

WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held at Waverley Council Chambers, Cnr Paul Street and Bondi Road, Bondi Junction at:

10.00 AM, THURSDAY 23 MARCH 2023

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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Declarations of Interest

Adoption of Previous Minutes k	y Council - 23 Feb	ruary 20238
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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 23 February 2023 are scheduled to be adopted by Council at its meeting on 23 March 2023.

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

COUNCIL OFFICER'S PROPOSAL:

- 1. Approves the signage and line marking plans for the Birrell Street Renewal Project between Newland Street and Bronte Road, as shown in Attachment 1 of the report.
- 2. Notes the community consultation report on the project attached to the report (Attachment 2).
- 3. Notes that:
 - (a) Modifications to the lanes at the signalised intersections of Birrell Street and Bronte Road will be submitted to Transport for NSW for approval, with any required design and signage changes being approved by Transport for NSW.
 - (b) Council will proceed to tendering for construction services for the length of Birrell Street between Newland Street and Bronte Road.
 - (c) A separate report will be submitted to the Traffic Committee in the 2023–24 financial year for a subsequent stage of works for the length of Birrell Street between Bronte Road and Tamarama Street.
- 4. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/C.02/23.03 Queens Park Road, Queens Park - Bicycle Shared Path (SF23/686)58

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a shared path along the footpath on the southern side of Queens Park Road, Queens Park, between Bourke Street and Manning Street, as shown in Attachment 1 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/C.03/23.03 Pine Lane, Bondi Junction - Continuous Footpath Treatment (A20/0069)65

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a continuous footpath treatment in Pine Lane, Bondi Junction, at the intersection of Hollywood Avenue, as shown in Attachment 1 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

TC/C.04/23.03 Ebley Street, Bondi Junction - Driving Test Parking Restriction (A21/0105)......70

COUNCIL OFFICER'S PROPOSAL:

- 1. Changes the parking restrictions along the 29 metre zone on the northern side of Ebley Street, Bondi Junction, outside 19–23 Hollywood Avenue, to:
 - (a) 'No Parking, Vehicles with Applicants for Service NSW Driving Tests Excepted, 7 am–7 pm Mon–Fri, 7 am–3 pm Sat.'
 - (b) '2P Meter Registration, 7 pm–9 pm Mon–Fri, 3 pm–9 pm Sat, 8 am–9 pm Sun, Permit Holders Excepted Area 22.'
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and location of, or remove, the driving test parking area as necessary.

TC/C.05/23.03	Dickson Street, Bronte - 'No Stopping' Zones	(A14/0145)7
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COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10 metre 'No Stopping' zone on the eastern side of Dickson Street, Bronte, south of Dickson Lane, Bronte.
- 2. Installs a 12 metre 'No Stopping' zone on the eastern side of Dickson Street, north of Belgrave Street.

TC/C.06/23.03 Denison Street, Bondi Junction - 'No Parking' Signage (A14/0145)......79

COUNCIL OFFICER'S PROPOSAL:

That Council replaces the 'No Stopping, Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone on the eastern side of Denison Street, Bondi Junction, with a 'No Parking, Council Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone.

TC/V STATE ELECTORATE OF VAUCLUSE

COUNCIL OFFICER'S PROPOSAL:

- 1. Approves the temporary closure of Ramsgate Avenue and Campbell Parade, North Bondi, for Anzac Day on 25 April 2023 between 4 am and 7 am, in accordance with the Traffic Control Plans attached to the report, subject to the applicant:
 - (a) Submitting a Traffic Management Plan to Transport for NSW for approval.
 - (b) Providing public liability insurance for the event.
 - (c) Obtaining NSW Police Force approval and assessment of the event classification.
 - (d) Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra, and Randwick fire stations) at least seven days prior to the event.
 - (e) Notifying local residents and businesses at least seven days prior to the event.
- 2. Delegates authority to Executive Manager, Infrastructure Services, to modify the Traffic Control Plans should on-site circumstances warrant changes.

TC/V.02/23.03	136 and 138 Hastings Parade, North Bondi - 'P Motor Bikes Only' Parking Zone
	(A21/0065)87

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'P Motor Bikes Only' parking zone between the driveways of 136 and 138 Hastings Parade, North Bondi.

TC/V.03/23.03 Griffith Avenue and Plowman Street, North Bondi - 'No Stopping' Zone Modification (A14/0145)......90

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Extends the 'No Stopping' zone on the southern side of Griffith Avenue, North Bondi, west to Plowman Street from 7 metres to 13 metres to include the driveway of 4 Griffith Avenue.
- 2. Notifies residents in the vicinity of the intersection before implementing the change.

COUNCIL OFFICER'S PROPOSAL:

That Council shortens the 'No Stopping' zone across the driveways of 23 and 25 Warners Avenue, Bondi Beach, from 23 metres to 19 metres to exclude the driveway of 25 Warners Avenue.

COUNCIL OFFICER'S PROPOSAL:

- 1. Installs a 25 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone on the northern side of Curlewis Street, Bondi Beach, in front of 140 and 142 Curlewis Street.
- 2. Temporarily relocates the 11 metre '15 Minute Parking' zone from the northern side of Curlewis Street to the southern side of Curlewis Street, on the western side of the 'No Stopping' zone at the pedestrian crossing.
- 3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove the construction zone as necessary.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC	STATE ELECTORATE OF COOGEE
Nil.	
TC/TEAV	STATE ELECTORATE OF VAUCLUSE
Nil.	
TC/TEACV	ELECTORATES OF COOGEE AND VAUCLUSE
Nil.	
ΤC/ΤΕΔΙ	ITEMS WITHOUT NOTICE
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Nil.	

MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE MEETING HELD AT WAVERLEY COUNCIL CHAMBERS, CNR PAUL STREET AND BONDI ROAD, BONDI JUNCTION ON THURSDAY, 23 FEBRUARY 2023



Voting Members Present:

Cr P Masselos Waverley Council – Chair

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

Mr P Pearce Representing Marjorie O'Neill, MP, Member for Coogee

Mr J Tukadra Transport for NSW – Network and Safety Officer

Ms J Zin Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Cst P Drinias NSW Police – Eastern Suburbs Police Area Command – Traffic Services

Mr B Gidies Transdev John Holland – Traffic and Events Manager

Mr V Lee Transport for NSW – Network and Safety Services Manager

Cr L Fabiano Waverley Council – Deputy Chair Cr T Kay Waverley Council – Deputy Chair

Mr N Zervos Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson Waverley Council – Service Manager, Traffic and Transport

Mr C Yabuka Waverley Council – Manager, Strategic Transport

Mr M Almuhanna Waverley Council – Senior Traffic Engineer

Mr K Magistrado Waverley Council – Traffic Engineer
Ms B Wang Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.01 am, those present were as listed above, with the exception of Ms J Zin who arrived at 10.06 am.

At 10.47 am, Mr P Pearce left the meeting and did not return.

Apologies

There were no apologies.

Declarations of Interest

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

1. Cr P Masselos declared a less than significant non-pecuniary interest in item TC/C.03/23.02(2) – Park Parade, Bondi – Speed Cushions Review and informed the meeting that she regularly commutes on Park Parade.

- 2. Cr T Kay declared a less than significant non-pecuniary interest in item TC/V.01/23.02(2) Curlewis Street, Bondi Beach Streetscape Upgrades and informed the meeting that he regularly passes through the Wellington Street/Curlewis Street intersection.
- 3. Cr T Kay declared a less than significant non-pecuniary interest in item TC/V.04/23.02(2) Patterson Street and Plowman Street, North Bondi 'No Stopping' Zones and informed the meeting that he lives in Plowman Street.

Adoption of Previous Minutes by Council - 2 February 2023

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 2 February 2023 were adopted by Council at its meeting on 21 February 2023 with the following change:

1. TC/C.02/23.02 – Belgrave Street, Dickson Street and Blandford Avenue, Bronte – 'No Stopping' Zone.

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

That Council:

- 1. Installs 10 metre 'No Stopping' zones at the following Bronte locations:
 - (a) The eastern side of Dickson Street to the south of Belgrave Street.
 - (b) The western side of Dickson Street to the south of Blandford Avenue.
- 2. Officers investigate 'No Stopping' zones on the eastern side of Dickson Street, between Dickson Lane and Belgrave Street, Bronte, such as:
 - (a) A 10 metre 'No Stopping' zone to the south of Dickson Lane.
 - (b) A 12 metre 'No Stopping' zone to the north of Belgrave Street, acknowledging that line of sight exiting Belgrave Street at the intersection and southbound vehicular speed on the downhill section of Dickson Street are current issues.
 - (c) A part-time or full-time 'No Stopping' zone between Dickson Lane and Belgrave Street, noting that 4–5 parking spaces would be removed.

With a report to be prepared for the Traffic Committee's consideration, to include on-street parking occupancy, congestion and vehicular safety concerns, especially at peak times, and accident history.

- 3. Officers, in their investigation and report above, consider 10 metre 'No Stopping' zones on the northern and southern sides of Belgrave Street to the east of Dickson Street, where vehicles are often parked illegally and unsafely.
- 4. Notes that the Bronte Precinct committee indicated its support for the above investigations at its meeting on Monday, 13 February 2023.

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/V.04/23.02(2) Patterson Street and Plowman Street, North Bondi – 'No Stopping' Zones.

TC/V.05/23.02(2) 82 O'Brien Street, Bondi Beach – Construction Zone.

TC/V.06/23.02(2) 2 Princess Street, Rose Bay – Construction Zone.

TC/V.07/23.02(2) 20 Forest Knoll Avenue, Bondi Beach – Construction Zone.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/23.02(2) Resident Parking Scheme Area 11 - Extension (A02/0750)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P 8 am–10 pm, Permit Holders Excepted Area 11' parking restrictions in Illawong Avenue, Tamarama, as shown in Figure 1 of the report.
- 2. Excludes 20 Illawong Avenue from the Resident Parking Scheme and prohibits residents of this address from applying for permits in Area 11.

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.02/23.02(2) Resident Parking Scheme Area 15 - Extension (A02/0750)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs '2P 8 am-6 pm, All Days, Permit Holders Excepted Area 15' parking restrictions in Avoca Street, Boonara Avenue, Farrellys Avenue, Imperial Avenue, Jackaman Street, Philip Street, Tamarama Street and Tasman Street, as shown in Figure 1 of the report.

2. Retains existing parking restrictions in the rest of Area 15.

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. Installs '2P 8 am—8 pm, All Days, Permit Holders Excepted Area 15' parking restrictions in Avoca Street, Boonara Avenue, Farrellys Avenue, Imperial Avenue, Jackaman Street, Philip Street, Tamarama Street and Tasman Street, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in the rest of Area 15.
- 3. Monitors the scheme and reviews it after six months.

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

J Goldschmidt addressed the meeting.

TC/C.03/23.02(2) Park Parade, Bondi - Speed Cushions Review (A18/0579)

Cr Masselos declared a less than significant non-pecuniary interest in this item and informed the meeting that she regularly commutes on Park Parade.

COUNCIL OFFICER'S PROPOSAL:

That Council retains the rubber speed cushions outside 10 and 32 Park Parade, Bondi Junction, as a permanent traffic calming measure.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of a new clause 2 such that the recommendation now reads as follows:

That Council:

- 1. Retains the rubber speed cushions outside 10 and 32 Park Parade, Bondi Junction, as a permanent traffic calming measure.
- 2. Notes that as part of the 40 km/h speed limit project, there will be a post-implementation review.

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.01/23.02(2) Curlewis Street, Bondi Beach - Streetscape Upgrades (A21/0381)

Cr T Kay declared a less than significant non-pecuniary interest in this item and informed the meeting that he regularly passes through the Wellington Street/Curlewis Street intersection.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Approves the installation of traffic devices, signs and linemarking in Curlewis Street, between Campbell Parade and Old South Head Road, Bondi Beach, as shown in Attachment 1 of the report (excluding traffic signals at Old South Head Road, Glenayr Avenue, and Campbell Parade).
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should further amendments be required.

3. Notes that:

- (a) The traffic signal designs will be submitted to Transport for NSW for approval, with any required design and signage changes being approved by Transport for NSW.
- (b) Council has already undertaken two rounds of consultation on the concept designs and incorporated changes based on the feedback received.
- (c) After signage and linemarking approval, the project's review of environmental factors (REF) will be emailed to Councillors for their feedback, five days prior to public exhibition, as per the Councillor Consultation Approval Process. Public exhibition of the REF will be subject to Councillor feedback, in line with the Councillor Consultation Approval Process.
- (d) The General Manager, under delegation, will consider the REF outcomes and feedback from the public exhibition to determine whether the project will proceed.
- (e) Council will proceed to tendering for construction services should the General Manager determine that the project proceed.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of a new clause 4 such that the recommendation now reads as follows:

That Council:

- 1. Approves the installation of traffic devices, signs and linemarking in Curlewis Street, between Campbell Parade and Old South Head Road, Bondi Beach, as shown in Attachment 1 of the report (excluding traffic signals at Old South Head Road, Glenayr Avenue, and Campbell Parade).
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should further amendments be required.

3. Notes that:

(a) The traffic signal designs will be submitted to Transport for NSW for approval, with any

required design and signage changes being approved by Transport for NSW.

- (b) Council has already undertaken two rounds of consultation on the concept designs and incorporated changes based on the feedback received.
- (c) After signage and linemarking approval, the project's review of environmental factors (REF) will be emailed to Councillors for their feedback, five days prior to public exhibition, as per the Councillor Consultation Approval Process. Public exhibition of the REF will be subject to Councillor feedback, in line with the Councillor Consultation Approval Process.
- (d) The General Manager, under delegation, will consider the REF outcomes and feedback from the public exhibition to determine whether the project will proceed.
- (b) Council will proceed to tendering for construction services should the General Manager determine that the project proceed.
- 4. Conducts a road safety and movement audit once the cycleway has been completed and in operation for six months.

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

TC/V.02/23.02(2) 140 Clyde Street, North Bondi - Angle Parking and Passing Bays - Survey Results (DA-314/2021)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Converts the angle parking on the northern side of Clyde Street, North Bondi, back to parallel parking.
- 2. Does not install passing bays in Clyde Street, east of Hardy Street.

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.03/23.02(2) 13-15 O'Brien Street, Bondi Beach - Loading Zone Modification (A04/0696)

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the parking restrictions for the loading zone in front of 13–15 O'Brien Street, Bondi Beach, as shown in Figure 2 of the report.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to being amended to read as follows:

That Council:

- 1. Removes the 6.5 metre 'Loading Zone, 8 am–4 pm' and '1P 4 pm–6 pm, 4P 6 pm–10 pm' restrictions in front of 13–15 O'Brien Street, Bondi Beach.
- 2. Installs the following restrictions in front of 13–15 O'Brien Street: a 6.5 metre 'Loading Zone, 6.30 am–4 pm Mon–Fri, 6.30 am–12 noon Sat' and '1P 4 pm–6 pm Mon–Fri, 12 noon–6 pm Sat, 8 am–6 pm Sun, 4P 6 pm–10 pm, public holidays included.'

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

TC/V.04/23.02(2) Patterson Street and Plowman Street, North Bondi - 'No Stopping' Zones (A14/0145)

Cr T Kay declared a less than significant non-pecuniary interest in this item and informed the meeting that he lives in Plowman Street.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9.2 metre 'No Stopping' zone on the southern side of Patterson Street, North Bondi, west of Plowman Street.
- 2. Installs a 10 metre 'No Stopping' zone on the western side of Plowman Street, south of Patterson Street.

