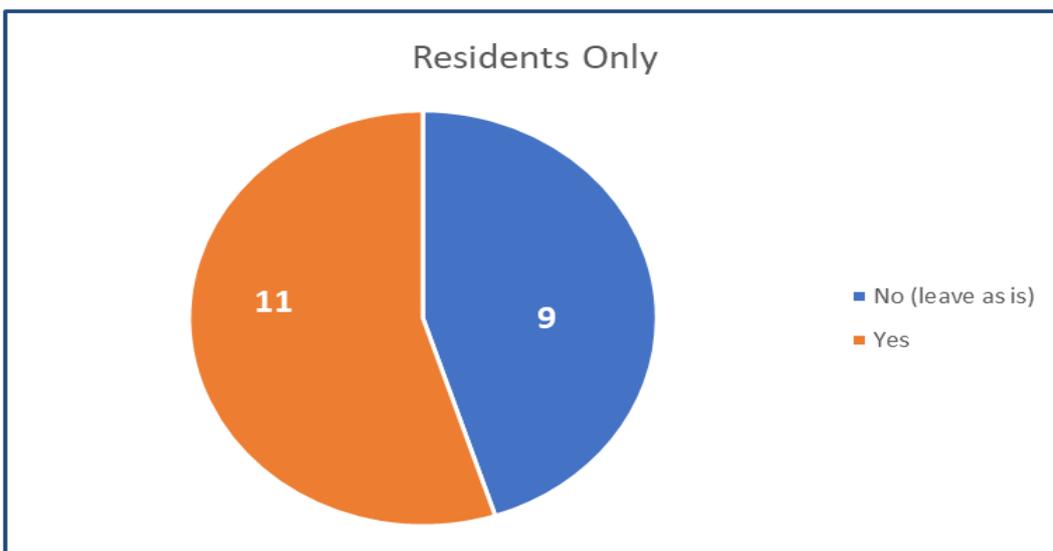


Figure 3. Overall feedback (residents only).

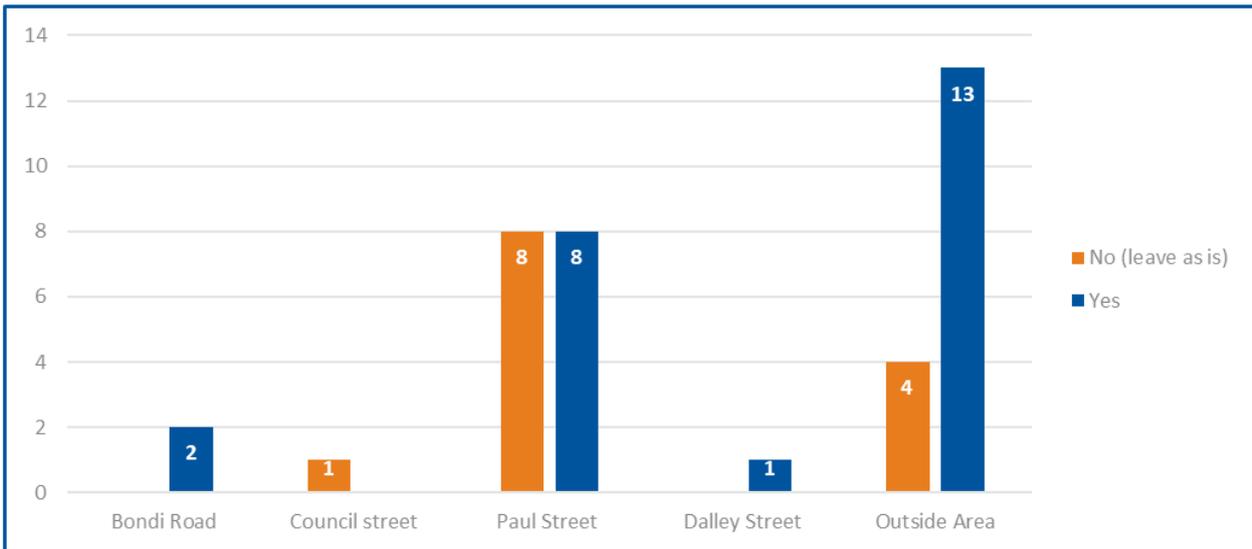


Figure 4. Resident feedback by street, with reference to non-residents.

Figure 4 reveals overall support for the resident parking scheme in the area. It also shows division amongst Paul Street residents with 8 in support and 8 against a resident parking scheme. It also reveals a high engagement rate from Paul Street residents with 20% responding to the survey and lower engagement from residents in Council Street (1%) and Dalley Street (9%).

Most residents who supported a resident parking scheme preferred a ‘2P, 8am-6pm, Mon – Sat’ restriction.

Given the data and analysis provided, it is recommended that Council installs a ‘2P, 8 am–6 pm, Mon-Sat, Permit Holders Excepted Area 11’ parking restriction in Dalley Street and along the western kerb line of Paul Street, Bondi Junction. It is also recommended that the Waverley Park side of Paul Street (eastern kerb line) remains unrestricted as per Figure 5.

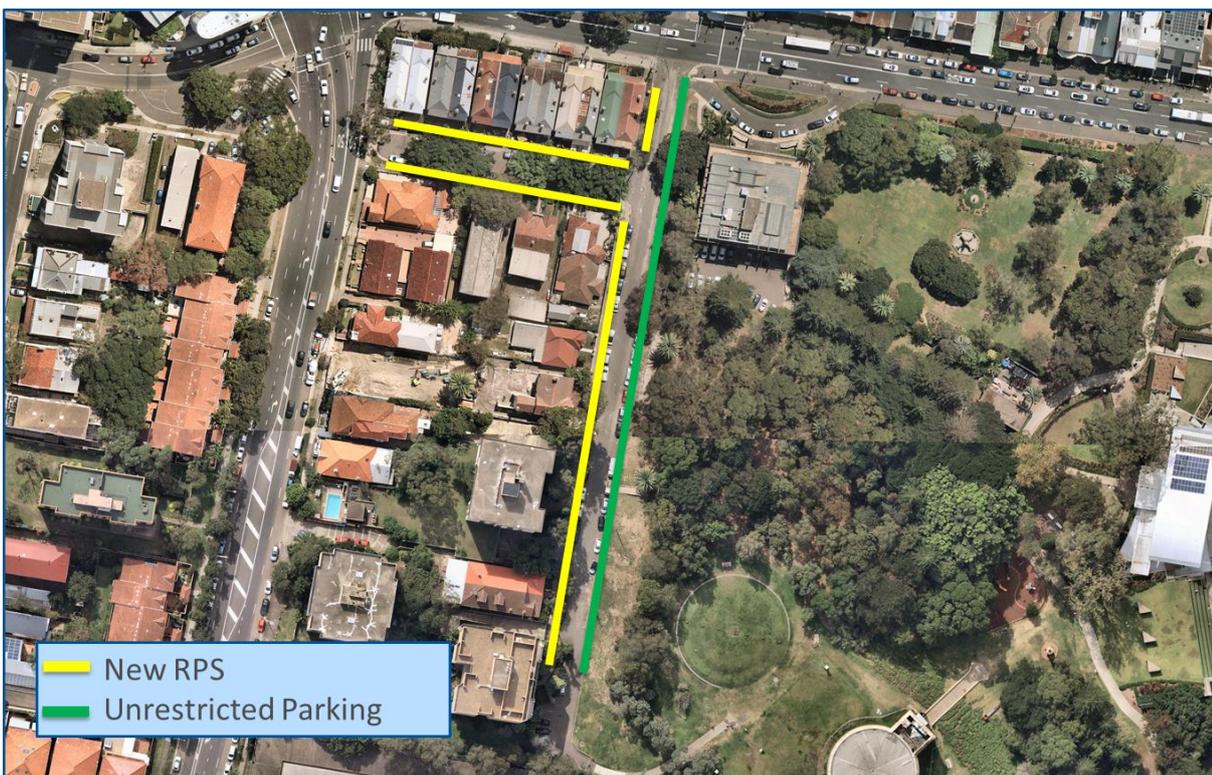


Figure 5. Recommended new restrictions in Dalley Street and western side of Paul Street.

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

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

**5. Attachments**

1. Letter to residents - Area 22 RPS extension [↓](#)



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

Our ref: A02/0750

30 March 2022

**Re: Resident Parking Scheme – Area B (extension to Area 22)**

Dear Resident,

Council has received requests to improve parking in your area and is proposing to introducing a resident parking scheme.

At the 23 September 2021 meeting, Council resolved to consult with residents on whether to extend existing resident parking schemes.

We are sending this letter to residents living in the eastern part of Area 22 including Paul, Dalley, and Council Streets\*, highlighted as Area B in the map.

If supported, there would be a 2 hour parking restriction for people who do not have a resident parking permit.

We would like to know whether you support the installation of a resident parking scheme in your street. If yes, what times and days would you prefer?

Below is a list of times and days used in other areas of Waverley:

- 8.00 am to 10.00 pm, all days – Bondi Junction CBD and Bondi Beach area.
- 8.00 am to 6.00 pm, all days e.g., Fletcher Street at Marks Park.
- 8.00 am to 8.00 pm, all days e.g., Park Parade, Watson Street, and streets in between (to be installed in 2022).
- 8.00 am to 6.00 pm, Monday to Saturday e.g., Anglesea Street, Ruthven Street.

Note that:

- Council's Parking Patrol officers do not enforce restrictions after dark in residential areas due to personal security concerns.

Enclosed with this letter is a resident parking scheme fact sheet, a questionnaire and a link to our Have Your Say website where you can complete the survey online.

\* It should be noted that Transport for NSW is the determining authority for parking on Council Street, as it is a state road.

Contact us  
Phone: 9083 8000 Fax: 9387 1820  
Email: [info@waverley.nsw.gov.au](mailto:info@waverley.nsw.gov.au)  
Web: [www.waverley.nsw.gov.au](http://www.waverley.nsw.gov.au)

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

Let us know your preferences by **Monday 2 May 2022**.

To submit your feedback head to:  
[haveyoursay.waverley.nsw.gov.au/traffic](https://haveyoursay.waverley.nsw.gov.au/traffic)  
and complete the survey online.

You can also scan the QR Code here →

Should you have any questions, please contact me at  
[yourtrafficsurvey@waverley.nsw.gov.au](mailto:yourtrafficsurvey@waverley.nsw.gov.au) or 9083 8644.



Yours faithfully,

A handwritten signature in black ink, appearing to read "Malik Almuhanha".

Malik Almuhanha  
Senior Traffic Engineer, Waverley Council

Contact us  
Phone: 9083 8000 Fax: 9387 1820  
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PO Box 9, Bondi Junction NSW 1355  
DX 12006, Bondi Junction  
Customer Service Centre  
55 Spring Street, Bondi Junction NSW 2022  
ABN: 12 502 583 608

Streets within area 22 for which resident parking is proposed

# Resident Parking Scheme

Over the next two years, Waverley Council will consult with residents in each of the areas highlighted ~~in the map~~ to determine support for a resident parking scheme.

Eligibility criteria applies, however a parking permit allows the resident to park their vehicle for an unlimited time in a designated zone, not just the street they live in.

To find out more about parking permits and the consultation periods visit:  
[haveyoursay.waverley.nsw.gov.au/traffic](https://haveyoursay.waverley.nsw.gov.au/traffic)

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

Questionnaire: Resident Parking Scheme

Submit your response via one of the following methods by Monday 2 May 2022

- Submit online: haveyoursay.waverley.nsw.gov.au/traffic
Email to: yourtrafficsurvey@waverley.nsw.gov.au
Drop it into Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours

Form with fields for Name/s, Address, and Email.

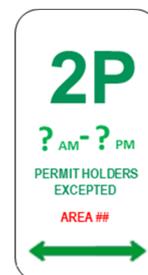
(Your contact details are kept confidential. We will contact you only if we have a query in regard to your submission).

Do you support the installation of resident parking in your street?

- Yes
No, (leave as is)

If you support a resident parking scheme, what time would you prefer?

- 8am - 6pm
8am - 8pm
8am - 10pm



If you support a resident parking scheme, which days would you like the resident parking scheme enforced?

- Monday to Saturday
All days

If you wish to provide further comments on the proposal, you can do so in the space below and/or send us an email.

Five horizontal lines for providing comments.

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## Resident Parking Schemes – Fact Sheet

### **Background**

Resident Parking Schemes (RPS) currently operate in parts of Bondi Junction, Bondi Beach, Bronte, Charing Cross, Queens Park and Tamarama.

Residents who live within the boundaries of an RPS zone can apply for a Residential Parking Permit which allows the permit holder to park their vehicle free of charge, for an unlimited time, in the parking zone designated on the permit, in areas that are signposted hour parking – ‘Permit Holders Excepted’. Valid permits must be displayed clearly on the front passenger side of the vehicle to avoid infringement.

A permit only applies within the zone in which the resident lives. RPS zones can be found here:

<https://www.waverley.nsw.gov.au/residentparkingschemes>



### **Eligibility**

Residents of Waverley within a Resident Parking Scheme (RPS) zone are entitled to up to:

- 3 permits per single residence
- 3 permits per unit in strata buildings
- 1 permit per unit in non-strata buildings
- 1 permit per room in boarding houses

Note: The number of permits is reduced for each off-street car parking space available to the residents.

### **Eligible vehicles**

Private cars, company cars, rental cars, motor bikes/scooters, and electric scooters are eligible for resident parking permits.

Trucks, buses, trams, tractors, or trailers (boat or caravan) are not eligible for resident parking permits. A truck is a motor vehicle with a GVM over 4.5 tonnes, except a bus, tram or tractor.

#### **Private cars**

The resident must provide registration papers showing the applicant’s name and Waverley address.

#### **Company cars**

The resident must supply a letter from the company stating that they have sole use of the vehicle and that it is normally parked at the address. If the resident is the sole director of the company then an ASIC Report disclosing that information is required.

#### **Rental / Leased vehicles**

The resident must supply a copy of the current rental agreement documentation showing the applicants’ name and address.

### **Number of permits and fees**

The number of permits available reduces for every off street parking space at the property (garage, car port or driveway). The first permit is free for residents with no off-street parking. Fees apply in other circumstances as per the table below.



WAVERLEY  
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Permit eligibility table and fees.

Residential	1st Permit Property has no parking space	2nd Permit Property has 1 car space	3rd Permit Property has 2 car spaces
12 Months	Free	\$155.00	\$232.00
Low Emissions Vehicle	Free	\$50.00	\$155.00
6 Months	Free	\$95.00	\$145.00
Motorcycles/Scooters	Free	Free	Free
Electric Scooter	Free	Free	Free
Beach	12 Months	6 Months	3 Months
Residents/Ratepayers	\$160.00	\$95.00	n/a
Seniors Card	\$115.50	\$70.00	n/a
Pensioners/Veterans Card	\$115.50	\$70.00	n/a
Youth Allowance Card	\$115.50	\$70.00	n/a
Non-Residents	\$1790.00	\$895.00	\$447.50
Annual Visitors	1 Registration	2 or 3 Registrations	
	\$185.00	\$535.00	
Short Term Visitor	30 Days		
	\$50.00		
Carers	12 Months		
	\$50.00		
Interim	30 Days (NSW)	3 Months (Interstate)	
	\$50.00	\$160.00	

Annual visitors, short term, interim, and carers permits are also available. They are included as part of the maximum permit allocation per household.

Daily Visitor Permits and Tradesperson permits can be applied for *in addition* to the permit allocation per household.

#### **Enquiries and Applications**

For application forms and to confirm eligibility please check the information on our website at [waverley.nsw.gov.au/permits](http://waverley.nsw.gov.au/permits)

**REPORT**  
**TC/C.02/22.07**

**Subject:** Resident Parking Scheme - Llandaff Street, Bondi Junction  
- Area 22 Extension

**TRIM No:** A02/0750

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council extends the '1P 8 am–6 pm Mon-Sat, Permit Holders Excepted Area 22' parking restrictions in Llandaff Street, Bondi Junction into the section on the southern side of Llandaff Street from Botany Street to 41 Llandaff Street, as shown in Figure 1 of the report.

**1. Executive Summary**

Council officers have conducted a survey of residents in Llandaff Street and Botany Street to determine the level of support in extending the existing resident parking scheme (RPS) in Llandaff Street.

A survey of 276 residents was conducted in May 2022. 14 responses were received. Of these:

- 64% were in support of extending the resident parking scheme (9 responses).
- 36% were not in support of extending the resident parking scheme (5 responses).

It is recommended that Council extends the resident parking scheme by installing a '1P 8am-6pm Mon-Sat permit holders excepted area 22' restriction on the southern side of Llandaff Street, Bondi Junction from Botany Street to 41 Llandaff Street. Figure 1 shows the proposed extension of resident parking scheme.

Other existing restrictions within the proposed RPS extension (mobility Parking, 'No Parking' Zone, 'No Stopping' Zone, bus zone etc.) will be retained.

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

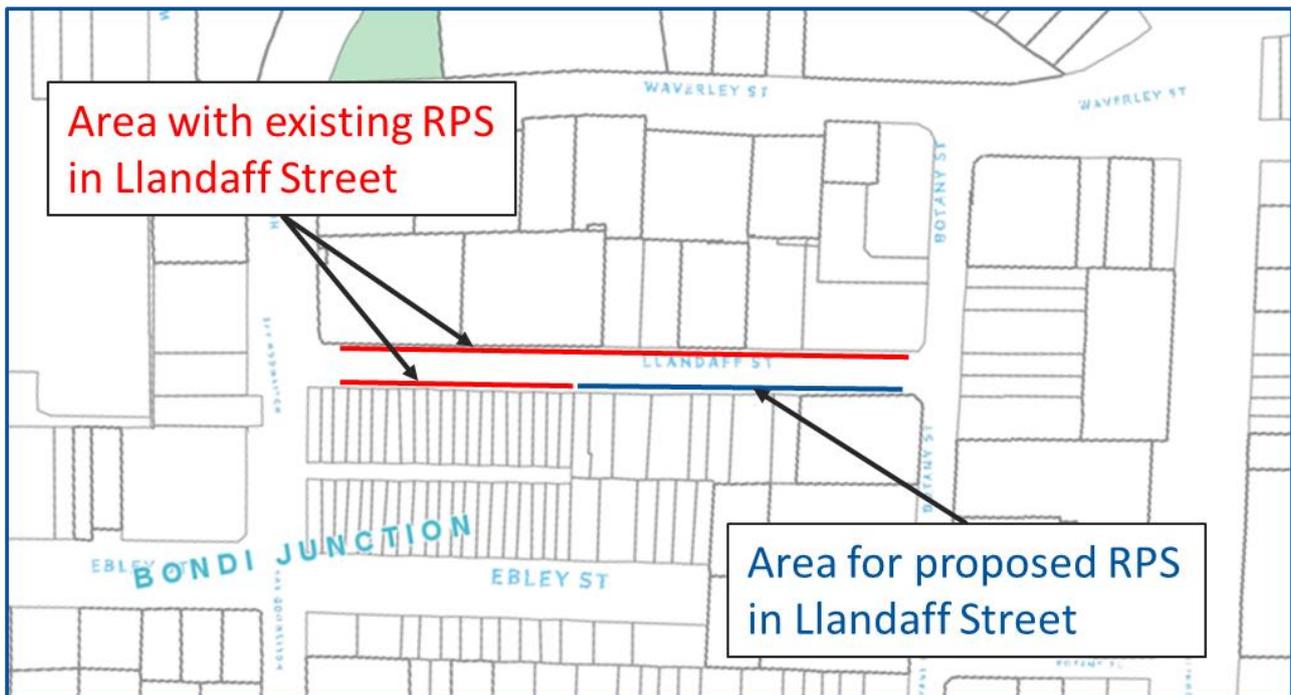


Figure 1. Proposed extension of Resident Parking Scheme in Llandaff Street.

## 2. Introduction/Background

The existing parking restrictions in most of Llandaff Street and the surrounding streets are '1P 8am-6pm Mon-Sat permit holders excepted area 22'. The proposed section of RPS extension is currently unrestricted parking.

Residents were surveyed if they support the extension of the existing RPS to cover the whole length of Llandaff Street. Attachment 1 contains the consultation letter provided to residents.

## 3. Technical Analysis

### Resident parking survey results

Residents in Llandaff Street and in Botany Street (between Waverley Street and Botany Place) were asked whether they supported the extension of the existing resident parking scheme in Llandaff Street.

14 responses were received. Of the 14 responses:

- 64% were in support of extending the resident parking scheme (9 responses).
- 36% were not in support of extending the resident parking scheme (5 responses).

Figure 2 summarises the overall results of the survey. Figure 3 presents results filtered by streets.



Figure 2. Overall resident feedback.

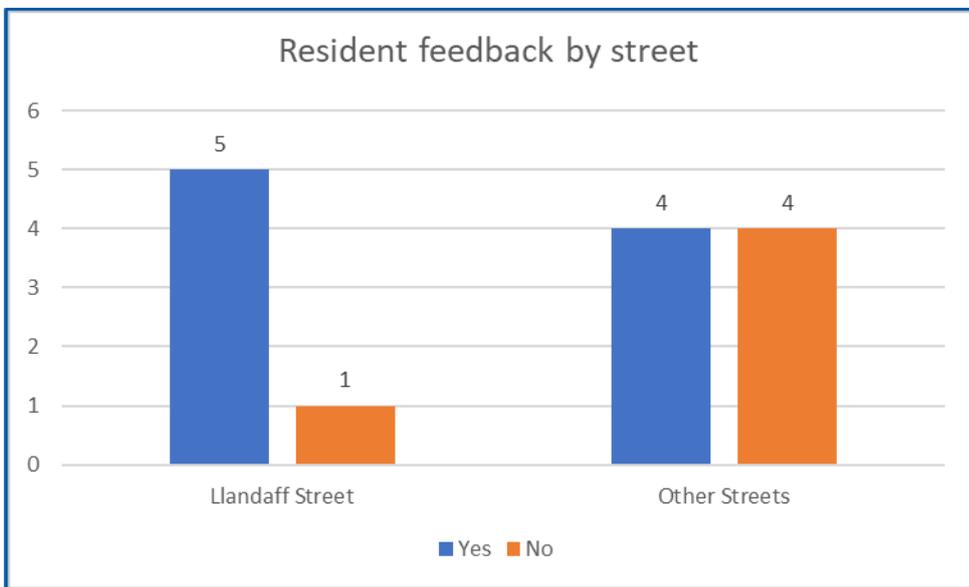


Figure 3. Resident feedback by street.

