

WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 24 NOVEMBER 2022

Waverley Council PO Box 9 Bondi Junction NSW 1355 DX 12006 Bondi Junction Tel. 9083 8000

E-mail: info@waverley.nsw.gov.au

AGENDA

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Deci	larations	OT	ınte	rest

Adoption of Previous Minutes by	Council - 27 October 2022	8
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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 27 October 2022 were adopted by Council at its meeting on 15 November 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.01/22.11 Bronte Park and Beach - Australia Day 2023 Temporary Road Closures (A20/0172)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the temporary road closures in Bronte for Australia Day on Thursday, 26 January 2023, between 8 am and 8 pm, in accordance with the Traffic Control Plan attached to the report
- 2. Ensures an appropriately qualified officer is present to supervise the setup and operation of traffic control.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to approve modifications to the Traffic Control Plan in consultation with NSW Police and Transport for NSW.

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs '2P 8 am–6 pm, Mon-Sat, Permit Holders Excepted Area 25' parking restrictions in Langlee Avenue, Seaview Street, and the northern section of Henrietta Street between Birrell Street and Victoria Street, Waverley.

2.	Retains	existing	parking	restrictions	in the	rest of A	Area 25.
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TC/C.03/22.11	Henrietta Street and Salisbury Street, Waverley - Continuous Footpath Treatment
	(A20/0069)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a continuous footpath treatment in Henrietta Street, Waverley, at the intersection of Salisbury Street, in accordance with the plans attached the report.

COUNCIL OFFICER'S PROPOSAL:

That Council reduces the length of the 10 metre 'No Stopping' zone on the northern side of Dickson Lane, Bronte, east of Dickson Street, to 7.9 metres

TC/C.05/22.11 52 Albion Street, Waverley - Construction Zone (A03/2514-04)...... 46

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 at 52 Albion Street, Waverley, along the frontage of Wallace Street.
- 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/C.06/22.11 9-11 Mackenzie Street, Bondi Junction - Construction Zone (A03/2514-04) 50

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 at 9–11 Mackenzie Street, Bondi Junction, along the frontage of Gardiner Street.
- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/22.11 Dudley Page Reserve, Dover Heights - New Year's Eve Special Event (A20/0172) 55

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Dover Heights, in accordance with the Traffic Management Plan attached to the report, subject to the event organisers:
 - (a) Submitting a Traffic Management Plan to Transport for NSW in accordance with the NSW Government *Guide to Traffic and Transport Management for Special Events*.
 - (b) Obtaining NSW Police Force approval.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to approve any modification to the Traffic Management Plan.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the installation of a raised pedestrian crossing in Mitchell Street, North Bondi, south of Oakley Road, in accordance with the plans attached to the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

TC/V.03/22.11 Murriverie Road, North Bondi - Double Centre (BB) Line Marking (A03/0042-04) 86

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs 10 metres of double centre (BB) line marking in Murriverie Road, North Bondi, east of Old South Head Road.
- 2. Changes the 9.5 metres of 'No Parking' on the southern side of Murriverie Road, east of Old South Head Road, to 'No Stopping.'

TC/V.04/22.11 116-118 Blair Street, North Bondi - Loading Zone (A04/0696)...... 89

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Removes the 5.8 metre '1/2P, 8 am–5 pm' parking restriction on the northern side of Blair Street, North Bondi, east of Wairoa Avenue.
- 2. Installs a 7 metre 'Loading Zone, 7 am–5 pm, Mon-Sat' restriction.

TC/V.05/22.11 Military Road and Cadigal Place, Dover Heights - 'No Stopping' Zone (A14/0145) 93

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Stopping' zone 8 metres from the south-east corner of the intersection of Cadigal Place and Military Road, Dover Heights.

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 3.5 metre 'P Motor Bikes Only' zone between the driveways of 43-45 Penkivil Street, Bondi.

TC/V.07/22.11 37 Waverley Crescent, Bondi Junction - Mobility Parking Space (A20/0534) 99

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 6 metre mobility parking space in front of 37 Waverley Crescent, Bondi Junction.

TC/V.08/22.11 124-126 Campbell Parade, Bondi Beach - Construction Zone (A03/2514-04) 103

COUNCIL OFFICER'S PROPOSAL:

That Council:

- Installs an 11.3 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles
 Excepted' construction zone at 124-126 Campbell Parade, Bondi Beach, along the frontage of Hall
 Street.
- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

TC/V.09/22.11	60C Blair Street, North Bondi - Construction Zone (A03/2514-04)	107

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 13 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 60C Blair Street, North Bondi.
- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

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

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs an additional electric vehicle car parking space (signposted 'No Parking, Electric Vehicles Excepted Only While Charging') at each of the following locations already approved for an electric vehicle space:
 - (a) The eastern side of Craig Avenue, east of Diamond Bay Road, Vaucluse.
 - (b) The eastern side of Castlefield Street, outside 15 Castlefield Street, Bondi.
 - (c) The eastern side of Calga Place, south of Macpherson Street, Bronte.
- 2. Moves the approved electric vehicle space at Trafalgar Street, Bronte, east of St Thomas Street, to the west by two car spaces and installs an additional electric vehicle car parking space (signposted 'No Parking, Electric Vehicles Excepted Only While Charging') adjacent.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the locations of the spaces within the same streets if necessary.

COUNCIL OFFICER'S PROPOSAL:

That Council changes the 12 metre 'No Parking, Wedding and Funeral Vehicles Excepted' restriction on the western side of Wellington Street, Bondi, north of Bondi Road outside St Patrick's Catholic Church, to 'No Parking, Wedding and Funeral Vehicles Excepted, 9 am—2 pm Mon—Sat' and 'P15 Min, 2 pm—6 pm Mon—Sat.'

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil

MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE MEETING HELD AT WAVERLEY COUNCIL CHAMBERS, CNR PAUL STREET AND BONDI ROAD, BONDI JUNCTION ON THURSDAY, 27 OCTOBER 2022



Voting Members Present:

Cr P Masselos Waverley Council – Chair

Sgt A Leeson NSW Police – Eastern Suburbs Police Area Command – Traffic Services

Mr V Le Transport for NSW – Network and Safety Services Manager
Mr P Pearce Representing Marjorie O'Neill, MP, Member for Coogee
Ms J Zin Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Mr S Ghosh Transport for NSW – Network and Safety Officer

Cr L Fabiano Waverley Council – Deputy Chair

Mr C Hutcheson Waverley Council – Service Manager, Traffic and Transport

Mr M Almuhanna Waverley Council – Senior Traffic Engineer

Mr K Magistrado Waverley Council – Traffic Engineer

Ms B Wang Waverley Council – Professional Engineer, Traffic and Development

Mr T Williams Waverley Council – Manager, Urban Design and Heritage

At the commencement of proceedings at 10.05 am, those present were as listed above.

Apologies

Apologies were received from Cr T Kay (Deputy Chair) and Mr N Zervos (Executive Manager, Infrastructure Services).

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of Previous Minutes by Council - 29 September 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 29 September 2022 were adopted by Council at its meeting on 18 October 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.01/22.10	27 Salisbury Street, Waverley – Construction Zone.
TC/C.02/22.10	3 Boonara Avenue, Bondi – Construction Zone.
TC/C.03/22.10	1 Belgrave Street, Bronte – Construction Zone
TC/C.04/22.10	Hewlett Street, Bronte Public School - Timed Mobility Parking Space.
TC/C.05/22.10	Busby Lane, Bronte – No Parking Zone.
TC/C.06/22.10	Cuthbert Street and Isabella Street, Queens Park – 'No Stopping' Zone at Intersection.
TC/C.07/22.10	Spring Street, Bondi Junction – Loading and Truck Zone Changes.
TC/V.01/22.10	4 Blake Street, Rose Bay – Construction Zone.
TC/V.02/22.10	40 and 42 Hastings Parade, North Bondi – 'P Motor Bikes Only' Zone.
TC/V.03/22.10	Arthur Street and Military Road, Dover Heights – 'No Stopping' Zones at Intersection.
TC/V.04/22.10	Simpson Street and Hall Street, Bondi Beach – 'No Stopping' Zones.
TC/V.05/22.10	Hardy Street, Rose Bay Secondary College, Rose Bay – Shorten Kiss and Ride Zone (Pick-up/Drop-off 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.01/22.10 27 Salisbury Street, Waverley - 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 Saturday Council Authorised Vehicles Excepted' construction zone outside the frontage of 27 and 25 Salisbury Street, Waverley, and part of the frontage of 25A Salisbury Street.
- 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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.02/22.10 3 Boonara Avenue, Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone outside the frontage of 3 Boonara Avenue, Bondi.
- 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.

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.03/22.10 1 Belgrave Street, Bronte - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 15 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone outside 1 Belgrave Street, Bronte, at the street frontage facing Dickson Street.
- 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.

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.04/22.10 Hewlett Street, Bronte Public School - Timed Mobility Parking Space (A20/0534)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a mobility parking space (8.30 am–4.00pm School Days Only) in front of Bronte Public School east of 11 Hewlett Street, Bronte.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.05/22.10 Busby Lane, Bronte - No Parking Zone (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 12.3 metre 'No Parking' zone on the northern side of Busby Lane, Bronte, south of 33 Chesterfield Parade.

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.06/22.10 Cuthbert Street and Isabella Street, Queens Park - 'No Stopping' Zone at Intersection (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 6.7 metre 'No Stopping' zone on the northern side of Cuthbert Street west of Isabella Street, Queens Park.
- 2. Reduces the length of the existing 'No Stopping' zone on the northern side of Cuthbert Street east of Isabella Street from 7.4 metres to 4 metres.

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.07/22.10 Spring Street, Bondi Junction - Loading and Truck Zone Changes (A04/0696)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves a six-month trial replacement of the existing 'Loading Zone' and 'Truck Zone' restrictions on Saturdays and Sundays with '1/2P Meter Registration, 6.30 am—6 pm Sat—Sun' restrictions in Spring Street between Newland Street and Bronte Road, Bondi Junction, as shown in Figures 3–5 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length of the proposed '1/2P', reinstating either 'Loading Zones' or 'Truck Zones', 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.01/22.10 4 Blake Street, Rose Bay - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone outside the frontage of 4 Blake Street, Rose Bay.
- 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.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.02/22.10 40 and 42 Hastings Parade, North Bondi – 'P Motor Bikes Only' Zone (A21/0065)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 2.9 metre 'P Motor Bikes Only' zone between the driveways to 40 and 42 Hastings Parade, North Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.03/22.10 Arthur Street and Military Road, Dover Heights – 'No Stopping' Zones at Intersection (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs an 11.7 metre 'No Stopping' zone on the western side of Arthur Street, Dover Heights, north of Military Road.
- 2. Installs a 12 metre 'No Stopping' zone on the eastern side of Arthur Street, north of Military Road.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/22.10 Simpson Street and Hall Street, Bondi Beach - 'No Stopping' Zones (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' signs on all legs to the intersection of Hall Street with Simpson Street, Bondi Beach, to reinforce the existing 'No Stopping' zone that is currently delineated by yellow line marking.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.05/22.10 Hardy Street, Rose Bay Secondary College, Rose Bay - Shorten Kiss and Ride Zone (Pick-up/Drop-off Zone) (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Reduces the length of existing 62 metre 'Kiss and Ride, No Parking 8.00 am–9.00 am, 2.30 pm–4.00 pm, School Days Only' zone on the western side of Hardy Street, Rose Bay (outside Rose Bay Secondary College), by 21 metres.
- 2. Extends the existing 73 metre 'Bus Zone 8.00 am–9.00 am, 2.30 pm–4.00 pm, School Days Only' zone on the western side of Hardy Street (outside Rose Bay Secondary College) by 21 metres.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.06/22.10 Brighton Boulevard, North Bondi - Kerb buildout at Campbell Parade (A20/0069)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a kerb buildout on the southern side of Brighton Boulevard, North Bondi, just west of Campbell Parade in accordance with the drawing attached to the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

That Council:

- 1. Installs a kerb buildout on the southern side of Brighton Boulevard, North Bondi, just west of Campbell Parade in accordance with the drawing attached to the report.
- 2. Retains the parklet in its existing location on Brighton Boulevard.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

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

TC/V.07/22.10 Clyde Street, North Bondi - Angle Parking Review (DA-314/2021)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Undertakes a survey of residents in Clyde Street (west of Hardy Street) and Oakes Place, North Bondi, for their views on the angle parking that has recently been installed and provision of passing bays in the narrow section of Clyde Street.
- 2. Reports the outcomes of the survey with any recommendations to the Waverley Traffic Committee for consideration.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to an amendment to clause 1 and the addition of a new clause 3 such that the recommendation now reads as follows:

That Council:

1. Undertakes a survey of residents in Clyde Street (east of Hardy Street) and Oakes Place, North Bondi, for their views on the angle parking that has recently been installed and provision of passing bays in

the narrow section of Clyde Street.

- 2. Reports the outcomes of the survey with any recommendations to the Waverley Traffic Committee for consideration.
- 3. Monitors compliance of existing angle parking spaces concerning the length of vehicles parked in those spaces.

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

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

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC	STATE ELECTORATE OF COOGEE
Nil.	
TC/TEAV	STATE ELECTORATE OF VAUCLUSE
Nil.	
TC/TEACV	ELECTORATES OF COOGEE AND VAUCLUSE
Nil.	
THE MEETIN	IG CLOSED AT 10.27 PM.
	SIGNED AND CONFIRMED MAYOR 15 NOVEMBER 2022

REPORT TC/C.01/22.11

Subject: Bronte Park and Beach - Australia Day 2023 Temporary

Road Closures

TRIM No: A20/0172

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

- 1. Approves the temporary road closures in Bronte for Australia Day on Thursday, 26 January 2023, between 8 am and 8 pm, in accordance with the Traffic Control Plan attached to the report
- 2. Ensures an appropriately qualified officer is present to supervise the setup and operation of traffic control.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to approve modifications to the Traffic Control Plan in consultation with NSW Police and Transport for NSW.

1. Executive Summary

In past years, Council has implemented traffic control measures in Bronte to address traffic conditions during Australia Day. The same measures are proposed for Australia Day 2023.

The measures are shown in the attachment to the report. They are proposed to occur on Australia Day, Thursday 27 January 2023 between 8 am and 8 pm. They are:

- Bronte Road to be one way westbound from Nelson Road to Gardyne Street. Detoured eastbound traffic would be directed to Evans Street and Macpherson Street.
- Closure of Gardyne Street east of Evans Street, Bronte, with access for residents only.
- Closure of Yanko Avenue east of Evans Street, Bronte, with access for residents only.
- Closure of St Thomas Street north of Macpherson Street, Bronte, with access for residents only.
- Bronte Road to be one-way westbound between Nelson Avenue and Gardyne Street.

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

2. Introduction/Background

Australia Day is one of the busiest days of the year for people visiting Bronte Park. In previous years, traffic congestion has been very high due to the significant number of vehicles circulating in search for parking.

The measures proposed protect residential amenity and road safety. Delays to emergency vehicles accessing Bronte Beach if needed are minimised.



3. Technical Analysis

Bronte Road will become one-way westbound, between Nelson Avenue and Gardyne Street on Thursday 26 January 2023 between 8 am and 8 pm. Gardyne Street, St Thomas Street and Yanko Avenue will be open to resident vehicle access.

The following measures are planned on Thursday, 26 January 2023:

- Partial closure of eastbound traffic in Bronte Road at Gardyne Street, Bronte.
- Closure of Gardyne Street at Evans Street, Bronte, with access for residents only.
- Closure of Yanko Avenue at Evans Street, Bronte, with access for residents only.
- Closure of St Thomas Street at Macpherson Street, Bronte, with access for residents only.

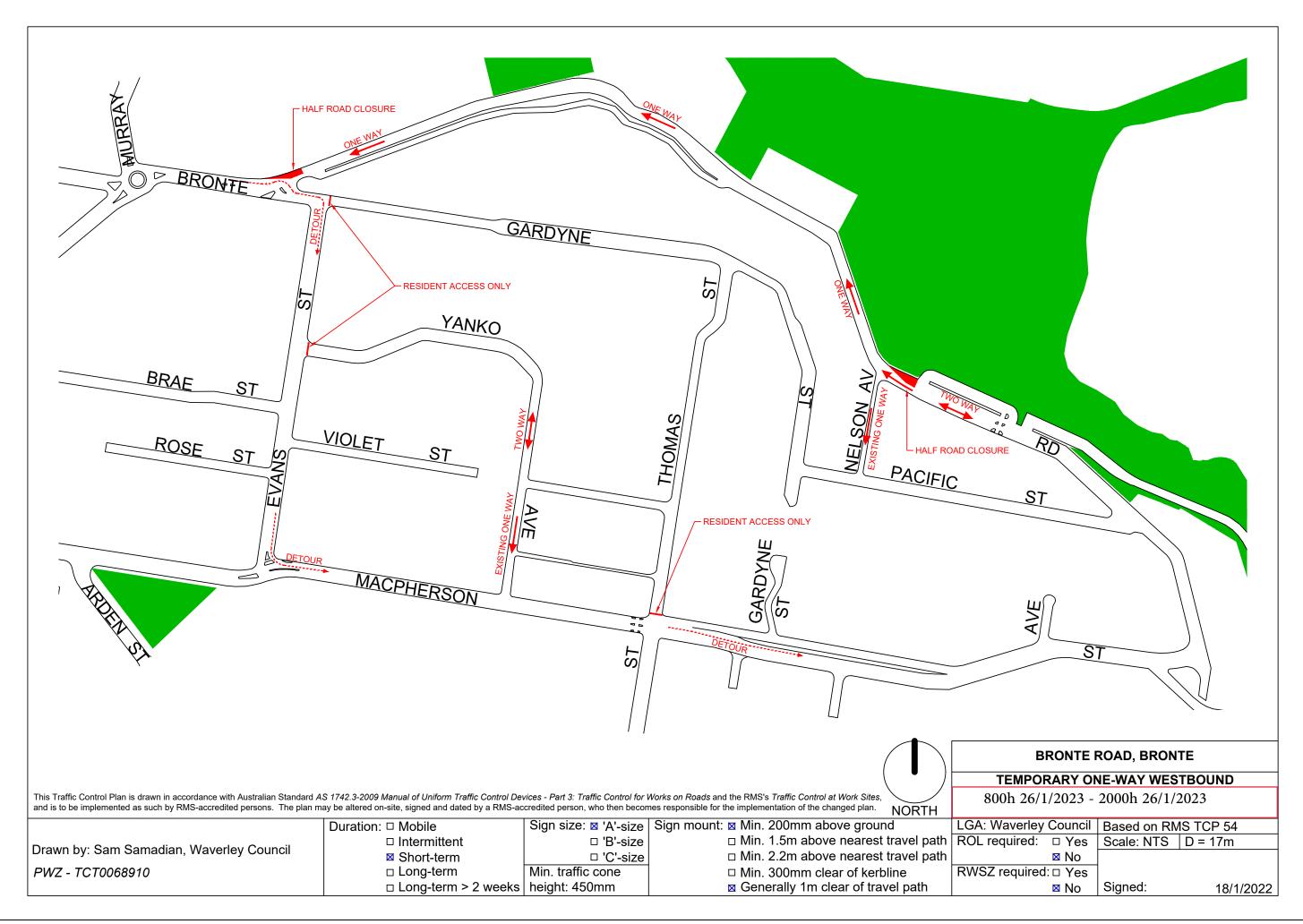
A detour from Bronte Road to access Bronte Beach via Evans Street and Macpherson Street will be in place for the hours that the changes are in place. The associated traffic guidance plan is shown in Attachment 1 of this report.