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.05/23.02(2) 82 O'Brien Street, Bondi Beach - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

- 1. Installs a 15 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone 5.4 metres west of the driveway to 75 Lamrock Avenue, Bondi Beach, as shown in Figure 2 of the report.
- 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.06/23.02(2) 2 Princess Street, Rose Bay - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 12 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 2 Princess 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.07/23.02(2) 20 Forest Knoll Avenue, Bondi Beach - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 20 Forest Knoll Avenue, Bondi Beach as shown in Figure 2.
- 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/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.		
	STATE ELECTORATE OF VAUCLUSE	
Nil.		
TC/TEACV	ELECTORATES OF COOGEE AND VAUG	CLUSE
Nil.		
THE MEETING CLOSED AT 11.31 AM.		
	 S	IGNED AND CONFIRMED
		MAYOR 11 MARCH 2023
	-	

REPORT TC/C.01/23.03

Subject: Birrell Street Renewal Project

TRIM No: A22/0414

Author: Cameron Eccles, Senior Project Manager

Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

- 1. Approves the signage and line marking plans for the Birrell Street Renewal Project between Newland Street and Bronte Road, as shown in Attachment 1 of the report.
- 2. Notes the community consultation report on the project attached to the report (Attachment 2).
- 3. Notes that:
 - (a) Modifications to the lanes at the signalised intersections of Birrell Street and Bronte Road will be submitted to Transport for NSW for approval, with any required design and signage changes being approved by Transport for NSW.
 - (b) Council will proceed to tendering for construction services for the length of Birrell Street between Newland Street and Bronte Road.
 - (c) A separate report will be submitted to the Traffic Committee in the 2023–24 financial year for a subsequent stage of works for the length of Birrell Street between Bronte Road and Tamarama Street.
- 4. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

Council will be conducting a renewal of Council's assets along Birrell Street between Newland Street and Bronte Road within the current financial year as an extension of the works completed last financial year between Bronte Road and Henrietta Street (see Figure 1). This presents an opportunity to improve pedestrian and cycleway facilities in line with Council's People, Movement and Places strategy and Bike Plan 2013.

This report seeks Council's approval of signage and line marking plans for the Birrell Street Renewal Project between Newland Street and Bronte Road. It also presents the findings arising from consultation with the community for cycling lanes between Newland Street and Henrietta Street.



Council received funding for the works between Newland Street and Bronte Road through the Regional Roads program which requires safety improvements as part of the scope.

Council undertook community consultation on 2 bicycle related options for Birrell Street between Newland Street and Henrietta Street. The first option was to have an uphill cycleway on Birrell Street (between Newland Street and Henrietta Street) positioned between the kerb and parked cars in the eastbound direction. Option 2 would have the cycleway positioned between parked cars and the travel lane. Vehicles and bicycles would share the travel lane westbound in both options as currently occurs.

Attachment 2 is the consultation report. 219 submissions were received during the consultation period. Overall, there was a strong support for the proposed separated uphill bike path and mixed traffic downhill arrangement between Newland Street and Henrietta Street. The community also showed support for kerb extensions and continuous footpath crossings.

There will be a gain of 22 car parking spaces on street, primarily due to kerb extensions reducing required 'No Stopping' distances at intersections.

Modifications to parts of the design considered in this report may arise because of on-site conditions. It is proposed that Council delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

Council will need to exercise its delegated functions in order to implement this proposal.

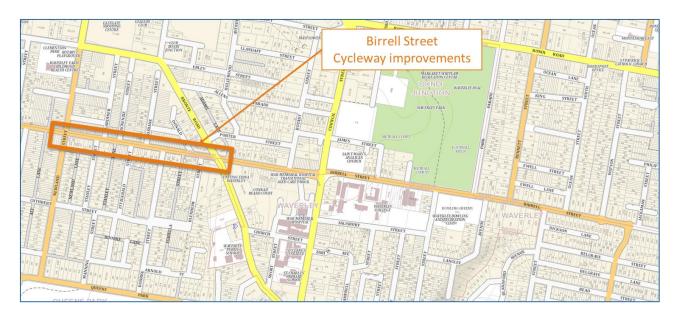


Figure 1. Location of cycleway improvements.

2. Introduction/Background

Birrell Street is a collector road that is utilised by vehicle drivers, cyclists, and pedestrians. It requires urgent infrastructure upgrades due to the deteriorating pavement. The upgrades will be funded by the NSW Government Regional Roads Program.

Birrell Street is an existing designated bike route in Council's Bike Plan and has operated with bike lanes between parked cars and the travel lanes. This arrangement presents safety concerns, particularly for cyclists travelling uphill where they are travelling at considerably lower speeds than cars, trucks, and buses. Separation of cyclists from the travel lane is preferred under these circumstances.

This report seeks approval to proceed with works on Birrell Street between Newland Street and Bronte Road only. A subsequent report will be presented for any extension to this proposal in future years to include works on Birrell Street between Bronte Road and Tamarama Street which form the full extent of the existing bike route on Birrell Street.

3. Technical Analysis

Cycleway design

The bike lane will be separated from parked vehicles with intermittent kerb blisters where possible. This provides a safer arrangement as it minimises conflict with vehicles.

Transport for NSW (TfNSW) Cycleways Design Toolbox provides guidance for a minimum one-way path width of 1.5 metres and Austroads Part 6A Section 5.1.5 advises an absolute minimum width of 1.2 metres. The width of the uphill bicycle path is 1.4 metres excluding the 0.4 metre buffer from parked vehicles. This will provide a 1.8 metre separation between cyclists and vehicles.

Intersection treatments

To improve pedestrian safety, kerb extensions are proposed at the following intersections of Birrell Street:

- Stanley Street.
- Mackenzie Street.
- Bourke Street.
- Fitzgerald Street.

Kerb extensions at these locations promote pedestrian safety by:

- Reducing the crossing length between the kerb ramps.
- Improve the sight lines between motorists and pedestrians.
- Passively promote slower vehicle speeds through restricting open travel lane space.

To improve pedestrian safety, continuous footpath treatments are proposed at the following intersections of Birrell Street:

- Gardiner Street.
- Stanley Lane.
- Isabella Street.
- Donald Place.
- Blenheim Street.

Continuous footpath treatments promote pedestrian priority at intersections and are appropriate at intersections of streets with lower vehicle flows. The above locations have been strategically selected.

Community engagement

This consultation ran from 16 November–7 December 2022 and sought community feedback on the proposed improvements to Birrell Street. Several engagement methods were implemented to enable community members to submit feedback in a way that was easy and convenient, including:

- Dedicated page on the 'Have Your Say' website.
- Online survey.
- Letterbox drop to approximately 1,237 properties near the proposed project location.

- Online information session for the Waverley Precinct Executive Committee.
- A 'Have Your Say' day held on 24 November 2022 for community members to talk to Council
 officers.

Concepts of the options for bicycle lanes are shown in Figures 2 and 3 below.



Figure 2. Uphill cycleway positioned between the kerb and parked cars.

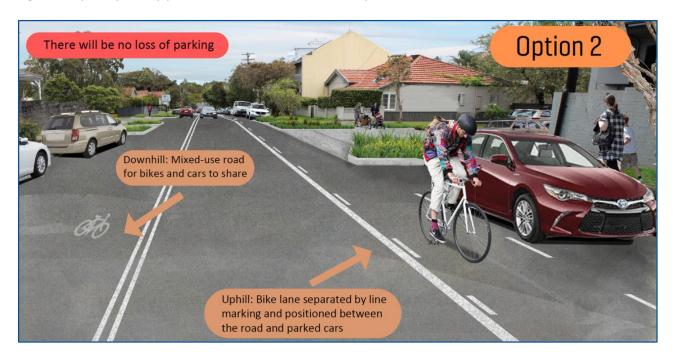


Figure 3. Uphill cycleway positioned between parked cars and the travel lane.

Options for replacing pedestrian refuges in Birrell Street with kerb extensions were also presented to the community. These options are shown in Figures 4, 5, and 6 below.



Figure 4. Birrell Street at Stanley Street – Replace pedestrian refuge with kerb extensions.



Figure 5. Birrell Street at Isabella Street – Option 1: replace pedestrian refuge with kerb extensions.



Figure 6. Birrell Street at Isabella Street – Option 2: rebuild pedestrian refuge to current standards.

219 submissions were received during the consultation period. Overall, there was strong support for the proposed separated uphill bike path and mixed traffic downhill arrangement between Henrietta Street and Newland Street. The community also showed strong support for kerb extensions and crossings in place of existing refuge islands.

Several concerns and suggestions were also highlighted by the community, including preserving parking, introducing traffic calming, ensuring connectivity of the bike lanes, and prioritising safety for pedestrians and bike riders.

The word cloud shown in Figure 7 highlights some of the frequent comments received from respondents. The larger the font, the more frequent the comment.



Figure 7. Community engagement summary.

Impact on parking

The expected net gain in parking is approximately 22 car parking spaces. These are highlighted in green shading in Attachment 1.

Overall, this is an excellent outcome, as it is not always possible to retain parking when installing bike lanes. In this case, more parking will be provided to the community along with the new bike lane facilities.

Construction stages

The delivery of this project is proposed to be divided into two separate stages. The construction stages are:

Stage 1

- Installation of kerb extensions and continuous footpath treatments.
- Road rehabilitation and re-sheeting between Newland Street and Bronte Road.
- Installation of bike lane dividers to facilitate an uphill bike lane between Newland Street and Henrietta Street.
- Removal of existing pedestrian refuge islands at the intersections of Isabella Street and Stanley Street.
- Associated line marking changes between Newland Street and Henrietta Street to facilitate an uphill separated bike lane and downhill mixed traffic lane.

Stage 2

- Birrell Street and Bronte Road traffic control signal changes to facilitate an uphill bike lane.
- Continuous footpath construction at the intersection of Gardiner Street.
- Intersection of Birrell Street and Mackenzie Street improvements.
- Intersection of Birrell Street and Botany Street improvements.

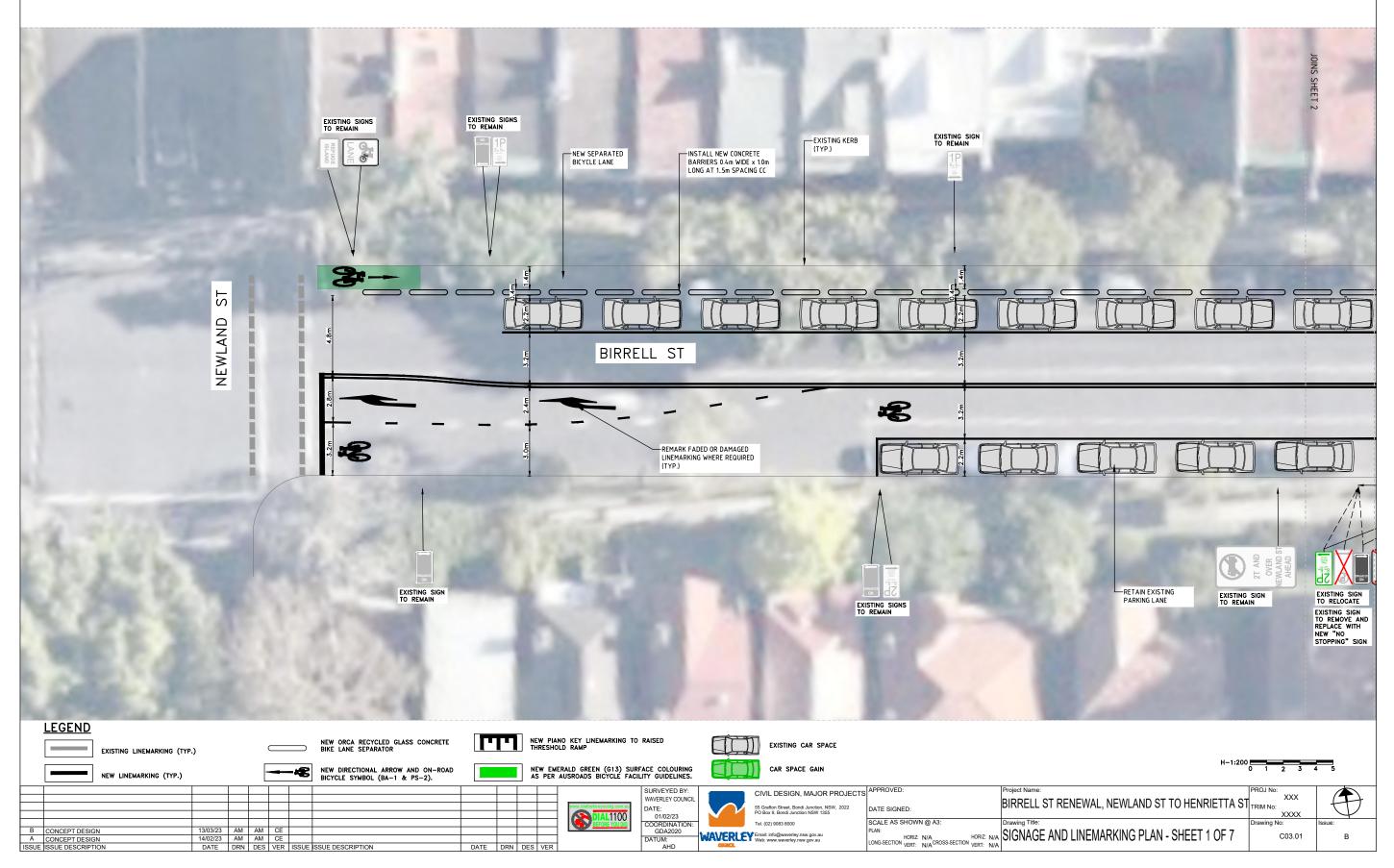
4. Financial Information for Council's Consideration

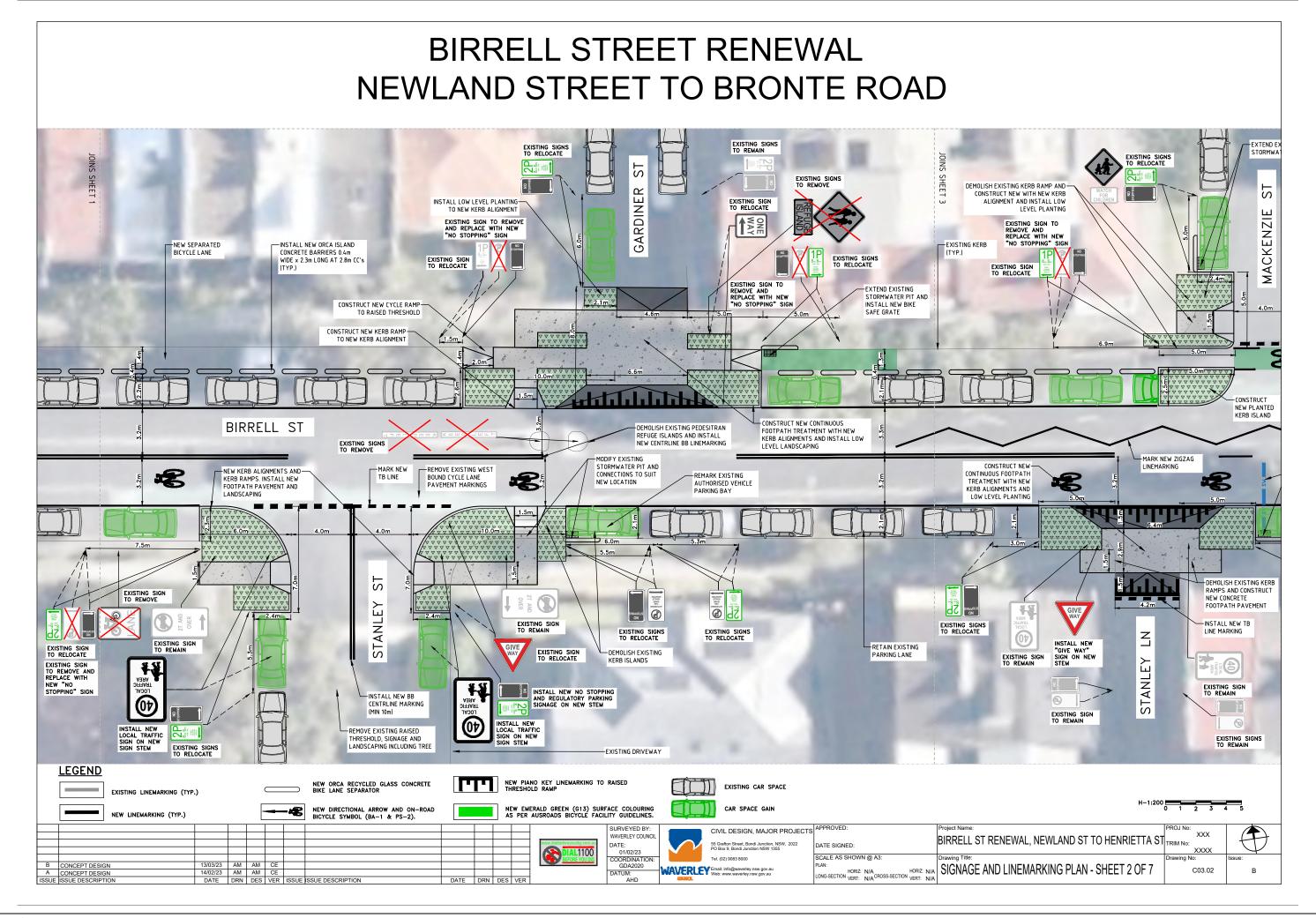
Council has secured funding through the NSW Government's Regional Roads Program.