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

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

**5. Attachments**

1. Consultation Letter - RPS - Llandaff Street [↓](#)



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

Our ref: A02/0750

4 May 2022

**Re: Resident Parking Scheme – Llandaff Street**

Dear Resident,

Council has received requests to improve parking in your area by increasing the number of parking spaces signposted for resident parking in Llandaff Street.

The existing parking restrictions in most of Llandaff Street is '1P 8am-6pm Mon-Sat permit holders excepted area 22'. We propose to extend this into the section with unrestricted parking on the southern side of Llandaff Street from Botany Street to number 41 Llandaff Street.

A figure of existing and proposed residential parking for Llandaff Street is enclosed with this letter.

Let us know whether you support the change in the parking restrictions or whether you'd prefer the street to be left as is.

Enclosed with this letter is a resident parking scheme fact sheet, a questionnaire and a link to our Have Your Say website where you can complete the questionnaire online.

Please let us know your preferences by **Wednesday 1 June 2022**.

To submit your feedback head to:  
[haveyoursay.waverley.nsw.gov.au/traffic](https://haveyoursay.waverley.nsw.gov.au/traffic)  
and complete the survey online.

You can also scan the QR Code here →

Should you have any questions, please contact me at  
[yourtrafficsurvey@waverley.nsw.gov.au](mailto:yourtrafficsurvey@waverley.nsw.gov.au) or 9083 8686.



Yours faithfully,

A handwritten signature in black ink, appearing to read "Beryl Wang".

Beryl Wang  
Traffic Engineer, Waverley Council

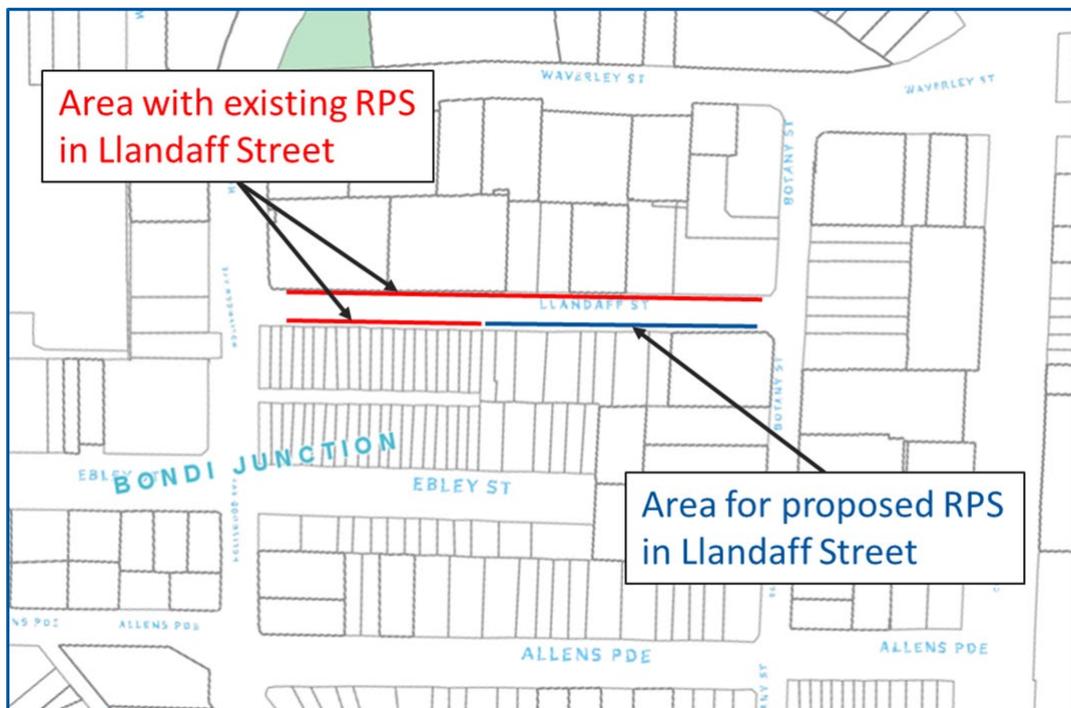
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**Proposed extension of resident parking scheme (RPS)**



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Questionnaire: Resident Parking Scheme

Submit your response via one of the following methods by Wednesday 1 June 2022

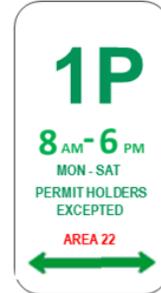
- Submit online: haveyoursay.waverley.nsw.gov.au/traffic
Email to: yourtrafficsurvey@waverley.nsw.gov.au
Drop it into Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours

Form with fields for Name/s, Address, and Email.

(Your contact details are kept confidential. We will contact you only if we have a query in regard to your submission).

Do you support the installation of resident parking in your street?

- Yes
No, (leave as is)



If you wish to provide further comments on the proposal, you can do so in the space below and/or send us an email.

Multiple horizontal lines for providing further comments.

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**REPORT**  
**TC/V.01/22.07**

**Subject:** Festival of the Winds - Bondi Beach and Park - Special Event

**TRIM No.:** A19/0394

**Author:** Malik Almuhanha, Senior Traffic Engineer  
Shaun Munro, Manager, Events  
Calum Hutcheson, Service Manager, Traffic and Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats the attachment to the report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the Traffic Control Plans for the Festival of the Winds attached to the report subject to the event organisers:
  - (a) Obtaining NSW Police Force approval.
  - (b) Submitting a Traffic Management Plan to Transport for NSW in accordance with the NSW Government 'Guide to Traffic and Transport Management for Special Events.'

**1. Executive Summary**

Council has prepared the Traffic Management Plan (TMP) for the 'Festival of the Winds' event to be held at Bondi Beach and Bondi Park on Sunday, 11 September 2022.

This is an annual event. The report recommends approval of the event with a request for Traffic for NSW (TfNSW) to approve associated Clearways on Bondi Road, Campbell Parade and the first block of Hall St (on both sides of the road from Campbell Parade to Gould Street).

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

**2. Introduction/Background**

The Festival of the Winds is a free community event held in Bondi Park and Beach featuring professional kite flying displays, kite making workshops, entertainment, and food stalls. The event has experienced a high level of continued growth over the past four years and now attracts 80,000+ visitors.

The event is expected to have impact on transport and traffic networks both within the immediate vicinity of the event and the wider Waverley community.

This is a Class 2 Special Event under the TfNSW's 'Guide to Traffic and Transport Management for Special Events'. Special Event Clearways will operate from 7am to 7pm on:

- Bondi Road, Eastbound between Council Street and Sandridge Street.
- Bondi Road, Westbound between Sandridge Street and Council Streets.

Transdev John Holland Buses will provide increased bus services to accommodate the increased inflow and outflow of patrons attending the event. A partial closure of Queen Elizabeth Drive is proposed due to high pedestrian movements conflicting with vehicular traffic.

### 3. Technical Analysis

The attached Traffic Control Plans propose the event be undertaken in the manner detailed in Table 1, below:

Table 1. Proposed schedule of event

Bondi Beach Traffic and Pedestrian Management		
DATE	TIME	ACTIVITY
2 Sept 2022	N/A	<p>Installation of VMS boards:</p> <ol style="list-style-type: none"> <li>1. Campbell Pde (eastern side) Campbell Parade north of Queen Elizabeth Drive</li> <li>2. Campbell Pde Central median strip, north of the Park Drive Entry (at Wairoa St)</li> <li>3. Campbell Pde (eastern side) corner of Sir Thomas Mitchell Rd</li> <li>4. Campbell Pde (western side) South of the Queen Elizabeth Drive Roundabout</li> <li>5. Campbell Pde (East Side) Opposite Hall St</li> </ol> <p>Council's Enriching Waverley Sub-program to Distribute notification to residents and businesses.</p>
11 Sep 2022	5.00am	<p>Council to implement:</p> <ul style="list-style-type: none"> <li>• Hard closure of Queen Elizabeth Drive (With some early morning event-related exceptions).</li> <li>• Manage parked cars to exit at south end.</li> <li>• QED Fully closed in front of Bondi Pavilion with water fill barriers on north and south side of Bondi Pavilion.</li> <li>• Managed access for parking from north end.</li> <li>• Closure of Park Drive at Campbell Pde (Managed access for VIPs)</li> <li>• Council installs sign for the bus storage area in the existing summertime bus zone, east side of Campbell Parade, north of Park Drive</li> </ul>
	7:00am - 7:00pm	<p>TfNSW to implement Clearways on:</p> <ul style="list-style-type: none"> <li>• Bondi Road, eastbound between Council Street and Sandridge Street</li> <li>• Bondi Road, westbound between Sandridge Street and Council Street</li> <li>• Campbell Parade, northbound between Hall Street and Curlewis Street.</li> <li>• Campbell Parade, southbound between Queen Elizabeth Drive and Curlewis Street</li> <li>• Hall Street, on both sides from Campbell Parade to Gould Street</li> </ul>

	11.00am – 4.00pm	EVENT
	7:00pm	<p>Council to:</p> <ul style="list-style-type: none"> <li>Remove Hard closure of Queen Elizabeth Drive</li> <li>Re-open QED in front of Bondi Pavilion.</li> <li>Remove managed access for parking from north end.</li> <li>Remove temporary closure of Park Drive and the temporary bus storage area signs.</li> </ul>
<b>Bondi Junction Traffic and Pedestrian Management</b>		
<b>DATE</b>	<b>TIME</b>	
2 Sep 2022	N/A	<p>Installation of VMS boards:</p> <ul style="list-style-type: none"> <li>Oxford Street Mall facing east.</li> <li>Council's Enriching Waverley Sub-program to distribute notification to residents and businesses.</li> </ul>
11 Sep 2022	11:00am - 6:00pm	<p>Council to implement:</p> <ul style="list-style-type: none"> <li>Grafton Street westbound between Grosvenor Street and Newland Street.</li> <li>Grosvenor Street both directions between Spring Street and Grafton Street.</li> <li>Oxford St between Adelaide Street and Grosvenor Street</li> <li>Newland Lane, Newland Street and Grosvenor Street (resident access permitted)</li> <li>Close western footpath on Grosvenor Street between Oxford Street and Grafton Street</li> </ul>
		<p>Transdev John Holland to implement:</p> <ul style="list-style-type: none"> <li>Special event X81 shuttle service from Bondi Beach to Bondi Junction in addition to the normal services for this event. These buses will do express trips between Bondi Beach and Bondi Junction Interchange and vice versa.</li> <li>At Bondi Beach the X81 service will unload in Curlewis Street at a temporary bus stop. It will be loaded from the parking blister just south of Hall Street which will be a special event clearway during the event.</li> <li>At Bondi Junction the X81 service will load and unload on the southern side of Grafton Street between Grosvenor Street and Newland Street.</li> <li>There will be additional 380 services put on for this event, they will run every 7 minutes instead of the usual 15 minutes from the Bondi Junction Interchange towards North Bondi from 10:00 till 18:00 hours and the same from North Bondi back to Bondi Junction Interchange from 14:00 till 19:00 hours.</li> </ul>
		<p>Sydney Trains to implement:</p> <ul style="list-style-type: none"> <li>Services to and from Bondi Junction every 10 minutes until 11:00 then every 7 minutes from 11:00 till 20:00 hours on Sunday 8th September.</li> </ul>

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

Council will fund the cost of the event from existing budgets.

**5. Attachments:**

1. TCPs\_Festival of the Winds 2022 (confidential)

**REPORT**  
**TC/V.02/22.07**

**Subject:** Hall Street, Bondi Beach - Temporary One-Way Trial

**TRIM No:** A22/0171

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Endorses the temporary one-way conversion of Hall Street, Bondi Beach between Gould Street and O'Brien Street/Glenayr Avenue, as shown in Attachment 1 of the report.
2. Submits a Traffic Management Plan of the proposed temporary one-way conversion of Hall Street, Bondi Beach between Gould Street and O'Brien Street/Glenayr Avenue to Transport for NSW for consideration and approval.
3. Submits the detailed design plan to Transport for NSW and NSW Police for review and approval prior to construction.
4. Monitors traffic speeds and volumes to identify effects on surrounding streets during the trial period.
5. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes

**1. Executive Summary**

Council has been investigating ways to improve amenities including reduction of conflicts between pedestrians and vehicles along Hall Street, Bondi Beach. Council was successful in obtaining a \$500,000 grant through 'Streets as Shared Spaces' program towards a one-way trial along Hall Street between Gould Street and O'Brien Street.

An independent consultant was engaged to provide a traffic management plan (TMP) for the potential conversion of Hall Street to one-way westbound between Gould Street and Glenayr Avenue (see Figure 1). It is expected to be installed by 1 October 2022.

The one-way conversion supports Council's vision in making Hall Street '*an iconic destination for locals and international travelers*'. It will also reduce conflicts between pedestrians and vehicles. The area will continue to be designated as a high pedestrian activity area during the 6-month trial.

Lamrock Avenue and Curlewis Street are expected to carry most of the traffic diversion load, which peaks on Saturday between 11 am–12 pm. There is also expected to be a mode shift in favour of cycling or walking.

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

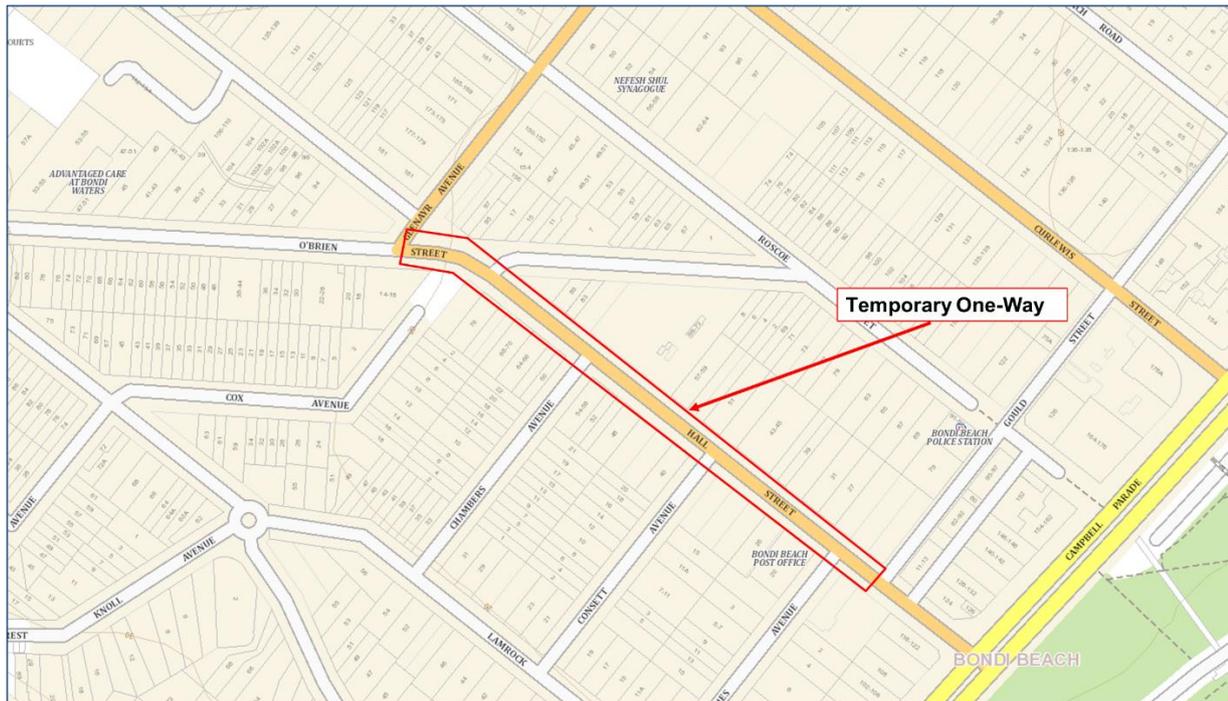


Figure 1. Location of one-way system along Hall Street.

## 2. Introduction/Background

Council has investigated ways to improve amenities including reduction of conflicts between pedestrians and vehicles along Hall Street. A traffic consultant was engaged by Council to study the effects of the possible conversion on the surrounding streets when converting a section of Hall Street to one-way westbound.

This is funded as part of the NSW Government run 'Streets as Shared Spaces' program where Waverley Council secured a \$500,000 grant to conduct a one-way trial along Hall Street between Gould Street and O'Brien Street.

The proposal supports the long-term vision for Hall Street outlined in the 'Our Liveable Places Centre Strategy': *"The desired future character of Hall Street is to be an iconic destination for locals and international travelers that is lively, green and sustainable. A center that has a community feel and is creative and diverse"*.

## 3. Technical Analysis

The proposal prohibits traffic from travelling southbound on Hall Street between Glenayr and Gould Avenue. As such, all traffic currently accommodated by the southbound lane of this section of Hall Street will need to reroute elsewhere on the broader or local road network (see Figure 2). It is anticipated that rerouting will predominantly occur via the following routes:

- Lamrock Avenue:

Vehicles originating at the Glenayr Avenue / Barracluff Avenue intersection travelling south-eastbound would reroute to travel south-eastbound on Lamrock Avenue until its intersection with Conssett Avenue or Campbell Parade.

- Curlewis Street:

Vehicles originating at either the O’Brien Street / Barracluff Avenue intersection travelling south-eastbound or the Glenayr Avenue / Curlewis Street intersection travelling south-westbound would reroute to travel south/eastbound on Curlewis Street until its intersection with Gould Street or Campbell Parade.



Figure 2. Existing and alternative routes.

### Existing Traffic Conditions

Traffic counts at the critical intersections of Hall Street / O’Brien Street, Hall Street / Glenayr Avenue were undertaken during weekday/ Saturday and Sunday from 9am to 4pm. Additional counts were undertaken at the following intersections from 10am to 1pm:

- Curlewis Street & Glenayr Avenue.
- Curlewis Street & Gould Street.
- Hall Street & Chambers Avenue.
- Hall Street & Consent Avenue.
- Hall Street & Jaques Avenue.
- Campbell Pde & Hall Street.

- Campbell Parade & Lamrock Avenue.
- O'Brien Street & Barracluff Avenue.
- Lamrock Avenue & Forest Knoll Avenue.

An assessment of these traffic counts showed that the peak traffic volumes along the banned southbound travel direction within the Study Area occurs on Saturdays between the hours of 11:00am and 12:00pm. As such, to assess the critical traffic volumes that will be rerouted under the proposal, data from the surveys conducted in this period were used. This vehicular peak coincides with a peak in pedestrian volumes at key crossing points within the study area.

**Future Traffic Conditions**

The TMP (Attachment 2) estimates the likely diversion effects on surrounding streets. Rerouting will predominantly occur via Lamrock Avenue and Curlewis Street. The anticipated increase in traffic expected on the alternative routes during the Saturday peak hour are:

- 2 to 3 vehicles per minute along Lamrock Avenue.
- Up to 2 vehicles a minute along Glenayr Avenue and Curlewis Street.

The estimated increase in traffic volumes is manageable. The forecast diversions are conservatively high and that there may be additional impacts of the proposal including a mode shift to cycling or walking and elimination of some trip purposes altogether.

The significantly reduced traffic volumes along Hall Street will result in improved pedestrian accessibility and safety. Delay increases experienced by road users would be relatively minor and within the daily and seasonal variations which occur throughout the year. More details are provided in Figures 7-8 of the TMP in Attachment 2.

Concept plans have been developed for the one-way conversion trial. They are shown in attachment 1 of this report.

**Project timeline**

The projected timeline for the project is shown in Figure 3.

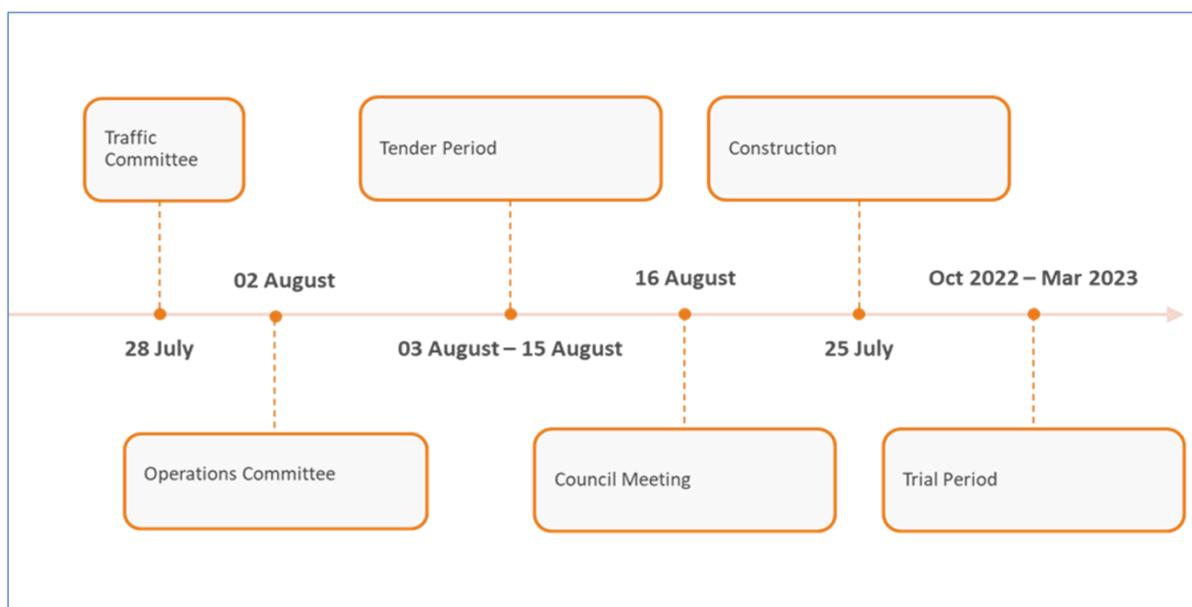


Figure 3. Project timeline.