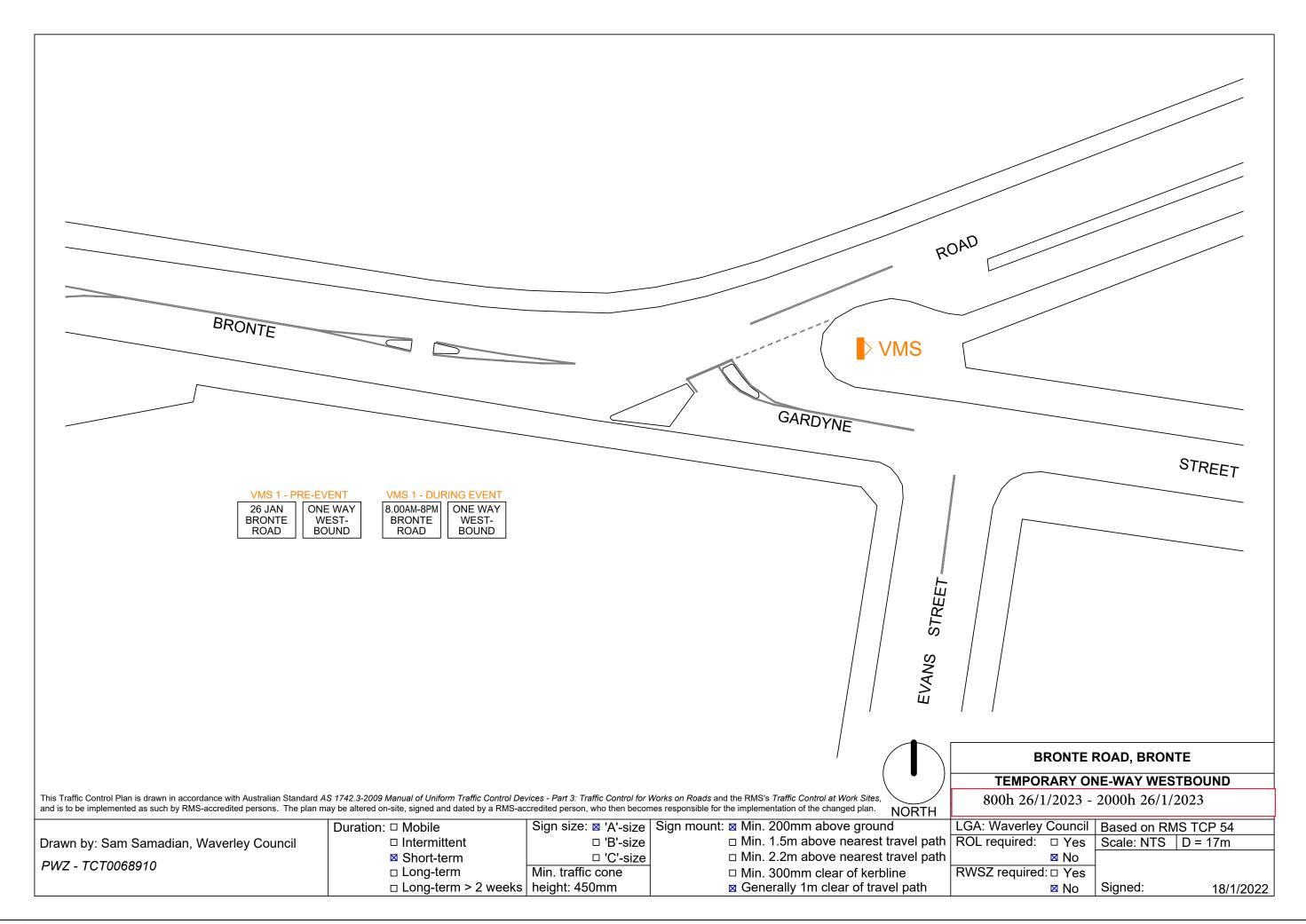
4. Financial Information for Council's Consideration

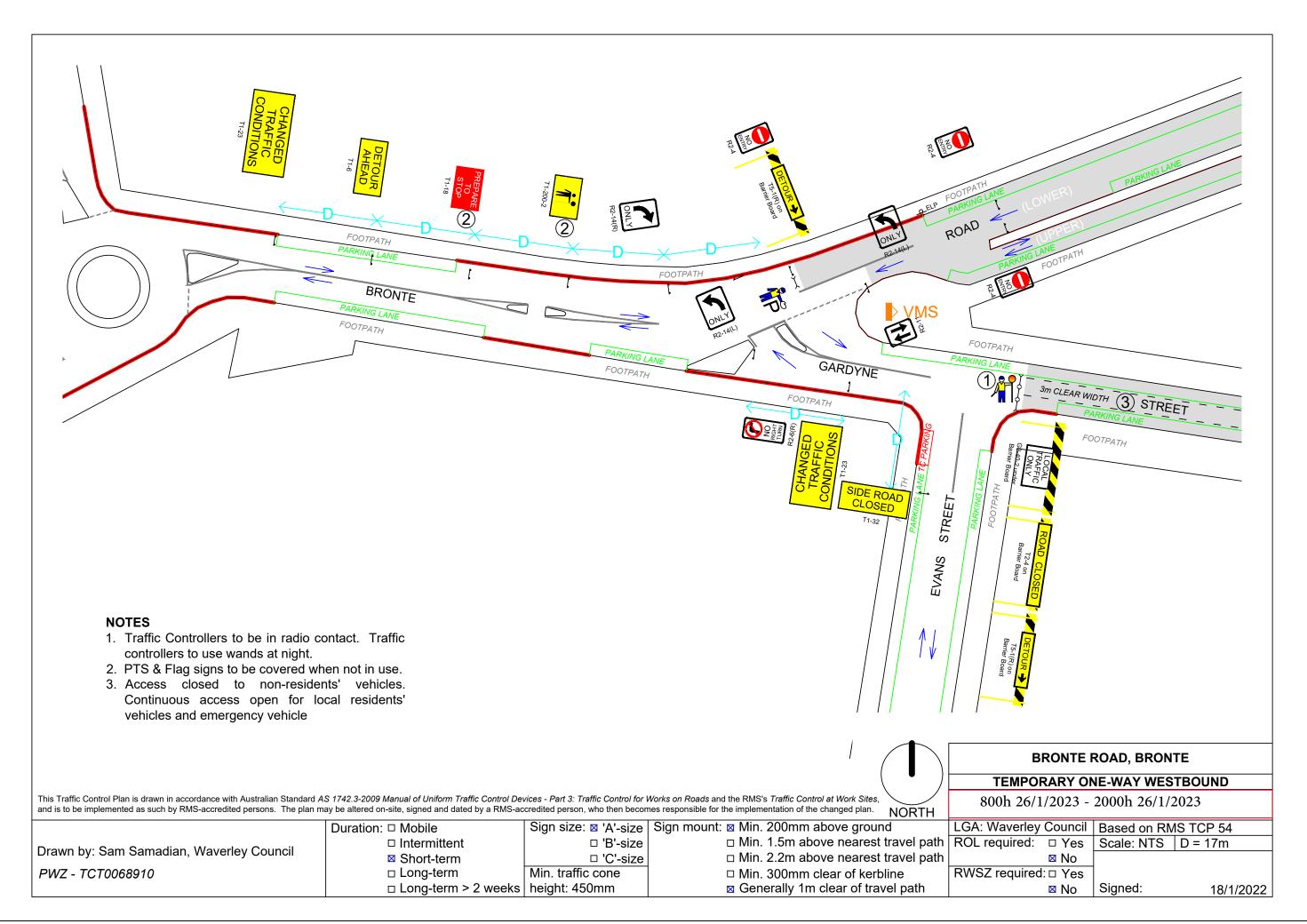
Council will cover the associated costs of traffic control and supervision.