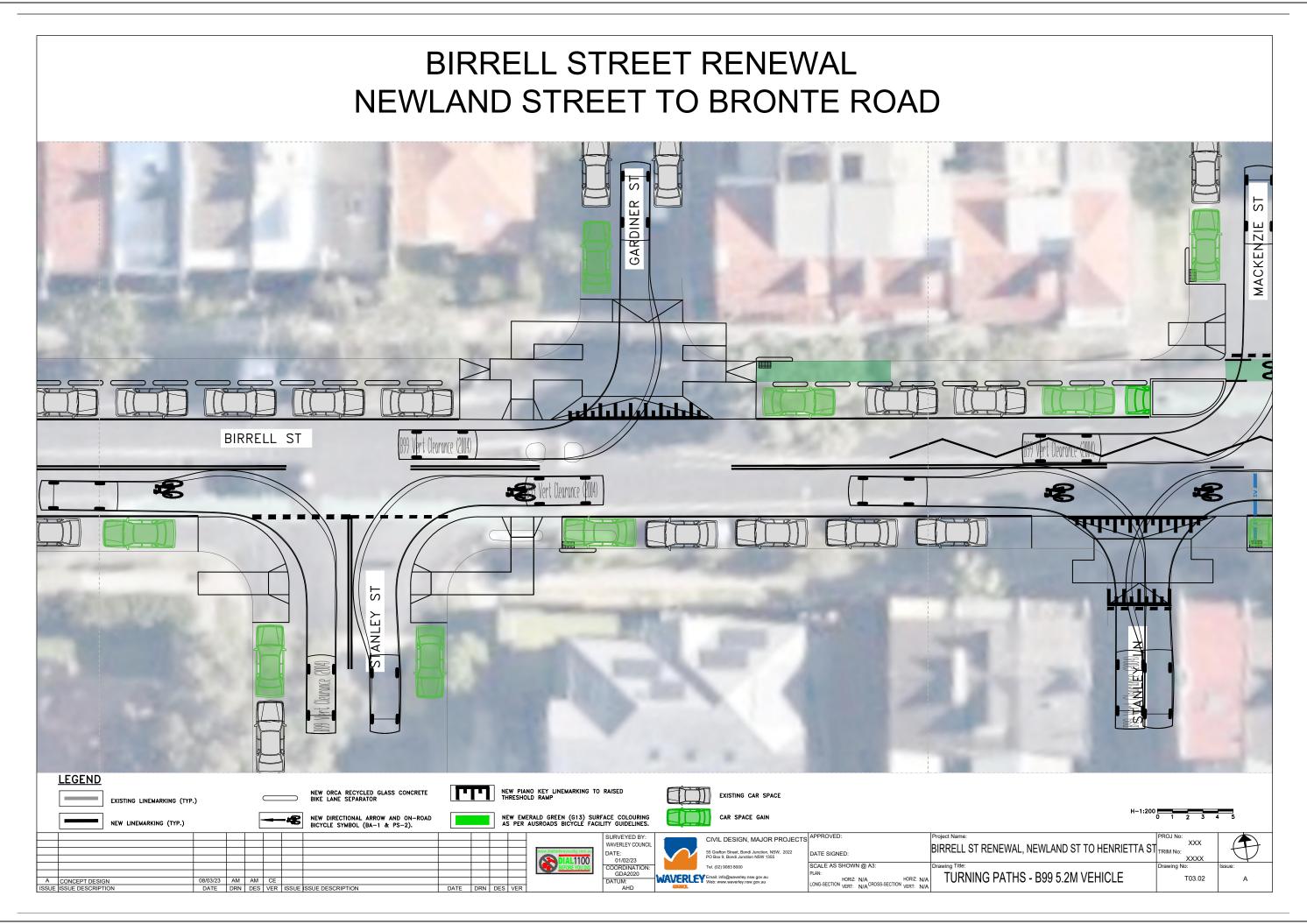
5. Attachments

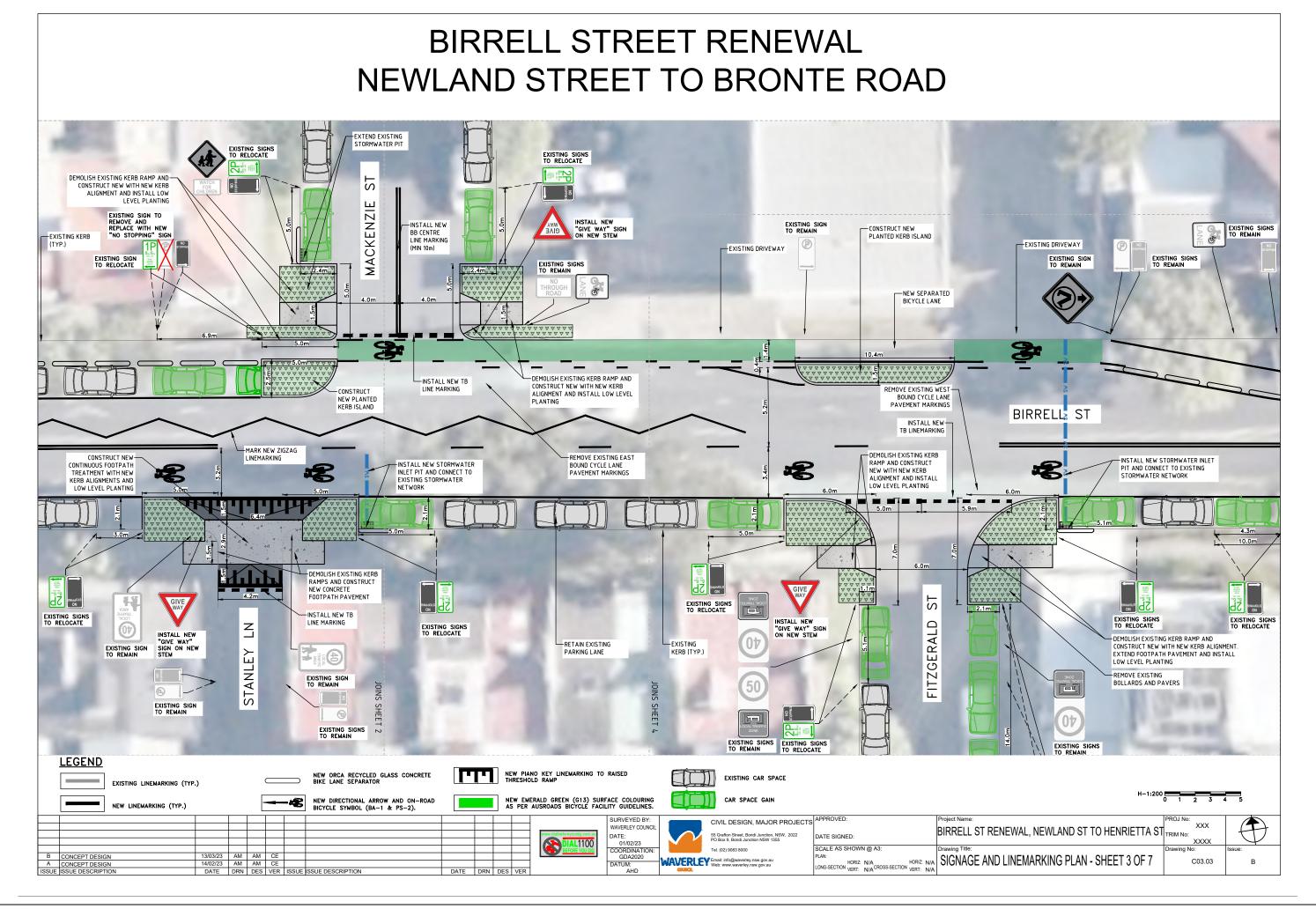
- 1. Birrell Street Cycleway design intersections J.
- 2. Birrell Street Consultation Report February 2023 <a> J .