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

The project is being funded via a \$500,000 grant from the NSW Government 'Streets as Shared Spaces' program.

**5. Attachments**

1. Hall Street, Bondi Beach - Concept Package [↓](#)
2. TMP [↓](#)



# BONDI BEACH HUB STREETS AS SHARED SPACES

PREPARED FOR WAVERLY COUNCIL

# Bondi Beach Hub

## Landscape Concept Package

by

**CONTEXT Landscape Architecture**

for

**Waverley Council**

© 2022

Context and our design team collaborators acknowledge the Traditional Custodians of the land, and recognise Elders past and present.

Through authentic engagement with Aboriginal people and the landscapes within which we work, we strive to deepen our understanding of Country and our relationship with its People.

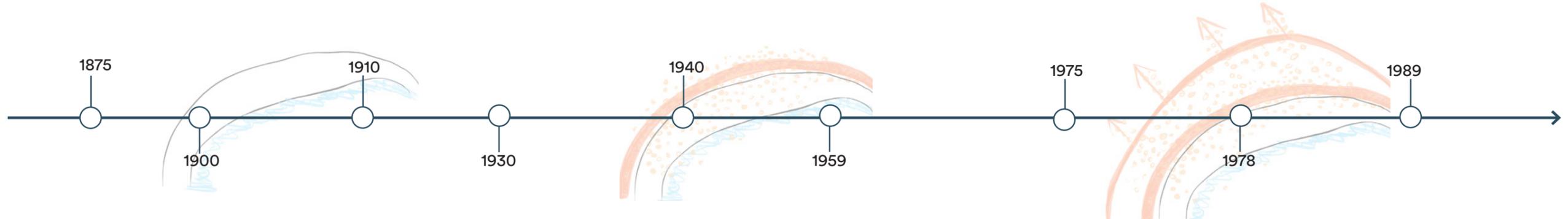
### Document Control

Rev	Date	Description	By	Approved
A	01.07.22	Draft for review	EL	CW
B	08.07.22	Concept Package	EL	CW
C	18.07.22	Concept Package	EL	CW

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<b>Vision - Re-imagining Hall Street</b>	<b>04</b>
<b>Character - Understanding place</b>	<b>05</b>
<b>Site Analysis</b>	<b>06</b>
<b>Principles</b>	<b>08</b>
<b>Urban Street Design Guide Principles</b>	<b>09</b>
<b>Opportunities</b>	<b>10</b>
<b>Concept Plan</b>	<b>11</b>
<b>Precedent Imagery</b>	<b>13</b>
<b>Sections</b>	<b>15</b>

# Social Timeline of Bondi as a Place for People

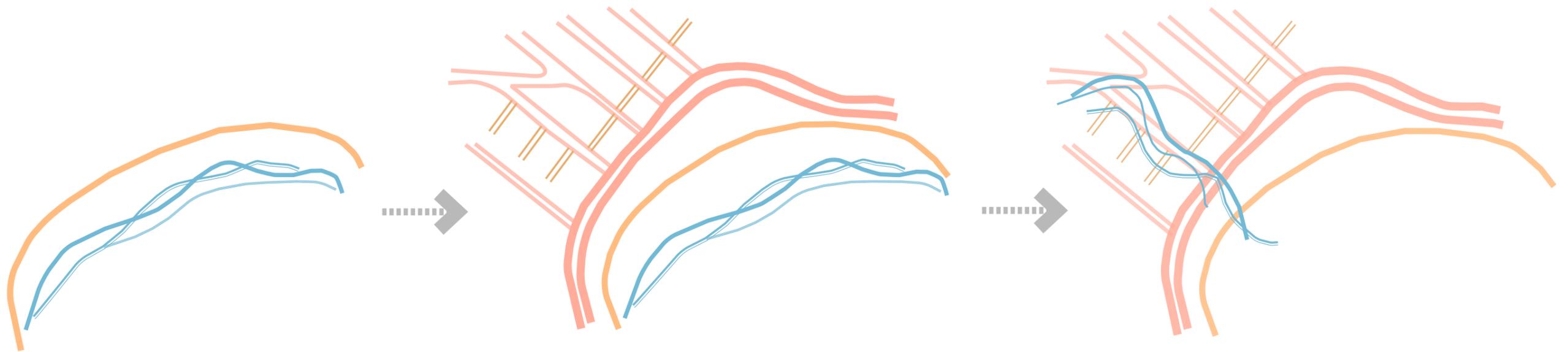


CONTEXT

# Vision - Re-imagining Hall Street

Capitalising on the local area's assets and taking inspiration from the tidal movement of the iconic Bondi Beach, Hall street will be re imagined as a place for people, culture and liberated movement. Just as the ocean tide ebbs and flows, so does the social tide of Hall Street. The existing retail, cafes and bars are activated during both the day and in the evening providing the framework for the creation of dynamic and adaptable spaces. These spaces will foster community use and create a vibrant destination to support and stimulate the local economy.

Hall street will become a place for people by prioritising pedestrian movement and creating spaces for the social tide to bring a new wave of vigour and vivacity to Hall Street.



# Character Analysis - Understanding Place



Beach



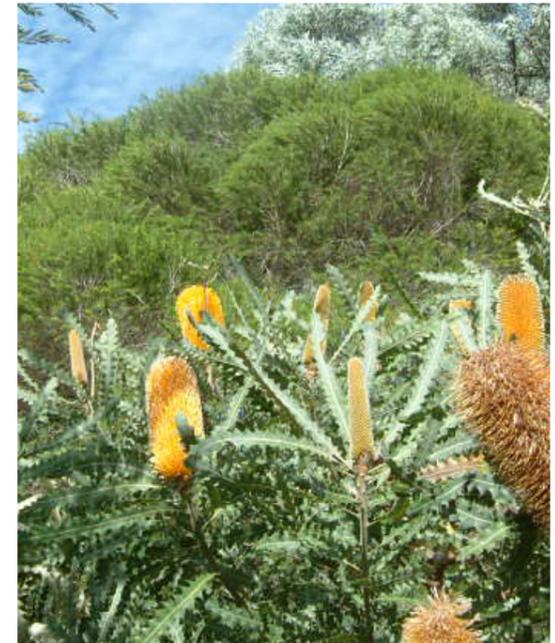
Architecture



Places

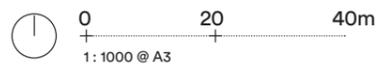
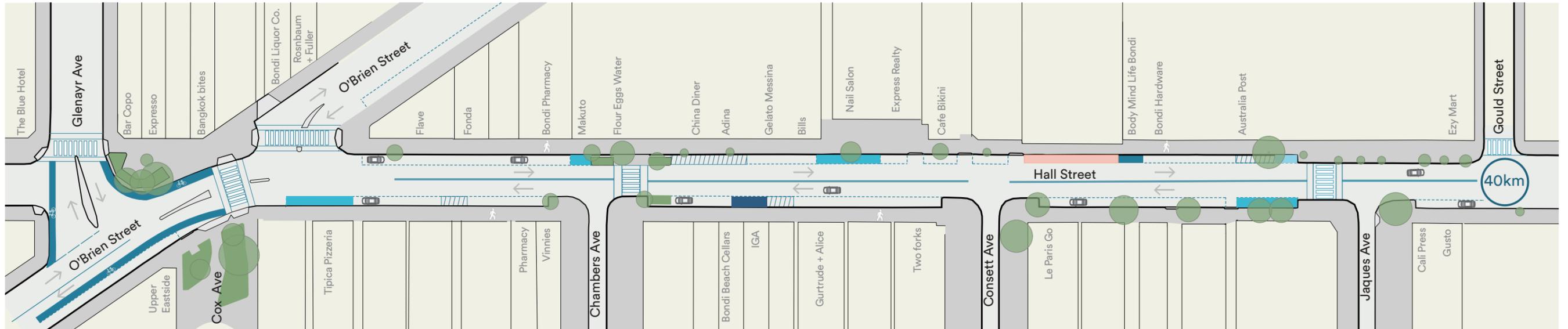


Landscape



CONTEXT

# Site Analysis - Traffic and parking



**Legend**

- Raised pedestrian crossing
- Loading zone
- Motorbike parking
- Construction zone
- 15 minute parking
- Truck zone
- Bike lane
- On street parallel parking
- Speed limit

**Optimal parking capacity**

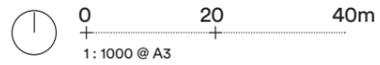
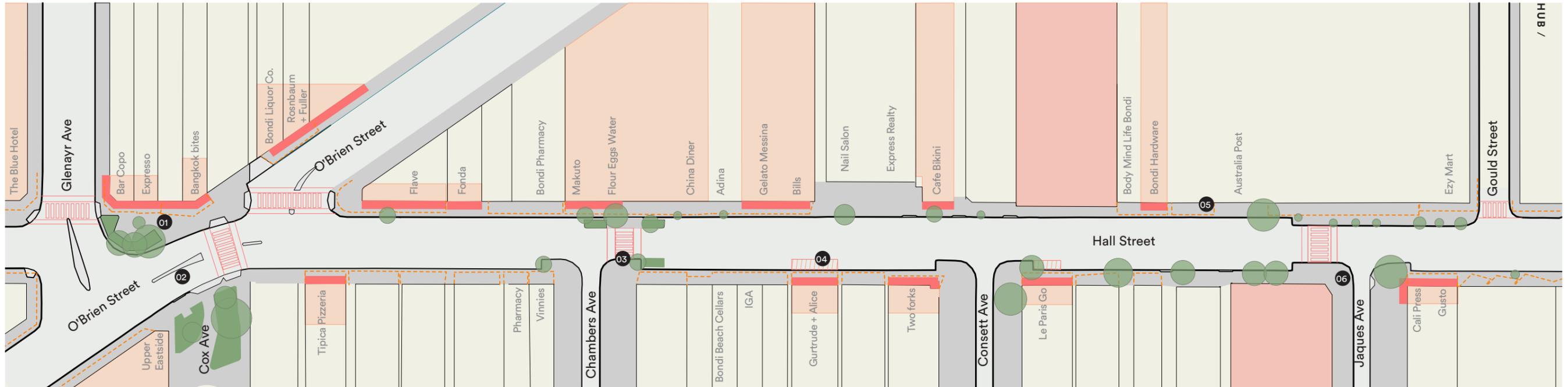
Hall Street - approximately 46 spaces

O'brien Street - approximately 5 spaces

Note: The number of spaces has been calculated using a desktop analysis and is based on the assumption that all cars are parked parallel to the kerb at the standard 6m length.

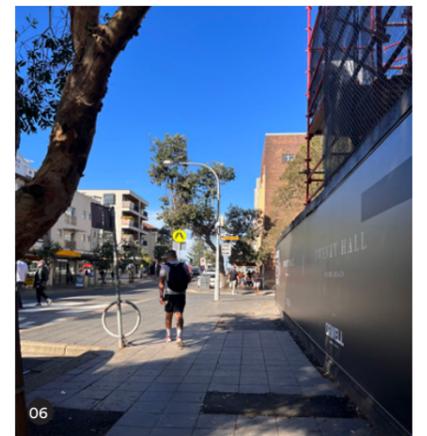
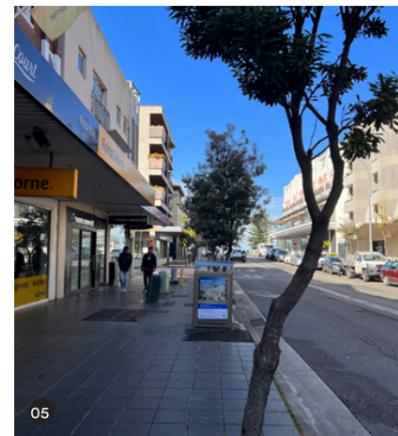
# Site Analysis - Existing Pedestrian Environment

BONDI BEACH HUB /



### Legend

- Construction site
- Awning
- Existing food and beverage
- Existing parklet
- Existing outdoor dining
- Existing pedestrian pathway



### CONTEXT

# Overarching Design Principles

1



## Identity

How does it look?

- Establish a vibrant aesthetic that aligns with Bondi's character
- Create a hub that enhances the culture of Bondi
- Beautify the streetscape with planting and vibrant colours

2



## Activation

What do you do there?

- Create social places for gathering that foster a sense of community
- Provide areas for temporary events
- Provide outdoor dining opportunities
- Light up the streetscape to allow for night activation

3



## Functionality

How does it work?

- Create functional and adaptive interventions that are fit for purpose
- Ensure pedestrian movement and safety is prioritised
- Use traffic calming measures such as plant, heavy planters and bollards to alter the street layout

# Urban Street Design Guide Principles

The following principle's have been extracted from the Urban Street Design Guide and customised to suit the project objectives.



## Interim Public Plaza

- Transform underutilised areas of Hall Street to create an enhanced public domain.
- Opportunity for art installations, performances and markets to improve the quality and identification of public space, while engaging the local community and business owners.



## Kerb Extension

- Increase the separation of the road and pedestrian path to increase the public domain.
- Opportunity for planting, seating or hosting vendors to further activate the street.



## Parklets

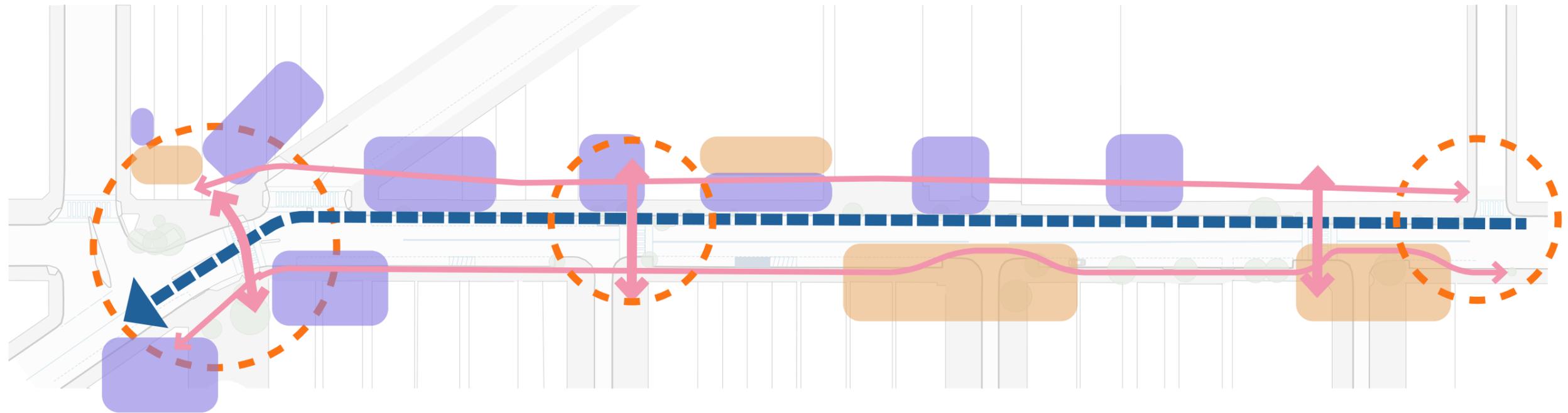
- Parklets are public seating platforms that convert parking spaces into vibrant community spaces.
- Opportunity to create a distinctive character and identity by incorporating colour, seating, planting, and/or bike racks to accommodate unmet demand for public space on Hall Street.



## Chicane

- Chicanes increase the amount of public space that can be activated using benches, planting and lighting.
- There is an opportunity to incorporate chicanes in select areas of Hall Street to increase the pedestrian area to allow for outdoor dining, seating and planting.

# Design Opportunities

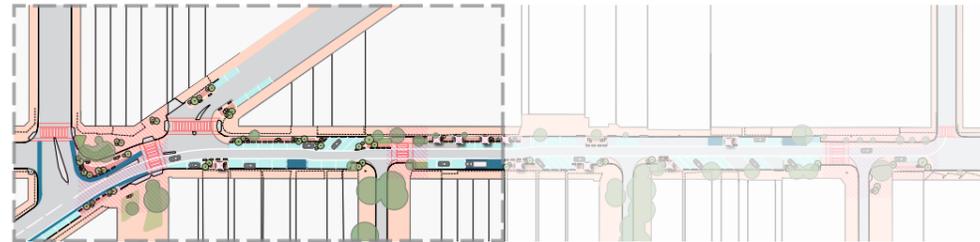
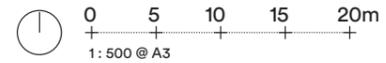
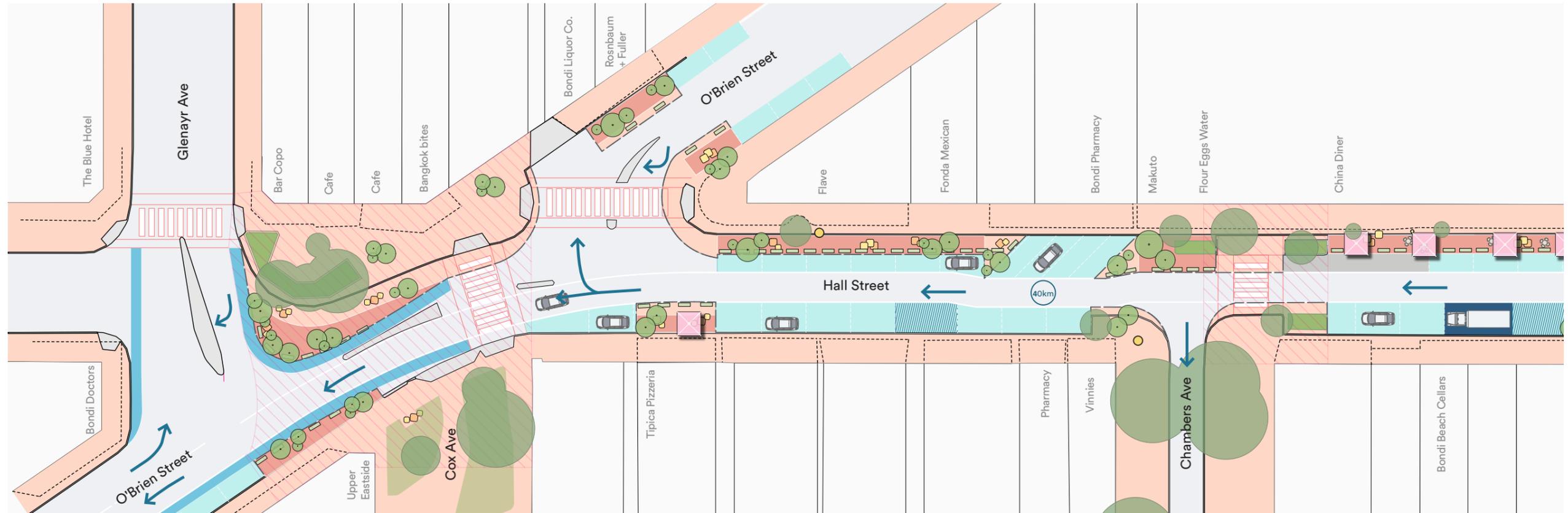


### LEGEND

-  Night activation - outdoor dining
-  Day activation - outdoor dining
-  One way traffic
-  Pedestrian movement
-  Threshold

CONTEXT

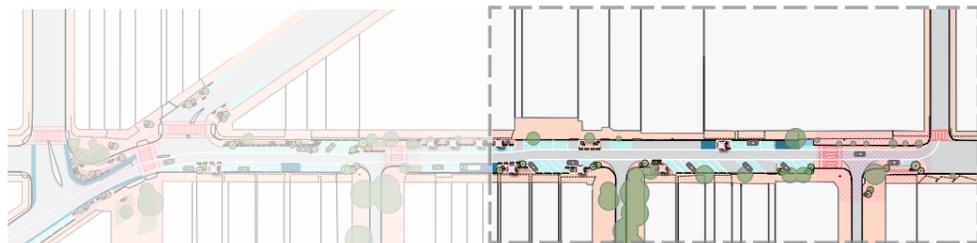
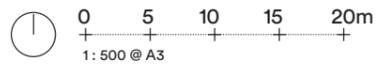
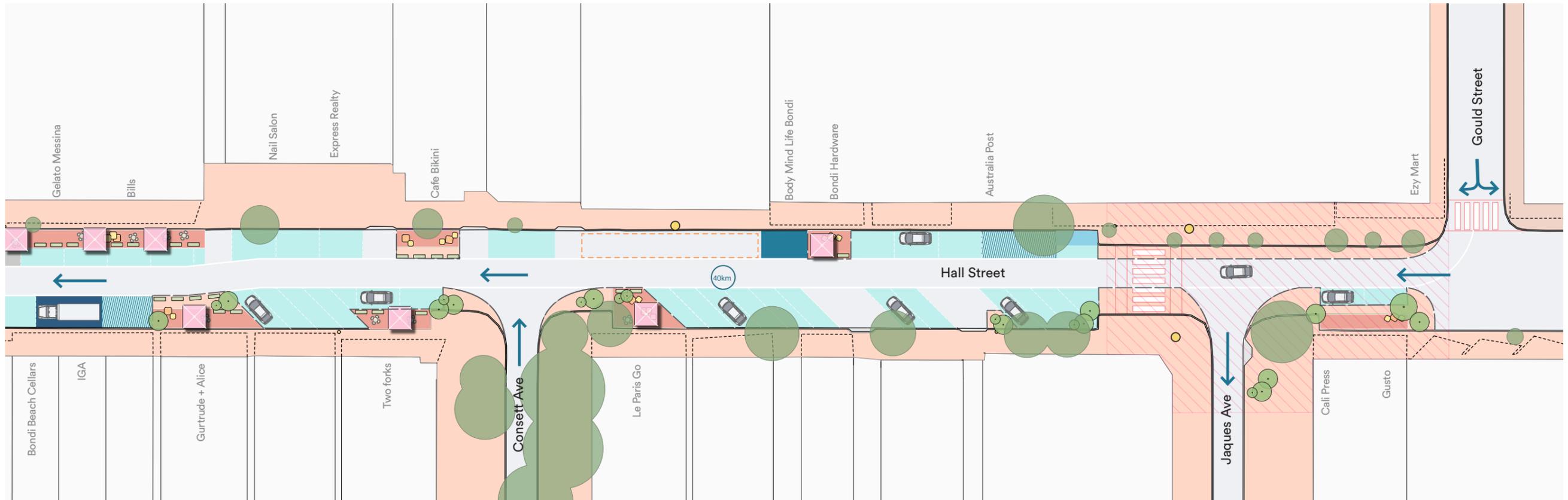
# Concept Plan