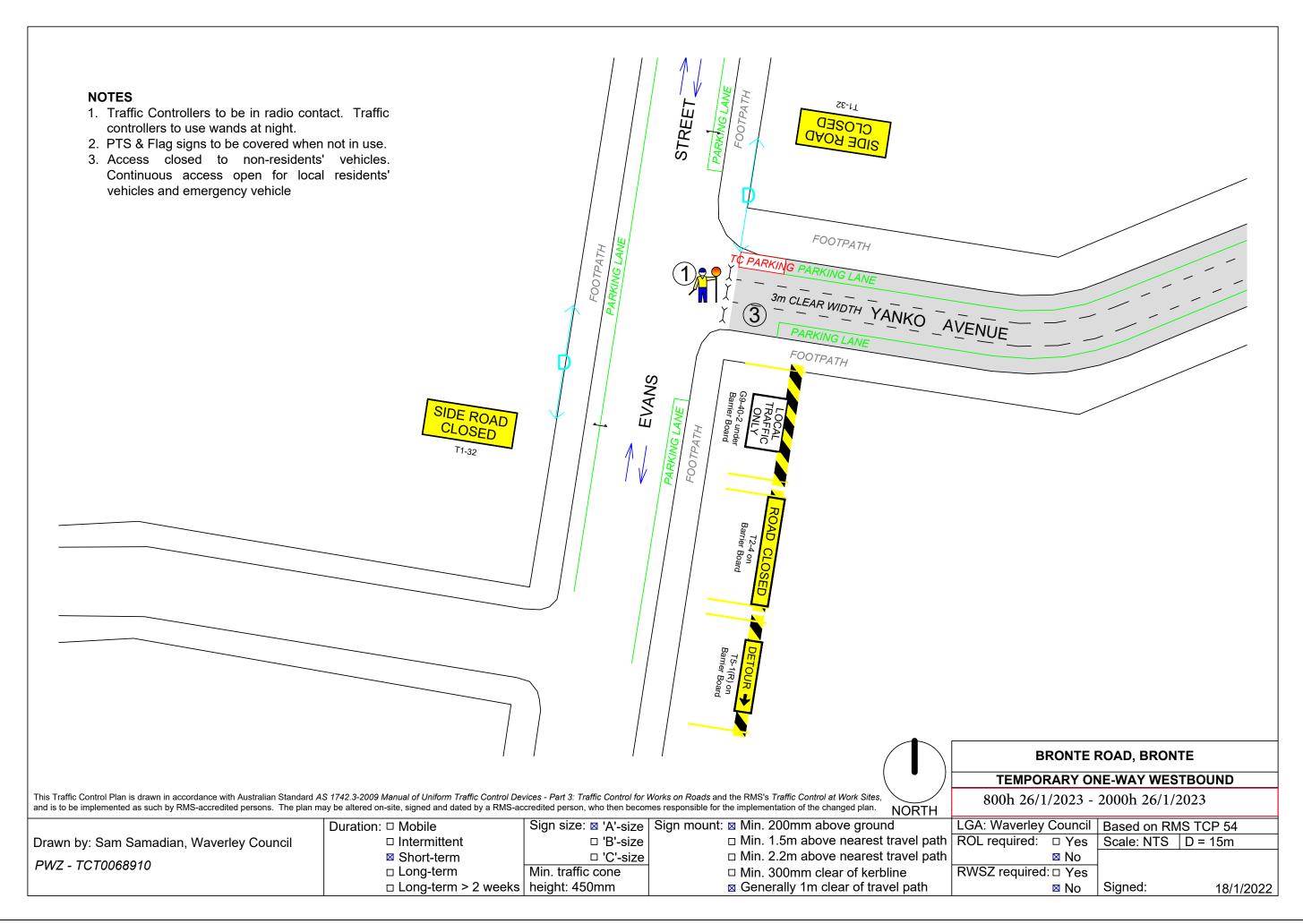
5. Attachments

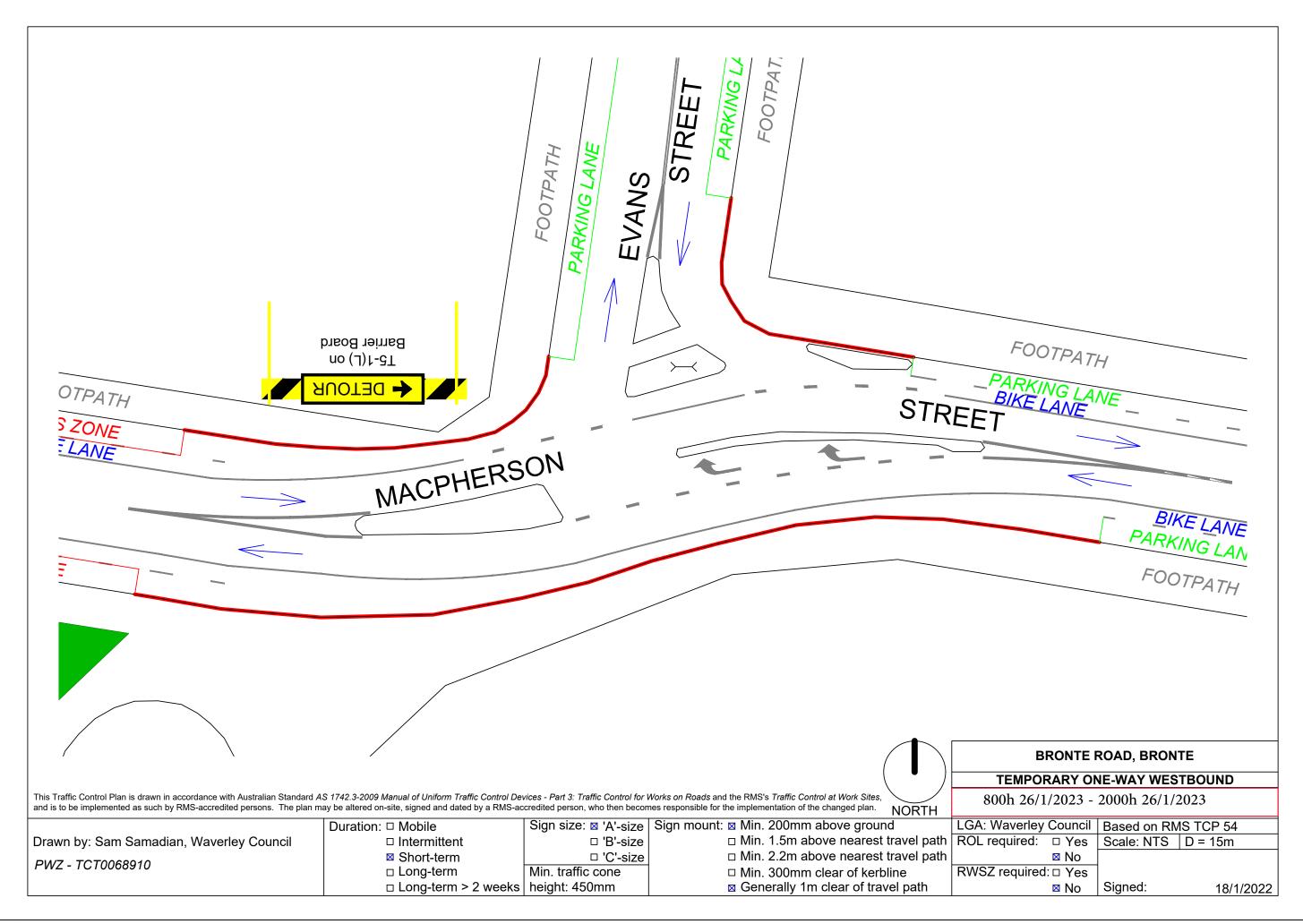
1. Australia Day 2023 - TCP 👃

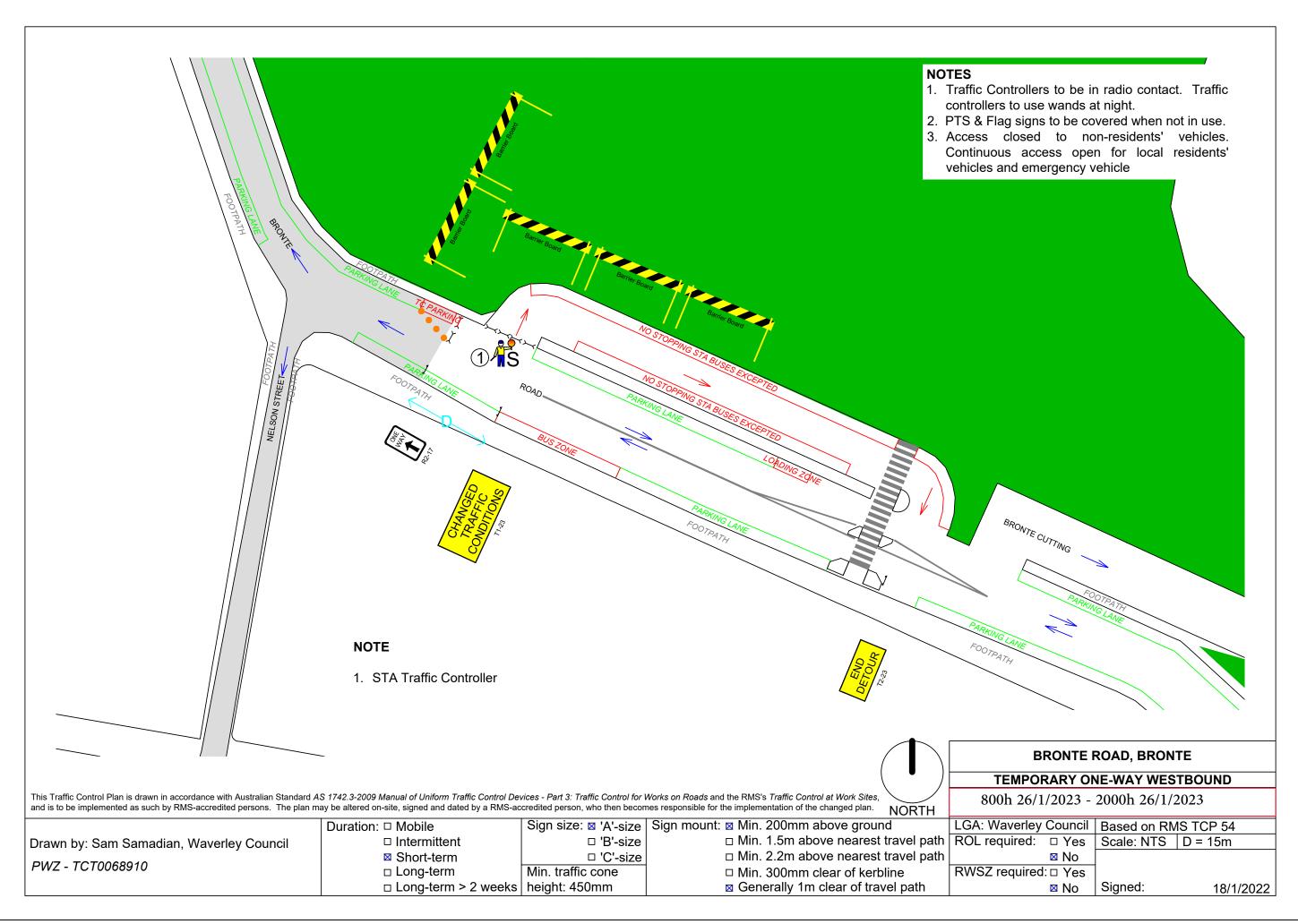


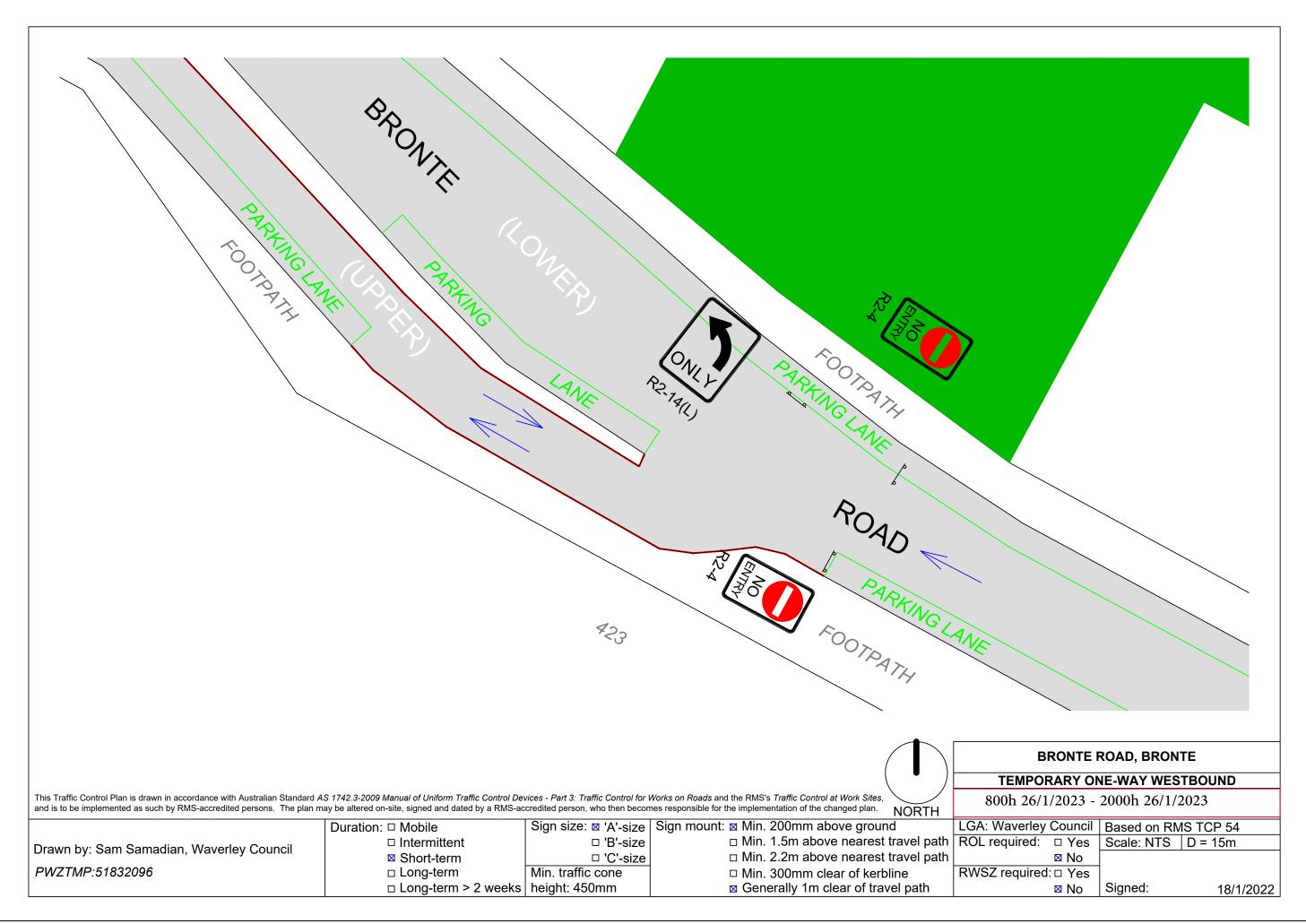


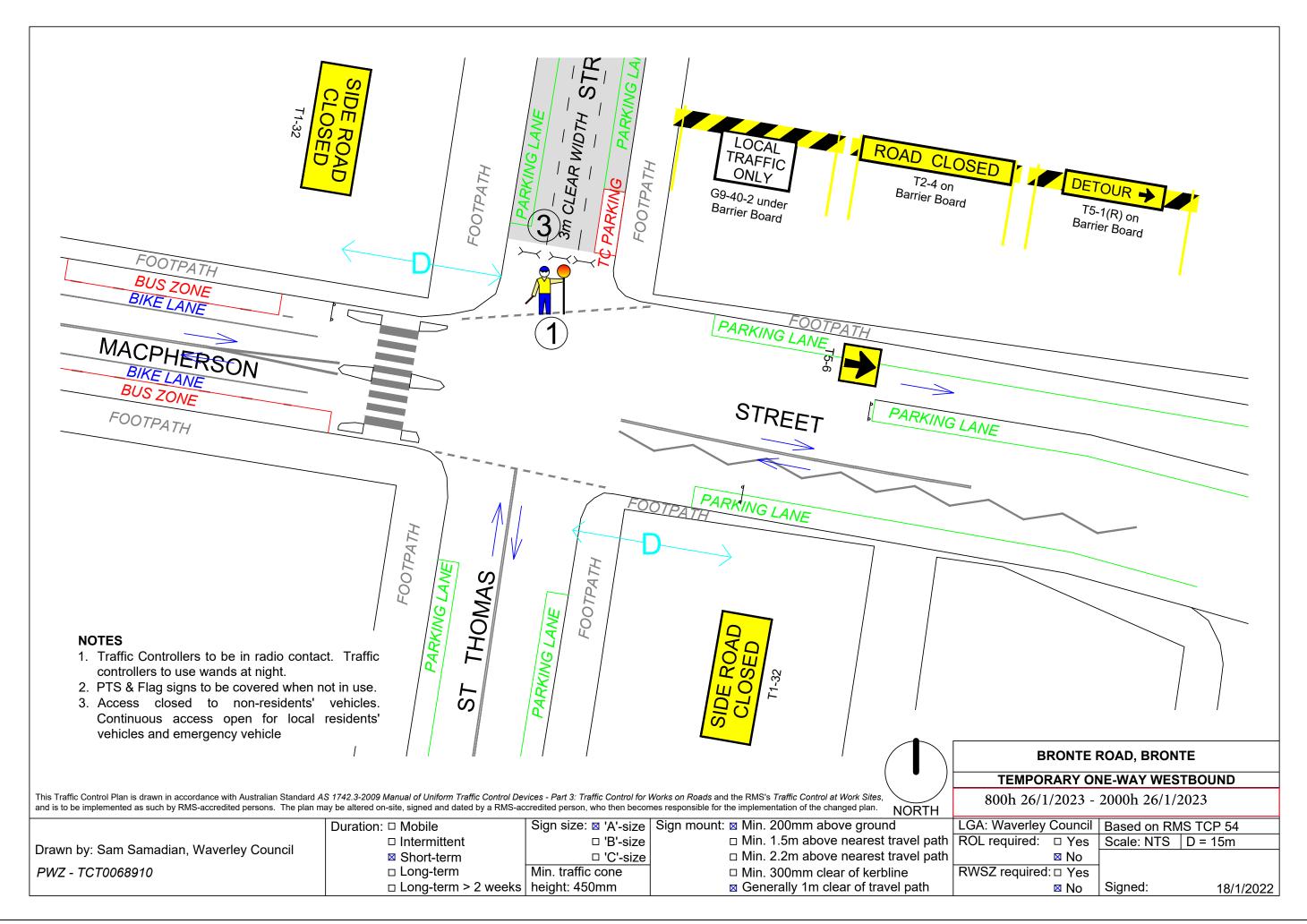












REPORT TC/C.02/22.11

Subject: Resident Parking Scheme Area 25 - Extension

TRIM No: A02/0750

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P 8 am–6 pm, Mon-Sat, Permit Holders Excepted Area 25' parking restrictions in Langlee Avenue, Seaview Street, and the northern section of Henrietta Street between Birrell Street and Victoria Street, Waverley.
- 2. Retains existing parking restrictions in the rest of Area 25.

1. Executive Summary

Council officers have conducted a survey of the part of Resident Parking Scheme Area 25 that currently does not have parking restrictions outside their homes (Area C). The area surveyed is shown in Figure 1. The survey was undertaken to determine the level of support to installing restrictions in their streets.

Surveys were delivered to 980 properties in September 2022. 203 responses were received (21 percent). Of these:

- 65 percent (131 responses) were not in support of a resident parking scheme in their street.
- 35 percent (72 responses) were in support of a resident parking scheme in their street.

Of the responses:

- Residents of Langlee Avenue and Seaview Street strongly supported a resident scheme.
- Residents of Henrietta Street north of Victoria Street supported a resident parking scheme.
- Residents of Gibson Street and Prospect Street were somewhat divided.
- Residents of other streets generally did not support a resident parking scheme.

It is recommended that a resident parking scheme is installed in Langlee Avenue, Seaview Street and Henrietta Street north of Victoria Street as shown in Figure 3. A resident parking scheme is not recommended for the rest of Area 25.

Residents of Langlee Avenue, Seaview Street and the northern section of Henrietta Street that supported a resident parking scheme preferred a '2P, 8am-6pm, Mon – Sat' restriction.

In addition to the surveys, Council has received a petition containing 41 signatures of residents from Gipps Street, Bronte, requesting that Council not proceed with a resident parking scheme in the street. 33 survey



responses to the survey were received from Gipps Street, of which 30 did not support a resident parking scheme being installed in their street. Resident parking restrictions are not recommended for Gipps Street.

Council will need to exercise its delegated functions in order to implement the recommendation.

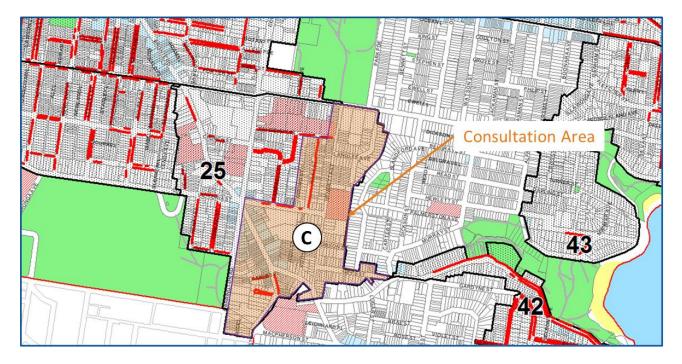


Figure 1. Consultation Area – Area C within Resident Parking Scheme Area 25.



Figure 2. Streets recommended for resident parking restrictions.

2. Introduction/Background

At its meeting on 23 September 2021, Council resolved to consult residents in the north-eastern part of Area 25 and other streets within the Waverley LGA regarding a potential extension of the existing resident parking scheme. This report presents the results of surveys of Area C.

Residents were provided with a fact sheet including resident parking permit eligibility criteria and associated costs. They were also given the option to choose a preferred restriction time if a resident parking scheme was to be implemented.

3. Technical Analysis

Resident survey results and analysis

A survey of 980 residents was conducted in September 2022 with 203 responses received (21%). Of these:

- 65% (131 responses) were not in support of a resident parking scheme.
- 35% (72 responses) were in support of a resident parking scheme.

Figure 3 shows the response by street.

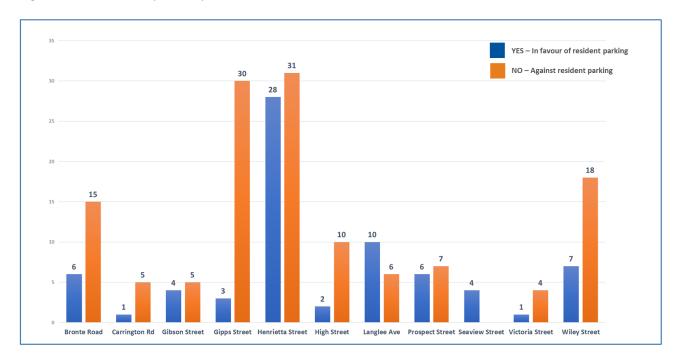


Figure 3. Resident feedback by street.

The breakdown by street reveals two streets that are strongly in support of the proposal. They are Langlee Avenue and Seaview Street. 63% of survey responders from Langlee Avenue and 100% of responders from Seaview Street support a scheme being installed in their streets.

The responses from Henrietta Street have been separated into those north and south of Victoria Street. The section north of Victoria Street experiences parking demands similar to Langley Avenue and Seaview Street. Figure 4 presents the responses.

Henrietta Street residents north of Victoria Street supported the installation of a resident parking scheme in their section of the street, whereas residents south of Victoria Street were divided.

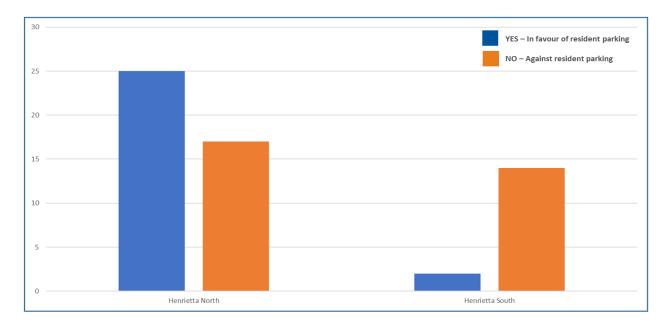


Figure 4. Henrietta Street north and south results.

It is recommended that parking resident parking restrictions are installed in Langlee Avenue, Seaview Street, and the northern section of Henrietta Street between Birrell Street and Victoria Street.

Streets not in support of resident parking

There is division amongst residents of other streets. It is recommended that parking resident parking restrictions in those streets are not introduced.

Timing of restrictions

Residents of Langlee Avenue, Seaview Street, and Henrietta Street North that supported a resident parking scheme preferred a '2P, 8am-6pm, Mon – Sat' restriction.

Off-Street Parking

Access to off street parking was also investigated. Figure 5 presents the survey responders' access to off-street parking spaces filtered by street.

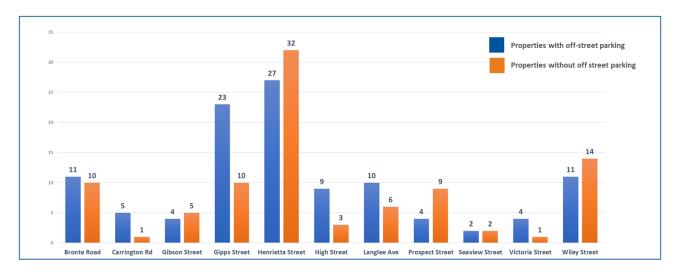


Figure 5. Access to off-street parking by street.

Having access to off-street parking does not necessarily reduce the appetite of residents for resident parking restrictions. There appear to be other factors involved. This could include objections to paying the permit fee, household structures, and restrictions placed on visitors.

Gipps Street Petition

Council received a petition containing 41 signatures of residents from Gipps Street, Bronte, requesting that Council not proceed with the proposed resident parking scheme in the street. Council at its 18 October 2022 meeting resolved that the petition be considered as part of Council's review of resident parking scheme Area C in this report.

33 survey responses were received from Gipps Street, of which 30 did not support a resident parking scheme being installed in their street. Resident parking restrictions are not recommended for Gipps 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

Nil.

REPORT TC/C.03/22.11

Subject: Henrietta Street and Salisbury Street, Waverley -

Continuous Footpath Treatment

TRIM No: A20/0069

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council installs a continuous footpath treatment in Henrietta Street, Waverley, at the intersection of Salisbury Street, in accordance with the plans attached the report.

1. Executive Summary

Council officers have undertaken a review of pedestrian safety at the intersection of Salisbury Street and Henrietta Street, Waverley. The site location is shown in Figure 1.

Students walking to and from Waverley College Junior School off Henrietta Street and students walking between the junior and senior school campuses cross Salisbury Street at Henrietta Street. Local residents also cross at this point.

The existing crossing is characterised by kerb extensions and the northern kerb ramp not aligning with the southern kerb ramp. The pavement in the vicinity of the bike lane in Henrietta Street is in poor condition.

The installation of the continuous footpath treatment to improve the safety of pedestrians crossing Salisbury Street is recommended. The poor pavement condition in the vicinity of the crossing will be replaced as part of the works. Figure 2 shows the layout of the crossing. Concept design plans are attached.

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



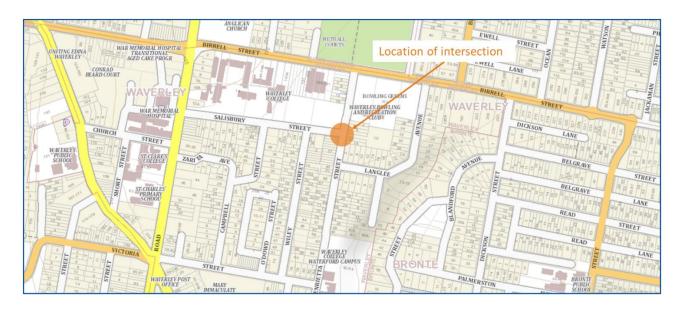


Figure 1. Site location.



Figure 2. Concept design of continuous footpath treatment.

2. Introduction/Background

There are considerable volumes of students walking along Henrietta Street to and from Waverley College Junior School off Henrietta Street before and after school. Student groups from the school also walk to and from the senior school campus via Henrietta Street and Salisbury Street, particularly when undertaking sports activities.

The existing crossing requires an upgrade to improve safety and repair the pavement condition.

3. Technical Analysis

Figure 3 shows the swept path of an 8.8 metre Council service vehicle turning right from Salisbury Street onto Henrietta Street. It shows minor encroachment of body clearance on the verge the eastern side of Henrietta Street.

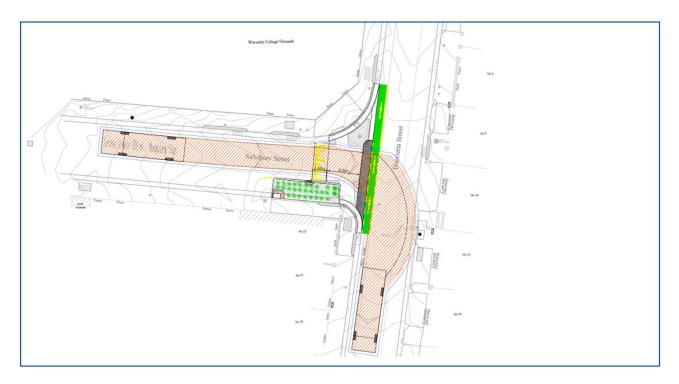


Figure 3. Swept path of Council service vehicle turning right from Salisbury Street to Henrietta Street.

Transport for NSW (RMS) Technical Direction 2013/05 - Continuous Footpath Treatments provides guidance on continuous footpath treatments. It advises that a continuous footpath treatment should only be considered where it meets the criteria outlined below in Table 1.

Table 1. RMS Technical Direction to Continuous Footpath Treatments. (TDT2013/05)

Item	RMS Guide	Compliance
Measured vehicle flow per hour	Typically no more than 45 vehicles per hour moving through the intersection to be treated. There should be few, if any, heavy vehicles frequenting the intersection. Measured vehicle flows apply for three periods of one hour in any day. This measure should capture the busiest traffic flows that occur at that location.	Vehicle flows are low. A 15 minute vehicle count at the intersection was undertaken from 3.15pm to 3.30pm on 10 November 2022. 22 cars turned right into Henrietta Street from Salisbury Street. This is the peak associated with school traffic. Hourly flows would be around 30 to 35 vehicles.
Measured pedestrian flow per hour	No minimum. Continuous footpath treatments may be implemented to encourage pedestrian activity or to reduce the car-dominant appearance of an area. Baseline measured pedestrian flows will be irrelevant in these instances.	Pedestrian flows vary during the day. Groups of 10 to 20 school children walk between the school campuses. Around 60 to 70 students walk to and from the junior campus via Henrietta Street before and after school. Similarly, the schools have advised that whole years walk this route to join school assemblies. A 15 minute pedestrian count at the intersection was undertaken from 3.15pm

		to 3.30pm on 10 November 2022. This is the normal peak time after end of classes at Waverley College. 18 pedestrians were seen crossing at the location of the proposed continuous footpath treatment.
Risk assessment	If a continuous footpath treatment is being considered, the location will already have been identified as one where it is appropriate to provide pedestrian priority. A risk assessment, ie identification of types of people using the path, types of vehicles, sight lines, etc, will help to inform the facility's design to ensure the treatment is safe and effective.	The location provides pedestrian priority for students travelling between the junior and senior campus of Waverley College.
Type of intersection	A continuous footpath treatment can be used on any type of intersection other than a signalised intersection. However, careful consideration may be needed if implementing the treatment at four way intersections as the gap required by vehicles crossing the main street will be increased because they have to slow down to traverse the continuous footpath treatment.	Satisfied. Intersection is a T-configuration and un-signalised.
Direction of	Ideally, traffic would be one way into the side	Satisfied. Salisbury Street is one way
traffic	street.	eastbound. And Henrietta Street is one
Maximum	However, this is not mandatory as it may place undue restrictions on the implementation of continuous footpath treatments and/or unduly complicate traffic flow in the area. Consideration needs to be given to the movement of traffic on the main street. Depending on the specific location, it may be appropriate to limit turning movements on the side street to left in/left out to minimise impacts on main traffic flow.	way southbound.
Maximum	The driveway laybacks must be no wider than	Satisfied.
width of crossing	7m. This will constrain the available space while	
point	still allowing width for two motor vehicles to	
	pass each other if required.	
	Where the side street is significantly wider	
	than 7m, additional treatments may be required to constrain the intersection so	
	drivers do not think they have the full width of	
	the street in which to manoeuvre, for example	
	bollards or appropriate street plantings.	
Effective	10 kilometres per hour or less.	Satisfied.
speed of vehicles	This is the speed of vehicles entering and	
traversing	exiting the side street once the continuous footpath treatment has been installed. The	
the footpath	use of driveway laybacks and stop or give way	
	signs on exit should help to achieve this	

	speed.	
Signage	Stop, give way or a pedestrian warning signage should be provided on the side street if vehicles are exiting the side street over the continuous footpath treatment.	Satisfied. Stop sign to be installed at the start of the ramp.
Shared zones	A continuous footpath treatment may be used as part of the threshold treatment for a shared zone. In these cases, the maximum width requirement for the intersection is waived as the 10 kilometre per hour speed limit and other measures will help to calm the traffic and minimise conflict.	Not applicable. A shared zone is not proposed.