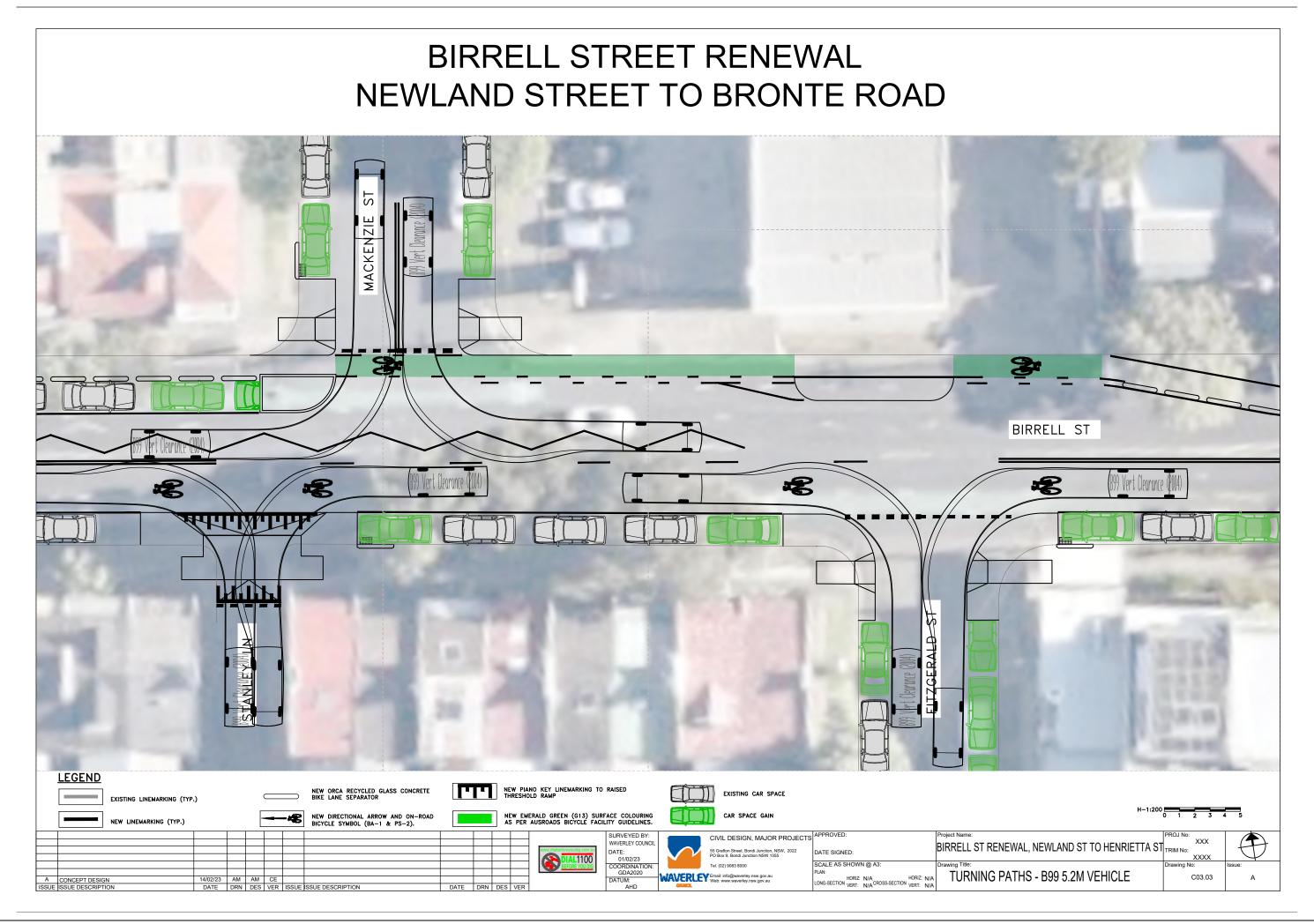
BIRRELL STREET RENEWAL NEWLAND STREET TO BRONTE ROAD

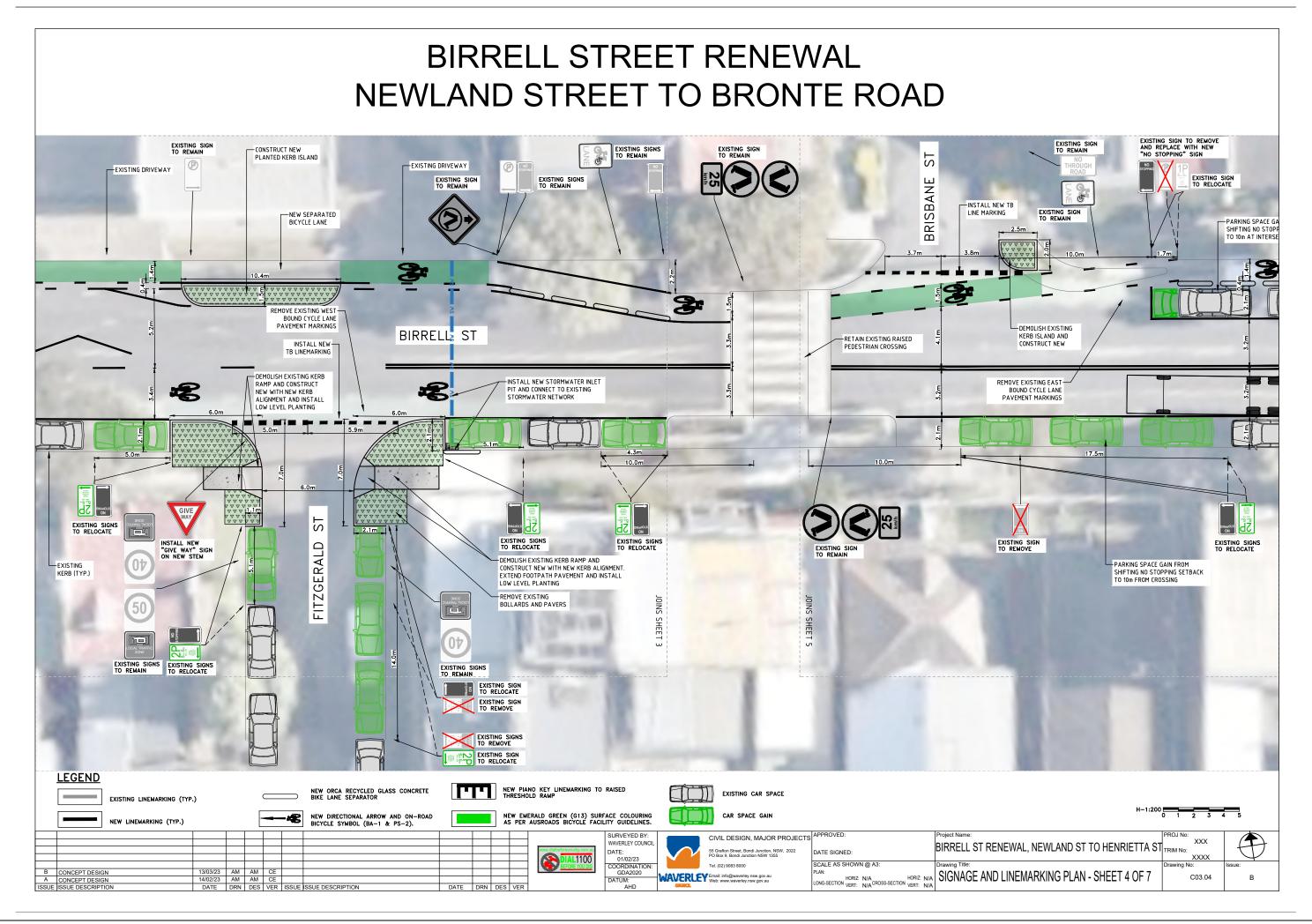


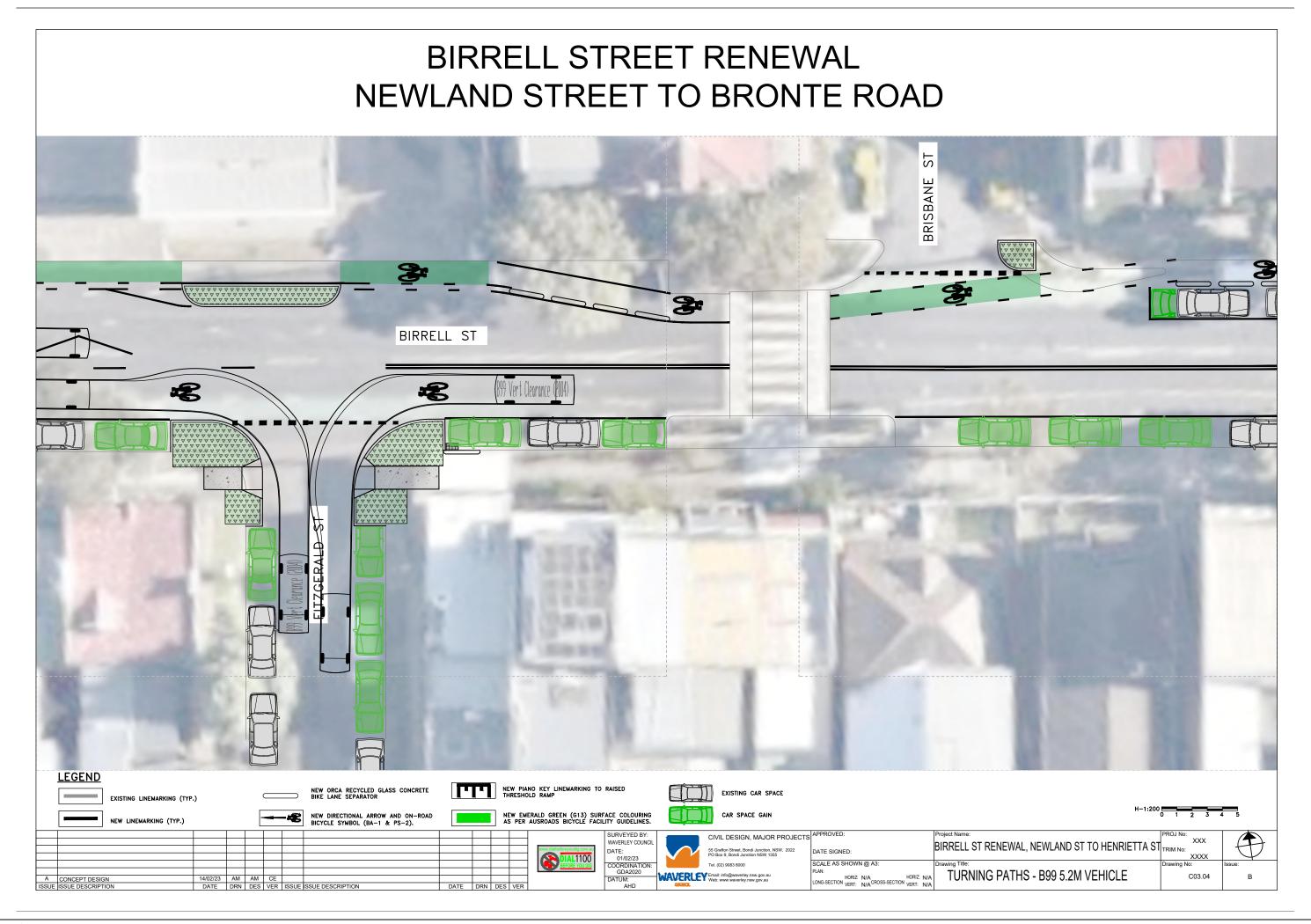




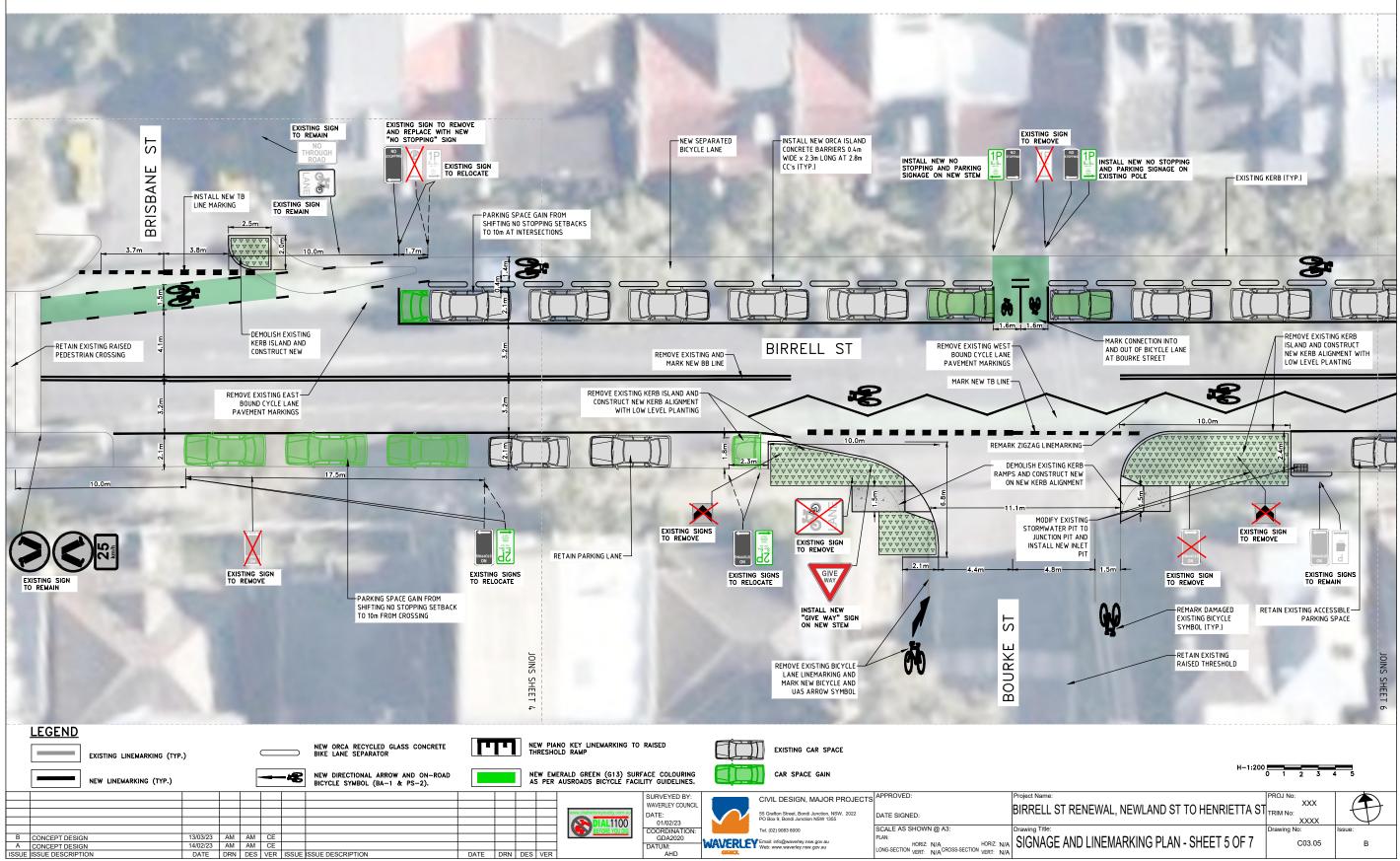


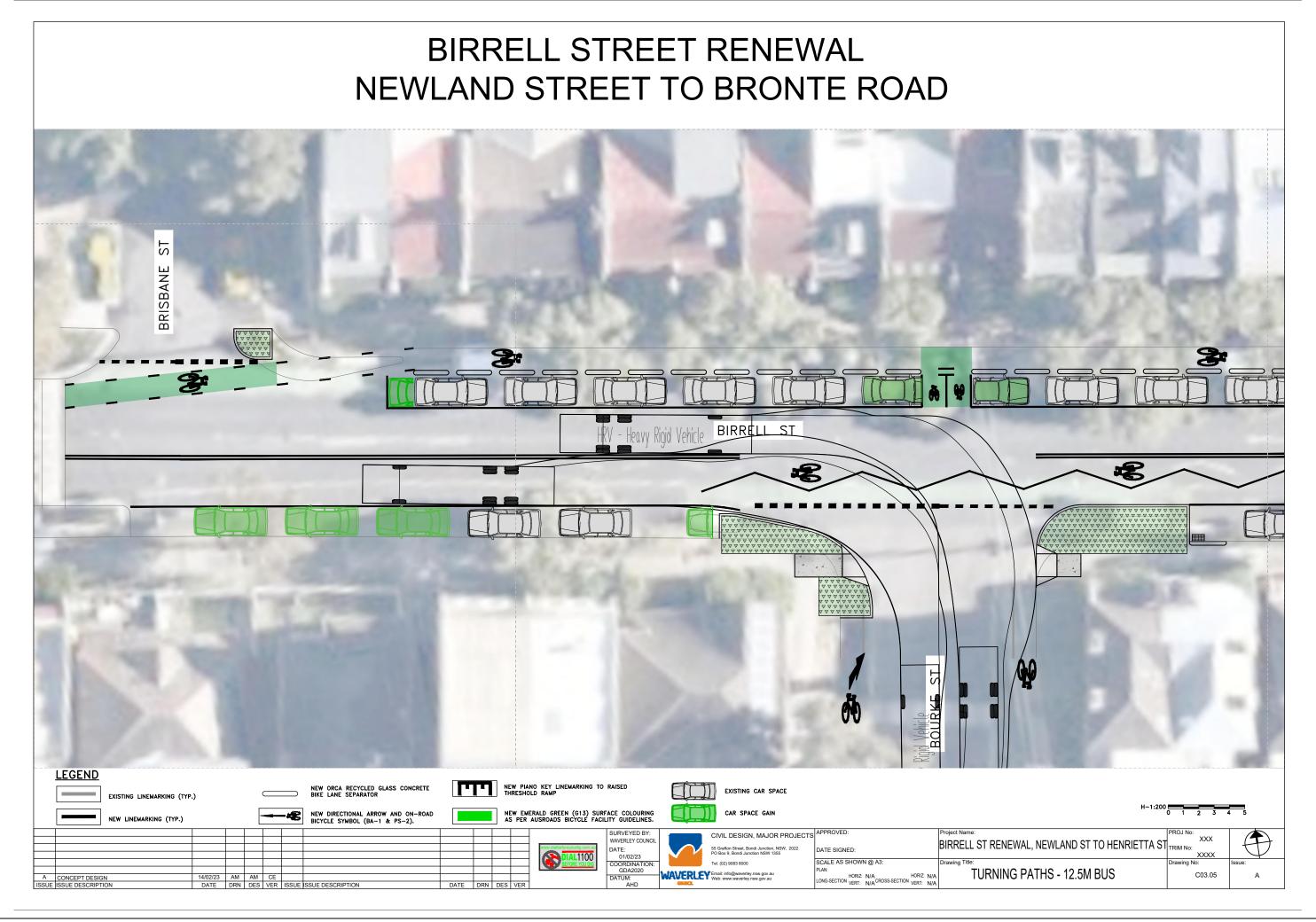




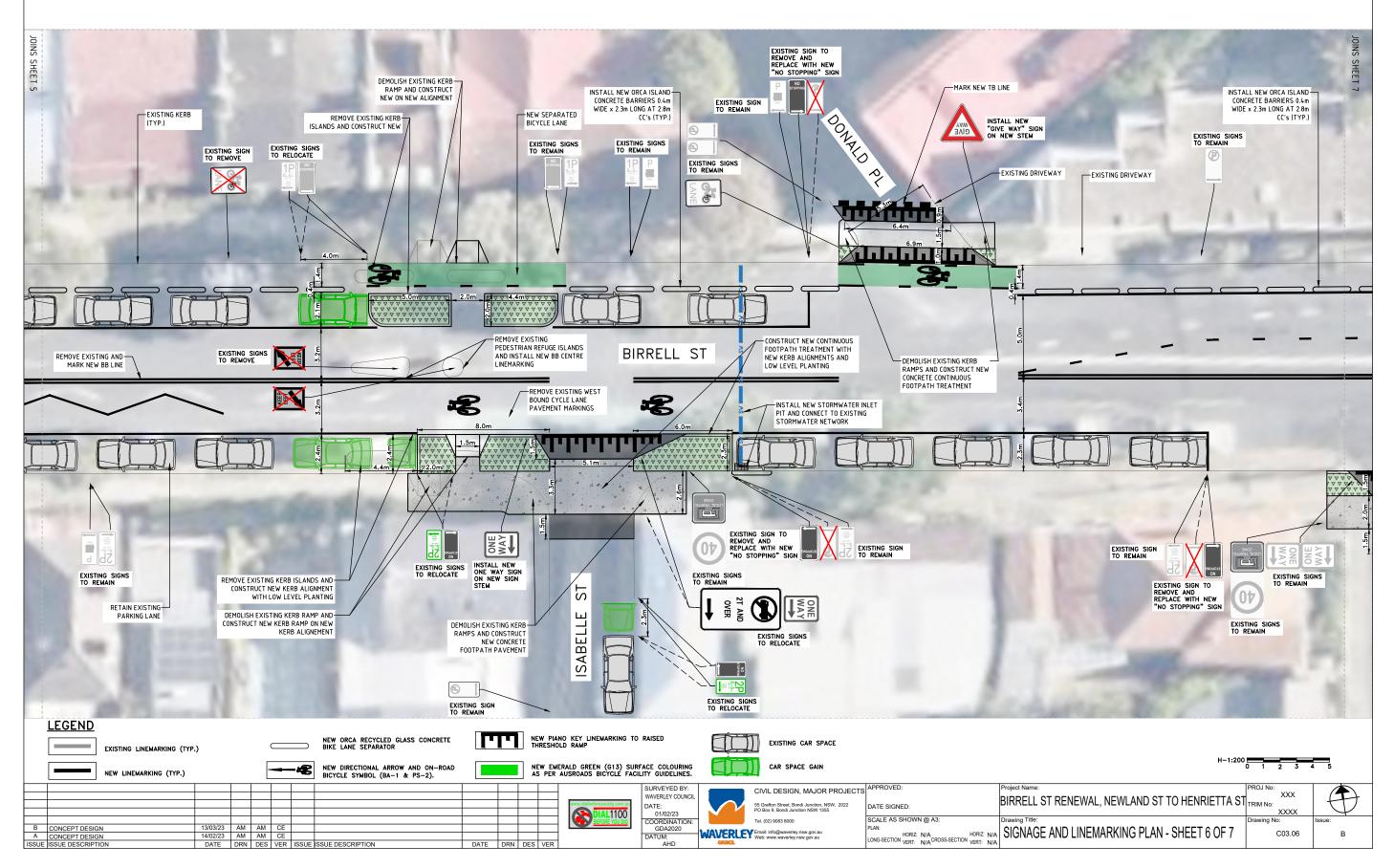


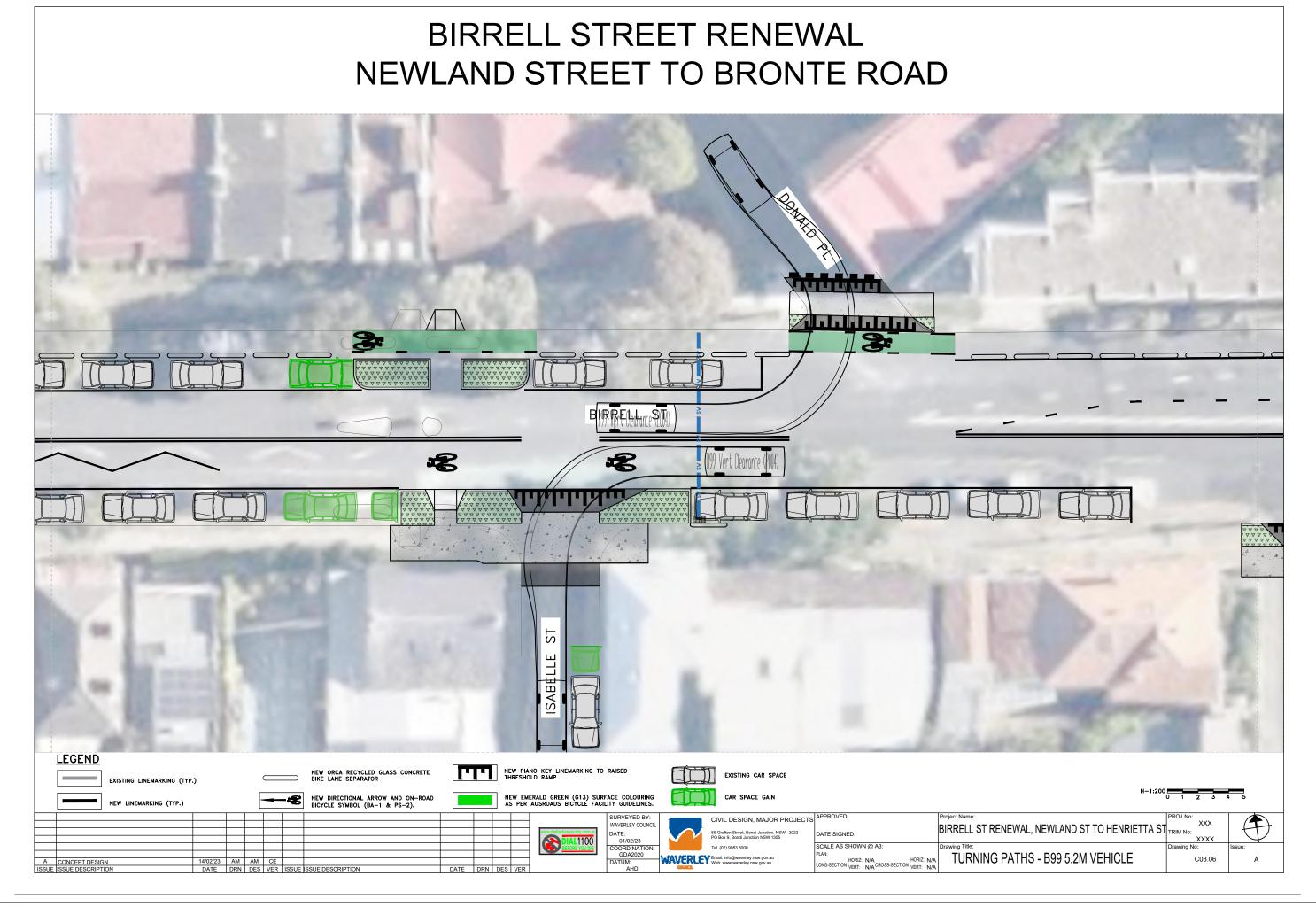
BIRRELL STREET RENEWAL NEWLAND STREET TO BRONTE ROAD



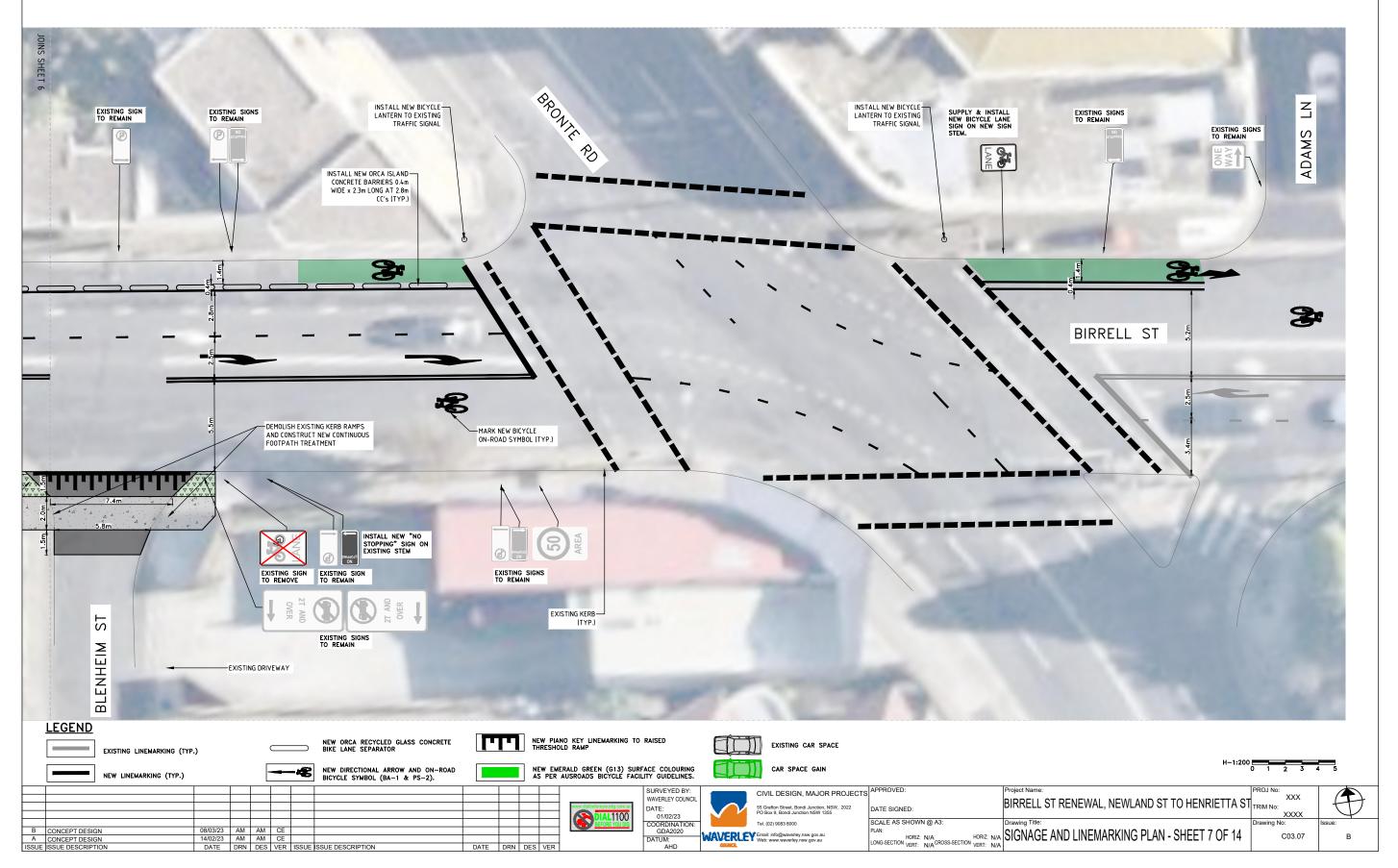


BIRRELL STREET RENEWAL NEWLAND STREET TO BRONTE ROAD





BIRRELL STREET RENEWAL NEWLAND STREET TO BRONTE ROAD



Waverley Traffic Committee 23 March 2023

BIRRELL STREET RENEWAL NEWLAND STREET TO BRONTE ROAD ADAMS BIRRELL ST **LEGEND** NEW PIANO KEY LINEMARKING TO RAISED THRESHOLD RAMP NEW ORCA RECYCLED GLASS CONCRETE BIKE LANE SEPARATOR EXISTING CAR SPACE NEW EMERALD GREEN (G13) SURFACE COLOURING AS PER AUSROADS BICYCLE FACILITY GUIDELINES. CAR SPACE GAIN NEW DIRECTIONAL ARROW AND ON-ROAD BICYCLE SYMBOL (BA-1 & PS-2). BIRRELL ST RENEWAL, NEWLAND ST TO HENRIETTA ST TURNING PATHS - B99 5.2M VEHICLE

TC/C.01/23.03- Attachment 1



Waverley Council acknowledges the Bidjigal, Birrabirragal and Gadigal people, who traditionally occupied the Sydney Coast, and we pay respect to all Aboriginal and Torres Strait Islander Elders both past and present.

Contents

Executive summary	3
Background	
Approach	
Engagement methodology	
Data overview	
Detailed results – Online survey	
Detailed results – Email	
Conclusion and recommendations	11
Appendix A – Survey questions and proposed upgrade examples	12
Appendix B – Notification letter	17
Appendix C – Letter distribution map	18
Appendix D – Image 1	18
Appendix E – Social media posts	19
Appendix F – Waverley Weekly e-newsletter	20

Consultation report template Page 2 of 20

Executive summary

Waverley Council is exploring a number of improvements to Birrell Street, between Newland Street and Henrietta Street to make it safer and improve the appearance for pedestrians, bike riders and motorists including:

- Road resurfacing and rehabilitation
- Intersection improvements (kerb extensions, continuous footpaths etc.)
- Increased greenery with new trees planted
- Replacement of traffic calming devices
- Upgrades to bike riding infrastructure, without any loss of parking

This consultation ran from 16 November – 7 December 2022 and sought community feedback on the proposed improvements to Birrell Street. A number of engagement methods were implemented to enable community members to submit feedback in a way that was easy and convenient, including:

- Dedicated page on the Have Your Say website
- Online survey
- Letterbox drop to approx. 1237 properties in close proximity to the proposed project location
- Online information session for the Waverley Precinct Executive Committee
- A Have Your Say day held on 24 November 2022 for community members to talk to Council officers

Overview of feedback

A total of 219 submissions were received during the consultation period.

Overall there was strong support for Option 1 (Refer to Appendix A, p15-16) of the proposed separated uphill bike path which involves a separated uphill bike lane and mixed traffic downhill arrangement between Henrietta Street and Newland Street. A number of key concerns and suggestions were also highlighted by the community, including preserving parking, introducing traffic calming, ensuring connectivity of the bike lanes, and prioritising safety for pedestrians and bike riders.

With regards to the replacement of the refuge islands at both Isabella Street and Stanley Street intersections, the survey results also showed a clear preference for Option 1, for kerb extensions and continuous crossings to be built.

The word cloud below highlights some of the frequent comments received from respondents. The larger the font, the more frequent the comment.



Consultation report template Page 3 of 20

Background

Birrell Street is a major road in Waverley, connecting people to several community hubs in the east and beyond. It is well utilised by drivers, cyclists and pedestrians but after many years of use it has a number of aging, dated and failed infrastructure assets which need to be addressed.

Assets that require attention include:

- Road pavement resurfacing and rehabilitation
- Intersection treatments
- Replacement of traffic calming devices
- New pavement line markings

Through funding from the NSW Government's Regional Roads Program, Waverley Council proposes to upgrade these assets and improve road safety through strategic design. Through community consultation, the project has explored options for a separated uphill bike lane coupled with downhill mixed traffic lane. This component of the project is driven by Waverley's People, Movement and Places Strategy which identifies providing safe cycling infrastructure and improving pedestrian safety as a key priority. Feedback from the 2021 Waverley Bike Plan consultation further reinforced this when 62% of respondents said that the main barrier preventing them from cycling more was a lack of safety riding on mixed-traffic roads.

Approach

A mix of online and face-to-face engagement methods were employed to gather feedback and suggestions from residents and other community members.

The consultation objectives were:

- 1. To inform the community about the proposed renewal and obtain overall feedback.
- 2. To obtain community feedback on two options for a separated uphill bike path on Birrell Street.
- 3. To obtain community feedback on two options for the upgrade of the refuge islands near the Isabella Street and Stanley Street intersections.

(See appendix A for examples)

Consultation report template Page 4 of 20

Engagement methodology

A range of engagement methods were used to maximise the opportunity for community participation. The engagement process aligned with Waverley Council's adapted IAP2 model for community engagement.

Method	Overview	Date	Response
Have Your Say page and survey	Council dedicated a Have Your Say page and survey to get feedback on the key elements of the proposed renewal. See appendix A for survey questions. URL: https://haveyoursay.waverley.nsw.gov.au/birrell-street-renewal	HYS page- November 2022-ongoing Survey- November 16 to December 17 2022	1,714 visits to the page 212 submissions