### Legend

- Awning
- Parklet
- Pedestrian activation
- ▤ Raised crossing
- ▨ Loading zone
- Parking
- Truck zone
- Existing trees
- PUDO
- ▨ Vibrant threshold
- Proposed planting
- Furniture
- Existing light pole
- Outdoor umbrella
- ⊙ Speed limit
- Bike lane
- Traffic direction

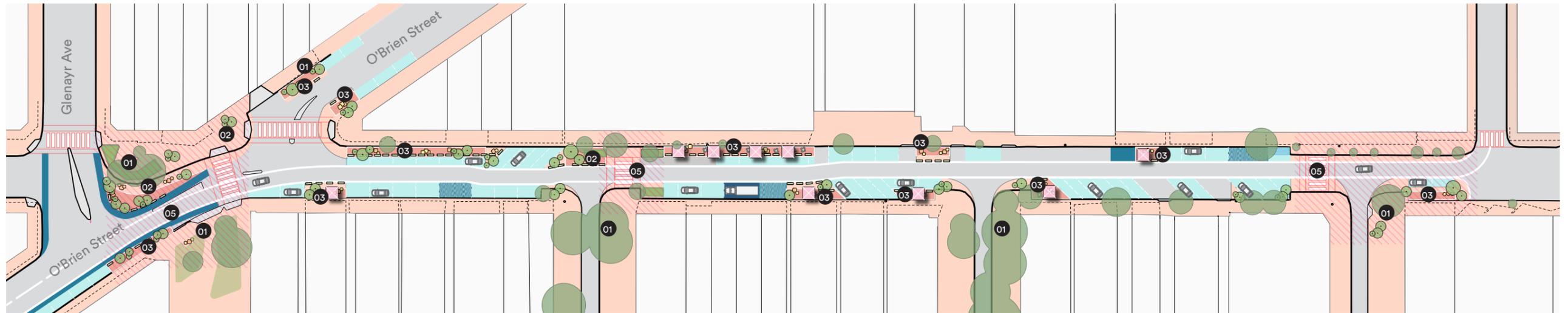
# Concept Plan



### Legend

- Awning
  - Parklet
  - Pedestrian activation
  - ▨ Raised crossing
  - ▨ Loading zone
  - Parking
  - Truck zone
  - Existing trees
  - PUDO
  - ▨ Vibrant threshold
  - Proposed planting
  - Furniture
  - Existing light pole
  - Outdoor umbrella
  - Speed limit
  - Bike lane
  - Traffic direction
  - ▨ Construction zone
- Note: Total car spaces = approximately 46 on Hall street and 5 on O'brien street

# Precedent Imagery



01 Lighting and night activation



02 Flexible social spaces



03 Outdoor dining

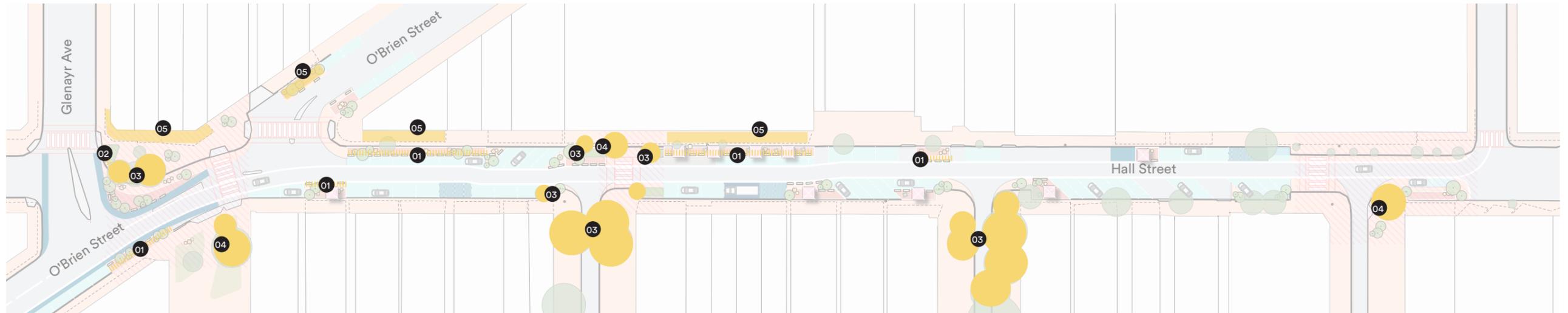


04 Parklets and planting



05 Vibrant thresholds

# Precedent Imagery - Lighting Opportunities



- Legend**
- Tree lighting
  - - - Lighting on structures and furniture
  - Lighting on awnings



01 LED lighting on furniture



02 LED lighting on structures



03 Fairy lighting on existing trees

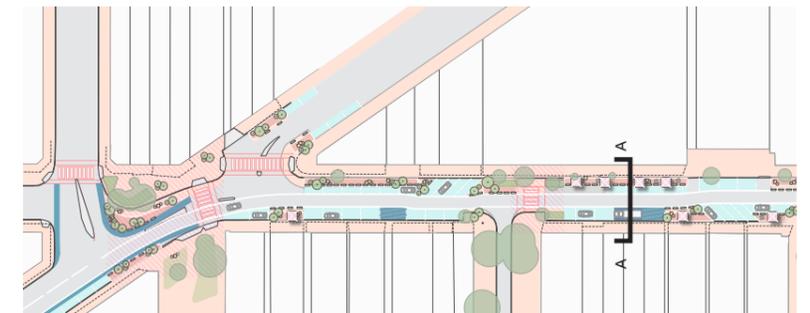
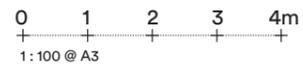
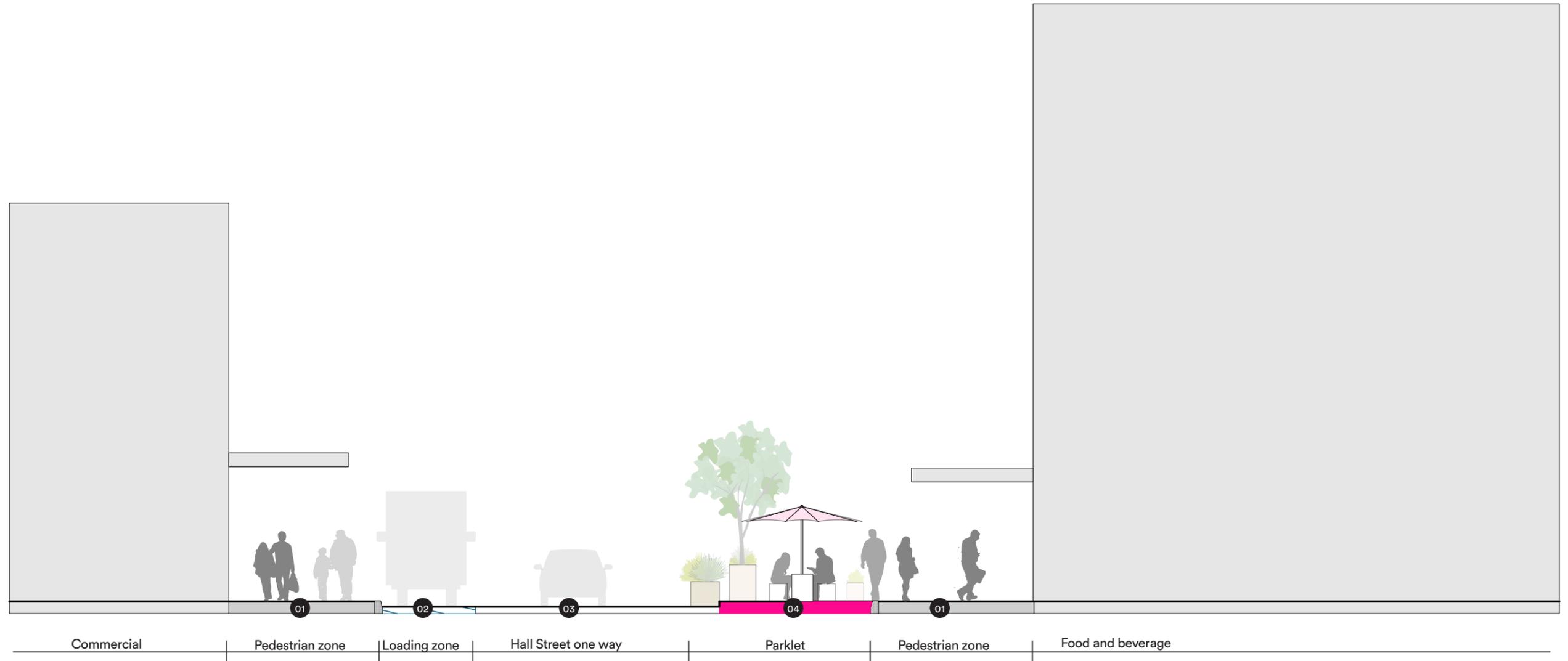


04 Up lighting on existing trees



05 Catenary lighting (collaborate with business owners for use of awnings)

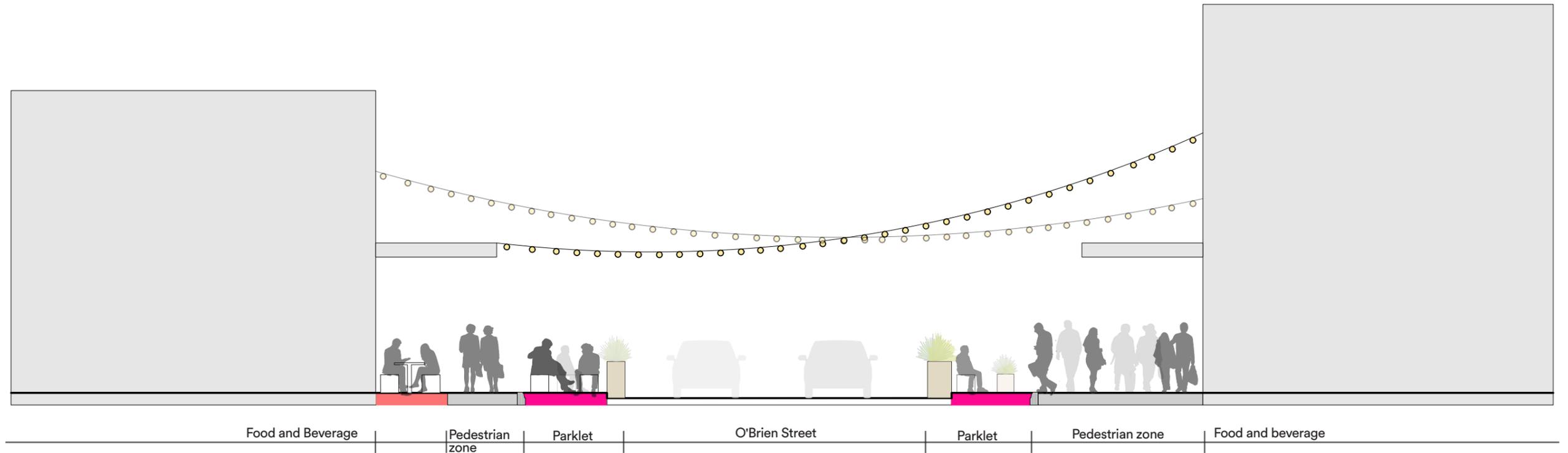
# Section AA - Indicative Concept



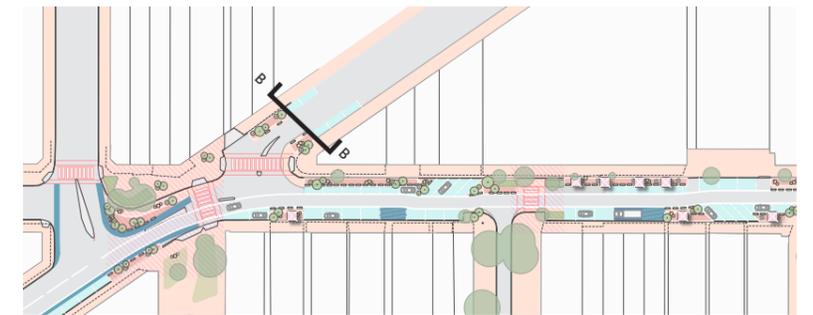
Key Plan

CONTEXT

# Section BB - Indicative Concept



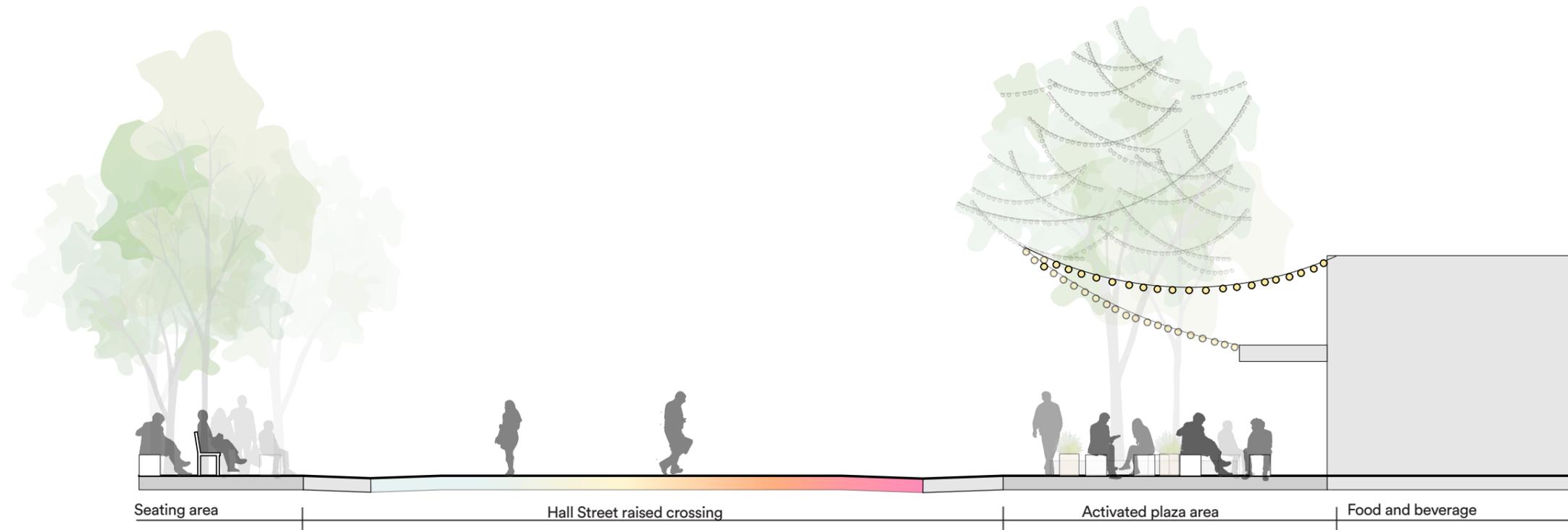
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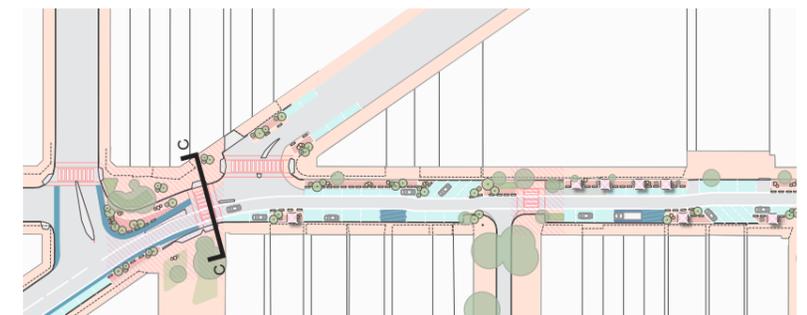
Key Plan

CONTEXT

# Section CC - Indicative Concept



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Key Plan

CONTEXT



Ref: 0582r01v03

19/07/2022

Waverley Council  
Level 6, 55 Grafton Street  
Bondi Junction NSW 2022

Attention: Calum Hutcheson

**RE: TEMPORARY ONE-WAY CONVERSION OF HALL STREET, BONDI BEACH, BETWEEN O'BRIEN STREET AND GOULD STREET TRAFFIC MANAGEMENT PLAN**

Dear Calum,

PDC Consultants has been commissioned by Waverley Council (Council) to prepare a Traffic Management Plan (TMP) documenting investigations and findings into the proposed temporary conversion of a section of Hall Street, Bondi Beach, to a one-way northbound road (the Proposal).

The Proposal will extend from just north of the intersection with Gould Street to just north of the intersection with O'Brien Street / Glenayr Avenue (the Study Area), as illustrated by **Figure 1**.

The aim of the Proposal is to reduce conflicts between pedestrians and vehicles in a highly pedestrianised part of the Bondi Beach suburb. Hall Street is activated on both sides by dozens of commercial and retail premises including cafes, restaurants and bars, fitness studios, post office, clothing stores, food stores and banks, with pedestrian footfall along both footpaths very high throughout the week, particularly during the summer months.

Two zebra crossings provide crossing opportunities for pedestrians within the Study Area which are supplemented by further zebra crossings to the north and signalised pedestrian crossings at the intersection with Campbell Parade to the south.

The Proposal will significantly reduce vehicular traffic along Hall Street, improving the street's 'place' function and public amenity, thereby contributing towards *Waverley's People, Movement and Places* Policy and the NSW Centre for Road Safety's Vision Zero strategy.

Given the Proposal implements the temporary prohibition of passage of traffic on a public road, Council does not have delegated authority to deliver the Proposal without approval from Transport for NSW (Transport), under *Delegation to Councils – Regulation of Traffic, RMS 2011*. As such, this TMP has been developed in accordance with *Procedures for Use in the Preparation of a Traffic Management Plan, RTA 2001* (TMP Procedures), with our findings discussed herein.

PDC Consultants

ABN: 70 615 064 670

info@pdcconsultants.com.au | www.pdcconsultants.com.au  
+61 2 7900 6514 | Level 14, 100 William St, Woolloomooloo NSW 2011



Figure 1: Study Area



#### A. Description or detailed plan of proposed measures.

Is a detailed plan of the proposed measures necessary?

Yes / ~~No~~

A temporary conversion of a section of Hall Street, Bondi Beach, from a two-way road to a one-way northbound road is proposed. The one-way conversion will extend for approximately 270 metres along Hall Street between its intersections with Gould Street in the southeast and O'Brien Street in the northeast, as illustrated by **Figure 1**.

The Proposal aims to reduce conflict between pedestrians and vehicles by reducing traffic to one-way only. Further features of the Proposal include:

- Maintaining the existing 40 km/h high pedestrian activity area (HPAA).
- Bicycle parking.
- Pot plants and landscaping.
- Outdoor dining and entertainment facilities for retail premises along Hall Street.
- Parklets and outdoor seating not associated with retail premises.
- Jersey kerb and safety barriers, as required.
- Reconfiguring existing parallel on-street car parking to angled parking.
- A net increase in car parking spaces provided.
- Consolidation of Loading and Truck Zones.

Council has prepared concept plans of the proposed temporary arrangements which are provided as **Attachment 1**, for reference.

#### B. Identification and assessment of impact of proposed measures.

Is detailed assessment required?

Yes / ~~No~~

#### Traffic Surveys

To inform understanding of the impacts the Proposal would have on the Study Area and alternative routes, traffic counts were commissioned by Council for the intersections shown in **Figure 2**.