4. Financial Information for Council's Consideration

Renewal of assets at this location have been included in the SAMP allocation for 2022–23 Financial Year Capital Works Budget. It is prudent to undertake the upgrade instead of like-for-like replacement.

5. Attachments

1. Salisbury Street, Corner of Henrietta Street - Continuous Footpath Plans $\underline{\mathbb{J}}$

Waverley Traffic Committee 24 November 2022

SALISBURY STREET, CORNER OF HENRIETTA STREET CONTINUOUS FOOTPATH

SALISBURY ST earmale

DRAWING SCHEDULE

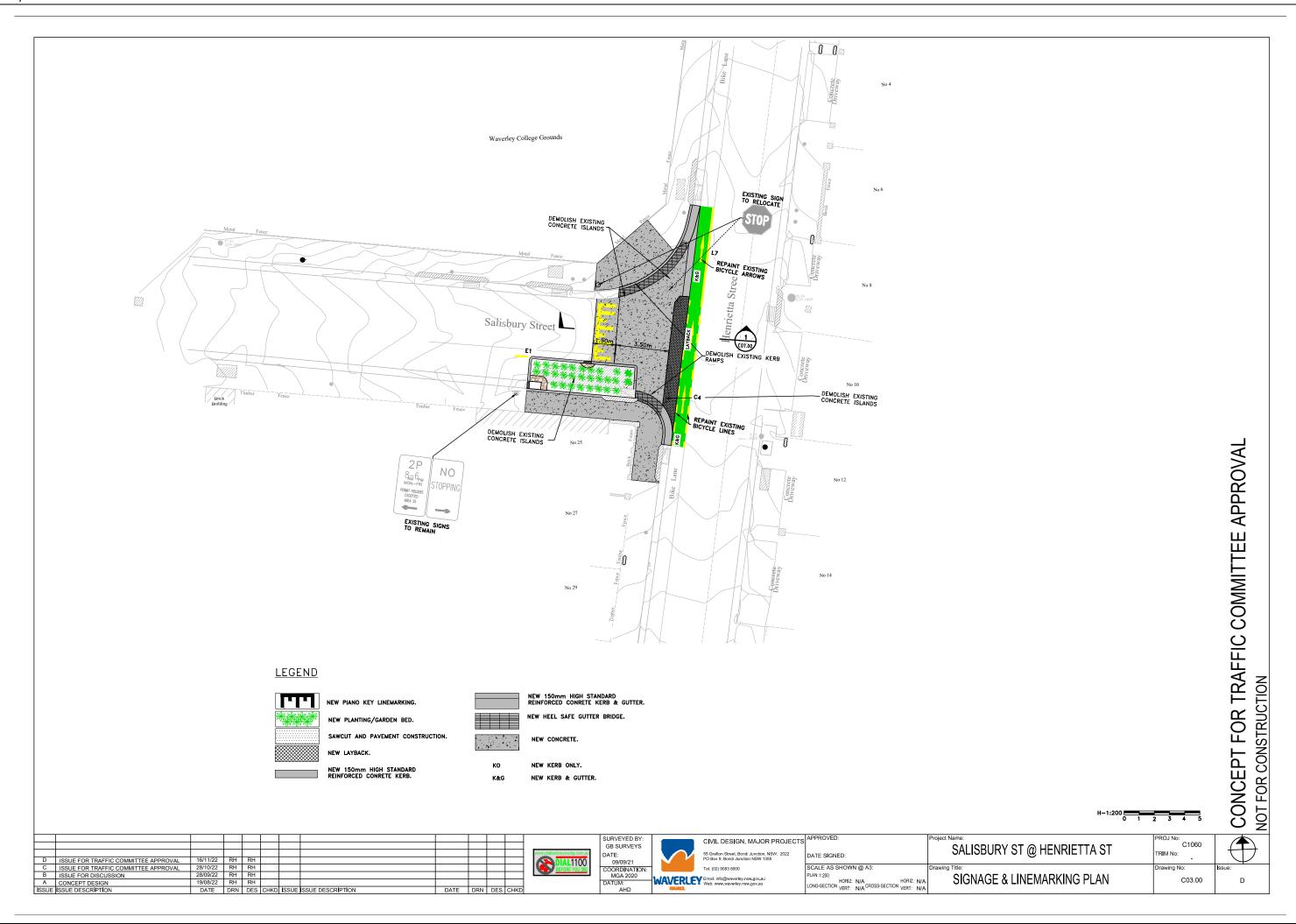
DRAWING #	DRAWING NAME	REV	DATE
C01.00	COVER SHEET & DRAWING SCHEDULE	D	16/11/2022
C03.00	SIGNAGE & LINEMARING PLAN	D	16/11/2022
C03.01	TURNING PATHS - 8.8m VEHICLE	C	28/10/2022
C07.00	TYPICAL CROSS SECTION	Α	28/10/2022

CONCEPT FOR TRAFFIC COMMITTEE APPROVAL NOT FOR CONSTRUCTION

SITE LOCATION PLAN

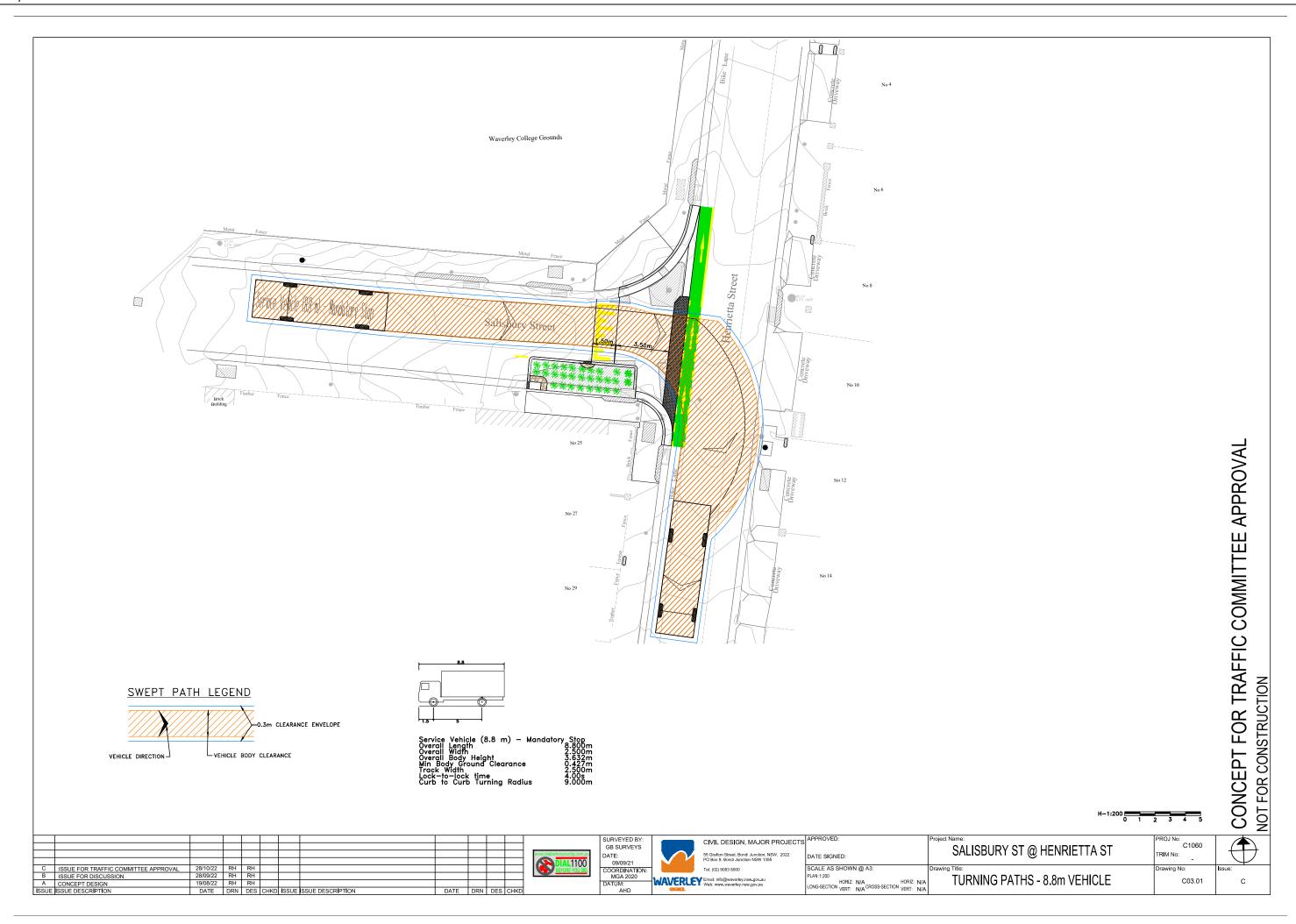
TC/C.03/22.11- Attachment 1

Waverley Traffic Committee

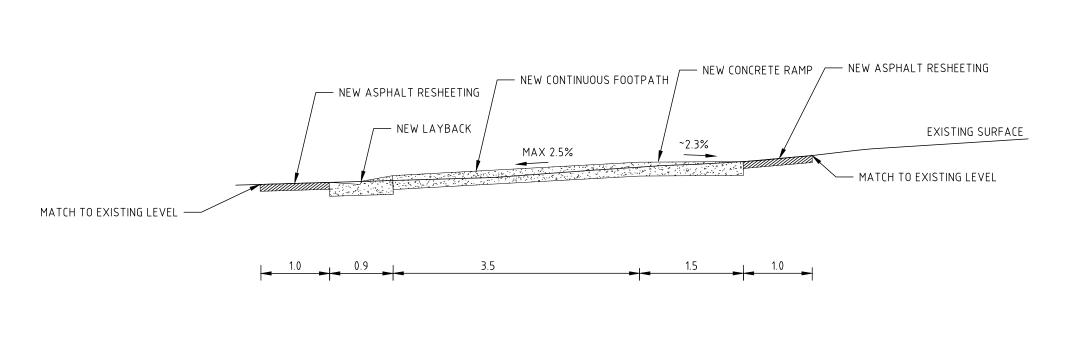


TC/C.03/22.11- Attachment 1

Waverley Traffic Committee 24 November 2022



TC/C.03/22.11- Attachment 1





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WAVERLEY

REPORT TC/C.04/22.11

Subject: Dickson Lane and Dickson Street, Bronte - 'No Stopping

Zone' Modification

TRIM No: A14/0145

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council reduces the length of the 10 metre 'No Stopping' zone on the northern side of Dickson Lane, Bronte, east of Dickson Street, to 7.9 metres

1. Executive Summary

Council has received representations from a resident to review the parking restrictions at the intersection of Dickson Street and Dickson Lane, Bronte (See Figure 1).

The statutory 10 metres of No Stopping restriction has been signposted on the northern side of Dickson Lane east of Dickson Street. It is proposed to reduce this to 7.9 metres. Figures 2 and 3 show the existing and proposed No Stopping restrictions.

The existing No Stopping zone is 3.3 metres west to the driveway of 209 Birrell Street in Dickson Lane. Cars are found parking illegally in that 3.3 metres of street parking and sometimes blocking driveway access to 209 Birrell Street.

The reduction of the No Stopping zone will leave 5.4 metres of street parking available between the No Stopping zone and the driveway to 209 Birrell Street.



Figure 1. Site location.



Figure 2. Existing 'No Stopping' zone.



Figure 3. Proposed 'No Stopping' zone.

2. Introduction/Background

Council has received representations from a resident to review the parking restrictions at the intersection of Dickson Street and Dickson Lane, Bronte.

Dickson Lane is a two-way laneway with one travel lane and closed at its eastern end.

The statutory 10 metre of 'No Stopping' is currently signposted on the northern side of Dickson Lane east of Dickson Street.

3. Technical Analysis

An assessment of the reduction of the 'No Stopping' at the intersection to 7.9 metres has been completed in accordance with Transport for NSW (TfNSW) Technical Direction TTD 2014/005 'Statutory 10 m 'No Stopping' at unsignalised intersections review checklist (see Table 1). The proposed restrictions comply with the technical direction.

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

Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections (Technical Direction 2014/005)

Site: Dickson Street and Dickson Lane (north side), Bronte

Traffic Committee: November 2022 Date of assessment: 08 November 2022

Name: Beryl Wang

Voc	No	Comment
162	INO	Comment
n.a.		Not required
٧		Not applicable
		Retaining wall opposite
٧		Dickson Lane:
		5 metres minimum required
		> 50 metres available (determined on site)
٧		Dickson Street southbound:
		29.4 metres minimum required
		37.6 metres available
		Dickson Street northbound:
		35.8 metres minimum required
		> 50 metres available
٧		Dickson Street southbound:
		30.2 metres minimum required
		37.6 metres available
		Dickson Street northbound:
	V V	n.a. V

		16.8 metres minimum required
		> 50 metres available
Turning paths	٧	Can accommodate Council's waste vehicles
Public transport	n.a.	-
Emergency vehicle access	٧	ОК
Angle parking manoeuvres	n.a.	-

Figure 4 shows the swept path for Council waste service vehicles. It shows that the proposed 'No Stopping' zone does not adversely impact waste vehicle movements.



Figure 4. Swept path for Council waste vehicle turning left from Dickson Street onto Dickson Lane.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/C.05/22.11

Subject: 52 Albion Street, Waverley - Construction Zone

TRIM No: A03/2514-04

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

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 at 52 Albion Street, Waverley, along the frontage of Wallace Street.

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 52 Albion Street, Waverley, for the installation of a construction zone along the frontage at Wallace Street. The site location is shown in Figure 1.

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

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





Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am—5 pm Mon—Fri, 8 am—3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 30.5 metres on Wallace Street. The applicant has requested a 9 metre construction zone along the frontage on Wallace Street. Council officers propose to install 9 metre construction zone. The existing and recommended parking allocation is shown in Figure 3 below.

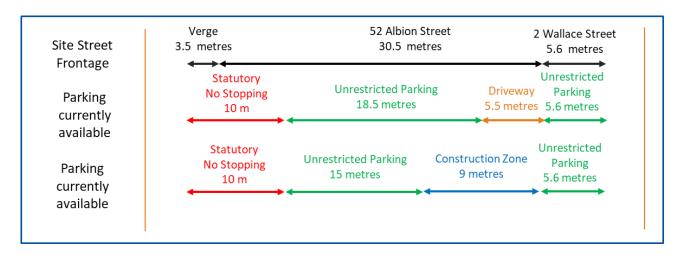


Figure 3. Parking Controls

Table 1. Application details.

Applicant	Madan Rijal		
Development application	DA-114/2021/1/A		
Works	Modification to alter internal layout, deck, windows, raise floor		
	levels, excavation for lower ground floor addition and various		
	other alterations		
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday		
Frontage length	30.5 metres		
Road	Wallace Street		
Existing parking	No parking restrictions		
Length requested by applicant	9 metres		
Length to be signposted	9 metres		
Effective construction zone - Total	9 metres		
length available for construction			
Duration	23 weeks		
Fee area	Low density residential		

Signage

The proposed signage is shown below.



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 Wallace Street construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 9 metres made available for construction vehicles will be \$648 per week during the 2022/23 financial year. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees (2022/23 financial year).

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	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)	per metre			
- Parallel parking	per week	0	\$100.00	\$0.00
- Angle parking		0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees) - 5.5 metres per unmarked parallel space - 2.8 metres per unmarked angle parking space	per space per week	0	\$400.00	\$0.00
			Weekly Fee	\$648.00

5. Attachments

Nil.

REPORT TC/C.06/22.11

Subject: 9-11 Mackenzie Street, Bondi Junction - Construction Zone

TRIM No: A03/2514-04

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone at 9–11 Mackenzie Street, Bondi Junction, along the frontage of Gardiner Street.

- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer associated with a development at 9-11 Mackenzie Street, Bondi Junction, for the installation of a construction zone along the rear frontage of the site (Gardiner Street). Figure 1 shows the site location.

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

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





Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. 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 Gardiner Street. The applicant has requested a 12 metre construction zone along the frontage on Gardiner Street. Council officers propose to install 12 metre construction zone. The existing and recommended parking allocation is shown in Figure 3 below.

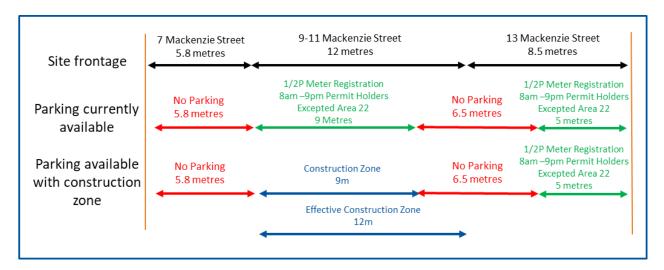


Figure 3. Parking Controls

Table 1. Application details.

Applicant	Andrew Simpson		
Development application	DA-295/2021		
Works	Demolition of dual occupancy and construction of a new three		
	storey dwelling house with integrated parking		
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday		
Frontage length	12 metres		
Road	Gardiner Street		
Existing parking	1/2P Meter Registration 8am-9pm Permit Holders Excepted Area		
	22		
Length requested by applicant	12 metres		
Length to be signposted	12 metres		
Effective construction zone - Total	12 metres		
length available for construction			
Duration	13 Weeks		
Fee area	Medium Density Residential		

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 Gardiner Street construction zone.



Figure 4. Notification area (hatched).

Signage

The proposed signage is shown below.

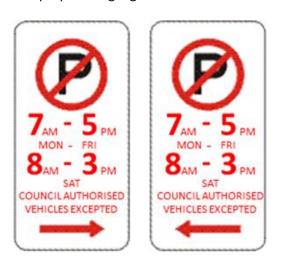


Figure 5. Proposed signage.

4. Financial Information for Council's Consideration

The cost to the applicant for the 12 metres made available for construction vehicles will be \$1,518 per week during the 2022/23 financial year. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees (2022/23 financial year).

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	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)	per metre			
- Parallel parking	per week	0	\$100.00	\$0.00
- Angle parking		0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)		1.6	\$400.00	\$654.55
- 9 metres at 5.5 metres per unmarked parallel space	per week	1.0	34 00.00	ŞU34.33
			Weekly Fee	\$1,518.55

5. Attachments

Nil.

REPORT TC/V.01/22.11

Subject: Dudley Page Reserve, Dover Heights - New Year's Eve

Special Event

TRIM No: A20/0172

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

- 1. Approves the traffic arrangements for the New Year's Eve event at Dudley Page Reserve, Dover Heights, in accordance with the Traffic Management Plan attached to the report, subject to the event organisers:
 - (a) Submitting a Traffic Management Plan to Transport for NSW in accordance with the NSW Government *Guide to Traffic and Transport Management for Special Events*.
 - (b) Obtaining NSW Police Force approval.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to approve any modification to the Traffic Management Plan.

1. Executive Summary

Council has prepared a Traffic Management Plan (TMP) for the New Year's event to be held at Dudley Page Reserve on 31 December 2022 (see Figure 1). The event is an annual event that was last held in 2021.

The Traffic Management Plan is similar to the 2021 event, except for Military Road which will not be closed this year. Temporary event clearways will remain in place along Military Road to ensure traffic flow and access for buses.

It is anticipated that this change will reduce congestion in the backstreets off Military Road as vehicles will no longer be filtered to residential streets. It is recommended that the Traffic Management Plan (TMP) attached to this report be endorsed.