Letterbox drop	Letter issued to approx. 1237 properties in close proximity to the proposed project location to notify of the consultation and encourage feedback. See Appendix C for map.	November 2022	N/A
Stakeholder outreach	Emailed key stakeholders to advise of the consultation and encourage feedback, including: • Precincts • Councillors • Waverley College notified • Waverley Cycling Advisory Committee • BIKEast • Bicycle NSW	November 2022	Submissions received from: BIKEast, Bicycle NSW and Queens Park Precinct
Social media posts	Facebook (2 posts) See appendix E. Instagram (1 post) See appendix E.	Post one- 9 November 2022 Post two-22 November 2022 Post one-9 November 2022	Total accounts reached: 12,204 Total accounts engaged: 2,434 Total comments: 111 Total accounts reached: 3,684 Total accounts engaged: 185
Joint Precinct meeting	Online information session via Zoom for the Waverley Precinct Executive Committee to notify of the consultation and encourage feedback.	24 November 2022	Individuals encouraged to submit feedback via online survey
Have Your Say say	Council officers held one face-to-face session to talk to residents about the proposed renewal	26 November 2022	24 submissions were received and added

Consultation report template Page 5 of 20

	and collect feedback at Bondi Market and Bondi		to the online survey
	Beach Public School.		page.
Waverley Weekly	Story in Council's weekly e-newsletter.	10 November	N/A
e-newsletter	See appendix E.	2022	
Council website	Dedicated page on the Waverley Council		N/A
	website: Birrell Street Renewal		

Data overview

Online survey	A total of 212 submissions were received.
	Respondent demographics:
	• 56% identified as male
	• 42% identified as female
	• 2% did not wish to indicate how they identified
	Respondent support for separated uphill bike path options:
	• 47% support option 1 (Refer to Appendix A, p15-16)
	• 12% support option 1 with changes
	• 26% support option 2 (Refer to Appendix A, p15-16)
	• 3% support option 1 with changes
	• 10% indicated other
	Respondent support for refuge island upgrades options near Isabella Street:
	• 60% support option 1
	• 28% support option 2
	• 11% indicated 'other'
	Respondent support for refuge island upgrades options near Stanley Street:
	• 58% support option 1
	• 28% support option 2
	• 13% indicated 'other'

Have Your Say day	Hard copy submissions from the Have Your Say day were input into the online survey.
Online information session	An online information session for the Waverley Precinct Executive Committee was held on 24 November 2022 to notify them of the consultation and hear feedback. The majority of committee members preferred option 1 (Refer to Appendix A, p15-16) for separated bike path options. Committee members were concerned about the downhill travel of both bike lane options as cyclists will share the westbound lane with motorists resulting in road congestion and danger to cyclists Suggestions were also made for a single west bound cycle lane to be located on Queens Road and a single east bound cycle lane on Birrell Street.

Consultation report template Page 6 of 20

Stakeholder outreach	Three key stakeholder groups lodged written submissions, BIKEast and Queens Park Precinct and Bicycle NSW.
Email feedback	Seven pieces of feedback were received via email, including the three submissions from key stakeholder groups as mentioned above.

Detailed results – Online survey

The survey received a total of 212 submissions, including 24 hard copy surveys completed at the Have Your Say day. Hard copy surveys were input into the online form and a summary of all results is below.

Relationship to Birrell Street:

- 78% drive through the street
- 67% walk through the street
- 51% bike through the street
- 24% use public transport along the street
- 24% park on the street
- 19% live on the street
- 3% work at a business on the street

How frequently respondents ride a bike in the area:

- 36% always ride
- 15% often ride
- 18% sometimes ride
- 12% rarely ride
- 16% never ride

Respondents were also asked to indicate on a scale of 1 to 5 (1 being completely unsafe and 5 being completely safe), how safe they feel riding through Birrell Street in its current form. The majority indicated low feelings of safety with the current state of the Birrell Street bike lanes.

1	2	3	4	5	Count	Weighted Average
38.24%	43.14% 44	13.73%	3.92%	0.98%	102	1.86
39	44	14	4	1		

Would respondents consider riding through Birrell Street if the bike lanes were upgraded?

- 62.5% Yes
- 37.5% No

A majority responded yes to this question, however concerns were raised and further comments made when asked to explain why. The most common ideas expressed were:

Consultation report template Page **7** of **20**

- Suggestion for a separated uphill and downhill bike lane to make travel for bike riders safe in both east and west bound directions
- Bike lane upgrade on Birrell Street unnecessary as most cyclists use Queens Park Road bike lane or Oxford Street cycle way to travel east
- Traffic calming options are needed on Birrell Street to address the safety of cyclists

Would respondents feel safer riding through Birrell Street if the bike lanes were upgraded?

- 97% yes
- 3% no

Do respondents support upgrades to street crossings and intersections on Birrell Street (at the Isabella and Stanley Street crossings)?

- 84% yes
- 9% no

In relation to the upgrade of pedestrian refuges near the Isabella Street and Stanley Street intersections, the majority of respondents preferred option 1 (Refer to Appendix A, p15-16) - kerb extension and continuous crossing.

Isabella Street

- Option 1 (Refer to Appendix A, p15-16) 60%
- Option 2 (Refer to Appendix A, p15-16) 28%
- Other 11% (most respondents either disliked both options or didn't think any change was necessary)

Stanley Street

- Option 1 59%
- Option 2 28%
- Other 13% (most respondents either disliked both options or didn't think any change was necessary)

Additional comments and feedback

At the conclusion of the survey, respondents were asked if they had any further comments or suggestions to make Birrell Street safer for all road users. Responses were grouped by theme and each theme was given a tag. The frequency of each tag is shown in the table on the following page.