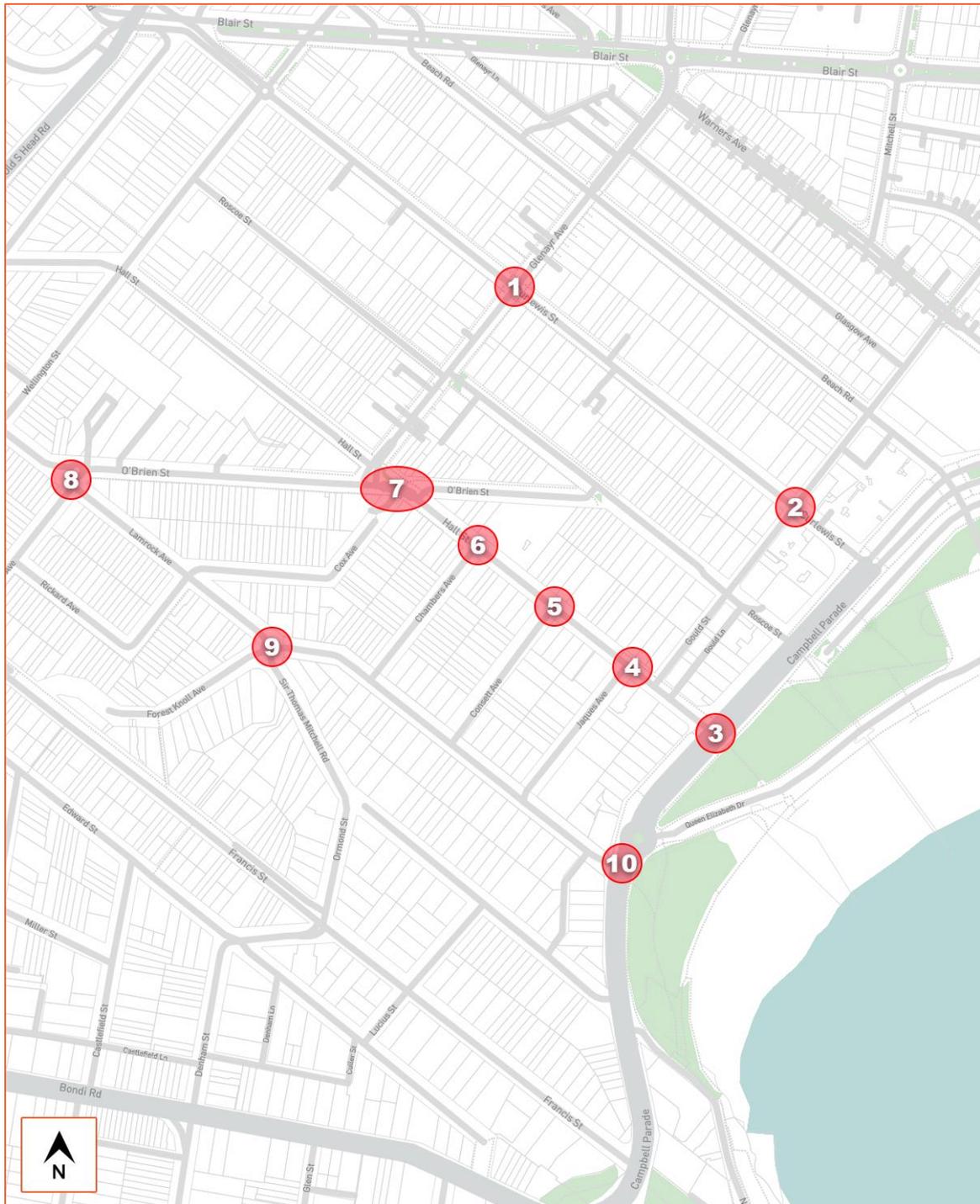


Figure 2: Survey Locations



These counts were undertaken in stages. Counts at the critical intersection of Hall Street / O'Brien Street / Glenayr Avenue / Cox Avenue were undertaken during AM and PM weekday peaks on Wednesday 02/02/2021, with further counts undertaken:

- Saturday 29/01/2022 (09:00-12:00).
- Sunday 30/01/2022 (09:00-12:00).
- Tuesday 01/02/2022 (09:00-16:00).

Counts at all other intersections were undertaken:

- Saturday 07/05/2022 (10:00-13:00).
- Sunday 08/05/2022 (10:00-13:00).
- Tuesday 10/05/2022 (10:00-13:00).

Given the different survey dates, discrepancies exist in entry and exit flows of adjacent intersections in the study area which have been managed through data processing.

An assessment of these traffic counts showed that the peak traffic volumes along the banned southbound travel direction within the Study Area occurs on Saturdays between the hours of 11:00am and 12:00pm. As such, to assess the critical traffic volumes that will be rerouted under the Proposal, data from the surveys conducted in this period were used. It is also noted that this vehicular peak coincides with a peak in pedestrian volumes at key crossing points within the study area.

#### Methodology

The Proposal prohibits traffic from travelling southbound on Hall Street within the Study Area. As such, all traffic currently accommodated by the southbound lane of this section of Hall Street will need to reroute elsewhere on the broader or local road network. It is anticipated that rerouting will predominantly occur via the following routes:

1. **Lamrock Avenue:** vehicles originating at the O'Brien Street / Barracluff Avenue intersection travelling south-eastbound would reroute to travel south-eastbound on Lamrock Avenue until its intersection with Consett Avenue or Campbell Parade.
2. **Curlewis Street:** vehicles originating at either the O'Brien Street / Barracluff Avenue intersection travelling south-eastbound or the Glenayr Avenue / Curlewis Street intersection travelling south-westbound would reroute to travel south-eastbound on Curlewis Street until its intersection with Gould Street or Campbell Parade.

These alternative routes are illustrated in **Figure 3**.

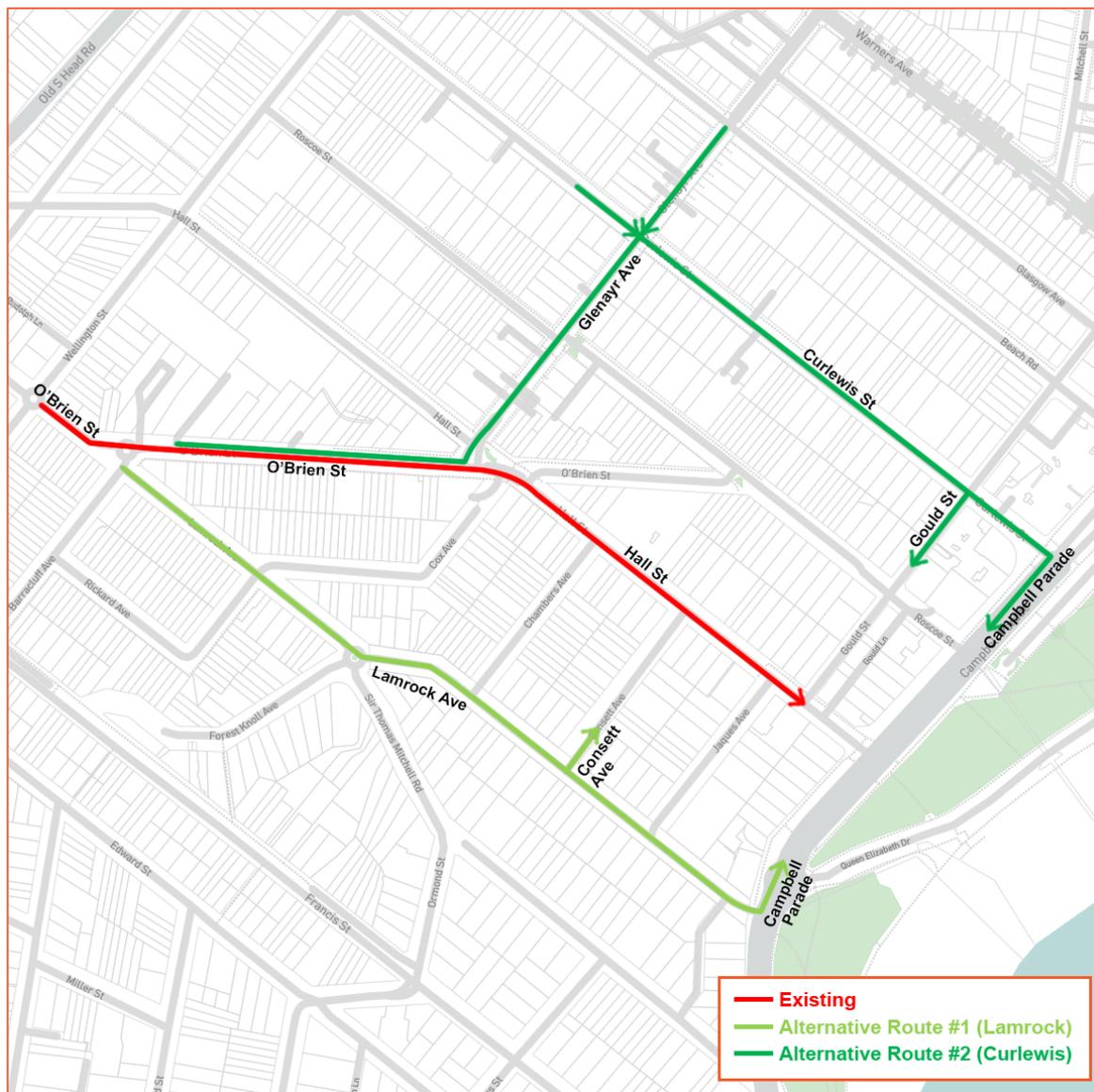


Figure 3: Alternative Routes

An Origin–Destination (OD) approach was taken using data collected from the traffic surveys during the peak period. Vehicles that would require rerouting under the Proposal were identified as having the following key origins:

- O'Brien Street at Barracluff Avenue (south-eastbound)
- Glenayr Avenue at Curlewis Street (south-westbound)
- O'Brien Street at Hall Street (north-westbound)
- Consett Avenue at Hall Street (north-eastbound).



Key destinations of the study are points at which the affected vehicles would have previously left the impacted section of Hall Street, being:

- Hall Street at Gould Street.
- Chambers Avenue.
- Jacques Avenue.

Intersection turn counts were used to estimate the number of vehicles originating from these four locations which would currently travel southbound along Hall Street through the Study Area. Once these volumes were established, each respective OD pair was assigned to one of the above identified alternative routes (**Figure 3**) based on travel distance and travel time. In most cases, a proportional split was applied, such that each alternative route was used by each OD pair, unless there was only one alternative route which could possibly be used to reach a given destination (such as using Lamrock Avenue to reach Consett Avenue).

#### Existing Traffic Conditions

**Figure 4 - Figure 6** presents the existing midblock traffic volumes in vehicles per hour (vph), for all roads and travel directions which are expected to be affected by the Proposal for the Saturday (11:00–12:00), Sunday (11:00–12:00), and Tuesday (10:45-11:45) peak hours, of which Saturday is seen to be the day with the highest volumes and therefore the most critical day for consideration.

**Figure 4** demonstrates that southbound traffic volumes are around 360 vph towards the north-western section of the Study Area. These volumes reduce to about 195 vph at the south-eastern section of the Study Area as traffic exits along the Chambers Avenue and Jacques Avenue side arms.

Elsewhere, one-way traffic volumes are generally consistent across the affected roads, within the 150 – 450 vph range, typical of local and collector streets which serve dual movement and place functions. The exception to this is Campbell Parade, in which two travel lanes are provided in both directions and traffic is higher in both directions as a result.



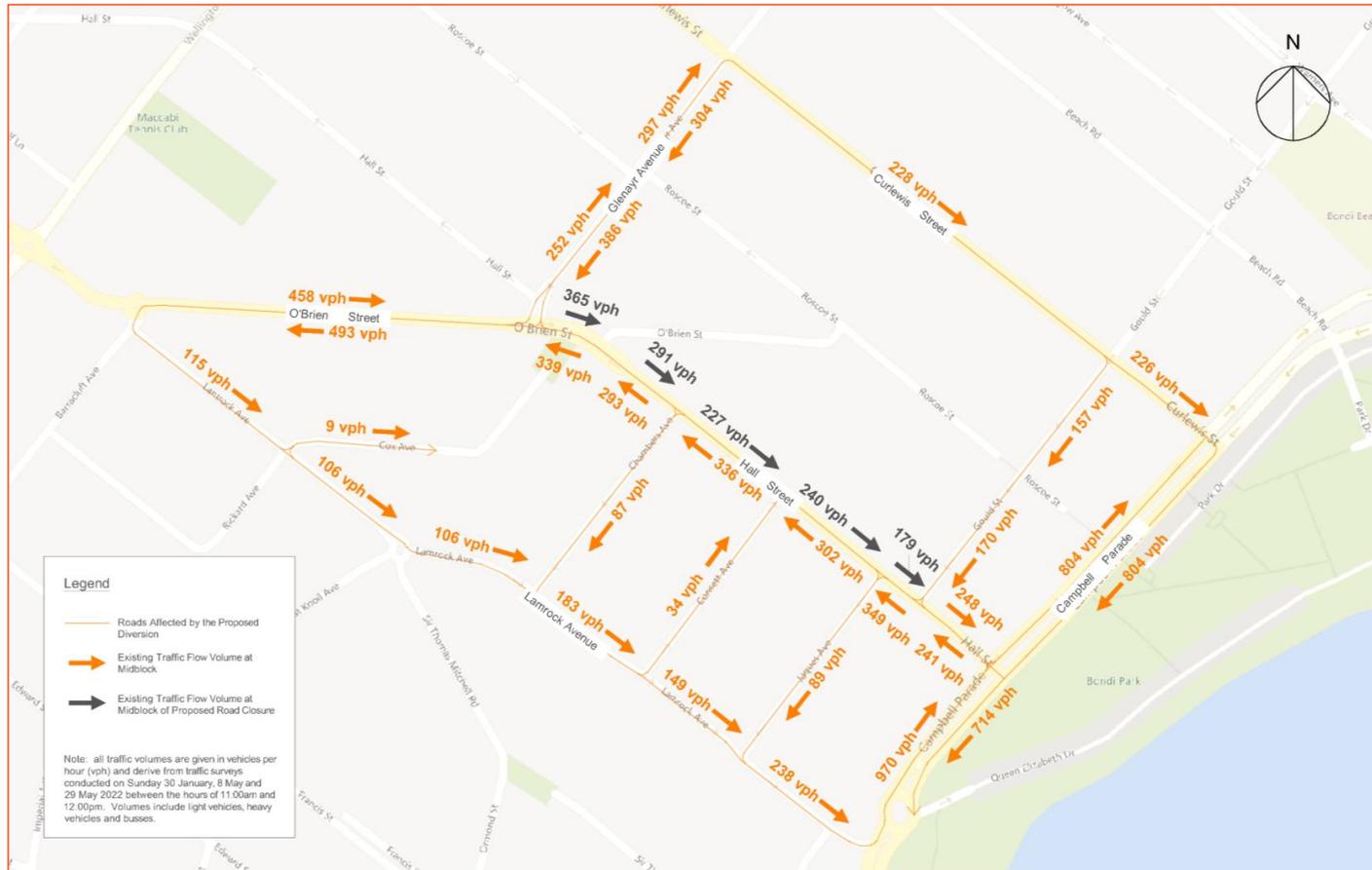


Figure 5: Existing Midblock Traffic Volumes (Sunday 11:00-12:00)

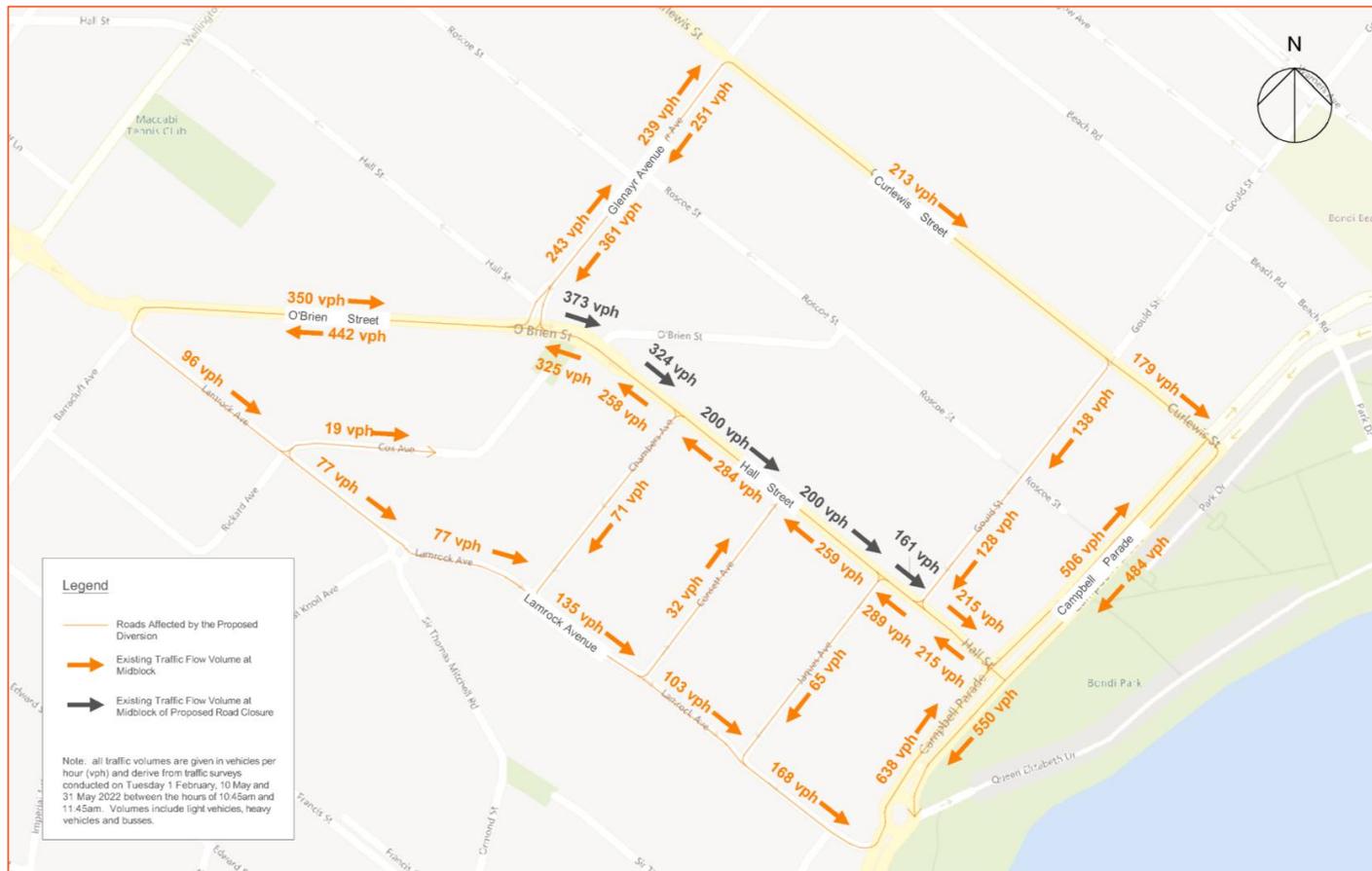


Figure 6: Existing Midblock Traffic Volumes (Tuesday 10:45-11:45)



### Future Traffic Conditions

**Figure 7** and **Figure 8** illustrate the estimated change in midblock traffic volumes and the resultant actual midblock traffic volumes following implementation of the Proposal for the Saturday 11:00-12:00 peak hour.

The respective figures for Sunday (11:00-12:00) and Tuesday (10:45-11:45) are provided as **Figure 9** – **Figure 12**.

Given Saturday is seen to be the day with the highest traffic volume, commentary below focuses on this day to allow for assessment of the worst-case. This is a conservative approach and it is noted that for all other times of the week, traffic impacts would be expected to be much lower.

**Figure 7** illustrates the anticipated increase in traffic expected on the alternative routes during the Saturday peak hour, being approximately 130 – 220 vph along Lamrock Avenue, or two to four (2 – 4) additional vehicles per minute, and 30 – 160 vph along Glenayr Avenue and Curlewis Street, an increase of up to three (3) vehicles per minute.

It is reiterated that these are expected to be the maximum hourly impacts on the local streets in the suburb as they represent the peak Saturday hour (11:00-12:00) during which traffic volumes in the area are highest. At other times of the day and week, the increases in traffic along these streets are expected to be much lower.

For example, the total southbound traffic volume along Hall Street departing the Glenayr Avenue intersection during the Saturday peak hour (11:00-12:00) is seen from **Figure 4** to be 439 vph. The corresponding value at 09:00-10:00 is 26% lower at 327 vph.

On a Sunday, **Figure 5** shows the existing peak hour (11:00-12:00) volume southbound along Hall Street is 17% lower than that on a Saturday, being 365 vph. The peak hour volume on a Tuesday (10:45-11:45) is also around this level, at 373 vph.

It can be seen therefore that the estimated upper limit impacts along Lamrock Avenue (130 – 220 vph) and Curlewis Street (30 – 160 vph) are indeed upper limits, with traffic increases at other times of the day or week expected to be much lower.

Further, the approach adopted is considered highly conservative as the network shown by **Figure 4** – **Figure 8** is considered a closed system in which all rerouting occurs locally. In reality, there may be several consequences of the proposal, including:

- A mode shift to cycling or walking given improved facilities for active transport.
- Elimination of trip purposes altogether.
- Much broader networked rerouting, such as vehicles continuing along Old South Head Road to use Curlewis Street or Blair Street, or alternatively using Bondi Road and Campbell Parade to reach a destination.

As such, the estimated increases on these local streets may be lower still, should a more nuanced pattern of traffic redistribution and modal shift occur than that assumed in this TMP.

Redistributed traffic benefits from the networked nature of the Bondi Beach suburb, with most OD pairs having multiple alternative routes they could take to reach their destination without requiring the use of Hall Street southbound. The estimated increase in traffic volumes is manageable when spread across the network, and is unavoidable in delivering the significant public realm benefits to the local community along Hall Street.

Elsewhere, hourly traffic volumes are expected to increase by lesser amounts or reduce as a result of the Proposal.