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

TC/V.01/22.11 Page 55



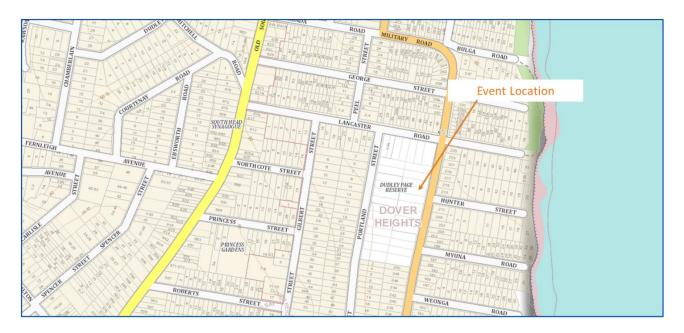


Figure 1. Event Location.

2. Introduction/Background

New Year's Eve celebration at Dudley Page Reserve is an annual event that attracts more than 2,500 visitors. Council has prepared a Traffic Management Plan (TMP) that outlines the traffic arrangements proposed to manage traffic during the event hours.

3. Technical Analysis

The attached Traffic Management Plan (TMP) proposes that road closures and clearways are undertaken at the locations shown in the table below. The only change to last year's Traffic Management Plan is that Military Road will not be closed this year.

Table 1. Proposed road closures and clearways schedule for Dudley Page.

Special Event 1 - Dudley Page Reserve closures					
Description	Locations				
Primary Road Closures	Victory Street between Portland Street & Gilbert Street				
	Blake Street between Portland Street & Gilbert Street				
Partial Road Closures	Partial Closure - Gilbert Street (South) closed to soutbound traffic at Victory				
	Partial Closure - Blake Street (westbound) from Military Road to Portland				
	Partial Closure - Blake Street (eastbound) from Old South Head Road to				
	Partial Closure - Portland Street (Southbound) from Lancaster Road (6pm-				
	Partial Closure - Portland Street (Northnound) from Blake Street (6pm-				
	Note: STA buses and Emergency vehicles excepted				
	Note: Resident access will be allowed at the discretion of police while it is				
	safe to do so.				
Clearways	Both sides of Military Road between Blake Street and Kobada Road				
	Lancaster Road (South Side) between Military Road and Portland Street				
	Blake Street (North Side) between Military Road and Portland Street				
	Portland Street (east side) between No.2 Portland Street and Blake Street				
	(4pm - 7:30pm)				

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4. Financial Information for Council's Consideration

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

5. Attachments

1. Dudley Page Reserve -Traffic Management Plan 2022 🗓

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TRAFFIC MANAGEMENT PLAN

Waverley Council Community New Year's Eve Events

Dudley Page Reserve and viewing corridors

Saturday 31st December 2022



Revision 8, 26 October 2022

1

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Traffic Management Plan Details

Event Date: Saturday 31st December 2022

Event Time: 6pm Saturday 31/12/2022 to 12:30am Sunday 1/1/2023

Event Organiser: Waverly Council

Document Author: Calum Hutcheson / Malik Almuhanna

Road Closures and Special Event Clearways

Special Event 1 - Dudley	Special Event 1 - Dudley Page Reserve closures					
Description	Locations					
Primary Road Closures	Victory Street between Portland Street & Gilbert Street					
	Blake Street between Portland Street & Gilbert Street					
Partial Road Closures	Partial Closure - Gilbert Street (South) closed to soutbound traffic at Victory Street					
	Partial Closure - Blake Street (westbound) from Military Road to Portland Street					
	Partial Closure - Blake Street (eastbound) from Old South Head Road to Gilbert Street					
	Partial Closure - Portland Street (Southbound) from Lancaster Road (6pm-7:30pm)					
	Partial Closure - Portland Street (Northnound) from Blake Street (6pm-7:30pm)					
	Note: STA buses and Emergency vehicles excepted					
	Note: Resident access will be allowed at the discretion of police while it is safe to do so.					
Clearways	Both sides of Military Road between Blake Street and Kobada Road					
	Lancaster Road (South Side) between Military Road and Portland Street					
	Blake Street (North Side) between Military Road and Portland Street					
	Portland Street (east side) between No.2 Portland Street and Blake Street (4pm - 7:30pm)					



Approvals

New South Wales Police: Date: t.b.a.

Roads & Maritime Services: Date: t.b.a.

Waverly Council: Date: t.b.a.

Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities, becomes the prime document detailing the traffic, transport, and pedestrian arrangements under which the Dudley Page Reserve New Year's Eve Event will operate.

In case of emergencies, or for the management of incidents, the NSW Police is not subject to the conditions of this TMP but should endeavour to inform other agencies of the nature of the incident and the Police response.

Planning Contacts

Organisation	Contact	Email
Waverley Council	Johnathan Thompson	johnathan.thompson@waverley.nsw.gov.au
Eastern Suburbs Police Area Command	Duty Officer	eastsubtraffic@police.nsw.gov.au
Eastern Region, State Transit	Bushara Gidies	Bushara.Gidies@transdevjohnholland.com.au
NSW Transport Management Centre	Lenka Kleintova	Lenka.Kleint@ transport.nsw.gov.au



Special Event Overview

1) Objectives

- a) To ensure that special event road closures and clearways in the Traffic
 Management Plan are conducted safely with minimum disruption to the community.

 The special events and areas are:
 - i) Dudley Page Reserve
 - ii) Caffyn Park
- b) To comply with requirements of Occupational Health & Safety Act 2000.
- c) To isolate the event from traffic.
- d) To manage reduced capacity of road system.
- e) To minimise traffic impact on non-event community & emergency services.

2) Description

Dudley Page Reserve Special Event (Figures 1 to 4):

An area of the reserve will be fenced off with patron access only. The event will provide patrons with a managed event area to view the harbour activities. The event will be held from 6pm to 12:30am.

- a) The following streets will be fully closed from around 6 pm to most traffic and should be treated as a shared zone:
 - i) Victory Street between Portland Street & Gilbert Street.
 - ii) Blake Street between Portland Street & Gilbert Street.

NOTE: High order closures will be in place on Victory Street and Blake Street from 7pm.

- b) The following streets will be partially closed from around 6 pm to most traffic and should be treated as a shared zone (STA buses and Emergency vehicles excepted):
 - iii) Gilbert Street (South) closed to southbound traffic at Victory Street.
 - iv) Blake Street (westbound) from Military Road to Portland Street.
 - v) Blake Street (eastbound) from Old South Head Road to Gilbert Street.
- c) The following streets will be partially closed from around 6pm 7:30pm to most traffic and should be treated as a shared zone (STA buses and Emergency vehicles excepted):
 - vi) Portland Street (Southbound) from Lancaster Road.
 - vii) Portland Street (Northbound) from Blake Street.

Residents will be notified of the event through letterbox drops and newspaper notification two weeks prior.



3) Public Transport

- a) STA bus routes on Military Road and Portland Street will be allowed through the road closure under caution of increased pedestrian movement. The effected road should be treated as a shared zone. Arrangements will be made for a bus storage area at the intersection of Hunter St and Military Rd for south bound buses. This is to allow for greater safety at the entrance to the event. STA has approved the proposed bus storage area.
- b) Council, STA, and Police require the TCP's shown in the TMP to aid in the safe management of the public and public transport.
- 4) Traffic Control Police and contractors will implement the Traffic Control Plans.
- **5) Detours** Detours will be in place along roads accessing Gilbert Street, Portland Street, Blake Street and Victory Street.
- **6) Clearways** Clearway zones will be in place around Dudley Page Reserve, Military Road, Blake Street and Lancaster Road.
- 7) Access An emergency access lane will be maintained along Military Road.
- 8) Security Security will always be on site.
- 9) Execution This Traffic Management Plan has been developed in consultation with Waverly Council, NSW Police and STA. It will be implemented on the night under the supervision of NSW Police.
- 10) Roads and Maritime Services authorisation of road closures is required.
- **11) Waverly Council** is to approve the final event arrangements via the Local Traffic Committee and impose appropriate conditions to conduct the event.
- 12) Notification of Road Closures Road closures will be advertised through:
 - a) Local Newspapers.
 - b) Resident and Business Letterbox drop.
 - c) Temporary Variable Message Sign boards

Advertisements will be placed in papers a minimum 7 days before the event.

- 13) Emergency Vehicle Access Emergency Services (fire and ambulance) will be formally notified of this event. Police will ensure that emergency vehicles have access through the road closure should an incident occur.
- 14) Cleaning Facilities Roads will be cleared of debris prior to re-opening after the event.



Physical Survey of the Route

Item	Verified	Action Taken
All one-way Streets are as described		N/A
Block access to local businesses		N/A
Block Ambulance access	⊠	All Emergency Services to be notified of event. Police to facilitate emergency vehicle access
Block local resident access	⊠	Limited access provided under police or nominated traffic management contractor control
Block Police vehicle access		Police to facilitate access
Block public transport access	⋈	STA buses will be allowed through barricades
Restricted movements – banned turns, heavy/high vehicles		N/A
Road signage – existing/temporary	×	Detour signage
Signalised intersections		N/A
Traffic generators – shopping centres, schools, churches, industrial area, hospitals	⊠	N/A

Contingency Plan Checklist

Issues/Risks	Applicable	Action Taken
Heavy Weather	⊠	Police to assess weather conditions on site and close event if necessary. No other authorisations required.



Revision 8, 26 October 2022

7

Issues/Risks	Applicable	Action Taken
Accident on the route	×	Action to be taken by Police
Breakdown of vehicle or heavy vehicle	×	Action to be taken by Police
Security of participants	×	Security on the day
Security of very important persons (VIPs)	⊠	Security on the day

Types of closures

High order closure – are where road closures are enforced using either water filled barriers, concrete jersey kerb barriers, or parked vehicles. These barriers are intended for locations where potential high vehicle / pedestrian conflict is anticipated.

Half Road Closures – are where only one direction is closed to traffic.

Closures with no resident access – are closure points where residents cannot get through for local access.

Variable message sign locations and messages

Variable Message Signs will be used to advise motorists of pertinent traffic information.

Location	Variable Message Sign Board	
Location	Sign message prior to event	Sign message during event
Old South Head Road	No Right Turn into Blake Street	
(Northbound) opposite	6pm (31 Dec) - 2am (1 Jan)	No Right Turn into Blake Street
Blake Street.	Opin (31 Dee) - Zani (1 Jan)	



Figures

- Figure 1: Special Event 1 Dudley Page Reserve Road Closures
- Figure 2: Special Event 1 Dudley Page Reserve Clearways
- Figure 3: Special Event 1 Dudley Page Reserve Bus Operations
- Figure 4: Special Event 1 Dudley Page Reserve Variable Message Sign Board Locations

Variety Stores George St Cat and Kitty Cat Sitting ORIGINAL Police TATTOO WEAR Lancaster Rd Kadimah 🏠 Event nagogue Boi Staff Times of Lancaster Rd Operation: 6pm - 7:30pm Northcote St Fernleigh Ave rediATM Hunter St B'Nai B'Rith Retirement Villages Myuna Rd Hammock Bliss Austral Portland St Weonga Rd Roberts St Consulate General Blake St of the Czech Republic.. NO Caffyn Park Times of Body Express | Operation: eam Based Fitness ose Times of 6pm - 2am Operation: 6pm - 7:30pm **LEGEND** Saint Therese Closure with no resident access Catholic Church High order closure sites Dover He Half road closure

Figure 1: Special Event 1 - Dudley Page Reserve — Road Closures

Note: High order closures adjacent to Caffyn Park will be moved into place at 7pm but roads will close at 6pm.

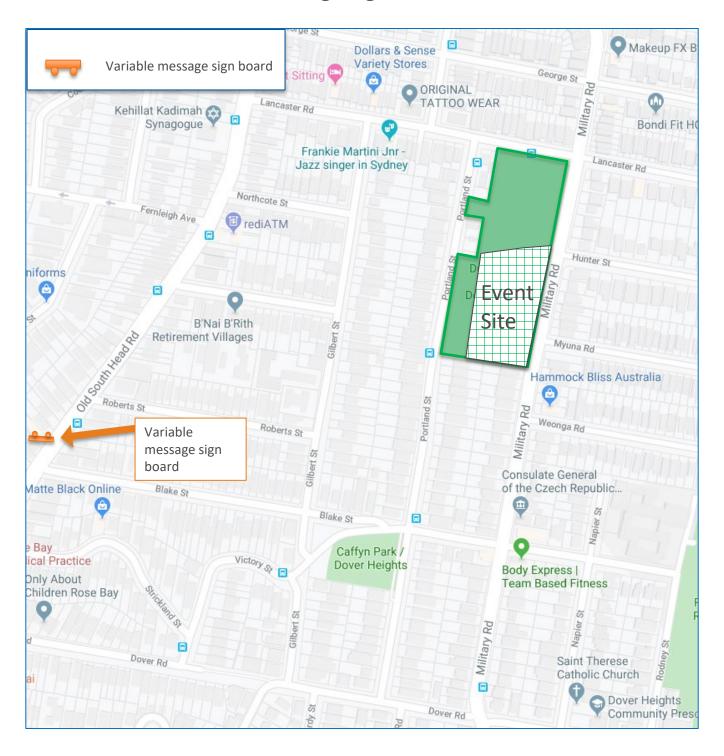
Figure 2: Special Event 1 - Dudley Page Reserve - Road Clearways



Figure 3: Special Event 1 - Dudley Page Reserve – Bus Operations

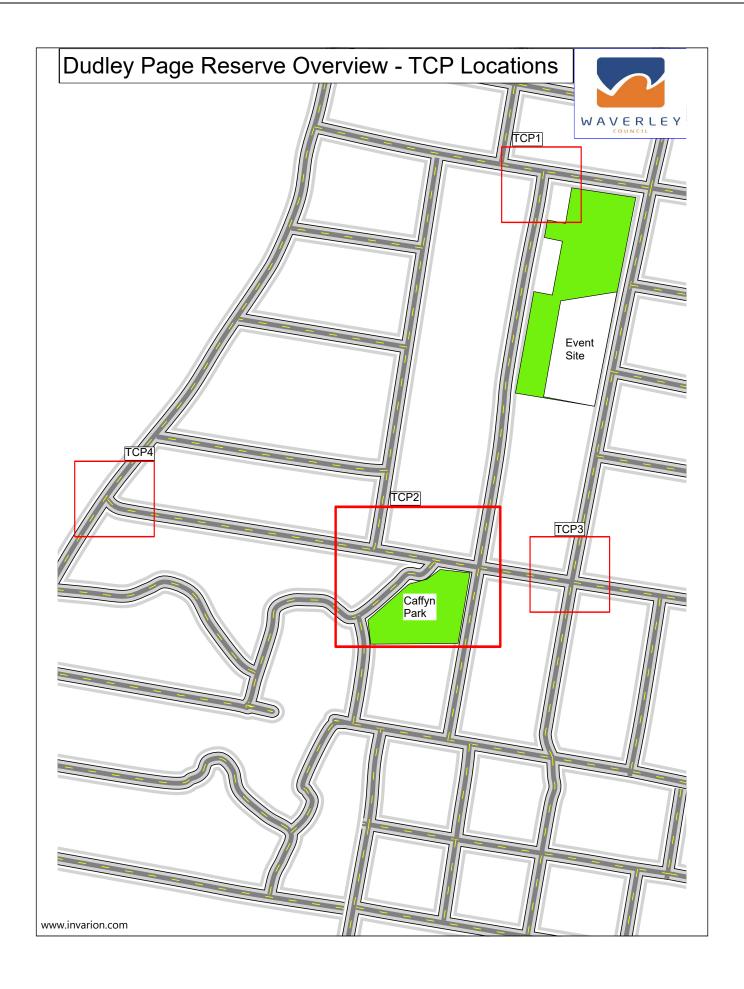


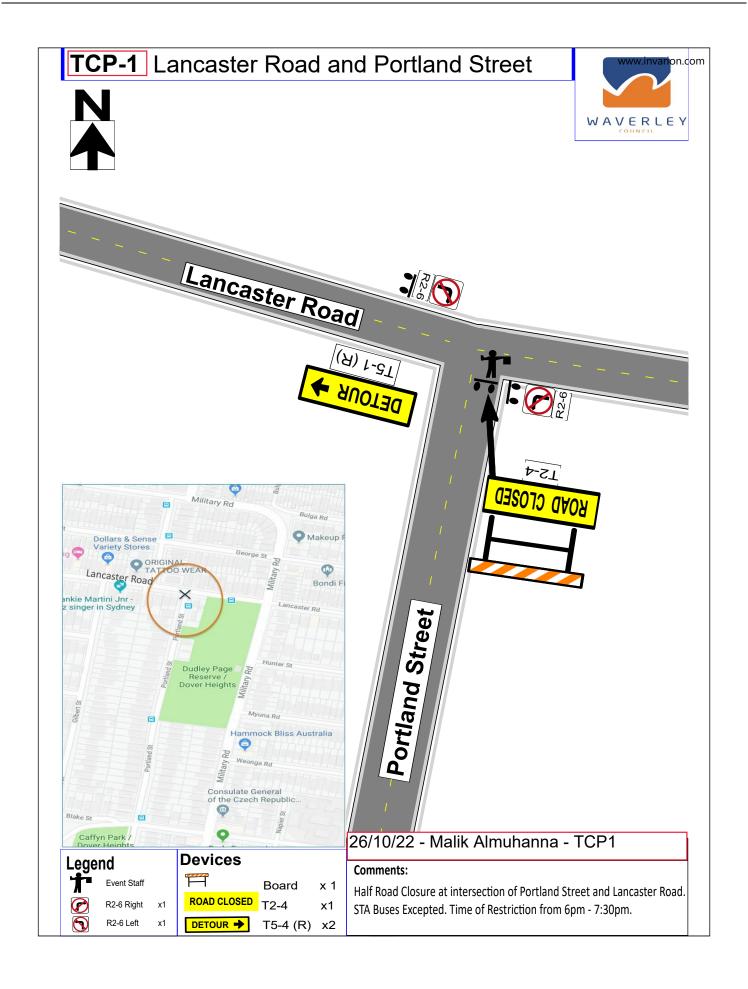
Figure 4: Special Event 1 - Dudley Page Reserve Variable Message Sign Board Locations