Consultation report template Page 8 of 20

tag	percent	count
preserve parking	7.38%	9
Traffic calming options	7.38%	9
Continuous cycle lane conditions all the way to the end of the street	5.74%	7
Prioritise pedestrian safety	5.74%	7
Adequate separation between bike lanes and pedestrian pathways	4.92%	6
bi-directional bike lanes	4.1%	5
Address traffic congestion	3.28%	4
Priotise pedestrian street crossing options	2.46%	3
Widen the Road	2.46%	3
Resurface the road	2.46%	3
Clearer cycleway signage	1.64%	2
Introduce more stopping zones near intersections	0.82%	1
Prioritise cyclist safety	0.82%	1
Clearer signage	0.82%	1
Connect bike lanes across Bondi Junction	0.82%	1
Extend upgrade the full length of the street	0.82%	1
Upgrade will cause more traffic congestion	0.82%	1
No upgrade required	0.82%	1
Unsafe to cycle West	0.82%	1
Consider resident driveway access	0.82%	1

Detailed results - Email

Seven pieces of feedback were received via email and included:

- Four submissions from community members including a representative of Waverley College
- Three submissions from identified stakeholder groups (BIKEast, Bicycle NSW and Queens Park Precinct)

Of the four community member submissions:

- All were in support of an upgrade to the current traffic islands
- One respondent was unsupportive of any kind if cycling infrastructure upgrades due to concerns for the safety of cyclists on the shared westbound road and also concern that the eastbound bike lane could potentially create further traffic congestion and complications at the Birrell Street and Bronte Road intersection.
- There was overall support for road pavement resurfacing and rehabilitation

Additional feedback regarding the area (not specific to choosing bike lane or pedestrian refuge options):

- More greenery needed
- Sharing of the road westbound is dangerous on such a major road
- All parking should be maintained as it is scarce in this area
- Reduce the turning radius for cars turning left from Botany Street onto Birrell Street, shorten the crossing distance for pedestrians, and ideally, install a continuous footpath
- Birrell Street and Bondi Road should be one way in opposite directions

Consultation report template Page 9 of 20

BIKEast, Bicycle NSW and Queens Park Precinct submissions

Written submissions were received from BIKEast, Bicycle NSW and Queens Park Precinct.

Queens Park Precinct do not currently support the proposed renewal and would like to see Council address the motorist and cyclist blockage at the intersection of Birrell Street and Bronte Road before considering the proposed bike lane and pedestrian refuge.

BIKEast and Bicycle NSW expressed support for the plan to upgrade Birrell Street and shared further suggestions and concerns as listed below.

BIKEast submission summary

- Supports option 1 (Refer to Appendix A, p15-16) for the eastbound cycleway as it will improve conditions
 for people cycling in an uphill direction, though this option does not provide protection for cyclists
 travelling in a downhill direction
- Council should investigate the implementation of a separated cycleway in both directions along Birrell Street, either through a bi-directional cycleway or a one way pair
- The current proposal does not address a critical section of Birrell Street between Tamarama and Henrietta Streets
- Current proposed options do not take into account the need to create a safe and convenient crossing
 point on Birrell Street between Bourke and Brisbane Streets where the Birrell Street bike route intersects
 the existing bike route linking Bondi Junction and Randwick regional centres via Queens Park (see
 Appendix D image 1 for map of proposed new zebra crossing location)
- The shared path on the north side of Birrell Street should also extend the full distance between Botany and Council Streets. This will give westbound cyclists access to quieter streets towards the Bondi Junction CBD via Botany Street
- For less confident west-bound cyclists, extending the separated cycle lane west of Goldie Avenue towards Council Street/Carrington Road, and including shared paths on Birrell Street either side of Carrington Road to facilitate cyclists crossing Carrington Road

Bicycle NSW submission summary

- Supports option 1 (Refer to Appendix A, p15-16) for the eastbound cycleway with changes
- Need to rebalance movement and place on local streets and prioritise road space for active transport by removing some parking
- Concerns that bike riders heading downhill are expected to mix with fast traffic, with no protection from opening car doors
- The current proposal does not address a critical section of Birrell Street between Tamarama Street and Henrietta Street
- The plans do not include a safe crossing point on Birrell Street between Bourke and Brisbane Streets for the bicycle route between Bondi Junction and Randwick
- Birrell Street has adequate width to incorporate a bi-directional cycleway
- Create a shared user path on the downhill side of Birrell Street to accommodate less confident cyclists
- Remove the slip lanes at the junctions of Birrell Street with Carrington Road and Bronte Road
- Implement traffic calming measures
- Extend the cycleway for the full length of Birrell Street
- Construct continuous footpaths at side street intersections (option 1 for Isabella and Stanley Street)
- Ensure that the Birrell Street bicycle path is inclusive
- Traffic light phasing and sensors must favour active modes to encourage more people to walk and cycle

Consultation report template Page 10 of 20

Conclusion and recommendations

Community feedback favours option 1 (Refer to Appendix A, p15-16) for the bike lane – an uphill cycleway on Birrell Street (between Newland Street and Henrietta Street) positioned between the kerb and parked cars and a shared downhill mixed use road for cars and bikes (between Newland Street and Henrietta Street).

Other key ideas expressed related to preserving parking, introducing traffic calming, ensuring connectivity of the bike lanes, and prioritising safety for pedestrians and bike riders.

Option 1 was also the community's preferred option for the pedestrian refuge points on Birrell Street at Isabella and Stanley Streets - kerb extension and continuous crossing.

Overall the community supports road pavement resurfacing and rehabilitation.

Recommendation

Proceed with option 1 (Refer to Appendix A, p15-16) for both the cycleway and pedestrian refuges, taking the following into consideration:

- Focus on maintaining existing parking spaces where possible
- Ensure adequate separation of bike lanes and footpaths
- Install traffic calming devices
- Ensure pedestrian safety
- Ensure clear signage is installed

Consultation report template Page 11 of 20

Appendix A – Survey questions and proposed upgrade examples

NAME:		
ΕN	MAIL:	
	What is your relationship to Birrell Street?	
Sel	ect all that apply	
	I walk through the street	
	I drive through the street	
	I use public transport along the street	
	I bike through the street	
	I live on the street	
	I park on the street	
	I work at a business on the street	
	Other (please explain)	
	The existing bike lanes on <u>Birrell</u> Street are too narrow and faded to be used safely. Two options are being considered to upgrade them, without any loss of parking.	
(PL	EASE REFER TO BIKE LANE CONCEPT OPTIONS)	
0	Option 1	
0	Option 2	
0	Option 1 with adjustments (please comment further below)	

Consultation report template Page 12 of 20

	3. How often do you ride a bike?
0	Never
0	Rarely (once every few years)
0	Sometimes (once every few months)
0	Often (once every few weeks)
0	Always (once or more per week)
	4. Would you consider riding through Birrell Street if the bike lanes were upgraded?
0	Yes
0	No
	 To help improve pedestrian safety, Council is exploring options to upgrade some intersections and crossing points.
(PL	EASE REFER TO PEDESTRIAN CROSSING CONCEPT OPTIONS)
	6. Are you supportive of street crossings and intersections being upgraded?
0	Yes
0	No
0	Other (please explain)

Consultation report template Page 13 of 20

7.	Birrell Street has a number of refuge islands for pedestrians to use. The islands
	near Isabella Street and Stanley Street are no longer best practice. Two options are
	being proposed to improve them.

Option 1: Remove the refuge island and reduce the length of the road for pedestrians to cross. This would be done by extending the kerbs on both sides of the street so that the crossing distance is shorter.

Option 2: Construct new refuge islands that are in line with best practice design. Please note this option will result in the loss of 5 to 6 parking spaces per location.

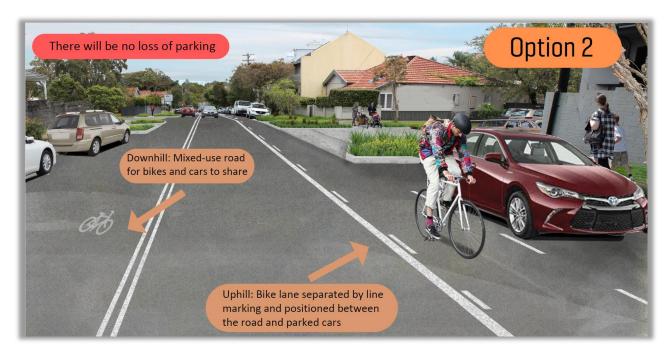
- 8. In relation to the traffic island near Isabella Street, which do you prefer?
- Option 1
- Option 2
- Other (please specify)
 - 9. In relation to the traffic island near Stanley Street, which do you prefer?
- Option 1
- Option 2
- Other (please specify)
 - 10. Do you have any further comments or suggestions on how we can make Birrell Street safer for all road users?

Consultation report template Page 14 of 20

Bicycle Lane upgrade option 1



Bicycle Lane upgrade option 2



Consultation report template Page **15** of **20**

Refuge island upgrade option 1 – kerb extension and continuous crossing



Refuge island upgrade option 2 - best practice compliant island



Consultation report template Page 16 of 20

Appendix B - Notification letter



Ref: A22/0414

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

Re: Have your say on the Birrell Street Renewal

Dear resident,

<u>Birrell</u> Street is a major road in Waverley that is well <u>utilised</u> by drivers, <u>cyclists</u> and pedestrians. After many years of use the road infrastructure is aging, <u>dated</u> or failing and needs to be addressed.

What we're exploring

Waverley Council is considering improvements to <u>Birrell</u> Street, between Newland Street and Henrietta Street, including:

- Road resurfacing and rehabilitation
- Intersection improvements (kerb extensions, continuous footpaths etc.)
- Increased greenery
- Replacement of traffic calming devices
- Upgrades to bike riding infrastructure, without any loss of parking

What we want to know

To help inform the direction of the project, complete a short survey online by 7 December 2022.

To provide feedback scan the QR code or visit haveyoursay.waverley.nsw.gov.au/birrell-street-renewal

Should you have any questions, please email majorprojects@waverley.nsw.gov.au

King regards,

Cameron Eccles Project Manager, Waverley Council

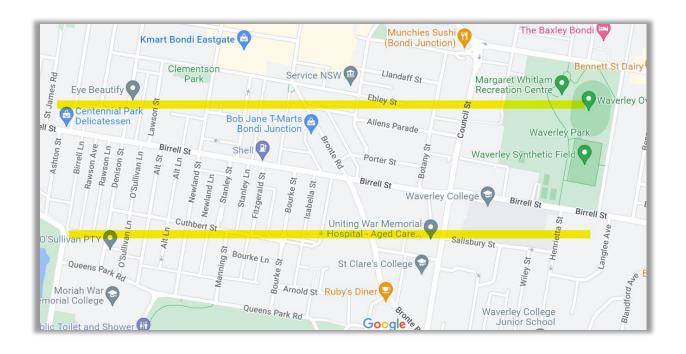


Contact us 9083 8000 info@waverley.nsw.gov.au waverley.nsw.gov.au

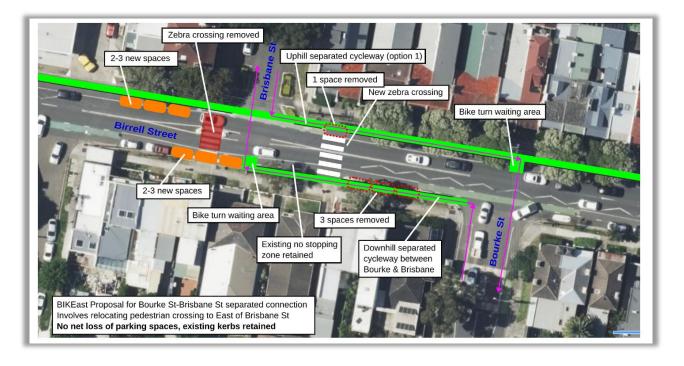
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Consultation report template Page 17 of 20

Appendix C – Letter distribution map



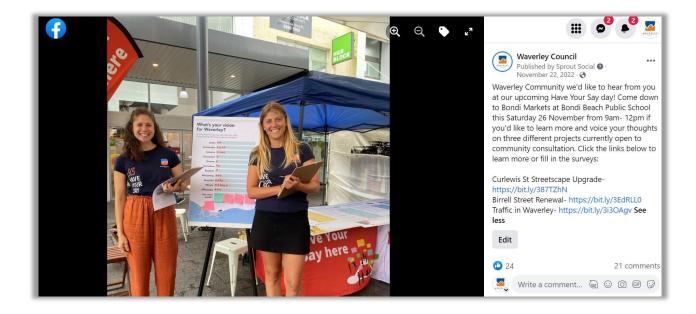
Appendix D - Image 1



Consultation report template Page 18 of 20

Appendix E – Social media posts





Consultation report template Page 19 of 20

Appendix F – Waverley Weekly e-newsletter



Consultation report template Page 20 of 20

WAVERLEY

REPORT TC/C.02/23.03

Subject: Queens Park Road, Queens Park - Bicycle Shared Path

TRIM No: SF23/686

Author: Malik Almuhanna, Senior Traffic Engineer

Clint Yabuka, Manager, Strategic Transport

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a shared path along the footpath on the southern side of Queens Park Road, Queens Park, between Bourke Street and Manning Street, as shown in Attachment 1 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

Council officers have investigated ways to improve existing cycleway facilities on the southern side of Queens Park Road between Manning Street and Bourke Street. Figure 1 shows the site location.

It is proposed to widen the existing footpath on the southern side of Queens Park Road between Manning Street and Bourke Street and converting it to a shared path.

The route is identified in the Waverley Bike Plan. It will provide a safer bicycle connection between the marked bicycle lanes on Bourke Street and the existing shared path within Queens Park.

The construction of the shared path will be fully funded through a Transport for NSW (TfNSW) grant.

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



Figure 1. Site location.

2. Introduction/Background

Council was successful in securing funding through the NSW Government Active Transport scheme to upgrade the existing footpath to a shared path.

The extension of the existing shared path in Queens Park from Manning Street to Bourke Street will provide a safe connection between the existing shared path in Queens Park that terminates adjacent Manning Rd and the marked Bicycle Lane on Bourke St.

The shared path is in the 2013 Waverley Bike Plan and is part of Council's Priority Bike Route 4 from Bondi Junction to Centennial Parklands via Queens Park and on to UNSW. This shared path will fill a missing gap in the bike route for those people who do not feel safe riding along Queens Park Rd due to the number of vehicles in the area on weekends.

3. Technical Analysis

The shared path will be located next to the existing fence to Queens Park and will be entirely within the road reserve. Narrow planted strip between the path and the kerb will remain as existing to avoid poles and signage.

Existing bike routes

Queens Park Road is also identified as a separate route in the 2013 Waverley Bike Plan (see Figure 2). This is part of a continuous bike route from York Road to Carrington Road and serves a different rider group of more confident cyclists who prefer to ride on road. Although these two routes intersect at the intersection of Bourke Street and Queens Park Road, they should be considered different routes serving different user groups.

The 2013 Bike Plan identifies the shared path, a bicycle shoulder lane and a mixed traffic lane between Manning Street and Bourke Street.



Figure 2. 2013 Waverley Bike Plan Map.

Link to existing cycleway

The connection to the existing shared path within Queens Park occurs at the park boundary whilst the connection to Bourke Street will require a new kerb ramp to facilitate bicycles to enter and exit at an appropriate location without interrupting pedestrians crossing at the new pedestrian refuge on Queens Park Road adjacent Bourke Street.

Existing footpath

There is an existing footpath currently in place on the southern side of Queens Park Road. The upgrade to a shared path will require the removal of the footpath and construction of a wider 160-metre-long shared path.

Shared path pavement and signage

Blue shared path lines with associated text and symbols to be installed on the shared path is shown on Figure 3. The proposed pavement elements include:

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

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



Figure 3. Shared path linemarking.

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

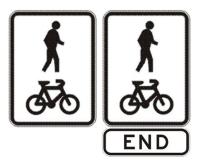


Figure 4. Shared path signage.

Effect on parking

No parking changes are expected as a result of the upgrade as it solely on an existing footpath.