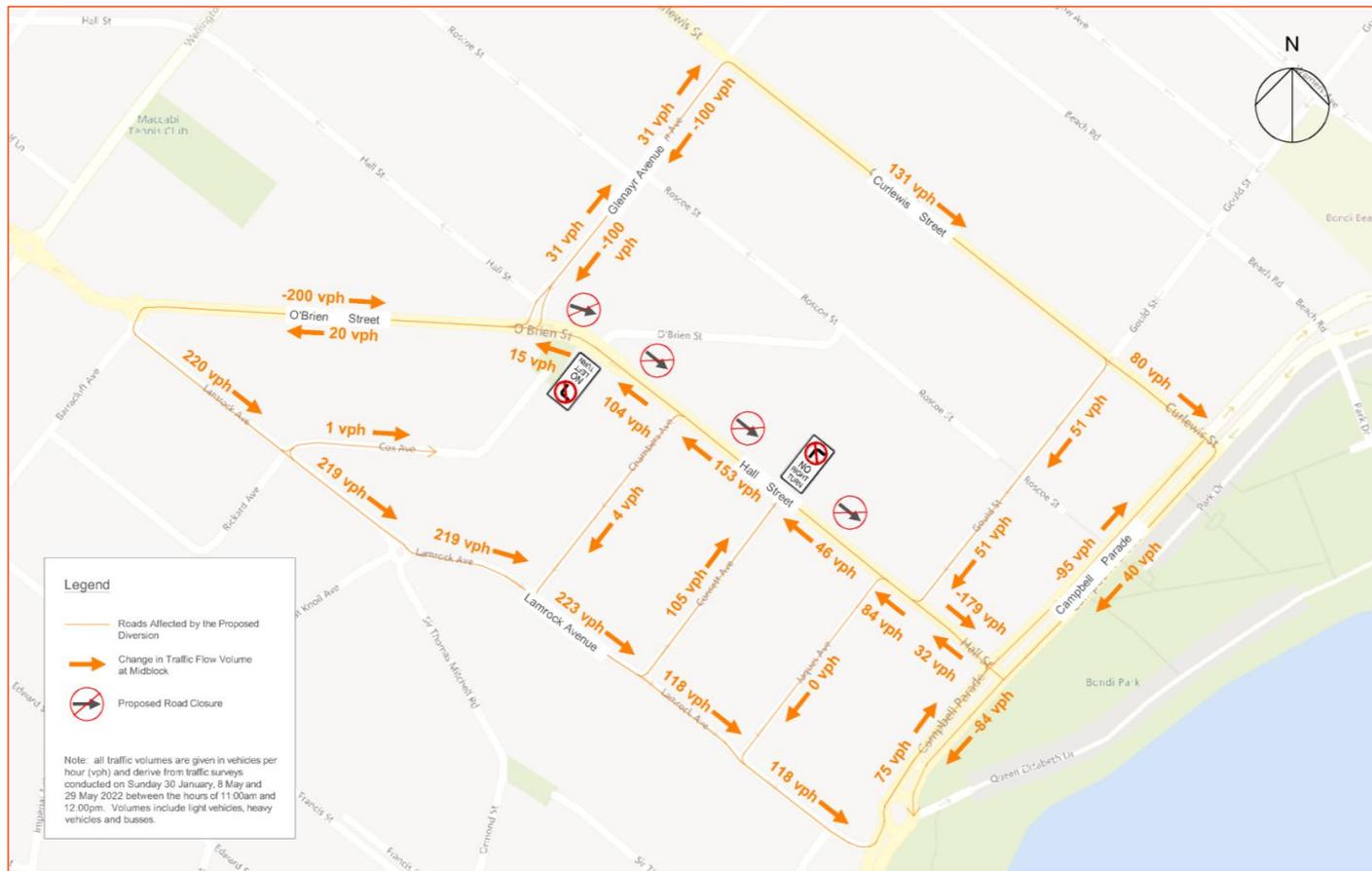


Figure 9: Anticipated Change in Midblock Traffic Volumes (Sunday 11:00-12:00)

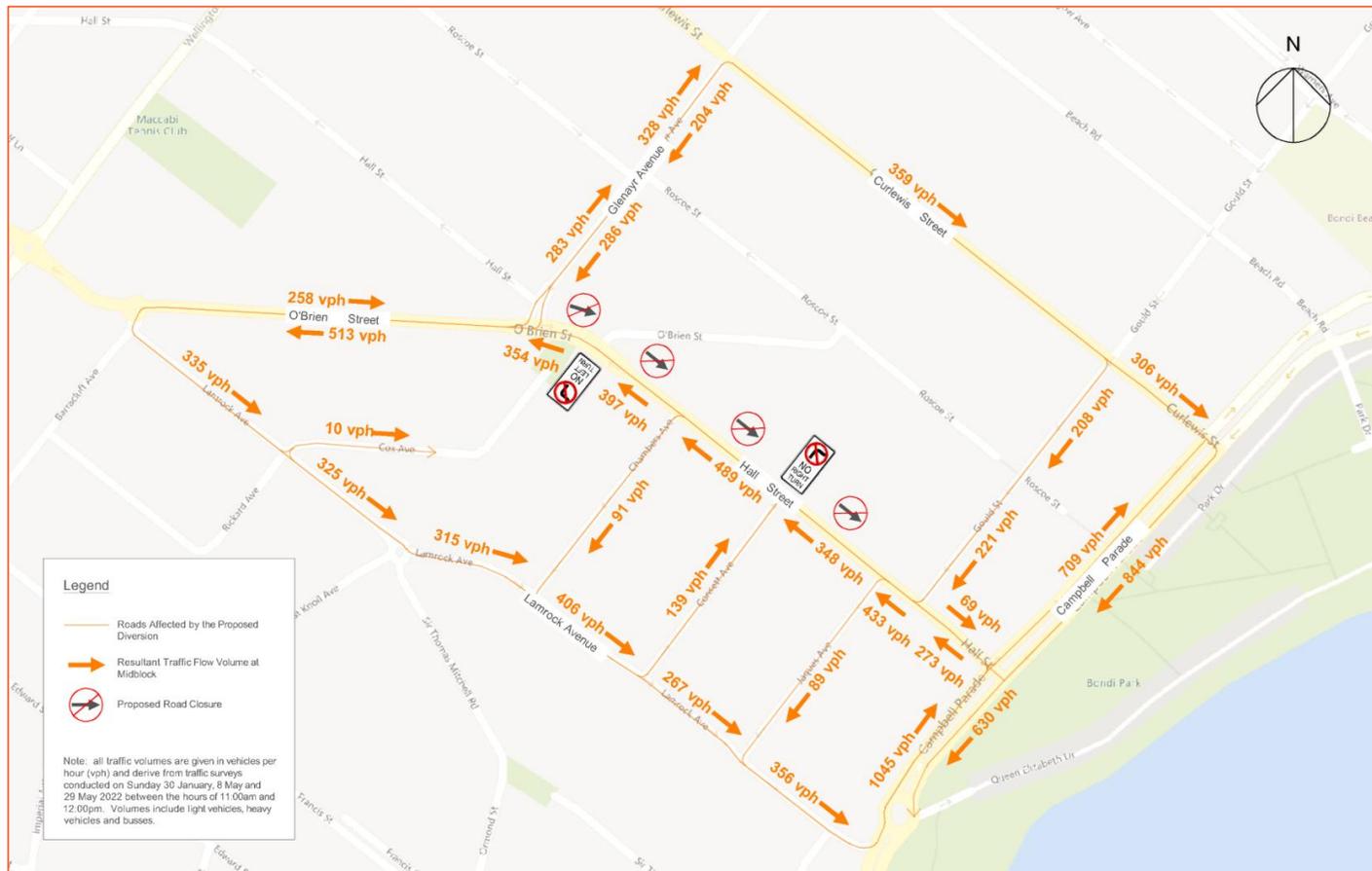


Figure 10: Estimated Resultant Midblock Traffic Volumes (Sunday 11:00-12:00)

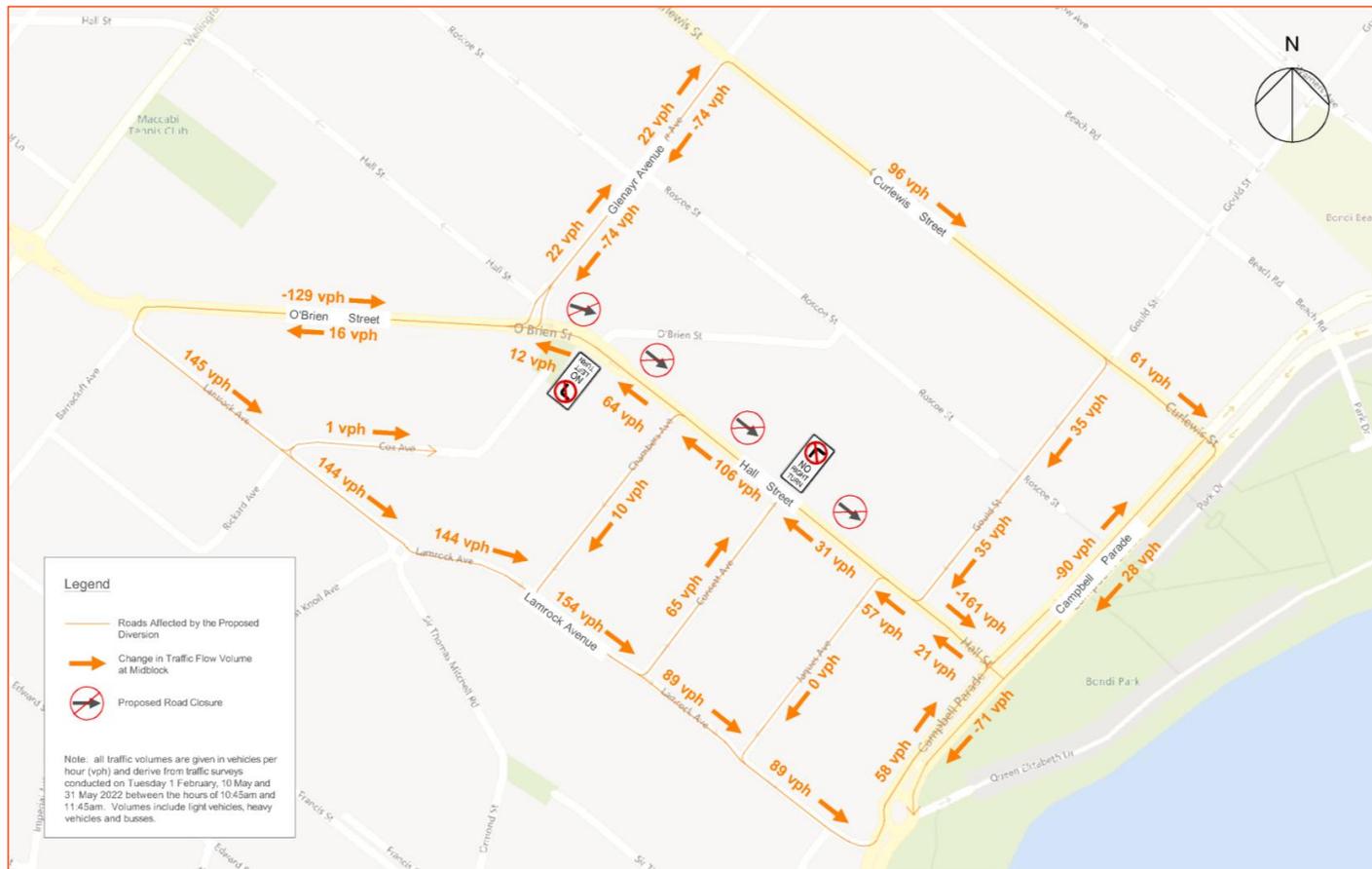


Figure 11: Anticipated Change in Midblock Traffic Volumes (Tuesday 10:45-11:45)

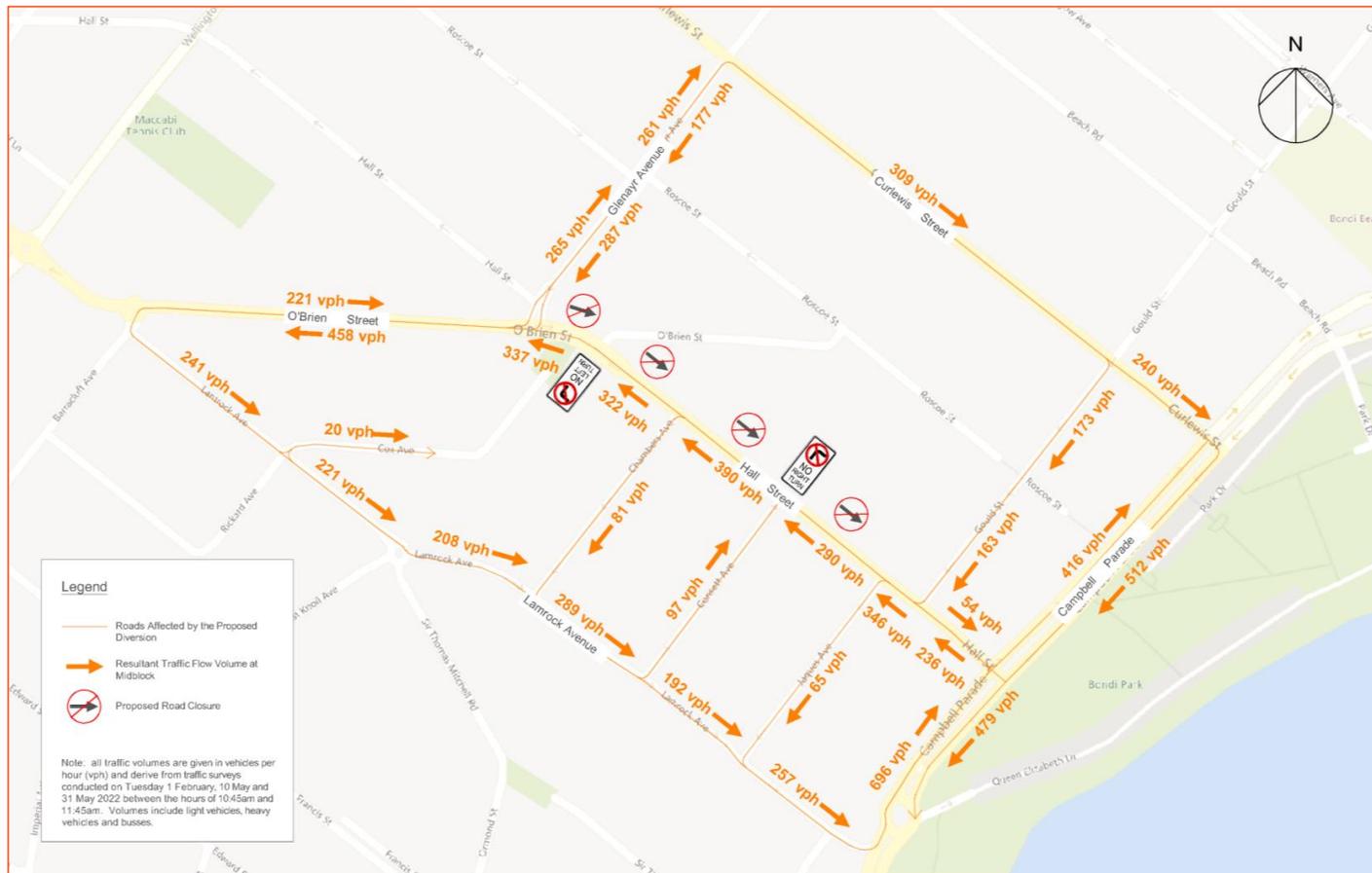


Figure 12: Estimated Resultant Midblock Traffic Volumes (Tuesday 10:45-11:45)



### Crash Data

Crash data suggests there has not been a discernible crash trend, with a total of five crashes recorded along Hall Street in the five-year period of 2016 – 2020. Two of these crashes occurred near the Gould Street and Jacques Avenue intersections to the south of the Study Area involving vehicles only. The other three occurred near the Chambers Avenue intersection, one of which involved a pedestrian (type unknown), and the other two vehicles.

Elsewhere, no crashes were recorded along Lamrock Avenue, Chambers Avenue, Consett Street, or Jacques Avenue. Five crashes were recorded along Glenayr Avenue between O'Brien Street and Curlewis Street, and three on Curlewis Street between Glenayr Avenue and Gould Street.

The Proposal is likely to have a net improvement in safety performance along Hall Street, given the significant reduction in vehicular traffic in a highly pedestrianised area with an array of on-street parking and loading zones. No discernible crash trend is evident in the data along Glenayr Avenue and Curlewis Street which would be exacerbated by the increase in traffic resulting from the Proposal.

### **C. Measures to ameliorate the impact of re-assigned traffic**

Is an assessment required?

~~Yes~~ / No

No ameliorative measures are proposed to mitigate the impact of re-assigned traffic.

The Proposal is a temporary measure expected to last for six (6) months and as such any impacts to the local community will also be temporary until such a time the existing conditions are reinstated. Any potential extension of the trial temporary arrangements should be reassessed by taking updated traffic counts to ascertain the impacts.

Discussion in response to Part B identifies that the increases in traffic on alternative routes is moderate, increasing by up to two to three (2 – 3) vehicles per minute on the roads most affected during the busiest time of the week.

**Figure 8** demonstrates that the roads upon which the increase in traffic is highest, Lamrock Avenue and Curlewis Street, would still have hourly traffic volumes below 420 vph during peak periods, which is considered low and well within acceptable traffic volumes and level of service along local and collector streets.

It is anticipated that delay increases experienced by road users would be relatively minor and within the daily and seasonal variations which occur throughout the year. SCATS traffic signals at signalised intersections of Glenayr Avenue / Curlewis Street, Campbell Parade / Curlewis Street, and Campbell Parade / Hall Street, would each be able to adapt accordingly to changing traffic conditions to mitigate the impacts of any increase in traffic on given movements.

Council will monitor the performance of the local road network throughout implementation of the Proposal and be prepared to enact temporary, targeted amelioration or mitigation at certain locations as required on an ad hoc basis.



#### D. Assessment of public transport services affected.

Is an assessment required?

~~Yes~~ / No

No public transport services currently use Hall Street and thus all existing services will continue to operate as existing without disruption.

Any slight delay increases resulting from rerouted traffic conditions along roads buses do use, such as O'Brien Street, Glenayr Avenue, and Campbell Parade, would likely be minor and within daily and seasonal variations.

There would be increased efficiency at the Hall Street / O'Brien Street / Glenayr Avenue intersection, with 'give way' arrangements placed on Hall Street south-east of Glenayr Avenue to give priority to Glenayr Avenue citybound vehicles, including buses.

#### E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians.

Is an assessment required?

~~Yes~~ / No

Access to Hall Street is still retained in a northbound direction for emergency vehicles and servicing / loading vehicles, and as such all destinations along Hall Street which can currently be reached will continue to be available once the Proposal is implemented.

The Proposal deliberately terminates north of Gould Street to ensure that Bondi Beach Police Station, located on Gould Street, will have access north- and southbound along Hall Street when departing the Station. Gould Street is one-way south-westbound and so all vehicles returning to the Station are required to do so via the Curlewis Street intersection to the northeast, which remains unaffected by the proposals.

The existing loading arrangements along Hall Street will be consolidated but largely retained as existing, to ensure no significant disruption to local business or truck drivers.

Pedestrians and cyclists will retain access to all areas along Hall Street, with improved accessibility following the Proposal, and thus no adverse impacts are expected.

#### F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures.

Is an assessment required?

~~Yes~~ / No

Developments of a small to moderate scale are committed and ongoing along Hall Street and across the Bondi Beach area; however, there are none which would be prejudiced by the Proposal, or which would have otherwise significantly increased demand for the south-eastbound Hall Street direction.



As such, the Proposal is expected to have little to no impact on existing and proposed traffic generating developments in the vicinity beyond those impacts discussed in response to earlier Parts.

**G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas.**  
 Is an assessment required?  
 Yes / ~~No~~

The anticipated alternative routes vehicles would take following implementation of the Proposal are contained wholly within the Waverley local government area, and as such, there will be no impact on traffic movements in adjoining Council areas.

**H. Public consultation process.**  
 Is a public consultation process required?  
 Yes / ~~No~~

Community consultation will be driven by Council and undertaken in accordance with the indicative timeline illustrated by **Figure 13**. This timeline may be subject to change following the Councillor workshop scheduled for 12/07/2022.

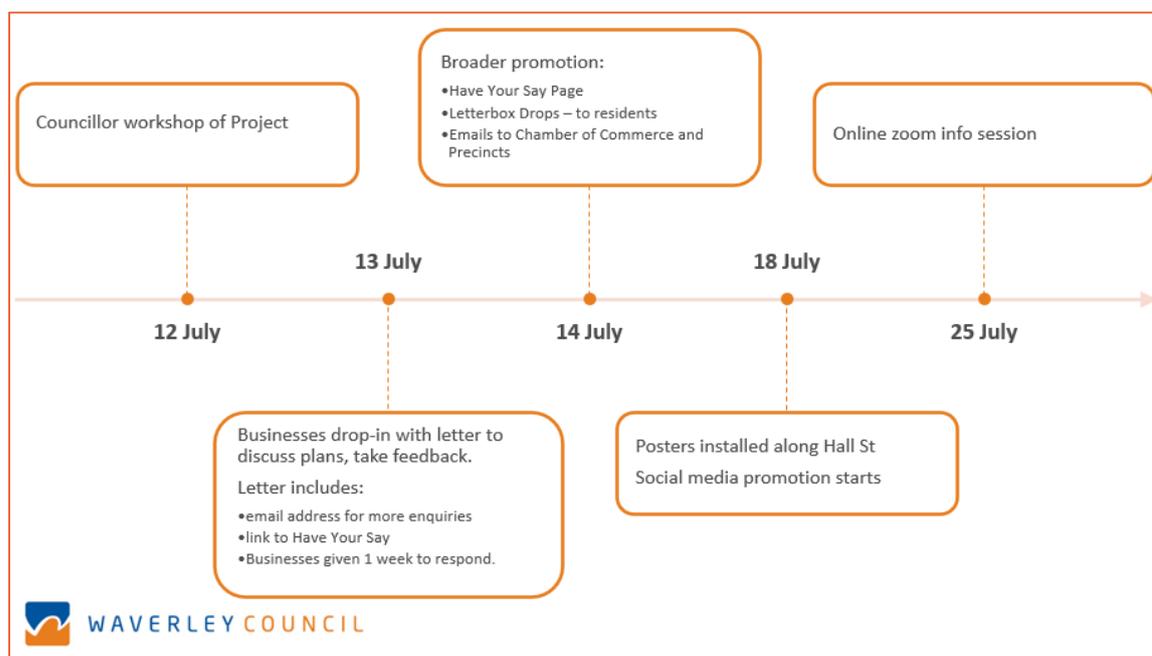


Figure 13: Community Consultation Timeline

Source: Waverley Council



The Proposal is therefore supportable on traffic planning grounds. Please contact the undersigned should you have any queries or require any further information.