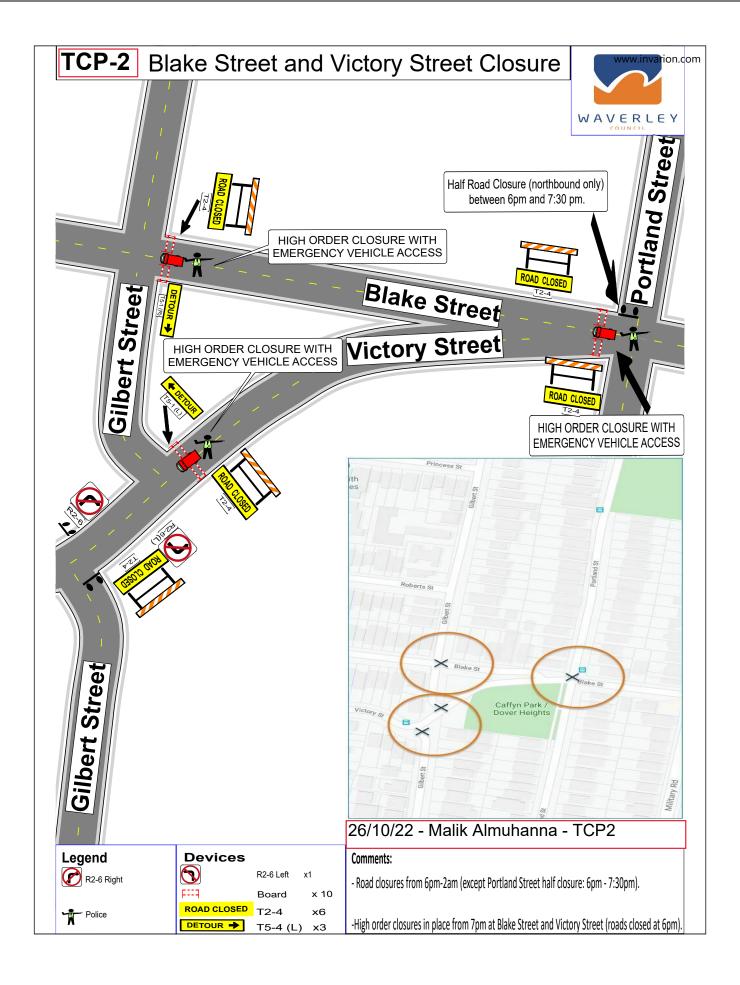


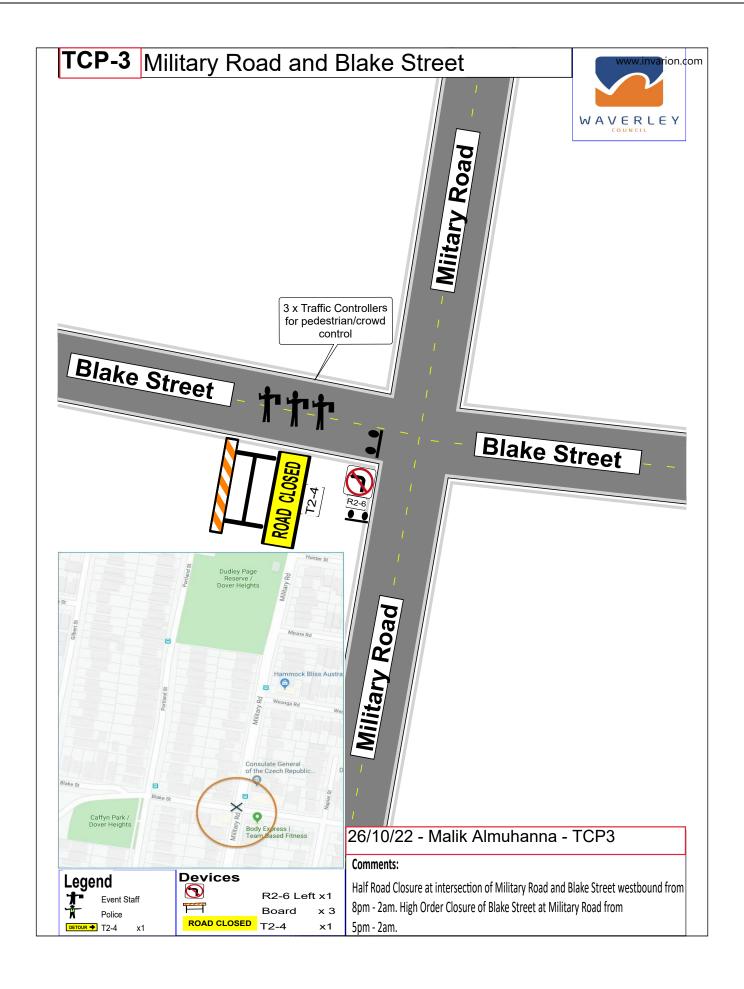
Special Event 1 - Traffic Control Plans and Clearways

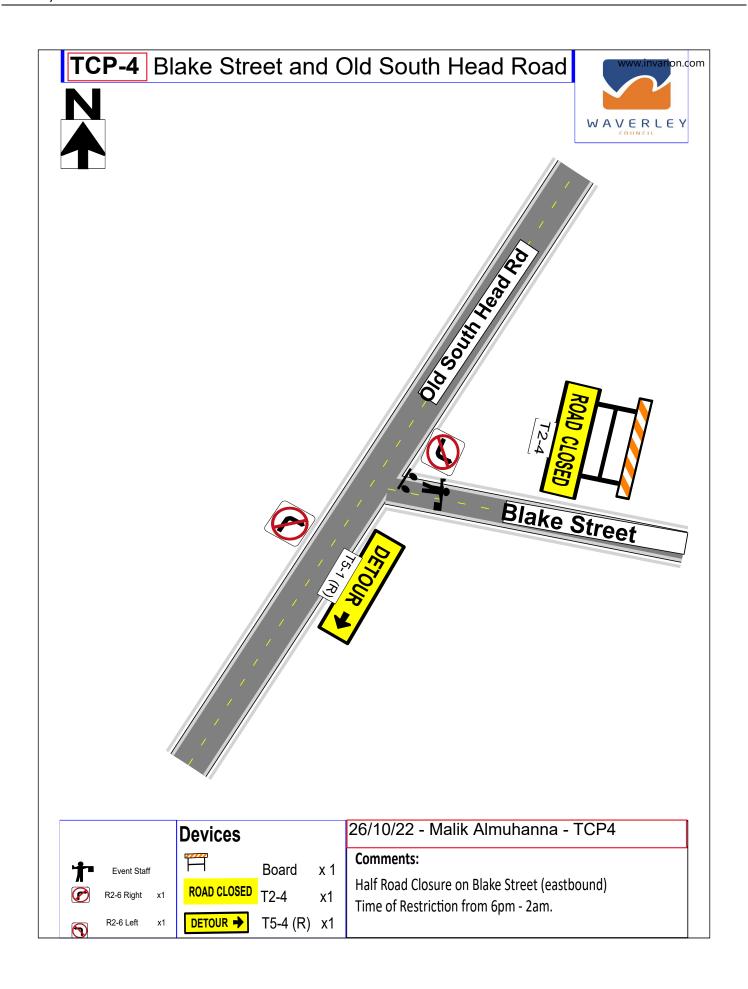
Traffic Control Plans and clearways - Special Event 1		
Plan	Description	
Dudley Page Reserve	TCP locations	
TCP 1	Lancaster Road and Portland Street	
TCP 2	Blake Street and Victory Street closures	
TCP 3	Blake Street	
TCP 4	Blake Street and Old South Head Road	











REPORT TC/V.02/22.11

Subject: Mitchell Street and Oakley Road, North Bondi - Raised

Pedestrian Crossing

TRIM No: DA-213/2021/A

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

1. Approves the installation of a raised pedestrian crossing in Mitchell Street, North Bondi, south of Oakley Road, in accordance with the plans attached to the report.

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

1. Executive Summary

A development application (DA-213/2021) for the expansion of the existing Reddam House School onto adjacent land at 60C Blair Street, North Bondi, was approved in December 2021. The campus currently accommodates students in years 10 to 12. The approved development involves an increase in the student population from 450 to 745 by adding 295 year 8 and year 9 students to the campus.

Conversion of the existing level pedestrian crossing to a raised pedestrian crossing was included in the development consent.

This report presents the design of the raised pedestrian crossing for approval by Council.

Figures 1, 2, and 3 show the site location, the existing crossing, and the proposed raised crossing.

Concept plans are attached to the report.

Council will be required to exercise its delegated functions to implement the proposal.



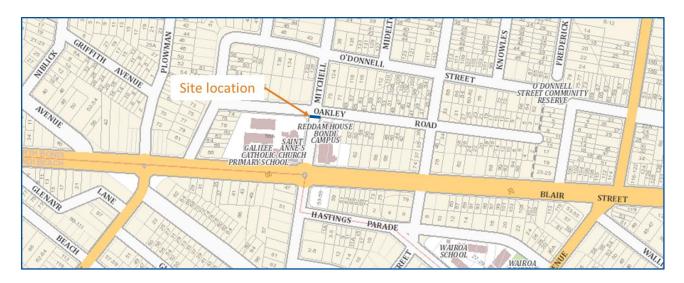


Figure 1. Site location.



Figure 2. Existing pedestrian crossing (facing north along Mitchell Street).

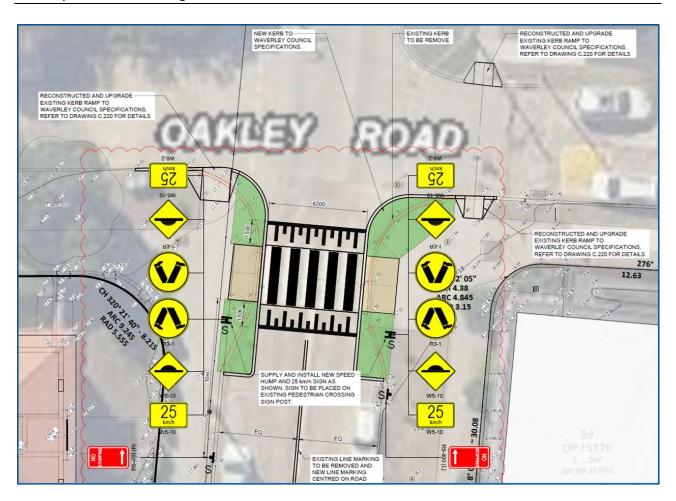


Figure 3. Proposed raised pedestrian crossing.

2. Introduction/Background

A development application (DA-213/2021) for the expansion of the existing Reddam House School onto adjacent land at 60C Blair Street, North Bondi, was approved in December 2021. The campus currently accommodates students in years 10 to 12. The approved development involves an increase in the student population from 450 to 745 by adding 295 year 8 and year 9 students to the campus.

Part (b) of Condition 19 of the consent states:

'The existing pedestrian crossing fronting the development on the corner of Mitchell St & Oakley Rd is to be upgraded to a raised pedestrian crossing incorporating a compliant lighting. Details of the raised pedestrian crossing to be advised by Council. Plans must be reviewed by Waverley Traffic committee and approved by Council prior to any construction.'

This report presents the design of the raised pedestrian crossing for approval by Council.

3. Technical Analysis

Technical Direction 2002/12c - Stopping & Parking Restrictions at Intersections and Crossings and Technical Direction 2011/01a - Pedestrian Refuges have been used to determine the dimensions and signage at the pedestrian crossing.

The width of the crossing is 3.6 metres. 10 metres of "No Stopping" is provided on the northbound approach. The "No Stopping" on the southbound departure commences at the end of the kerb extension.

4. Financial Information for Council's Consideration

All costs associated with the works shall be at the applicant's expense.

5. Attachments

1. Mitchell Street, North Bondi - Raised pedestrian crossing 🗓

Waverley Traffic Committee 24 November 2022

GENERAL NOTES:

- THE DRAWINGS SHOULD BE READ IN CONJUNCTION WITH WAVERLEY
- DURING CONSTRUCTION THE WORK IS TO BE SIGNPOSTED AND MARKED TO THE REQUIREMENTS OF AS1742.2-2009 AND AS1742.3-2009 "TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS".
- 3. A TRAFFIC CONTROL PLAN IS TO BE SUBMITTED TO COUNCIL'S PROJECT MANAGER FOR APPROVAL PRIOR TO WORKS.
- SOIL AND WATER MANAGEMENT PLAN IS TO BE SUBMITTED TO
 COUNCIL'S PROJECT MANAGER FOR AN APPROVAL PRIOR TO WORKS.
- 5. ALL WORK IS TO BE CARRIED OUT TO BEST PRACTICE STANDARDS AND TO THE SATISFACTION OF COUNCIL'S PROJECT MANAGER.
- THE WORK SITE IS TO BE PROTECTED USING APPROPRIATE SIGNAGE, FENCING, BARRICADING, AND PARA-WEBBING FOR DURATION OF PROJECT CONSTRUCTION.
- ALL RESIDENTS AFFECTED BY THE PROPOSED WORKS ARE TO BE NOTIFIED AT LEAST 3 WORKING DAY'S BEFORE THE COMMENCEMENT OF ROADWORKS TO THE SATISFACTION OF COUNCIL'S
- 9 SUITABLE VEHICULAR ACCESS SHALL BE MAINTAINED TO EACH DRIVEWAY OR ALTERNATIVE ARRANGEMENTS MADE WITH THE OWNERS

10. WORK TO BE CARRIED OUT WITHIN THE APPROVED HOURS ONLY

SURVEY NOTES

- THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY THE SURVEYOR SPECIFIED IN THE TITLE BLOCK.
- THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN.
 BIRZULIS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OR
 COMPLETENESS OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS
 FOR CONSTRUCTION DRAWINGS.
- 3. SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT BIRZULIS ASSOCIATES. THE FOLLOWING NOTES HAVE BEEN TAKEN DIRECTLY FROM ORIGINAL SURVEY DOCUMENTS.

CONCRETE

- All worksmanship and materials shall be in accordance with AS 3600 current edition with amendments, except where varied by the contract documents.

Concrete Quality:
 Class = Normal
 Slump = 80mm
 Maximum size of aggregate in structural concrete = 20mm U.N.O.
 Cement Type = SL
 Admixtures = nil, unless noted otherwise or approved in writing.

For concrete cast in contact with ground provide the following additional

Minimum cement content = 330 kg/m³
Maximum water/cement ratio = 0.50

Concrete shall have a characteristic compressive strength at 28 days (fc) as shown in the following table, unless noted otherwise on the drawings.

ELEMENT	fc MPa (28 Days)
EXTERNAL CONCRETE, ALL OTHER CONCRETE U.N.O.	32

- 3. Project control testing shall be carried out in accordance with AS 3600.
- Clear concrete cover in mm to the reinforcement shall be as follows (unless noted otherwise on the drawings):

EXPOSURE CLASSIFICATION T AS3600	EXPOSURE	CAST A	GAINST FO	RMORK	CAST AGAINST GROUND		
	CLASSIFICATION TO	INTERIOR	EXTERIOR	CONTACT WITH GROUND	PROTECTED BY MEMBRANE	NO MEMBRANE	
	A1	20			30		
	A2	25	30	30		50	
	B1		40				
	B2		45		30	50	

Exposure classification for exterior concrete - B2

Fxnosure classification for interior concrete - A2

- All reinforcement shall be firmly supported on mild steel plastic tipped chairs, plastic chairs or concrete chairs at not greater than 1 metre centres both ways.
 Bars shall be tied at alternate intersections. In exposure conditions greater than B1 use only plastic chairs.
- 6. Concrete sizes shown do not include thickness of applied finishes
- 7. Depths of beams are given first and include slab thickness
- For chamfers, drip grooves, reglets, etc., refer to Architect's details, maintain cover to reinforcement at these details.
- No holes, chases or embedment of pipes other than those shown on the structural drawings shall be made in concrete members without the prior written approval of the Superintendent.
- 10. The finished concrete shall be a dense homogenous mass, completely filling the formwork thoroughly embedding the reinforcement and free of stone pockets. All concrete including slabs on ground and footings shall be compacted with mechanical vibrators.
- 11. Concrete construction joints where not shown shall be located to the approval of
- 12. Curing of all concrete is to be achieved by keeping surfaces continuously wet for a period of 7 days, and prevention of loss of moisture for a total of 14 days followed by gradual dying out. Approved sprayed on curing compounds may be used where no floor finishes are proposed. Polythene sheeting or wet hessian may be used if protected from wind and traffic.
- 13. Construction support propping is to be left in place where needed to avoid overstressing the structure due to construction loading. No masonry or partition walls are to be constructed on suspended levels until all propping is removed and the member has absorbed its dead load deflection.
- 14. The Superintendent shall be given 48 hours notice for reinforcement inspection and concrete shall not be delivered until final approval obtained.
- 15. Conduits, pipes etc., shall only be located in the middle one third of slab depth and spaced at not less than 3 diameters, pipes or conduits shall not be placed within the cover to the reinforcement.
- 16. Reinforcement symbols:
 S denotes Grade 230 S Hot rolled deformed bars to AS 1302
 N denotes Grade 500 N Deformed bars to AS 4671
 R denotes Grade 230 R Hot rolled plain bars to AS 1302
 SL/RL/L denotes Grade 500 L Deformed ribbed welded mesh to AS 4671
 The figures following the symbol are the number of millimetres in the bar diameter.
 The figures following the mesh symbol SL, RL, L is the reference number for mesh to AS 4671.
- 17. Reinforcement is represented diagrammatically and not necessarily in true
- Splices in reinforcement shall be made only in positions shown or otherwise approved in writing by the Superintendent. Laps shall be in accordance with AS 3600 and not less than 1.25 times the development length for each bar.
- 19. Mesh reinforcement shall have splices made so that the overlap, measured between the outermost transverse wires of each sheet of mesh, is not less than the spacing of those wires plus 50mm.
- 20. Welding of reinforcement shall not be permitted unless shown on the structural drawings or approved by the Superintendent.
- 21. Joggles to bars shall be 1 bar diameter over a length of 12 bar diameters.
- 22. Bundled bars shall be tied together at 30 bar diameter centres with three wraps of 23. Where transverse tie bars are not shown provide N12 at 400mm distribution bars unless noted otherwise. Splice distribution bars 500mm where necessary and provide 500mm splice length with main bars unless noted otherwise.
- 24. All dowels placed in joints in concrete slabs shall be placed within the following

Level +/- 1 degree Line +/- 1 degree Position +/- 5mm

25. Sliding bearing strips supporting concrete slabs shall be composed of two layers of 0.4mm thick galvanised steel plate with an intermediate layer of grease (unless noted otherwise). The strips shall be the same width as the bearing surface.

SIGNS AND LINEMARKING NOTES:

- ALL TRAFFIC SIGNS TO COMPLY WITH NATSPEC 1192 & RMS SPECIFICATION R143 AND TO BE OF HIGH INTENSITY CLASS 1 REFLECTIVITY.
- ALL LINEMARKING IS TO COMPLY WITH NATSPEC 1191 & RMS SPECIFICATION R141 "PAVEMENT MARKING".
- LINEMARKING TO BE THERMOPLASTIC TYPE (UNLESS STATED OTHERWISE) AND INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATIONS 337 AND 3353 RESPECTIVELY. ALL RRPM'S TO COMPLY WITH RMS SPECIFICATION R142.
- KERB FACES OF ALL ISLANDS TO BE PAINTED WHITE AND TO INCLUDE GLASS BEADS IN ACCORDANCE WITH RMS SPECIFICATION
- ALL LINEMARKING AND RRPM'S REMOVED OR AFFECTED DURING THE COURSE OF THE WORKS ARE TO BE REINSTATED UNLESS
- 6. ALL EXISTING SIGNS TO REMAIN UNLESS NOTED OTHERWISE
- LINEMARKING AND SIGNPOSTING TO BE INSTALLED AS SOON AS PRACTICABLE.
- 8. REDUNDANT LINEMARKING IS TO BE REMOVED BY GRINDING WHERE SHOWN ON PLANS OR WHERE NEW LINEMWRKING IS
- ALL SIGNPOSTING ON SPLITTER. KERB OR PEDESTRIAN REFUGE ISLANDS TO BE ERECTED USING V-NOTCH INSERTS, UNLESS NOTED
- 10. UNLESS SHOWN ON PLANS, NO STATE SURVEY MARKS ARE TO BE REMOVED PRIOR TO CONSULTING WITH COUNCIL'S SUPERINTENDENT.
- 11. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS STATED

SERVICES NOTES:

- LITH ITIES (IE SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN UTILITIES (IF SHOWN) ARE DIAGRAMMATIC ONLY AND HAVE BEEN PREPARED FROM THE INFORMATION PROVIDED BY THE RELEVANT SERVICE AUTHORITIES. CONTRACTORS ARE RESPONSIBLE TO LOCATE AND AVOID DAMAGE TO THE SERVICE AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.
- 2. AUSGRID REQUIRES THAT CONTRACTOR SHOULD CONTACT THEM IF WORKING WITHIN 5.0m FROM UNDERGROUND ELECTRICITY CONDUITS.
- WHERE EXISTING SERVICE COVERS ARE NOMINATED TO BE ADJUSTED TO DESIGN LEVELS. CONTRACTORS IS TO CARRY OUT ALL WORKS IN ACCORDANCE WITH RELEVANT SERVICE AUTHORITY REQUIREMENTS.
- 4. NO SERVICE COVERS ARE TO BE COVERED

LINEMARKING:

ALL NEW LINEMARKING TO BE IN THERMOPLASTIC UNLESS NOTED OTHERWISE.

NOTES:

ALL EXISTING SIGNS AND LINES TO MAIN UNLESS NOTED OTHERWISE

IMPORTANT:

REDUNDANT LINE MARKING MUST



IMPORTANT: THE CONTRACTOR IS TO MAINTAIN A CURRENT SET OF "DIAL BEFORE YOU DIG" DRAWINGS ON SITE AT ALL TIMES.

www.1100.com.au

131245 132090

131388

UTILITIES, IF SHOWN, ARE DIAGRAMMATIC TO LOCATE AND AVOID DAMAGE TO THEM AS SPECIFIED BY EACH UTILITIES EXCAVATION GUIDELINES.

INCASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED: TELSTRA: 132203

AGL (GAS) SUDNEY WATER AUSGRID







www.birzulisassociates.com PROJECT

REDDAM HOUSE SCHOOL 60C BLAIR STREET, NORTH BONDI

> PUBLIC DOMAIN WORKS **CONSTRUCTION NOTES**

SCALES as noted @ A1 DESIGN VERIFIED MG -C.KE REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT OF BIRZULIS ASSOCIATES PTY. LTD. 8397 C.201

Waverley Traffic Committee 24 November 2022



OVERALL SITE PLAN SCALE 1:200







PROJECT REDDAM HOUSE SCHOOL 60C BLAIR STREET, NORTH BONDI

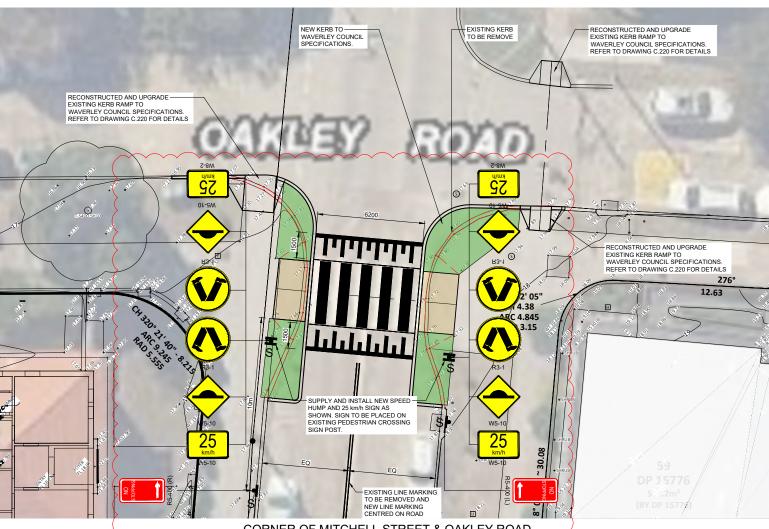
PUBLIC DOMAIN WORKS OVERALL SITE PLAN

scales as noted @ A1			DAT	EB' 2022
DRAWN C.KE	DESIGN MG	VERIFIED -		APPROVED -
REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT OF BIRZULIS ASSOCIATES PTY. LTD				ATES PTY. LTD.

8397 C.210 6

Page 82 TC/V.02/22.11- Attachment 1

Waverley Traffic Committee 24 November 2022



CORNER OF MITCHELL STREET & OAKLEY ROAD

SCALE 1:100

- ALL SIGNS TO BE MANUFACTURED AND INSTALLED IN ACCORDANCE WITH AS1742.1 AND RMS REQUIREMENTS
 SIGNPOSTS WITH LOCK & SLEEVE TO MANUFACTURE'S SPECIFICATIONS.
 ALL REDUNDANT LINE MARKING SHALL BE REMOVED IN A WAY THAT DOES NOT DAMAGE THE PAVEMENT SURFACE.

RECONSTRUCTED AND UPGRADE

EXISTING KERB RAMP TO
WAVERLEY COUNCIL SPECIFICATIONS.
REFER TO DRAWING C.220 FOR DETAILS 140° 21' 40" CH 4.11 ARC 4.625 SMOOTH CONNECT PROPOSED FOOTPATH 12.685 BENCHMARK NAIL IN CONCRETE RI 19.105m Ī

CORNER OF MITCHELL STREET & BLAIR STREET

LEGEND



DENOTES PUBLIC DOMAIN FOOTPATH

DENOTES NEW PIANO KEY LINEMARKING



DENOTES NEW PEDESTRIAN CROSSING



DENOTES SIGN POST

NOTES:

HORIZONTAL ALIGNMENT OF PEDESTRIAN CROSSING TO BE MARKED OUT ON SITE BY COUNCIL PRIOR TO CONTRACTOR COMMENCING WORKS.

SURVEY NOTES:

- THE EXISTING SITE CONDITIONS SHOWN ON THE FOLLOWING DRAWINGS HAVE BEEN INVESTIGATED BY THE SURVEY OR SPECIFIED IN THE TITLE BLOCK.
- THE INFORMATION IS SHOWN TO PROVIDE A BASIS FOR DESIGN, BIRZULIS ASSOCIATES DOES NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF OF THE SURVEY BASE OR ITS SUITABILITY AS A BASIS FOR CONSTRUCTION DRAWINGS.
- SHOULD DISCREPANCIES BE ENCOUNTERED DURING CONSTRUCTION BETWEEN THE SURVEY DATA AND ACTUAL FIELD DATA, CONTACT BIRZULIS ASSOCIATES.







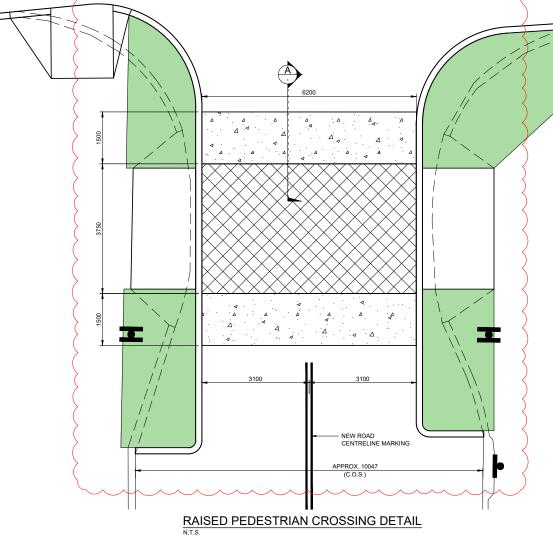
REDDAM HOUSE SCHOOL 60C BLAIR STREET, NORTH BONDI

PUBLIC DOMAIN WORKS PLAN

as noted @ A1			FEB' 2022	
DRAWN C.KE	DESIGN MG	VERIFIED -		APPROVED -
REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT OF BIRZULIS ASSOCIATES PTY. LTD.				
ISSUE PROJECT No. DRAWING No.			WING No.	
8 839		7	C	.211

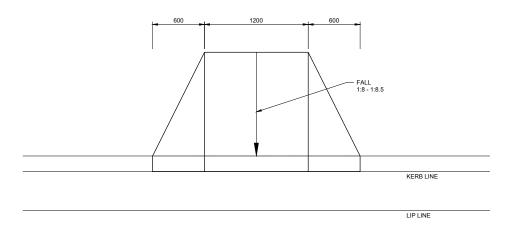
Page 83 TC/V.02/22.11- Attachment 1

Waverley Traffic Committee 24 November 2022

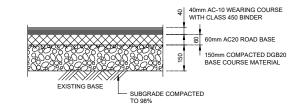


NOTES:

- 1. ALL SERVICES ARE TO BE LOCATED ON SITE PRIOR TO ANY EXCAVATION.
- 2. MAKE SMOOTH CONNECTION TO ALL EXISTING WORKS.
- 3. SOIL EROSION AND STORMWATER POLLUTION CONTROL MEASURE MUST BE IN PLACE PRIOR TO EXCAVATION OF THE SITE.
- 4. PRUNING, REMOVAL AND REPLANTING TO BE CARRIED OUT BY OPEN SPACE STAFF.



TYPICAL KERB RAMP DETAIL



TYPICAL ROAD RECTIFICATION

SCALE 1:10

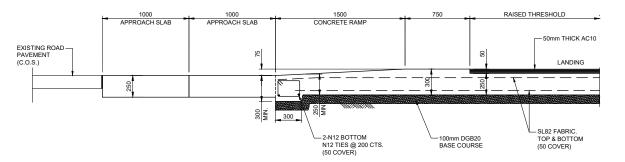
<u>LEGEND</u>



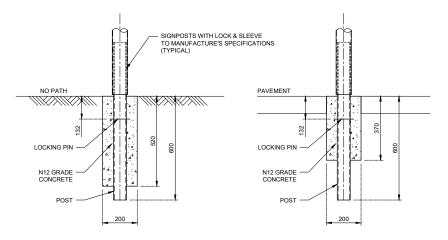


NOTES:

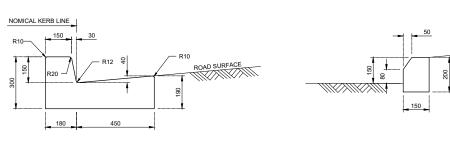
HORIZONTAL ALIGNMENT OF PEDESTRIAN CROSSING TO BE MARKED OUT ON SITE BY COUNCIL PRIOR TO CONTRACTOR COMMENCING WORKS.







SIGNPOST FOOTING



TYPICAL INTEGRAL KERB & GUTTER SCALE 1:10 TYPICAL BULLNOSE KERB SCALE 1:10

SSUE	DESCRIPTION	APPROVED	DATE
1	PRELIMINARY		09.03.22
2	ISSUE FOR \$4.55		14.03.22
3	TENDER ISSUE		16.03.22
4	ISSUE FOR CC		22.08.22
5	REVISED PEDESTRIAN CROSSING		20.09.22
6	DRAWING REVISED		10.11.22
7	DRAWING REVISED		10.11.22
8	DRAWING REVISED		15.11.22

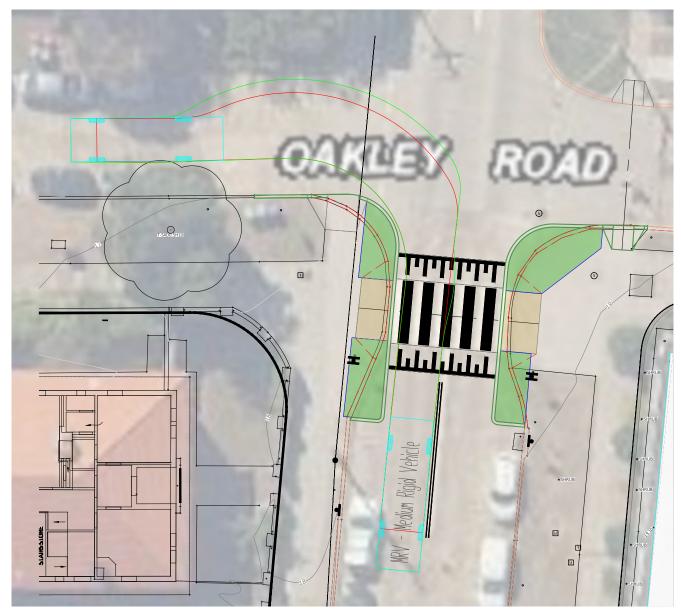




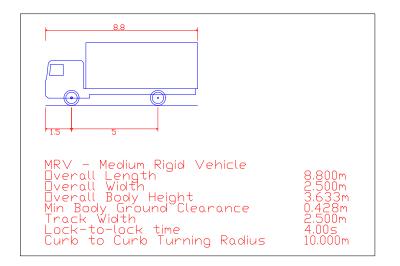
SCALES as noted @ A1 DATE FEB' 2022				
DRAWN	DESIGN	VERIFIED		APPROVED
C.KE	C.KE MG -			-
REPRODUCTION OF THIS DRAWING IS PROHIBITED WITHOUT THE CONSENT OF BIRZULIS ASSOCIATES PTY. LTD.				
ISSUE PROJECT No. DRAWING No.				
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TC/V.02/22.11- Attachment 1

Waverley Traffic Committee 24 November 2022



VEHICLE SWEPT PATH - MRV (OAKLEY ROAD LEFT TURN INTO MITCHELL STREET) SCALE 1:100





VEHICLE SWEPT PATH - MRV
(MITCHELL STREET LEFT TURN INTO OAKLEY ROAD)
SCALE 1:100



TC/V.02/22.11- Attachment 1

REPORT TC/V.03/22.11

Subject: Murriverie Road, North Bondi - Double Centre (BB) Line

Marking

TRIM No: A03/0042-04

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

1. Installs 10 metres of double centre (BB) line marking in Murriverie Road, North Bondi, east of Old South Head Road.

2. Changes the 9.5 metres of 'No Parking' on the southern side of Murriverie Road, east of Old South Head Road, to 'No Stopping.'

1. Executive Summary

Council has received a request to review the intersection of Murriverie Road and Old South Head Road, North Bondi. This is due to motorists crossing the centre of Murriverie Road when entering and exiting Murriverie Road. Figure 1 shows the site location.

A 17 metre "No Stopping" restriction is signposted on the northern side of Murriverie Road, east of Old South Head Road. A 9.5 "No Parking" is signposted on the southern side.

It is proposed that a 10 metre double barrier (BB) line is installed along the centre of Murriverie Road. This will enhance safety at the intersection and provide improved guidance for motorists entering and exiting Murriverie Road at Old South Head Road.

It is also proposed to change the 9.5 metre "No Parking" zone on the southern side of Murriverie Road east to Old South Head Road to "No Stopping".

Figure 2 shows the proposed restriction.

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





Figure 1. Site location.



Figure 2. Proposed double centre line and "No Stopping" zone.

2. Introduction/Background

Council has received feedback requesting a review of the existing traffic arrangement at the intersection of Murriverie Road and Old South Head Road.

This report recommends the installation of a 10 metre double barrier line.

3. Technical Analysis

Murriverie Road is 10 metres wide east of old South Head Road. It services a two-way traffic movement with no parking and no stopping restrictions on both sides of Murriverie Road at the intersection. It is

currently signposted "No Parking" for 9.5 metres on the southern side and "No Stopping" for 17 metres on the northern side.

Installation of a double barrier (BB) line marking will guide drivers entering and exiting Murriverie Road.

It is also recommended that the existing" No Parking" restriction on the southern side to be changed to "No Stopping".

4. Financial Information for Council's Consideration

Council will fund the installation of the intersection treatment from existing budget.

5. Attachments

Nil.

REPORT TC/V.04/22.11

Subject: 116-118 Blair Street, North Bondi - Loading Zone

TRIM No: A04/0696

Author: Malik Almuhanna, Senior Traffic Engineer

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Removes the 5.8 metre '1/2P, 8 am–5 pm' parking restriction on the northern side of Blair Street, North Bondi, east of Wairoa Avenue.
- 2. Installs a 7 metre 'Loading Zone, 7 am–5 pm, Mon-Sat' restriction.

1. Executive Summary

Council has received requests to resolve issues relating to loading and unloading outside a grocery delivery shop at 116-118 Blair Street North Bondi (Milkrun). Figure 1 shows the site location.

The Milkrun business has been operating since early 2022. Prior to this, the site was occupied by a small neighbourhood store and a hair salon. Development consent for the Milkrun operation was granted in November 2021 (DA-338/2021). The consent restricts deliveries to 7am to 5pm Monday to Saturday. Delivery vehicles are also restricted to a maximum of 6.64 metres in length.

Deliveries to the site are frequent with delivery trucks being parked at various locations around the site.

It is recommended that a loading zone is provided on Blair Street outside the site in order to minimise trucks parking elsewhere.

An existing 5.8 metre '1/2P, 8am-5pm' restriction would be removed. A 7.0 metre 'Loading Zone, 7am – 5pm, Monday-Saturday' restriction would be installed. The additional 1.2 metres would be accommodated by shortening No Stopping restrictions at the intersection of Blair Street and Wairoa Avenue.

Figure 2 shows the existing and proposed restrictions.

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



Figure 1. Site location





Figure 2. Existing and proposed signage.

2. Introduction/Background

Council has received requests to resolve issues relating to loading and unloading outside a grocery delivery shop at 116-118 Blair Street North Bondi (Figure 1).

It is recommended that the existing 5.8 metre '1/2P, 8am-5pm' restriction on the northern side of Blair Street east of Wairoa Avenue be replaced with a 7 metre 'Loading Zone, 7am – 5pm, Mon-Sat' restriction.

3. Technical Analysis

The Milkrun business is located at 116-122 Blair Street, North Bondi, on the north-eastern corner of the Blair Street and Wairoa Avenue intersection. The business has been operating since early 2022. Prior to this, the site was occupied by a small neighbourhood store and a hair salon. Condition 37 of the approved development application (DA-338/2021) states the following:

(a) Trucks in excess of 6.64 metres long (small rigid vehicle) are not permitted to be used for deliveries to the site.

(b) All deliveries to the site must occur between the hours of 7am to 5pm Monday to Saturday. No deliveries are permitted on Sunday or Public holidays.

A 7 metre loading zone is recommended. An existing 5.8 metre 1/2P zone will need to be removed.

Figure 3 shows the proposed signage.





Figure 3. Proposed 'Loading Zone' signage.

An assessment of the reduction of the 'No Stopping' at the intersection from the statutory 10 metres to 7.8 metres has been completed in accordance with Transport for NSW (TfNSW) Technical Direction TTD 2014/005 'Statutory 10 m 'No Stopping' at unsignalised intersections review checklist (see Table 1). The proposed restrictions comply with the technical direction.

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

Assessment Checklist for reviewing the statutory 'No Stopping' distance at unsignalised intersections (Technical Direction 2014/005)

Site: Dickson Street and Dickson Lane (north side), Bronte

Traffic Committee: November 2022 Date of assessment: 9 November 2022

Name: Malik Almuhanna

	Yes	No	Comment
Detailed plan to scale, include key			
elements like:			
Kerb and Gutter			
Line marking	N.A		Not required
Existing property line			
Footpath width			

Existing kerbside parking		
Crossing Sight Distance	V	Not applicable
Approach Sight Distance	V	Dual carriageway
Safe Intersection Sight Distance	٧	Wairoa Avenue north:
Minimum Gap Sight Distance	٧	
Turning paths	٧	No issues turning (dual carriageway)
Public transport	N.A	-
Emergency vehicle access	٧	OK
Angle parking manoeuvres	N.A	-

4. Financial Information for Council's Consideration

Council will fund the cost of installing the signs from existing budgets.

5. Attachments

Nil.

WAVERLEY

REPORT TC/V.05/22.11

Subject: Military Road and Cadigal Place, Dover Heights - 'No

Stopping' Zone

TRIM No: A14/0145

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council installs a 'No Stopping' zone 8 metres from the south-east corner of the intersection of Cadigal Place and Military Road, Dover Heights.

1. Executive Summary

Council has received representations from a resident to install a 'No Stopping' sign on the southeast corner of the intersection of Cadigal Place and Military Road (See Figure 1).

Until recently drivers exiting Cadigal Place had good sight distances to traffic on the right heading northbound on Military Road. This was due to the driveway at 78 Military Road (adjacent) providing a defacto 'No Stopping' zone as it was not parked on.

78 Military Road is currently being redeveloped with access to be off Cadigal Place. The driveway to Military Road has been closed. Drivers are now parking in the redundant driveway and impeded the sight distance for drivers coming from Cadigal Place.

Figures 2 and 3 show the existing and proposed parking restrictions.



Figure 1. Site location.



Figure 2. Existing parking restrictions at the intersection



Figure 3. Proposed parking restrictions at the intersection

2. Introduction/Background

Council has received representation from a resident to install a 'No Stopping' Signage at the southeast leg of the intersection of Military Road and Cadigal Place, Dover Heights.

The closure of the driveway at 78 Military Road results in vehicles parking too close to the intersection.

3. Technical Analysis

The proposed 'No Stopping' signage location is shown in Figure 4.



Figure 4. Sign location at the intersection.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/V.06/22.11

Subject: 43-45 Penkivil Street, Bondi - 'P Motor Bikes Only' Zone

TRIM No: A21/0065

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 3.5 metre 'P Motor Bikes Only' zone between the driveways of 43-45 Penkivil Street, Bondi.

1. Executive Summary

Council has received a request to consider restricting car parking in the gap between the driveways of 43-45 Penkivil Street, Bondi. The gap is 3.5 metres. Figure 1 shows the site location.

Motorbike parking is considered when the gap between driveways is less than 4.2 metres. Council adopted warrants use to determine whether motor bike parking can be installed at the Council meeting held on 22 June 2021.

256 residents were surveyed by letterbox drop about whether they supported motor bike parking between the two driveways. Two responses were received in support of the proposed motor bike parking zone. One response was received opposing the proposed motor bike parking zone due to noises produced by motorbikes.