4. Financial Information for Council's Consideration

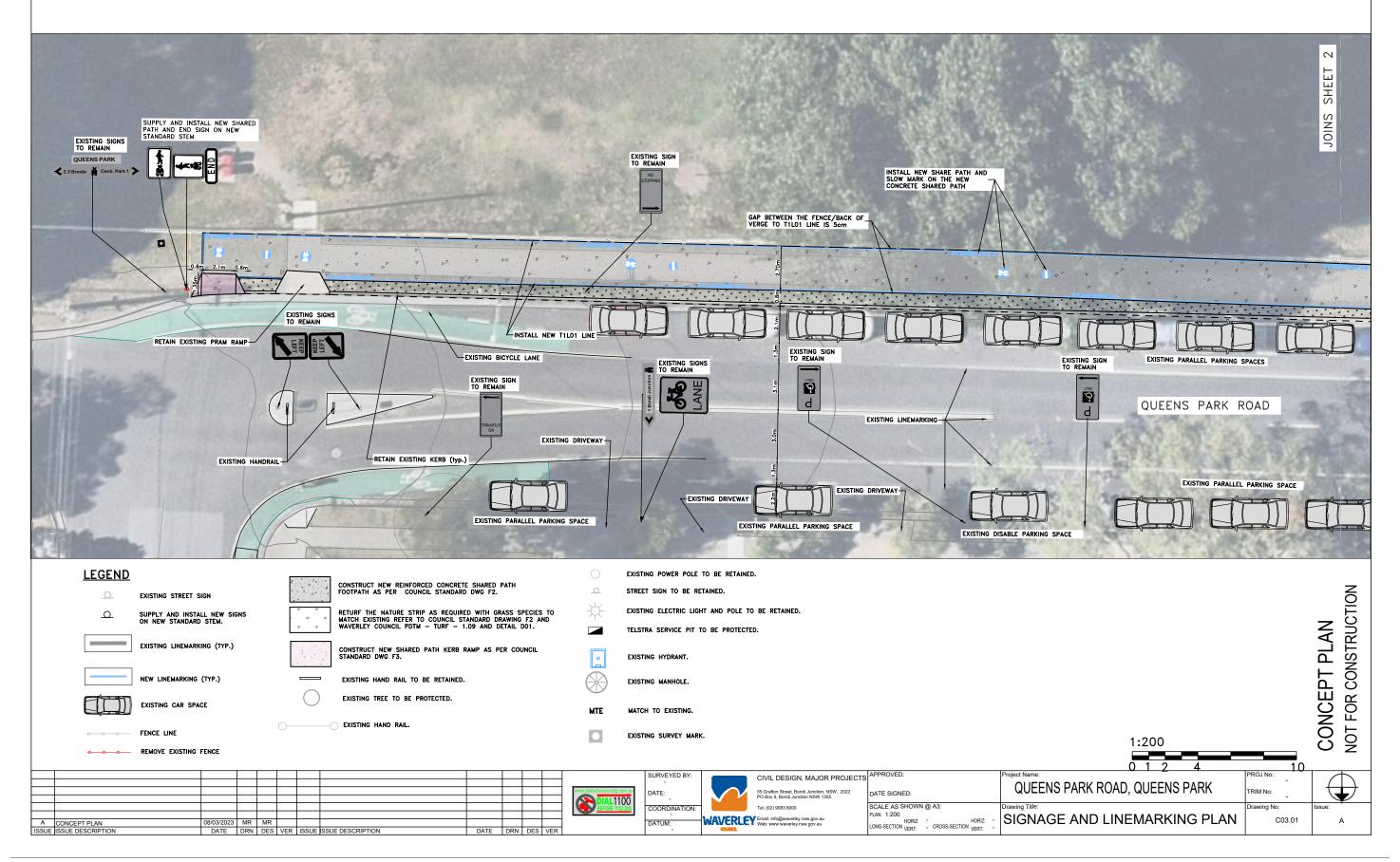
Funding to construct the shared path has been obtained through the TfNSW Get Active NSW Grants Program. This will facilitate construction of the shared path and associated works to a value of \$59,100, that is the estimated construction cost.

5. Attachments

1. Queens Park - Shared Path Design <a>J

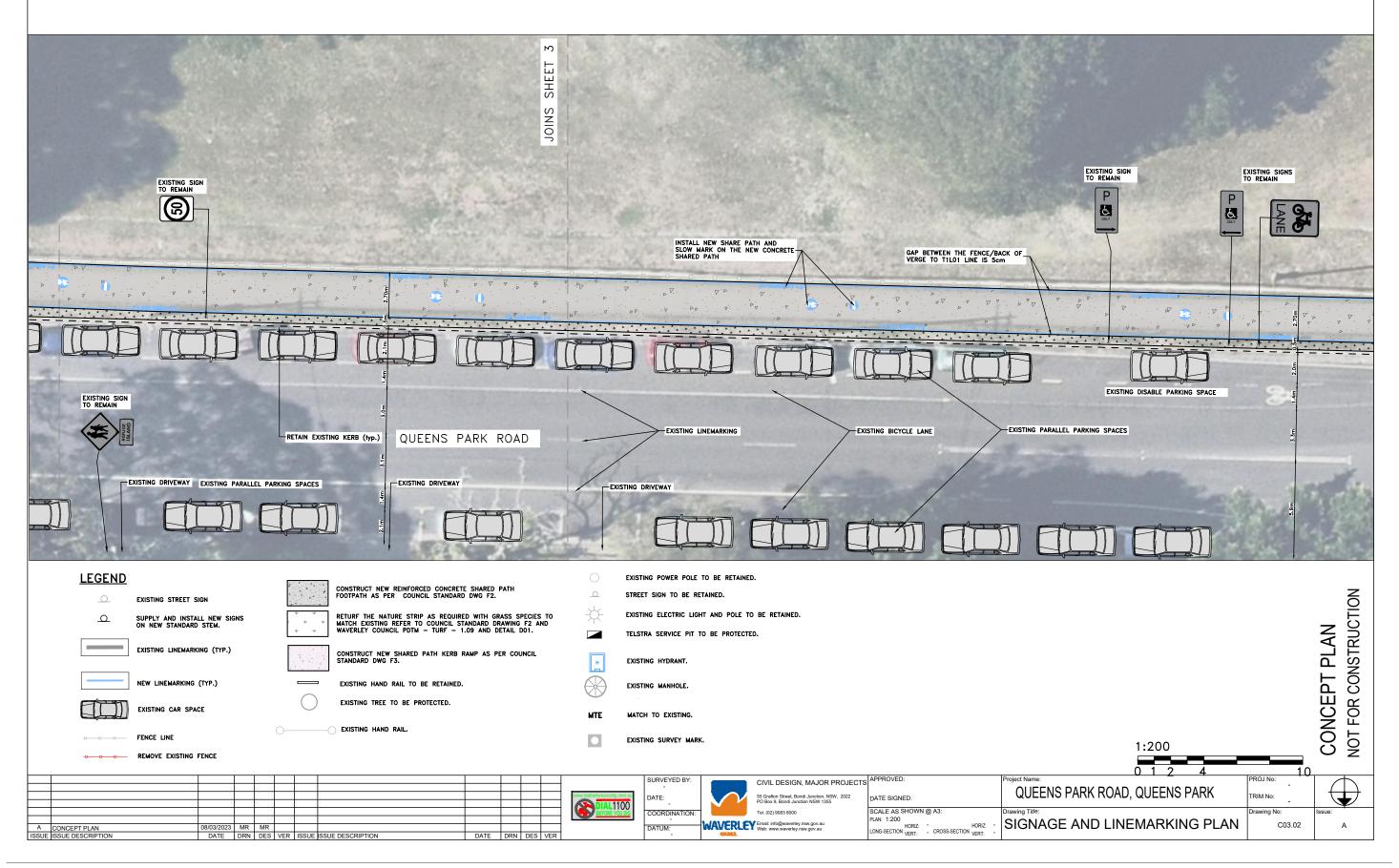
Waverley Traffic Committee

QUEENS PARK ROAD, QUEENS PARK SHARED PATH CONSTRUCTION WORKS



Waverley Traffic Committee

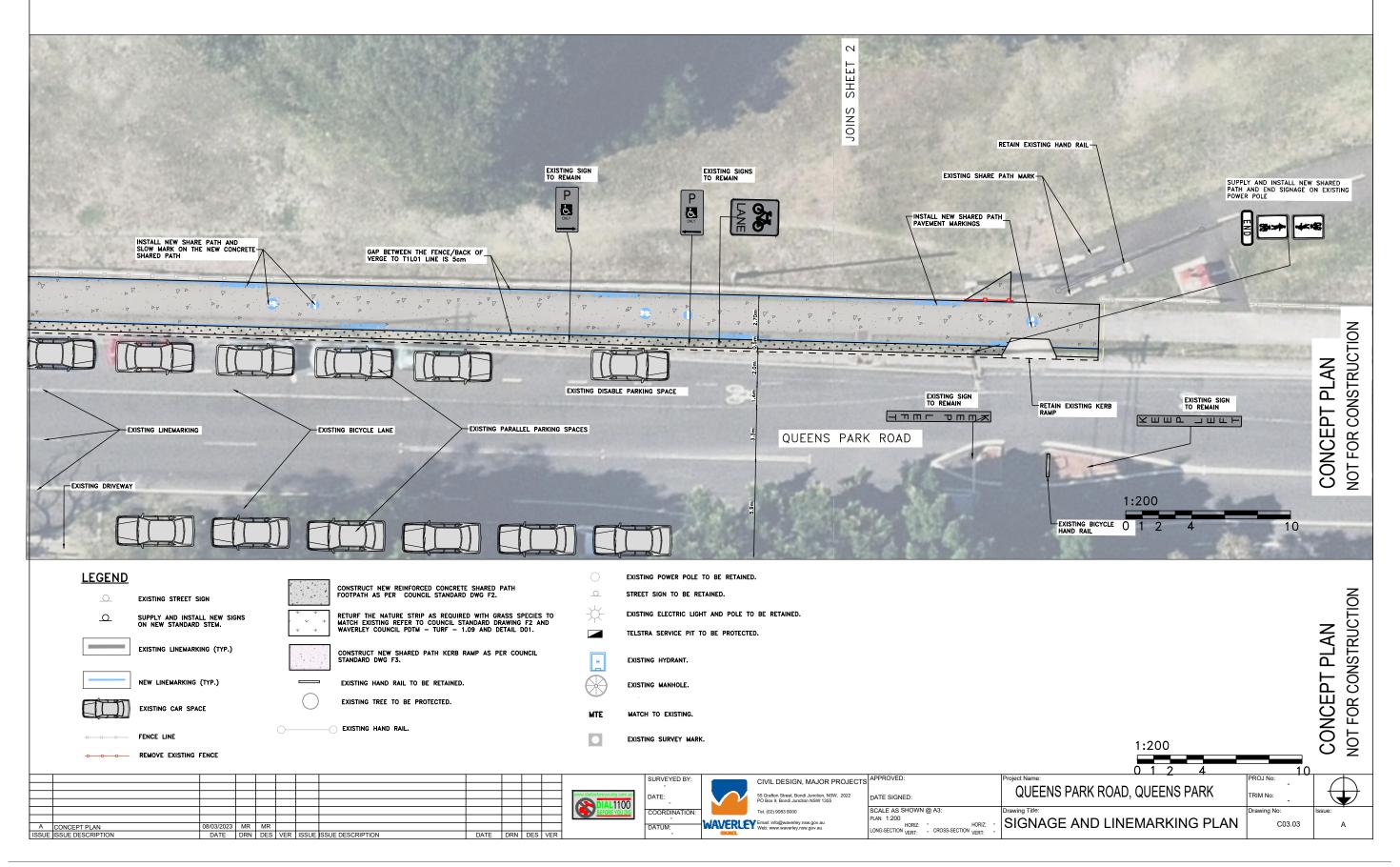
QUEENS PARK ROAD, QUEENS PARK SHARED PATH CONSTRUCTION WORKS



TC/C.02/23.03- Attachment 1

Waverley Traffic Committee 23 March 2023

QUEENS PARK ROAD, QUEENS PARK SHARED PATH CONSTRUCTION WORKS



TC/C.02/23.03- Attachment 1

WAVERLEY

REPORT TC/C.03/23.03

Subject: Pine Lane, Bondi Junction - Continuous Footpath

Treatment

TRIM No: A20/0069

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

1. Installs a continuous footpath treatment in Pine Lane, Bondi Junction, at the intersection of Hollywood Avenue, as shown in Attachment 1 of the report.

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

1. Executive Summary

Council officers have undertaken a review of pedestrian safety at the intersection of Pine Lane and Hollywood Avenue, Bondi Junction. The site location is shown in Figure 1.

The existing crossing point at the Pine Lane intersection with Hollywood Avenue is 7 metres wide. The kerb ramps do not align. The continuous footpath treatment will provide a threshold treatment to improve pedestrian movement and safety at this intersection. Attachment 1 contains the concept design for the crossing.

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



Figure 1. Site location.

2. Introduction/Background

Council officers conducted a review of pedestrian safety at the intersection of Pine Lane and Hollywood Avenue. The nature of the concern is safety for pedestrians crossing the intersection at Pine Lane east of Hollywood Avenue.

The proposed treatment will act as a traffic calming device and will improve safety for pedestrians.

3. Technical Analysis

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 was undertaken at the intersection from 12.30 pm to 12.45 pm on 7 March 2023. 15 cars turned crossed the location of the proposed continuous footpath. As this is a peak hour traffic, typical hourly flows would be around 35 to 40 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.	A 15 minute pedestrian count was undertaken at the intersection from 12.30 pm to 12.45 pm on 7 March 2023. 29 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, i.e., 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 will provide pedestrian priority for pedestrians crossing the intersection.
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	Satisfied. Intersection is a T-configuration and unsignalised.

	increased because they have to slow down to traverse the continuous footpath treatment.	
Direction of traffic	Ideally, traffic would be one way into the side street.	Satisfied. Movement is restricted to left in/left out and services a two-way traffic flow.
	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.	
Maximum width of crossing	The driveway laybacks must be no wider than 7 m.	Satisfied.
point	This will constrain the available space while still allowing width for two motor vehicles to pass each other if required. Where the side street is significantly wider than 7 m, 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 speed of vehicles traversing the footpath	10 kilometres per hour or less. This is the speed of vehicles entering and exiting the side street once the continuous footpath treatment has been installed. The use of driveway laybacks and stop or give way signs on exit should help to achieve this speed.	Satisfied.
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. A 'Give Way' sign to be installed.
Shared zones	A continuous footpath treatment may be used as part of the threshold treatment for a shared zone.	Not applicable. A shared zone is not proposed.
	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.	

Parking changes

No parking changes are expected as a result of the continuous footpath treatment.