Yours sincerely,

A handwritten signature in black ink that reads 'Ben Midgley'.

**Ben Midgley**

Principal Traffic Engineer, PDC Consultants

Email: [bmidgley@pdcconsultants.com.au](mailto:bmidgley@pdcconsultants.com.au)

*Attachments:*

1) *Concept Plans*

## REPORT

### TC/V.03/22.07



**Subject:** Blake Street and Military Road, Dover Heights - Raised Pedestrian Crossing

**TRIM No:** A21/0042

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

#### COUNCIL OFFICER'S PROPOSAL:

That Council installs a raised pedestrian crossing and associated signage in Blake Street east of Military Road, Dover Heights, as shown in Figure 2 of the report.

#### 1. Executive Summary

Council resolved to investigate installing raised pedestrian crossings in Blake Street, Dover Heights, at the Military Road intersection and opposite Dudley Page Reserve, Dover Heights at the 17 May 22 Council meeting (CM/8.3/22.05). This report contains the results of the investigation in Blake Street at the Military Road intersection.

A study has been undertaken of conditions at the intersection. Pedestrian volumes warrant installation of a marked pedestrian crossing. A raised crossing is recommended.

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

Figure 1 shows the location of the site. Figure 2 shows the raised pedestrian crossing and associated signage.

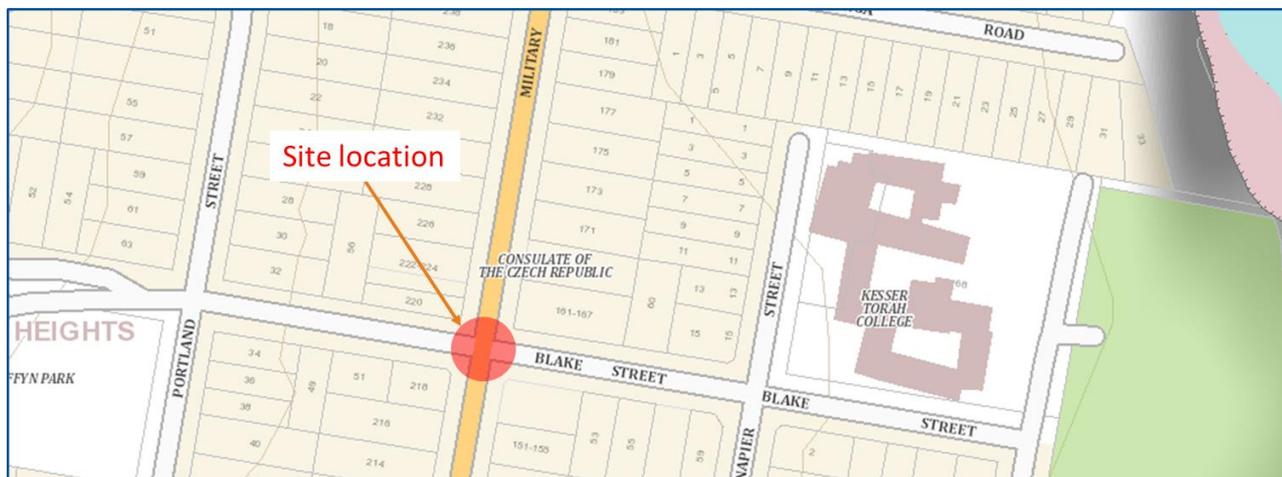


Figure 1. Site Location



Figure 2. Proposed raised pedestrian crossing.

## 2. Introduction/Background

Council resolved to investigate installing raised pedestrian crossings in Blake Street, Dover Heights, at the Military Road intersection and opposite Dudley Page Reserve, Dover Heights at the 17 May 22 Council meeting (CM/8.3/22.05).

The installation of a pedestrian crossing would complement the existing crossing on Military Road and improve access to the surrounding shops and businesses.

Counts have been undertaken of vehicle and pedestrian movements in June 2022. They have been compared against TfNSW warrants for state roads and warrants appropriate for local roads as determined by Council staff.

## 3. Technical Analysis

A raised pedestrian crossing will cause vehicles to slow down as they approach the intersection and provide drivers more reaction time. TfNSW provides a set of warrants for pedestrian crossings in its Austroads Guide Supplement Austroads Guide to Traffic Management Part 6 – Intersections, Interchanges and Crossings. TfNSW has advised that the warrants apply to state roads and do not apply to local roads. Council has the discretion to install pedestrian crossings at locations that do not satisfy the warrants in consideration of local conditions.

Warrants specified by VICROADS include consideration of local roads where the speed limit is 50 km/hr or less. Under these conditions marked pedestrian crossings can be considered where:

- Pedestrian volumes are 20 or more per hour (each elderly person, person with a disability and unaccompanied child of primary school age are counted as two people).
- Vehicle volumes are 200 or more per hour for the same hour.
- Speed limit is 50 km/h or less.

It is reasonable to apply the VICROADS warrants to local roads in the Waverley LGA.

A traffic count of pedestrian and vehicle movements was undertaken at the intersection on Wednesday 1 June 2022. Figure 2 shows the pedestrian and vehicle peak volumes in the morning and afternoon. The am peak is 8:00 am to 9:00 am. The pm peak is 3:15 pm to 4:15 pm.

The pedestrian counts at Blake Street east of Military Road are 25 for the morning peak and 17 for the afternoon peak. The vehicle counts at Blake Street east of Military Road are 335 for the morning peak and 230 for the afternoon peak.

The pedestrian and vehicle flows in the morning on Blake Street, east of Military Road satisfy the warrant. Afternoon pedestrian flows are slightly less than the warrant. A similar situation occurs on the western side of Military Road.

A crossing on the eastern side of Military Road is preferred as it improves accessibility for students attending Kesser Torah College.

It is recommended that a raised pedestrian crossing is installed in Blake Street, east of Military Road.

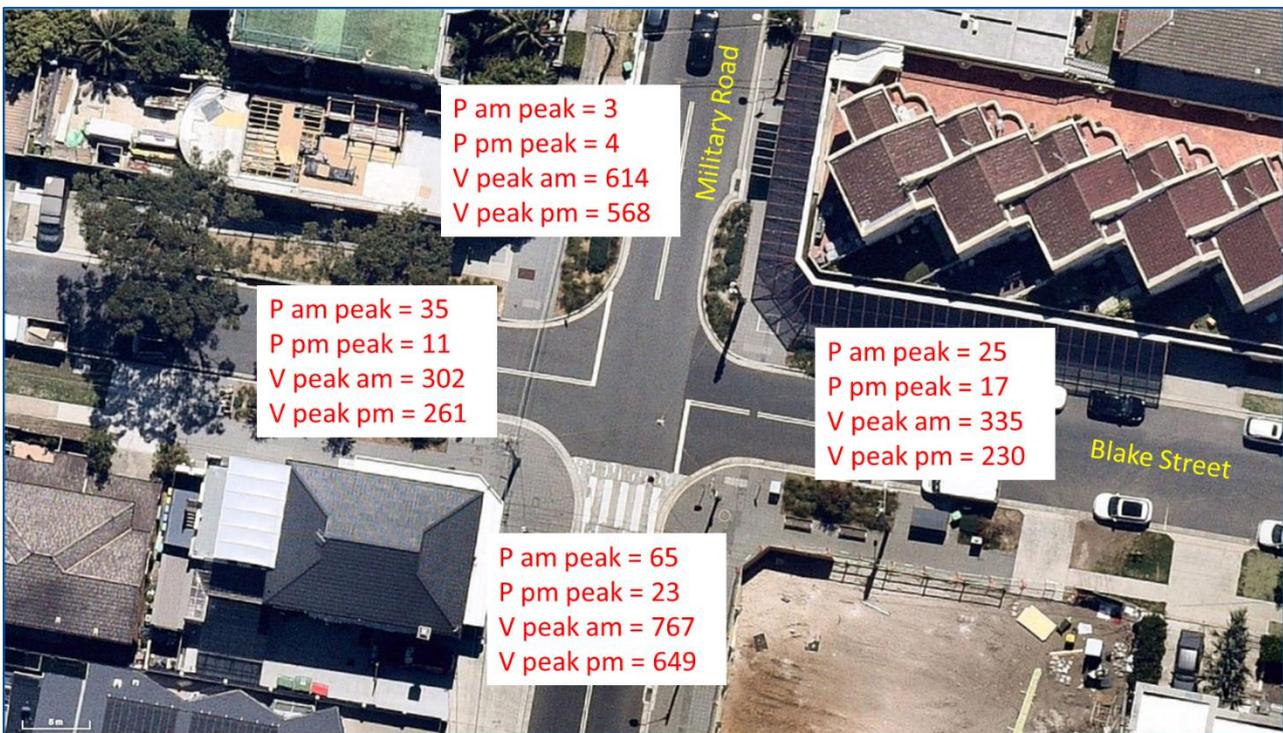


Figure 3. Morning and afternoon peak flows for pedestrian and vehicles.



Figure 4. Indicative sketch for proposed raised pedestrian crossing.

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

The project currently unfunded. Council will apply for grant funding to deliver the project.

The estimated cost for a raised pedestrian crossing without lights is \$170,000. The estimated cost for a raised pedestrian crossing with lights is \$250,000.

#### 5. Attachments

Nil.

**REPORT**  
**TC/V.04/22.07**

**Subject:** North Bondi Beach, Campbell Parade - Bus Zone Modification

**TRIM No:** A14/0145

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Reduces the length of the bus zone at North Bondi Beach, Campbell Parade on the southern side of Campbell Parade from 35 metres to 26 metres.
2. Installs a 9 metre 'No Parking Council Authorised Vehicles Excepted' zone south of the shortened bus zone.

**1. Executive Summary**

Council officers have investigated reducing the length of the bus zone at North Bondi Beach, Campbell Parade on the southern side of Campbell Parade near the amenity building. This is required to improve access to sewerage facilities adjacent to the amenities block.

The bus zone was extended in late 2018 to accommodate articulated buses. The current length of the bus zone is 35 metres. The minimum length of bus zone required in this location is 26 metres (18 metre bus + 8 metres to draw out of the stop).

The reduction in length of the bus zone will result in 9 metres on street parking. This will be used to accommodate service vehicles from Sydney Water and Council contractors.

It is recommended to reduce the length of the bus zone from 35 metres to 26 metres and install 9 metres of 'No Parking Council Authorised Vehicles Excepted' zone south of the shortened bus zone.

The site location is shown in Figure 1.



Figure 1. Site Location.

## 2. Introduction/Background

The bus zone near the amenity building at North Bondi Beach was extended in late 2018 to accommodate the 333 service which was introduced at that time. The 333 service runs between Bondi Beach and Circular Quay. 18 metre articulated buses are used to provide the service.

The extended bus zone is 35 metres long. The bus zone is located west of a set of pedestrian traffic signals. Draw in requirements are accommodated by the no stopping zone at the traffic signals east of the signposted bus zone. The bus zone needs to be long enough to accommodate a stopped bus and draw out of the bus.

Service vehicles have been parking over the lawn to access the pump station and pollutant maintenance facilities adjacent to the amenity block. The proposed 'No Parking Council Authorised Vehicles Excepted' zone will accommodate the service vehicles on street.

## 3. Technical Analysis

The TfNSW Bus Infrastructure Guide Issue 02 (July 2011) contains advice in relation to lengths of bus zones. The following lengths are required for bus stops accommodating articulated buses:

- Length of bus: 18 metres
- Minimum draw-out length: 8 metres
- Minimum draw-in length: 14 metres

The draw in length of the bus stop is accommodated by the no stopping zone east of the bus stop. The minimum length required for the bus zone itself is 26 metres (18 metre bus plus 8 metres for draw out).

Figure 2 shows the existing and proposed bus zone lengths.

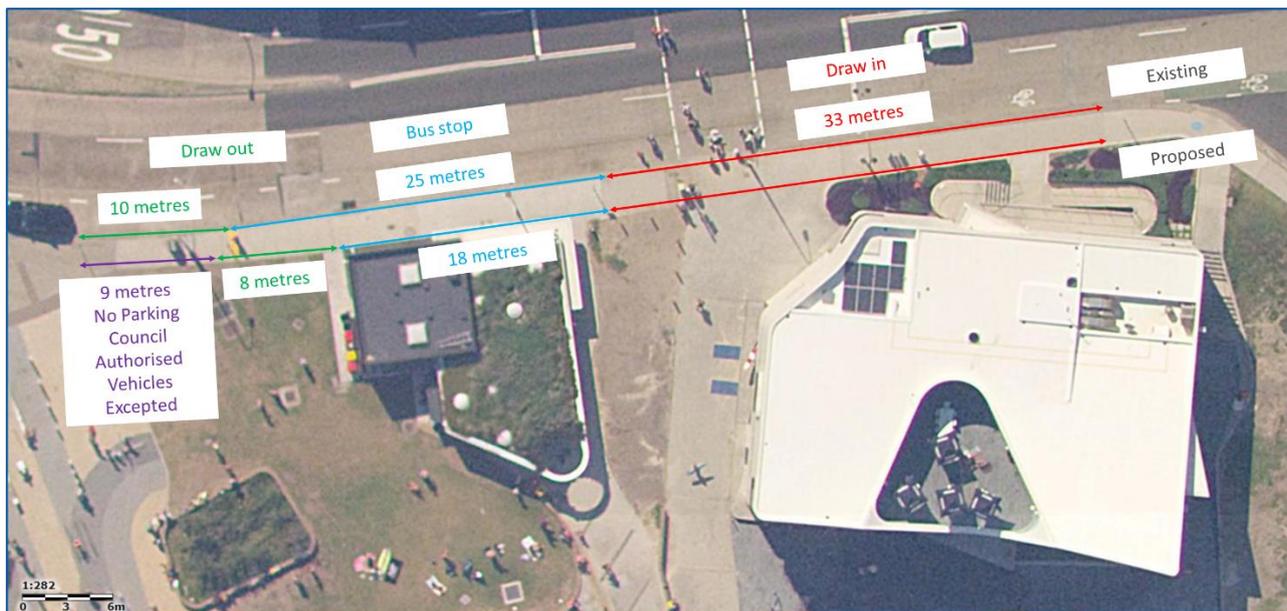


Figure 2. Existing and proposed bus zone modifications.

The proposed bus zone modifications include moving the existing J pole east by 7 metres and moving the ‘Bus Zone’ (left arrow) sign east by 9 metres.

The modifications to the bus zone will result in 9 metres of on street parking become available. It is recommended that Council installs a ‘No Parking Council Authorised Vehicles Excepted’ zone. This will accommodate service vehicles from Sydney Water and other Council Contractors for the purpose of accessing the Sydney water pump station and gross pollutant maintenance facilities.

The shortened bus stop will have buses stopping closer to the sheltered area on the northern side of the amenity building.

**Signage**



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

Council will meet the cost of sign installations and modifications from existing budget.

**5. Attachments**

Nil.

**REPORT**  
**TC/V.05/22.07**

**Subject:** 3 Roe Street, North Bondi - Construction Zone

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

**Author:** Karl Magistrado, Traffic Engineer  
Calum Hutcheson, Service Manager, Traffic and Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 3 Roe Street, 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.

**1. Executive Summary**

Council has received an application from the builder/developer associated with a development at 3 Roe Street, North Bondi, for the installation of a construction zone in Roe Street.

Council officers propose the installation of a 9-metre construction zone on the southern side of Roe Street, North Bondi.

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 12 metres on the southern side of Roe Street. The applicant has requested a 9-metre construction zone. Council officers propose to install a 9-metre construction zone. Figure 3 shows the existing and recommended parking allocation in Roe Street.

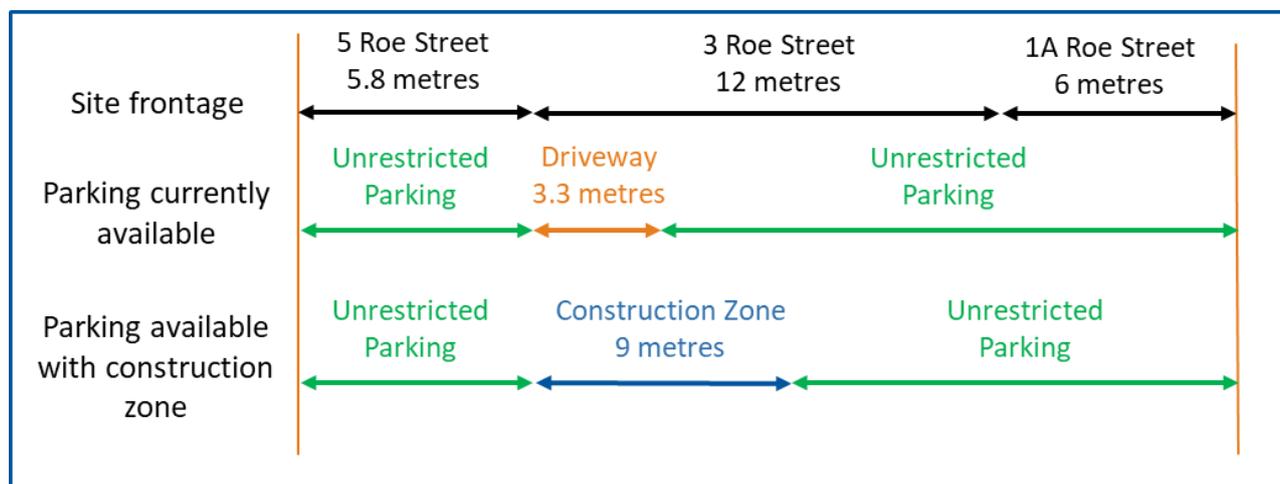


Figure 3. Parking controls.

Table 1. Application details.

<b>Applicant</b>	Zac Homes
<b>Development application</b>	DA-133/2021
<b>Works</b>	Demolition of existing structures; and construction of a new two-storey dwelling house with integrated parking and swimming pool at rear
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	12 metres
<b>Road</b>	Roe Street
<b>Existing parking</b>	Unrestricted Parking
<b>Length requested by applicant</b>	9 metres
<b>Length to be signposted</b>	9 metres
<b>Planned duration</b>	4 Months
<b>Fee area</b>	R2 Low Density Residential

The proposed signage is shown in Figure 4.



Figure 4. Proposed signage.

**Notification**

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	\$72.00	\$648.00
- Angle parking	per week		\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre		\$100.00	\$0.00
- Angle parking	per week		\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week		\$400.00	\$0.00
			<b>Weekly Fee</b>	<b>\$648.00</b>

## 5. Attachments

Nil.

**REPORT**  
**TC/V.06/22.07**

**Subject:** 154 Ramsgate Avenue, North Bondi - Construction Zone

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

**Author:** Karl Magistrado, Traffic Engineer  
Calum Hutcheson, Service Manager, Traffic and Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 154 Ramsgate Avenue, North Bondi.
2. Removes a mobility parking space (8 am–10 pm) located within the construction zone area.
3. Installs a 6 metre mobility parking space (8 am–10 pm) around 7.2 metres to the north of the space to be removed.
4. Replaces the Construction Zone with '1/2P 8 am–10 pm, Permit Holders Excepted Area 6' restrictions when it is no longer required.
5. Notifies residents in the vicinity of the construction zone prior to it being installed.
6. 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 154 Ramsgate Avenue, North Bondi, for the installation of a construction zone in 154 Ramsgate Avenue.

Council officers propose the installation of a 12 metre construction zone on the eastern side of Ramsgate Avenue, North Bondi. Part of a No Stopping zone will be replaced with part of the Construction Zone.

The 12 metre zone currently contains a mobility parking space and No Stopping restrictions.

The mobility parking space will be moved around 7.2 metres to the north. This is required regardless of the construction zone. The mobility parking space is to be relocated due the approved development having a driveway where the mobility parking space currently is. The relocation is a consent condition.

The No Stopping restrictions were installed some time ago. They are not required. They will be replaced with resident parking after the construction zone is no longer required.

Figure 1 shows the site location of the construction zone, Figure 2 shows the proposed construction zone, the relocated mobility parking space and the reduced no stopping zone and Figure 3 shows the location of the signages after the construction zone.

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



Figure 1. Site location.



Figure 2. Location to install construction signs.



Figure 3. Signage after construction zone is removed.

## 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 12 metres on the eastern side of Ramsgate Avenue. The applicant has requested a 12.19 metre construction zone. Council officers propose to install a 12-metre construction zone.

The mobility parking located at the frontage of the site would be moved approximately 7.2m to the north of the site to allow for the 12m construction zone. This relocation is also part of the consent conditions where the mobility parking is relocated to allow for the proposed development's driveway.

The proposed length of 6 metres is based on Australian Standard AS2890.5-2020 – On-street parking, as shown in Figure 4 below.