Council officers propose the installation of a 'P Motor Bikes Only' zone in front of 43-45 Penkivil Street. Figure 2 shows the proposed signage for the 'P Motor Bikes Only' zone.

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





Figure 1. Site location.



Figure 2. Proposed "P Motor Bikes Only" zone.

2. Introduction/Background

Council officers have investigated introduction of motor bike parking in front of 43-45 Penkivil Street. Due to the insufficient length of the frontage between driveways, cars parked between the driveways can potentially block access to the driveways. Driveway line marking has been installed between the driveways as an attempt to deter drivers from parking partially into the driveways. This has not been successful.

3. Technical Analysis

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

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

Warrants

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

- 1. Installation of driveway line-marking as an alternative measure prior to consideration of motor bike parking driveway line markings were installed to let cars know of the available length for on-street parking. It was observed that cars were still parked even if their lengths were greater than the available length.
- 2. Distance check 4.2 metres has been adopted as the maximum distance between driveway splays before motor bike parking is considered. This caters for the average small car. The distance between the driveways of 43-45 Penkivil Street is 3.5 metres. The distance check is satisfied.
- 3. Resident views check The views of residents and/or property owners on either side of and opposite to the proposed motor bike parking zone should be sought. 256 properties near the site were surveyed by letterbox drop for the proposal of installing motor bikes parking zone between the driveways of 43-45 Penkivil Street. Two responses were received in support of the proposed motor bike parking zone. One response was received opposing the proposed motor bike parking zone due to noises produced by motorbikes. The proposed motor bikes only parking zone will have no impact on on-street parking for cars.

Signage

The proposed signage is shown in Figure 3.



Figure 3. Proposed signage.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/V.07/22.11

Subject: 37 Waverley Crescent, Bondi Junction - Mobility Parking

Space

TRIM No: A20/0534

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council installs a 6 metre mobility parking space in front of 37 Waverley Crescent, Bondi Junction.

1. Executive Summary

Council has received a request from a resident for a mobility parking space outside 37 Waverley Crescent, Bondi Junction.

An assessment of the request was undertaken in October 2022.

The parking demand during the day is 75%. It would be higher at night when the need for the mobility parking space is greatest. Council's guideline requires that the parking demand within 50 metres either side and opposite of the property is to be above 85% capacity if a mobility parking space is to be approved. Whilst the criteria have not been satisfied it has been put forward for Waverley Traffic Committee and Council to consider.

It is recommended that a 6 metre mobility parking space is installed in front of 37 Waverley Crescent. The location is shown in Figure 1. The proposed mobility parking space is shown in Figure 2.

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





Figure 1. Site location.



Figure 2. Proposed mobility parking space.

2. Introduction/Background

Council's requirements for approval of an on-street mobility parking spaces outside individual properties are:

- 1. Applicant must have an approved Mobility Parking Scheme Permit.
- 2. Application must be for a vehicle registered to the address.
- 3. Applicant must not have access to off-street parking within their property.

4. The level of parking within 50 metres either side and opposite of the property to be surveyed on two occasions at random by Council officers. The parking demand is to be above 85% capacity on both occasions.

3. Technical Analysis

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

Table 1. Compliance with Council requirements.

Address	37 Waverley Crescent, Bondi Junction		
Mobility Parking Permit	Yes		
Circumstances leading to requirement	The applicant has MPS permit and does		
	not have accessible off-street parking		
Off-street parking available	No		
Length of property frontage	9 metres		
Length of space	6 metres		
Average on-street parking occupancy within 50	75% occupied during the day		
metres either side of the property	21 out of 28 on-street parking spaces		

Table 2. Parking demands.

Parking occupancy from site visit 29/09/2022	75% (within 50 metres)		
Parking occupancy from site visit 29/09/2022	21 out of 28 on-street parking spaces		
Parking occupancy from Nearmap	75% (within 50 metres)		
May 2022	21 out of 28 on-street parking spaces		

The parking demand during the day is below 85%. It would be higher at night when the need for the mobility parking space is greatest. The criteria has not been met. Nevertheless, it has been put forward for Waverley Traffic Committee and Council to consider.

A standard mobility parking space is 6 metres as based on Australian Standard AS2890.5-2020 – On-street car parking, as shown in Figure 3 below.

The 6 metre mobility parking space is to be installed 5 metres south from the driveway of 39 Waverley Crescent to maintain one parking space.

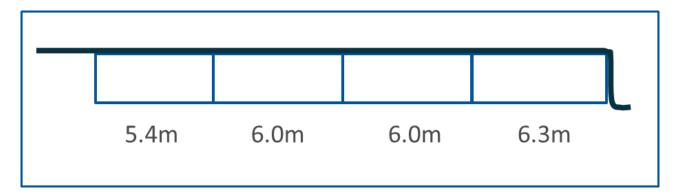


Figure 3. Dimensions for on-street parking spaces.

Signage

The proposed signage is shown below.



Figure 4. Proposed signage.

4. Financial Information for Council's Consideration

Council will fund the cost of installing the signs from existing budgets.

5. Attachments

Nil.

REPORT TC/V.08/22.11

Subject: 124-126 Campbell Parade, Bondi Beach - Construction

Zone

TRIM No: A03/2514-04

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

 Installs an 11.3 metre 'No Parking 7 am-5 pm Mon-Fri, 8 am-3 pm Sat, Council Authorised Vehicles Excepted' construction zone at 124-126 Campbell Parade, Bondi Beach, along the frontage of Hall Street.

- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer associated with a development at 124-126 Campbell Parade, Bondi Beach, for the installation of a construction zone along the frontage at Hall Street (see Figure 1).

Council officers propose the installation of an 11.3 metre construction zone as shown in Figure 2.

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





Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am—5 pm Mon—Fri, 8 am—3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. 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 32.2 metres on Hall Street. There is no driveway to the property from Hall Street. The applicant has requested a 14 metre construction zone along the frontage on Hall Street. Council officers propose to install an 11.3 metre construction zone. The length has been reduced to keep the 'No Parking Pick-Up and Drop Off Only 'zone and the 'No stopping' Zone at both of its sides the same length. The existing and recommended parking allocation is shown in Figure 3 below.

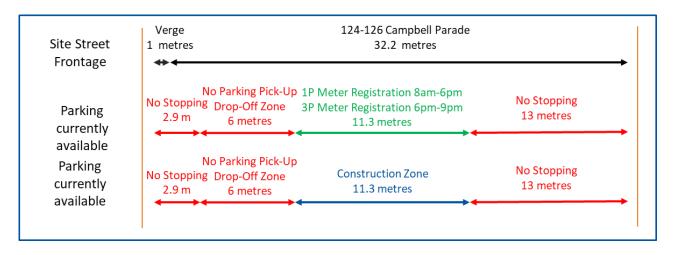


Figure 3. Parking Controls.

Table 1. Application details.

Applicant	Trescon
Development application	DA-323/2019
Works	Partial demolition of existing structures and the construction of a new five-storey shop-top housing development with basement parking
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday
Frontage length	32.2 metres
Road	Hall Street
Existing parking	1P Meter Registration 8am-6pm 3P Meter Registration 6pm-9pm
Length requested by applicant	14 metres
Length to be signposted	11.3 metres
Effective construction zone - Total	11.3 metres
length available for construction	
Duration	32 weeks
Fee area	Neighbourhood Centre

Signage

The proposed signage is shown below.

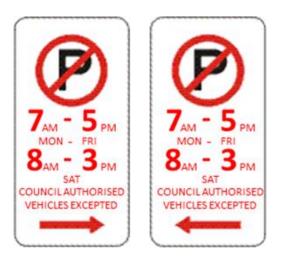


Figure 4. Proposed signage.

Notification

Residents and businesses 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 Hall Street construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 11.3 metres made available for construction vehicles will be \$1,951 per week. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees.

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	0	\$72.00	\$0.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)	per metre			
- Parallel parking	per week	11.3	\$100.00	\$1,130.00
- Angle parking		0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees) - 9 metres at 5.5 metres per unmarked parallel space	per space per week	2.1	\$400.00	\$821.82
			Weekly Fee	\$1,951.82

5. Attachments

Nil.

WAVERLEY

REPORT TC/V.09/22.11

Subject: 60C Blair Street, North Bondi - Construction Zone

TRIM No: A03/2514-04

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 13 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 60C Blair Street, North Bondi.
- 2. Notifies residents and businesses in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer associated with a development at 60C Blair Street, North Bondi, for the installation of a construction zone along the frontage (see Figure 1).

Council officers propose the installation of a 13 metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. The Traffic Committee and Council's requirements for permit approvals are a minimum length of 9 metres along the site frontage with a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 45 metres on Blair Street. The applicant has requested a 13 metre construction zone along its frontage. Council officers propose to install a 13 metre construction zone. The construction zone will include an existing driveway. The existing and recommended parking allocation is shown in Figure 3 below.

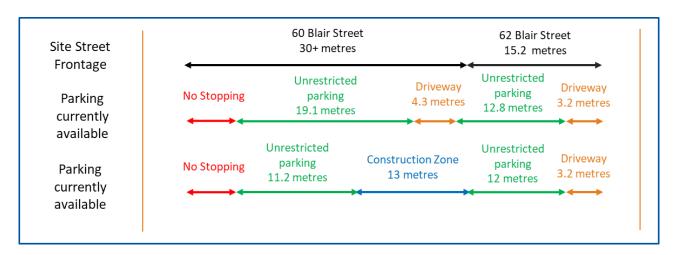


Figure 3. Parking controls.

4. Financial Information for Council's Consideration

Table 1. Application details.

Applicant	Stephen Edwards Constructions		
Development application	DA-213/2021		
Works	Alterations and additions to existing school (Reddam House),		
	including its expansion onto the adjoining site at 60C Blair Street;		
	and change of use from place of public worship (Jewish Learning		
	Centre)		
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday		
Frontage length	45 metres		
Road	Blair Street		
Existing parking	Unrestricted parking		
Length requested by applicant	13 metres		
Length to be signposted	13 metres		
Effective construction zone - Total	13 metres		
length available for construction			
Duration	15 Weeks		
Fee area	SP2 Infrastructure – (Medium Density Residential)		

Signage

The proposed signage is shown below.



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 Gardiner Street construction zone.



Figure 5. Notification area (hatched).

5. Financial Information for Council's Consideration

The cost to the applicant for the 13 metres made available for construction vehicles will be \$936.00 per week during the 2022/23 financial year. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees (2022/23 financial year).

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	13	\$72.00	\$936.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$100.00	\$0.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week	0	\$400.00	\$0.00
			Weekly Fee	\$936.00

6. Attachments

Nil.

REPORT TC/CV.01/22.11

Subject: Craig Avenue, Castlefield Street, Trafalgar Street and

Calga Place - Additional Electric Vehicle Charging Stations WAVERLEY

TRIM No: A17/0477

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs an additional electric vehicle car parking space (signposted 'No Parking, Electric Vehicles Excepted Only While Charging') at each of the following locations already approved for an electric vehicle space:
 - (a) The eastern side of Craig Avenue, east of Diamond Bay Road, Vaucluse.
 - (b) The eastern side of Castlefield Street, outside 15 Castlefield Street, Bondi.
 - (c) The eastern side of Calga Place, south of Macpherson Street, Bronte.
- 2. Moves the approved electric vehicle space at Trafalgar Street, Bronte, east of St Thomas Street, to the west by two car spaces and installs an additional electric vehicle car parking space (signposted 'No Parking, Electric Vehicles Excepted Only While Charging') adjacent.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the locations of the spaces within the same streets if necessary.

1. Executive Summary

Council recently approved the installation of single electric vehicle parking stations at 4 locations in the local government area. Each station has the capability to accommodate 2 cars charging at the same time. It is proposed to provide 2 spaces per station instead on the approved single spaces.

The locations are shown in Figure 1.

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

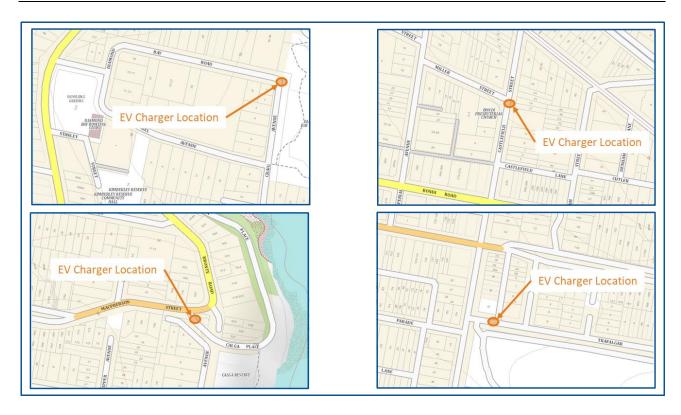


Figure 1. Electric vehicle charging station locations.

2. Relevant Council Resolutions

Table 1. Relevant Council Resolutions.

Meeting and date	Item No.	Resolution		
Council	CM/5.2/22.04	That Part 1 of the minutes of the Waverley Traffic Committee		
12 April 2022		meeting held on 24 March 2022 be received and noted, and		
		that the recommendations contained therein be adopted.		
Waverley Traffic	TC/CV.02/22.03	That Council installs a single 'No Parking Electric Vehicles		
Committee		Excepted Only While Charging' parking zone and associated		
24 March 2022		equipment at each of the following locations:		
		1. The eastern side of Craig Avenue, east of Diamond Bay		
		Road, Vaucluse.		
		2. The southern side of Trafalgar Street, south of Pembroke		
		Street, Bronte.		
		3. The eastern side of Castlefield Street, outside 15		
		Castlefield Street, Bondi.		
		4. The eastern side of Calga Place, south of Macpherson		
		Street, Bronte.		

3. Introduction/Background

Research shows that even while the majority of EV charging occurs at home, the availability of public charging infrastructure is essential to driving uptake of electric vehicles as it reassures drivers that they will not be stranded with insufficient battery power. This is especially true if positioned in convenient locations

at shopping and beach destinations. There are additional significant promotional and awareness-raising benefits related to putting chargers in high-profile areas with high public visibility.

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

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

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

4. Technical Analysis

Location 1 - The eastern side of Craig Avenue, East of Diamond Bay Road, Vaucluse

This is an additional 90-degree angle parking space adjacent to the approved angle parking space within close proximity to high density living, residential and tourist/visitor locations. Parking is currently unrestricted at the proposed location.

Figure 2 shows the location of the additional space adjacent to the approved single space.



Figure 2. Craig Avenue, east of Diamond Bay Road, Vaucluse.

Location 2 - The eastern side of Castlefield Street, outside 15 Castlefield Street, Bondi

This is an additional 90-degree angle parking adjacent to the approved parking space within close proximity to Bondi Road shops, high density living, residential and tourist/visitor locations. Parking is currently restricted with a 2P restriction at the proposed location.

Figure 3 shows the location of the additional space adjacent to the approved single space.



Figure 3. Castlefield Street outside 15 Castlefield Street, Bondi.

Location 3 - The northern side of Calga Place south of Bronte Road, Bronte

This is an additional parallel parking space adjacent to the approved parking space in proximity to Bondi Road shops, high-density living, residential and tourist/visitor locations.

Figure 4 shows the location of the additional space adjacent to the approved single space.



Figure 4. Calga Place south of Bronte Road, Bronte.

Location 4 – The southern side of Trafalgar Street, West of Pembroke Street, Bronte

This is a proposed relocation of the approved 90-degree angle parking together with an additional 90-degree parking angle parking adjacent to it within close proximity to high density living, residential and tourist/visitor locations. Parking is currently restricted with a 4P restriction at the proposed location.

Figure 5 shows the location of the proposed relocation of the angled parking space together with the additional angled parking space adjacent to it.

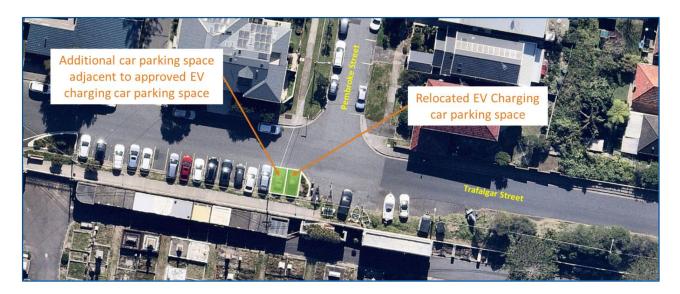


Figure 5. Trafalgar Street, south of Pembroke Street, Bronte.

Signage and line marking

The proposed parking space will be signposted for use only by electric vehicles for use while charging. The signage is shown in Figure 6.



Figure 6. Proposed signage.

5. Financial Information for Council's Consideration

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

6. Attachments

Nil.

REPORT TC/CV.02/22.11

Subject: St Patrick's Catholic Church, Bondi - Wedding and Funeral

Parking Changes

TRIM No: A14/0145

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authorisor: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council changes the 12 metre 'No Parking, Wedding and Funeral Vehicles Excepted' restriction on the western side of Wellington Street, Bondi, north of Bondi Road outside St Patrick's Catholic Church, to 'No Parking, Wedding and Funeral Vehicles Excepted, 9 am—2 pm Mon—Sat' and 'P15 Min, 2 pm—6 pm Mon—Sat.'

1. Executive Summary

At the Council meeting held on 16 July 2019, Council resolved to undertake an investigation into the feasibility of modifying the parking arrangements on Wellington Street outside St Patrick's Catholic Church.

The usage of the existing 12 metre 'No Parking, Wedding & Funeral Vehicles Excepted' restriction has been investigated. The space is generally used for wedding and funeral vehicles between 9 am and 2 pm from Monday to Saturday. Use on weekends is infrequent.

It is recommended that the current restriction is changed to 'No Parking, Wedding & Funeral Vehicles Excepted, 9am-2pm Monday- Saturday' and 'P15 min, 2pm-6pm Monday- Saturday'.

The proposed P15 restriction extends an existing 6 metre P15 zone from one space to three spaces after 2.00 pm. The 6 metre P15 restriction was initially installed to provide short term parking to the local shops on Bondi Road. Parking on the opposite side of Wellington Street is unrestricted making them generally unavailable to shoppers during the weekday.

A representative from St Patrick's Catholic Church has been consulted. The representative and agrees with the recommended changes. Council will need to exercise its delegated functions to implement the proposal.

Figure 1 shows the site location. Figure 2 shows the proposed parking restrictions.





Figure 1. Site location.



Figure 2. Proposed parking restrictions.

2. Introduction/Background

Council at its 16 July 2019 meeting resolved to investigate the use of the feasibility of modifying the parking arrangements on Wellington Street outside St Patrick's Catholic Church at the corner of Bondi Road and Wellington Street (Table 1).

The Church has been consulted and expressed their concurrence with the recommended changes.

Table 1. Relevant Council resolution.

Meeting and date	Item No.	WTC Recommendation		
Council	CM/8.2/19.07	That Council:		
16/07/2019				
		Investigates the feasibility of modifying the parking arrangements on Wellington Street outside St Patrick's Catholic Church (corner of Bondi Road and Wellington Street).		
		Consults adjacent property-owners and stakeholders, including St Patrick's Catholic Church.		
		3. Notes that the first two parking spaces on the west side of Wellington Street are dedicated to wedding and funeral vehicles, which are available at any time. However, observations by community members indicate these dedicated spaces are very infrequently used.		
		4. Notes that a more efficient use of the two spaces might be a conversion to 'P 15 8 am Mon–6 pm Sat', with an additional sign under the control of St Patrick's Church that could be applied over the potential new P15 signs for the duration of particular wedding and funeral activities and removed afterwards.		

3. Technical Analysis

The current 12 metre 'No Parking, Wedding & Funeral Vehicles Excepted' restriction outside St Patrick's Catholic Church zone was installed in October of 2011. The zone is underutilised

A representative from St Patrick's Catholic Church has advised that the restriction is only utilised between 9am-2pm Monday - Saturday for funerals and weddings. The proposed changes allow parking spaces to be utilised outside these hours. The changes are recommended as it will service businesses in the area and the nearby schools during the busy school pick up hour. Figure 3 shows the proposed signage.

Signage

The proposed signage is shown below.



Figure 3. Proposed signage.

4. Financial Information for Council's Consideration

Council will fund signage changes from existing Council budgets.

5. Attachments

Nil.