The No Stopping zone at the front of the site would be removed to allow for the construction zone and will be replaced with '1/2 P 8 am–10 pm Permit Holders Excepted Area 6' after the construction zone is removed.

Figure 5 shows the existing, recommended parking allocation in 154 Ramsgate Avenue with the construction zone and the parking allocation after the construction zone.

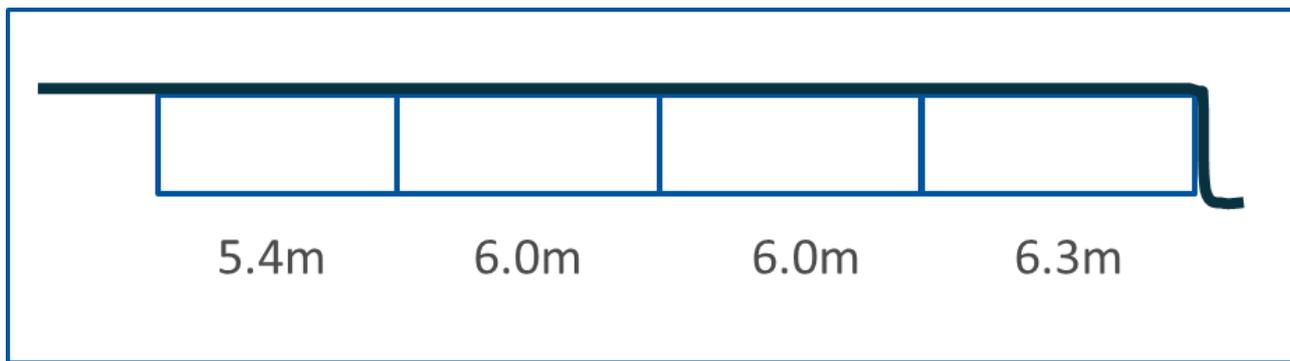


Figure 4. Dimensions for on-street parking spaces

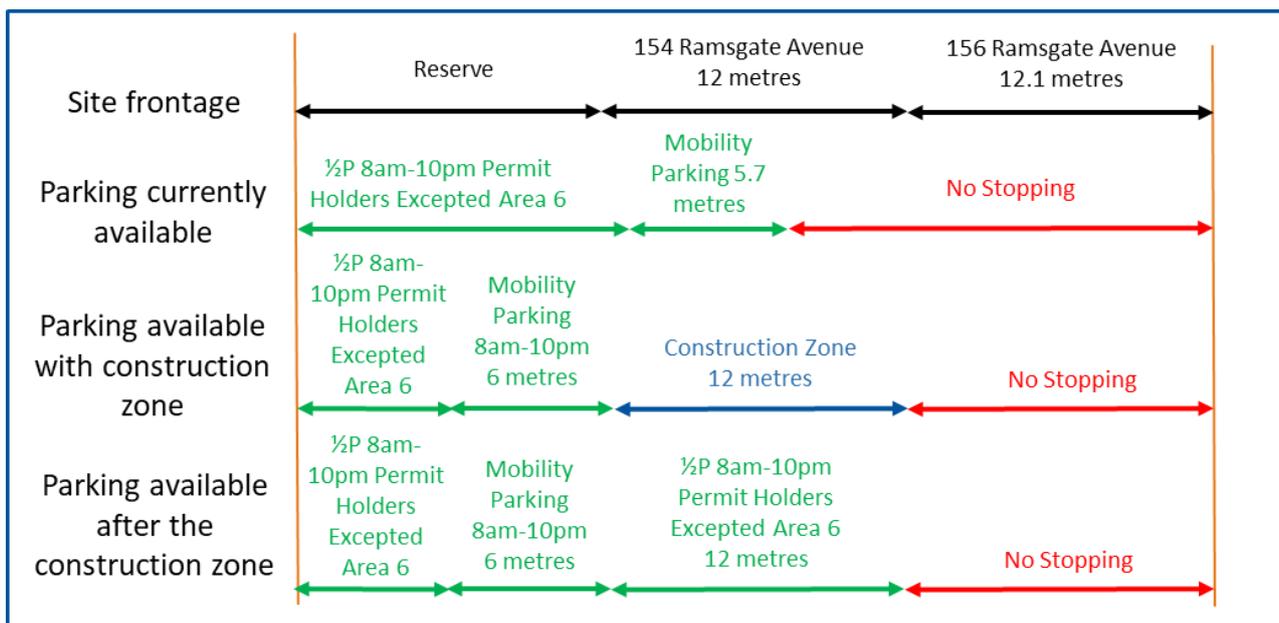


Figure 5. Parking controls.

Table 1. Application details.

<b>Applicant</b>	Ivette Bechara
<b>Development application</b>	DA-152/2021
<b>Works</b>	Demolition of existing structures; and construction of a three-storey residential flat building containing three apartments with integrated basement parking
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	12 metres
<b>Road</b>	Ramsgate Avenue
<b>Existing parking</b>	Mobility Parking & No Stopping
<b>Length requested by applicant</b>	12.19 metres
<b>Length to be signposted</b>	12 metres
<b>Planned duration</b>	13 weeks
<b>Fee area</b>	R3 Medium Density Residential

The proposed signage is shown in Figure 6.



Figure 6. Proposed signage.

**Notification**

Residents in the vicinity of the construction zone will be notified prior to it being installed. Figure 7 shows the properties to be notified about the construction zone.

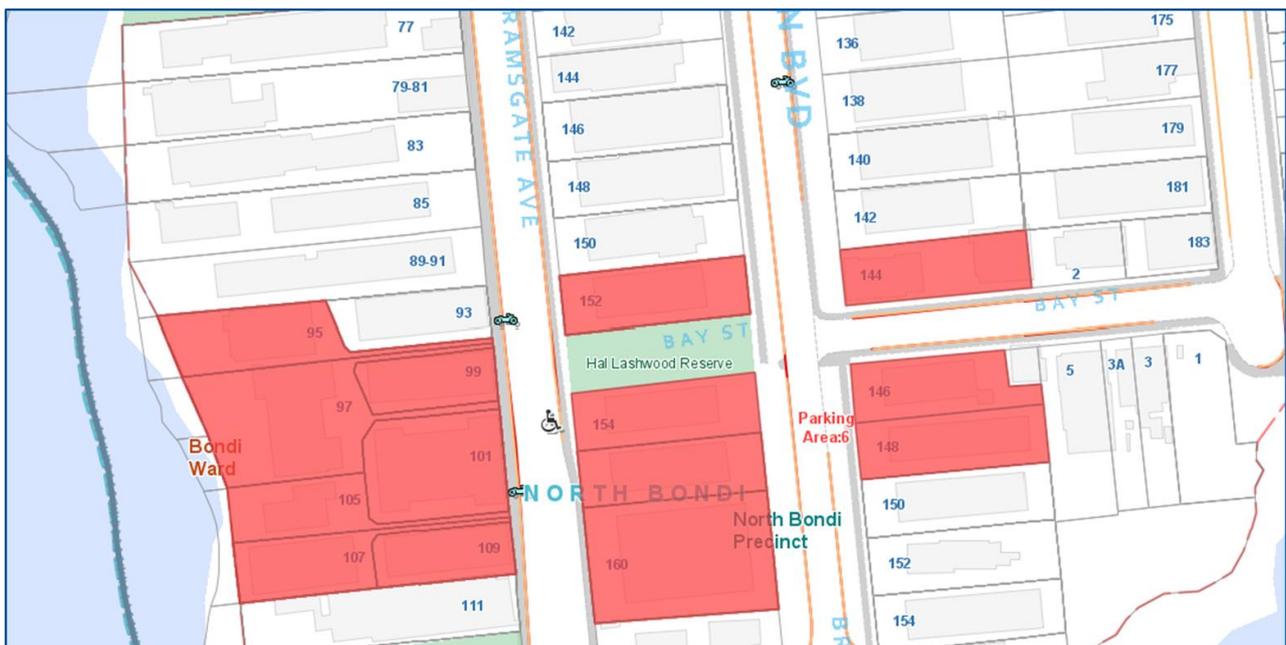


Figure 7. Notification area (red).

#### 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	12	\$72.00	\$864.00
- Angle parking	per week		\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre		\$100.00	\$0.00
- Angle parking	per week		\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week		\$400.00	\$0.00
<b>Weekly Fee</b>				<b>\$864.00</b>

#### 5. Attachments

Nil.

**REPORT**  
**TC/V.07/22.07**

**Subject:** 72 Wellington Street, Bondi Beach - Construction Zone

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

**Author:** Karl Magistrado, Traffic Engineer  
Calum Hutcheson, Service Manager, Traffic and Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 72 Wellington Street, Bondi Beach.
2. Notifies 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 72 Wellington Street, Bondi Beach, for the installation of a construction zone in 72 Wellington Street.

Council officers propose the installation of a 9-metre construction zone as shown in Figure 2.

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.

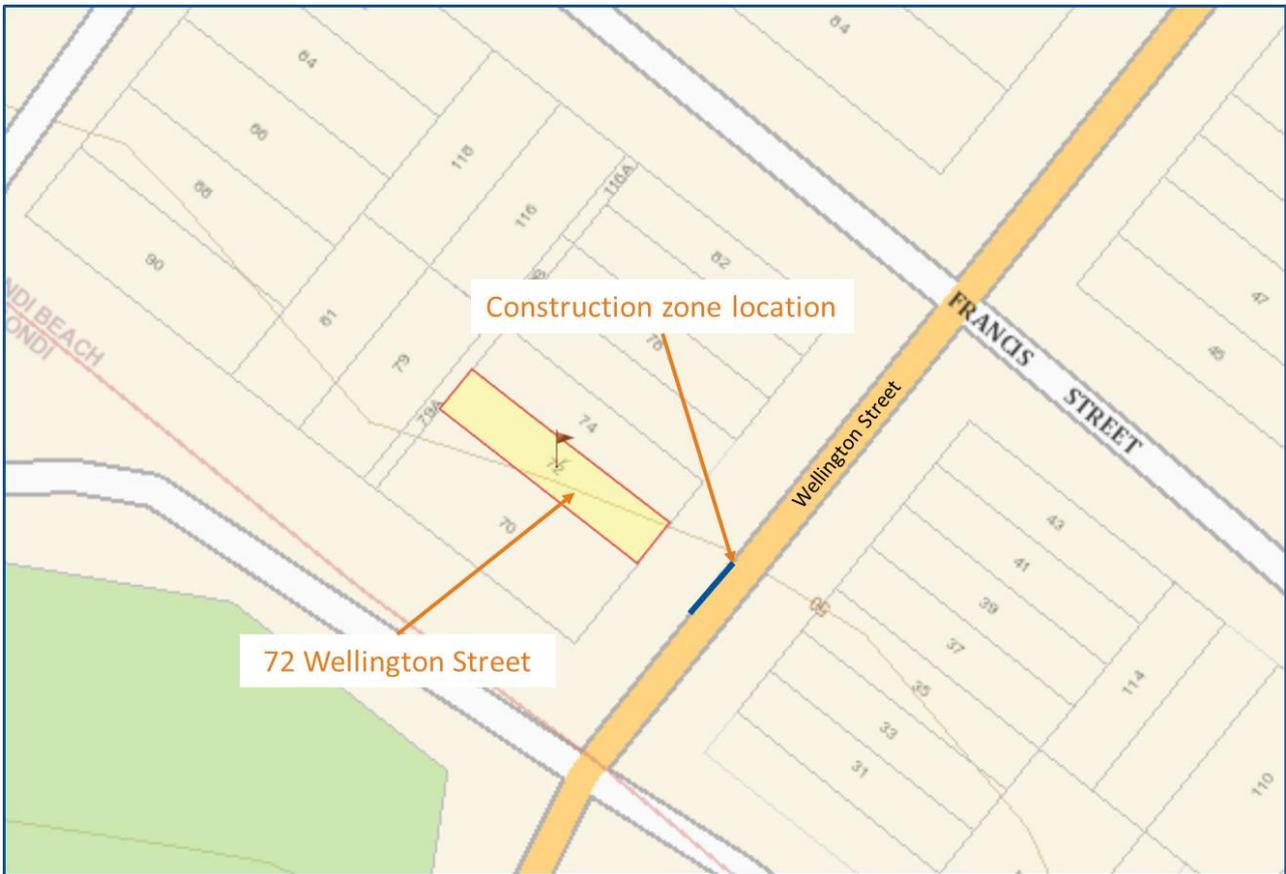


Figure 1. Site location.



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 6 metres on the western side of Wellington Street. The applicant has requested a 9-metre construction zone. Council officers propose to install a 9-metre construction zone. Figure 3 shows the existing and recommended parking allocation in 72 Wellington Street.

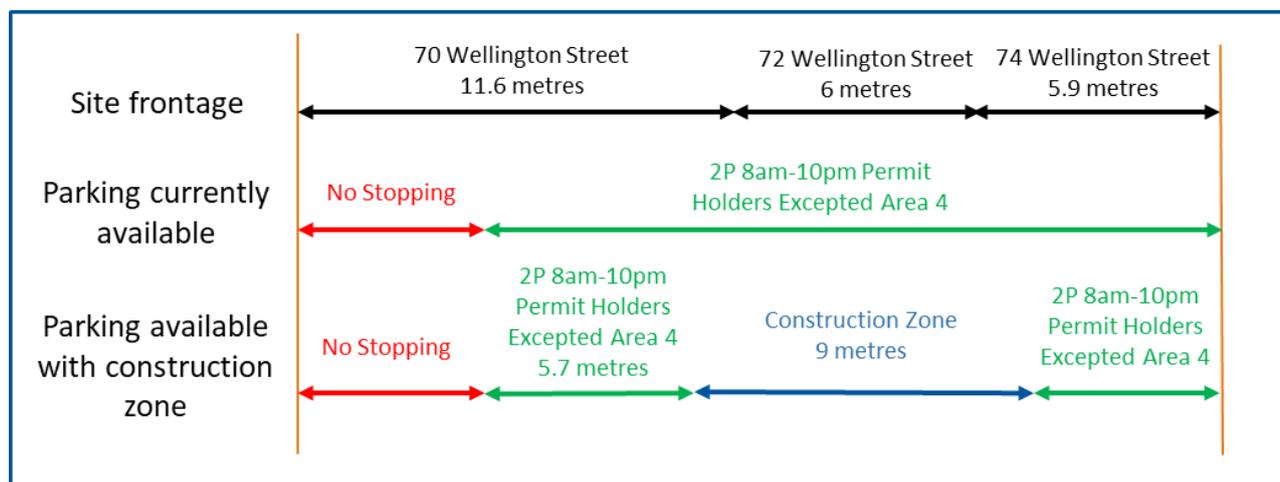


Figure 3. Parking controls.

Table 1. Application details.

<b>Applicant</b>	Timberworx Unlimited
<b>Development application</b>	DA-393/2021
<b>Works</b>	Alterations and additions to semi-detached dwelling including a third level extension, skylights, tree removal, new rear deck, and plunge pool
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage/Rear length</b>	6 metres
<b>Road</b>	Wellington Street
<b>Existing parking</b>	2P 8am-10pm Permit Holder Excepted Area 4
<b>Length requested by applicant</b>	9 metres
<b>Length to be signposted</b>	9 metres
<b>Planned duration</b>	24 weeks
<b>Fee area</b>	R2 Low Density Residential

The proposed signage is shown in Figure 4.

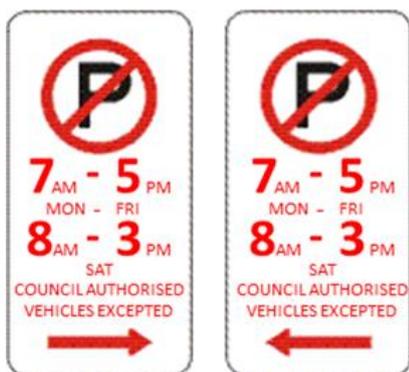


Figure 4. Proposed signage.

### Notification

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	\$72.00	\$648.00
- Angle parking	per week		\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre		\$100.00	\$0.00
- Angle parking	per week		\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week		\$400.00	\$0.00
			<b>Weekly Fee</b>	<b>\$648.00</b>

## 5. Attachments

Nil.

**REPORT**  
**TC/V.08/22.07**

**Subject:** Griffith Avenue and Plowman Street, North Bondi - 'No Stopping' Zones

**TRIM No:** A14/0145

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

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' zones at the intersection of Griffith Avenue west of Plowman Street as follows:

1. 7 metres on the on the southern side of Griffith Avenue west of Plowman Street.
2. 3 metres on the western side of Plowman Street south of Griffith Avenue.

**1. Executive Summary**

Council has received representations from a resident to review parking restrictions at the intersection of Griffith Avenue and Plowman Street, North Bondi (see Figure 1).

Parking demands are high at the location. This results in motorists regularly parking their vehicles within the statutory 'No Stopping' zone at this intersection.

No Stopping restrictions are proposed at following locations (see Figure 2):

- Installation of a 7-metre 'No Stopping' zone on the southern side of Griffith Avenue west of Plowman Street, North Bondi.
- Installation of a 3-metre 'No Stopping' zone on the western side of Plowman Street south of Griffith Avenue, North Bondi.

The 'No Stopping' distances are reduced from the statutory 10 metre 'No Stopping' restrictions at intersections. On Griffith Avenue, the reduction is due to the existing driveway past the 7-metre distance west of Plowman Street.

On Plowman Street, the reduction is because Plowman Street is one-way southbound from Griffith Avenue. This removes the need for sight distance for vehicles travelling northbound. The proposed arrangement maximises on-street parking without compromising road safety.

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

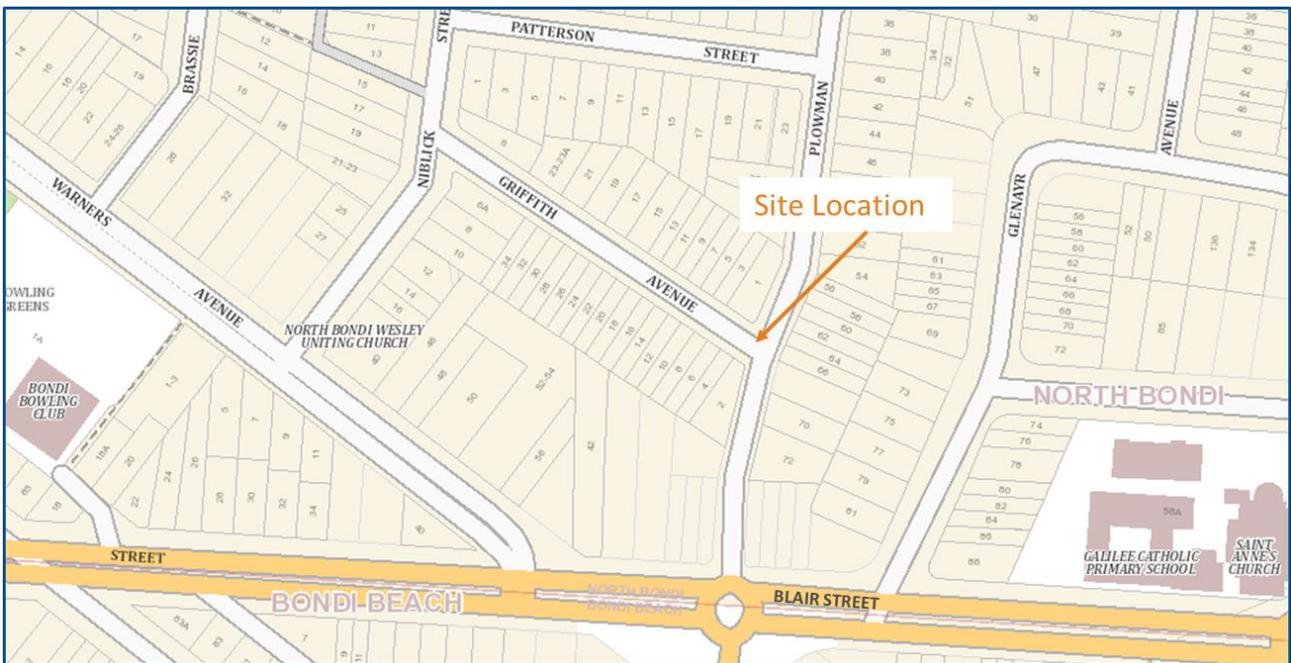


Figure 1. Site location.

The proposed and existing 'No Stopping' zone locations are shown in Figures 3 & 4.



Figure 2. Proposed and existing 'No Stopping' zones at the intersection.

## 2. Introduction/Background

Griffith Avenue forms a T intersection with Plowman Street. A resident reached out to Council to review parking restrictions at the intersection. Their concern was residents are parking at the intersection and receiving fines for parking within the 10-metre statutory 'No Stopping' zone.

There are currently signposted 'No Stopping' restrictions on the northern side of Griffith Avenue and on the western side of Plowman Street north of Griffith Avenue (See Figure 3).

### 3. Technical Analysis

Council officers have examined the site and the intersection of Griffith Avenue and Plowman Street. Griffith Avenue is a two-way street, Plowman Street is a two-way street north of Griffith Avenue and one-way southbound south of Griffith Avenue (See Figure 3).



Figure 3. Traffic arrangement at the intersection.

Plowman Street is one-way southbound south of Griffith Avenue. As this removes the need for sight distance for vehicles travelling northbound, the 'No Stopping' zone is not needed on the western side south of Griffith Avenue.

On Griffith Avenue, the 'No Stopping' zone is reduced 7 metres because of the existing driveway past the 7-metre distance west of Plowman Street which covers more than the 10-metre statutory 'No Stopping' zone.

The proposed and existing 'No Stopping' zone locations are shown in Figure 4.



Figure 4. Sign locations at the intersection.

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

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

**5. Attachments**

Nil.