4. Financial Information for Council's Consideration

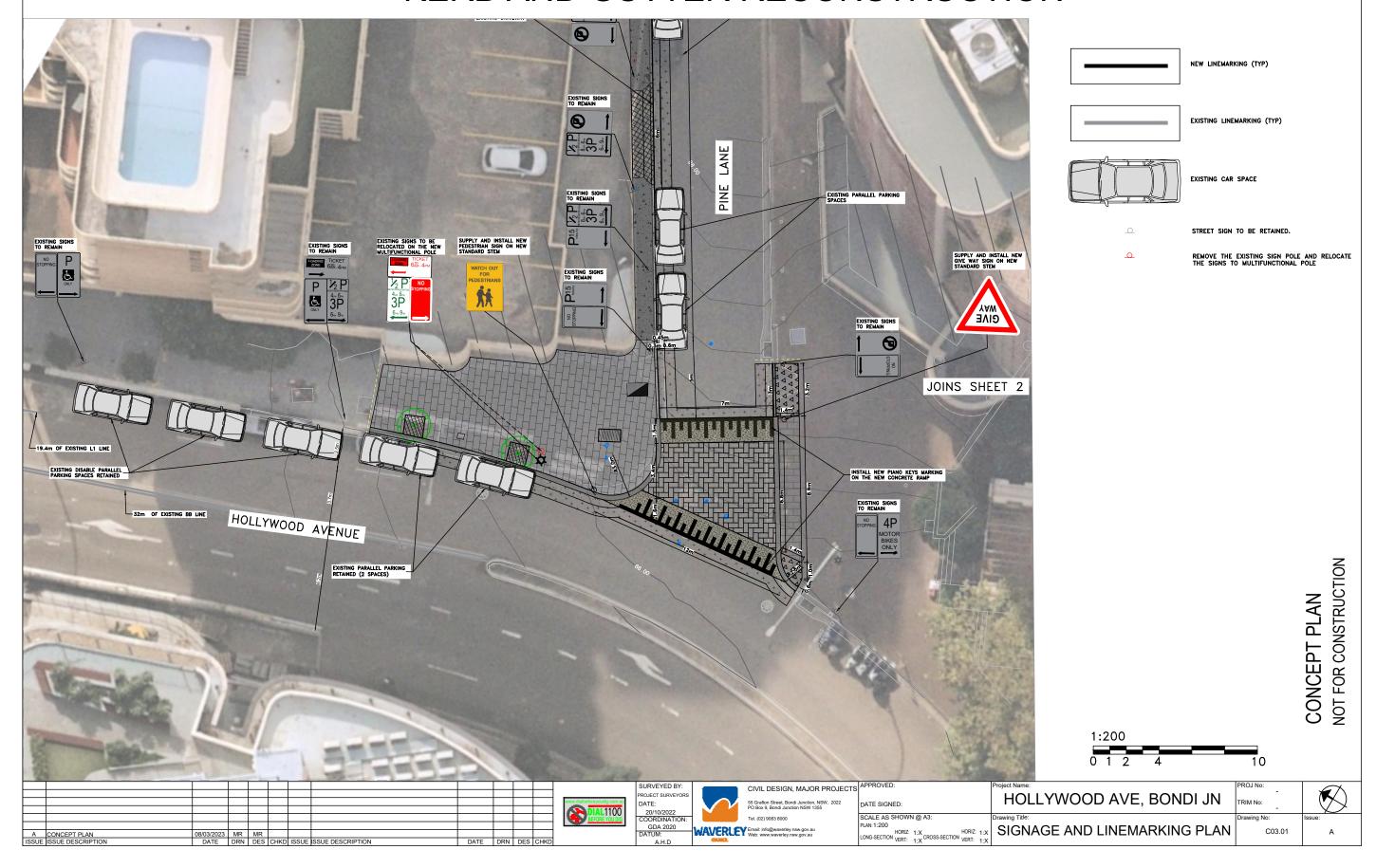
The project is being funded from Capital Works program in the 2023-24 financial year.

5. Attachments

1. Pine Lane and Hollywood Avenue concept plan <a>J.

Waverley Traffic Committee

HOLLYWOOD AVENUE, BONDI JUNCTION. KERB AND GUTTER RECONSTRUCTION



TC/C.03/23.03- Attachment 1

REPORT TC/C.04/23.03

Subject: Ebley Street, Bondi Junction - Driving Test Parking

Restriction

TRIM No: A21/0105

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

- 1. Changes the parking restrictions along the 29 metre zone on the northern side of Ebley Street, Bondi Junction, outside 19–23 Hollywood Avenue, to:
 - (a) 'No Parking, Vehicles with Applicants for Service NSW Driving Tests Excepted, 7 am–7 pm Mon–Fri, 7 am–3 pm Sat.'
 - (b) '2P Meter Registration, 7 pm–9 pm Mon–Fri, 3 pm–9 pm Sat, 8 am–9 pm Sun, Permit Holders Excepted Area 22.'
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and location of, or remove, the driving test parking area as necessary.

1. Executive Summary

Council has received a request from Service NSW to modify the 'No Parking' restrictions on Ebley Street used for the parking of cars associated with the driving tests. The restrictions currently start at 8.00 am. They previously started at 7.00 am when the parking spaces were located in Gray Street.

The additional hour will allow for around 60 additional driving tests per month.

Figure 1 shows the location of the restrictions. Figure 2 shows the proposed signage.

The 'No Parking' restrictions, with exemptions for the parking of cars associated with driving tests, will be changed from:

- 8 am to 5 pm, Monday to Friday.
- 8 am to 3 pm, Saturday.

To:

- 7am to 7 pm, Monday to Friday.
- 7am to 3 pm, Saturday.



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



Figure 1. Current location of the signage.



Figure 2. Proposed signage in Ebley Street.

2. Introduction/Background

A request has been received to extend the duration of the 'No Parking' zone with exemptions for parking of cars associated with driving tests.

The 'No Parking' restrictions, with exemptions for the parking of cars associated with driving tests, are proposed to be changed to:

- 7am to 7 pm, Monday to Friday.
- 7am to 3 pm, Saturday.

3. Technical Analysis

Service NSW's driving tests are currently being conducted at the new location in Ebley Street, following the move of the office to the corner of Ebley Street and Hollywood Avenue. An extension for the duration of the 'No Parking' zone with exemptions for parking of cars associated with driving tests is proposed to extend the times allocated for driving tests.

Signage

The proposed signage is shown below.

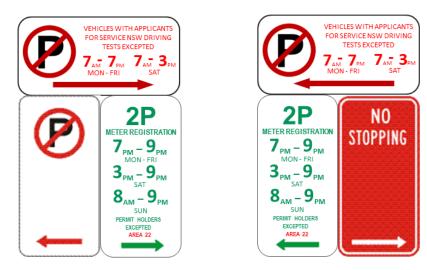


Figure 3. Proposed signage.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

WAVERLEY

REPORT TC/C.05/23.03

Subject: Dickson Street, Bronte - 'No Stopping' Zones

TRIM No: A14/0145

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 10 metre 'No Stopping' zone on the eastern side of Dickson Street, Bronte, south of Dickson Lane, Bronte.
- 2. Installs a 12 metre 'No Stopping' zone on the eastern side of Dickson Street, north of Belgrave Street.

1. Executive Summary

In response to a Council resolution, further investigation has been undertaken at the Belgrave Street, Dickson Street and Dickson Lane intersections. A holistic review of existing signposting restrictions, illegal parking at intersections and safe sightlines was undertaken. There is opportunity for improvement in safety with the addition of signposting and the following 'No Stopping' zones were required to be considered (see Figure 1):

- A 10 metre 'No Stopping' zone east of Dickson Street, south of Dickson Lane, Bronte
- A 12 metre 'No Stopping' zone east of Dickson Street, north of Blandford Avenue, Bronte
- A part-time or full-time 'No Stopping' zone between Dickson lane and Belgrave Street

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



Figure 1. Site location.

The proposed and existing 'No Stopping' zone locations are shown in Figure 2.



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

2. Introduction/Background

Council has determined that additional investigations be done on the possibility of signposting 'No Stopping' zones on the east Dickson Street between Dickson Lane and Belgrave Street.

A 'No Stopping' restriction is signposted on the northern side of Dickson Street east of Blandford Avenue and the previous Council meeting has approved of the proposal to install similar signposted restrictions at the following locations:

- A 10 metre 'No Stopping' zone west of Dickson Street, south of Blandford Avenue, Bronte.
- A 10 metre 'No Stopping' zone east of Dickson Street, south of Belgrave Street, Bronte.

Table 1. Previous resolution.

Meeting and date	Item No.	Resolution			
Council 21 February 2023	CM/5.4.1/23.02	That Council adopts the Traffic Committee's recommendation subject to it being amended to read as follows:			
		That Council:			
		Installs 10 metre 'No Stopping' zones at the following Bronte locations:			
		(a) The eastern side of Dickson Street to the south of Belgrave Street.			
		(b) The western side of Dickson Street to the south of Blandford Avenue.			

	2.	Officers investigate 'No Stopping' zones on the eastern side of Dickson Street, between Dickson Land and Belgrave Street, Bronte, such as:		
			.0 metre 'No Stopping' zone to the south of ekson Lane.	
		Bel exi sou	.2 metre 'No Stopping' zone to the north of grave Street, acknowledging that line of sight ting Belgrave Street at the intersection and uthbound vehicular speed on the downhill ction of Dickson Street are current issues.	
		bet not	part-time or full-time 'No Stopping' zone tween Dickson Lane and Belgrave Street, ting that 4–5 parking spaces would be moved.	
		With a report to be prepared for the Traffic Committee's consideration, to include on-street parking occupancy, congestion and vehicular safety concerns, especially at peak times, and accident history.		
	3.	consider northern east of Di	in their investigation and report above, 10 metre 'No Stopping' zones on the and southern sides of Belgrave Street to the ickson Street, where vehicles are often egally and unsafely.	
	4.	its suppo	at the Bronte Precinct committee indicated rt for the above investigations at its meeting ay, 13 February 2023.	

3. Technical Analysis

Parking occupancy

On-street parking occupancy was taken on 28 February 2022. The table below shows the on-street parking occupancy in the vicinity of the proposed 'No Stopping' zones.

Table 1. Parking occupancy.

Location	Occupancy
Dickson Lane	100% (5/5) within 50 metres
East of Dickson Street, between Dickson Lane and Belgrave Street	86% (6/7 - 2 illegal)
East of Dickson Street, South of Belgrave Street	100% (6/6 – 1 Illegal)
North of Belgrave Street, West of Dickson Street	100% (8/8 – 1 Illegal) within 50 metres
South of Belgrave Street, West of Dickson Street	100% (9/9 – 1 illegal) within 50 metres

The table above shows that the parking is currently overloaded.

Vehicular safety concerns and accident history

Concerns have been raised by residents about vehicles illegally parked too close to the intersections of Dickson Streety with Belgrave Street and Blandford Avenue.

Figures 3 to 5 below shows vehicles parking close to the intersections. This restricts sight distances for drivers entering Dickson Street.

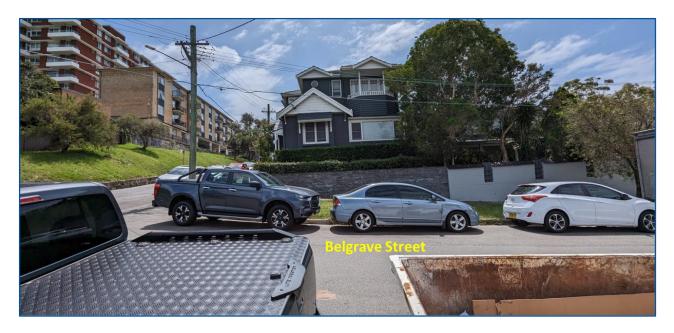


Figure 3. Illegal parking on Belgrave Street east of Dickson Street.

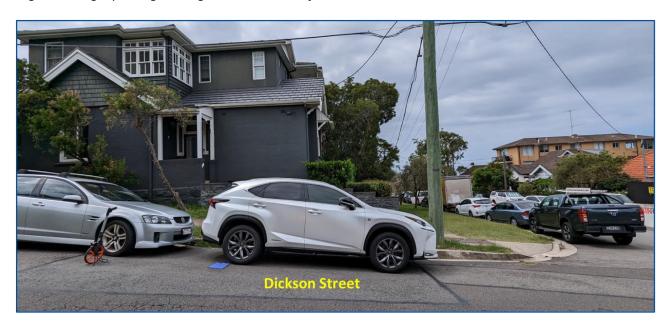


Figure 4. Illegal parking on Dickson Street north of Belgrave Street.

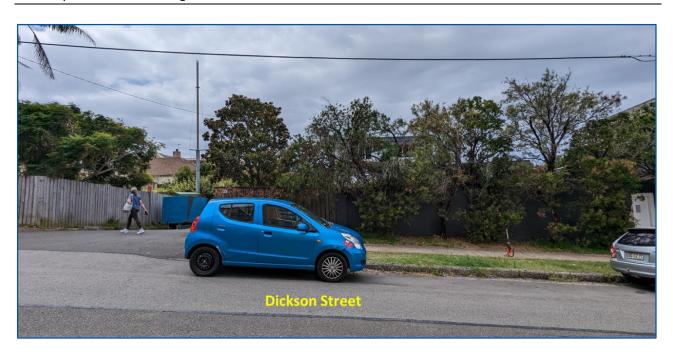


Figure 5. Illegal Parking on Dickson Street south of Dickson Lane.

Crash data from the last five years show that there was a crash in February 2021 at the intersection of Blandford Avenue and Dickson Street. A car travelling southbound on Dickson Street struck a station wagon travelling north. There were no injuries. This crash has no relation to the 'No Stopping' restrictions.

The crash data analysis only includes significant crashes reported to NSW Police. Records on other minor crashes that have occurred are not kept.

Congestion

Dickson Street is heavily congested in the morning peak with school drop off activities at Bronte Public School and drivers from further south travelling to work. Traffic flows are relatively low for the rest of the day except for a short period when parents/carers are collecting children from Bronte Public School.

10 metre 'No Stopping' zone on Dickson Street south of Dickson Lane

A 10 metre 'No Stopping' restriction is recommended on Dickson Street south of Dickson Lane to improve sight lines from Dickson Lane to northbound traffic on Dickson Street (see Figure 6).



Figure 6. Recommended 'No Stopping' zone to the south of Dickson Lane.

12 metre 'No Stopping' zone to the north of Belgrave Street

A 12 metre 'No Stopping' restriction is recommended on Dickson Street north of Belgrave Street to improve sight lines from Belgrave Street to southbound traffic on Dickson Street (see Figure 7).

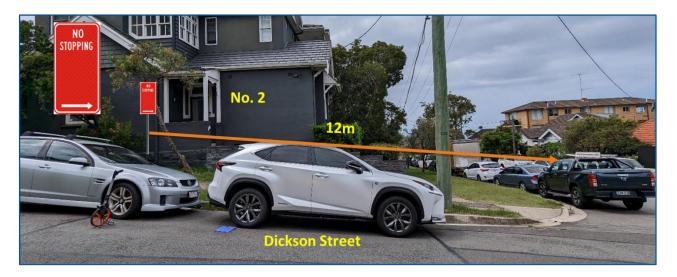


Figure 7. Recommended 'No Stopping' zone to the north of Belgrave Street.

Part-time or full-time 'No Stopping' zone between Dickson Lane and Belgrave Street

Installation of additional part-time or full-time 'No Stopping' restrictions between Dickson Lane and Belgrave Street is not required as sight line issues have been addressed by other recommended restrictions.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/C.06/23.03

Subject: Denison Street, Bondi Junction - 'No Parking' Signage

WAVERLEY

TRIM No: A14/0145

Author: Karl Magistrado, Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council replaces the 'No Stopping, Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone on the eastern side of Denison Street, Bondi Junction, with a 'No Parking, Council Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone.

1. Executive Summary

Parking restrictions on the eastern side of Denison Street, south of Spring Street, were installed to allow Council-authorised vehicles and taxis to drop off and pick up passengers accessing the Waverley Community and Seniors Centre and for Australia Post vehicles to access the post boxes located within the zone (Figure 1).

The current parking restrictions are 'No Stopping, Authorised Vehicles Taxis & Australia Post Vehicles Excepted, 10 Min Only'.

A change to the signage is proposed to allow for pick up and drop off to also occur within the zone. The 'No Stopping' will be replaced with 'No Parking'.

Figure 2 shows the current signage. Figure 3 shows the proposed signage.

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



Figure 1. Site location.



Figure 2. Current signage



Figure 3. Proposed signage.

The current restrictions prevent pick-up and drop-off occurring within the zone. A change to the signage from 'No Stopping' to 'No Parking' is proposed to allow pick-up and drop-off.

3. Technical Analysis

Changing the signage from 'No Stopping' to 'No Parking' will allow for pick-up and drop-off. This change will not adversely impact other people accessing the zone.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/C.07/20.03

Subject: Anzac Day - Ramsgate Avenue and Campbell Parade,

North Bondi - Temporary Road Closure

TRIM No: A19/0394

Author: Malik Almuhanna, Senior Traffic Engineer

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



That Council:

- 1. Approves the temporary closure of Ramsgate Avenue and Campbell Parade, North Bondi, for Anzac Day on 25 April 2023 between 4 am and 7 am, in accordance with the Traffic Control Plans attached to the report, subject to the applicant:
 - (a) Submitting a Traffic Management Plan to Transport for NSW for approval.
 - (b) Providing public liability insurance for the event.
 - (c) Obtaining NSW Police Force approval and assessment of the event classification.
 - (d) Notifying Transdev John Holland Buses, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra, and Randwick fire stations) at least seven days prior to the event.
 - (e) Notifying local residents and businesses at least seven days prior to the event.
- 2. Delegates authority to Executive Manager, Infrastructure Services, to modify the Traffic Control Plans should on-site circumstances warrant changes.

1. Executive Summary

Council has received an application on behalf of North Bondi RSL Club requesting consideration be given to approving the temporary closure of Ramsgate Avenue and Campbell Parade, North Bondi, in order to hold an Anzac Day dawn service on 25 April 2023.

The closure and traffic control will be the same as what was implemented for the 2022 Anzac Day event (see Figure 1).

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



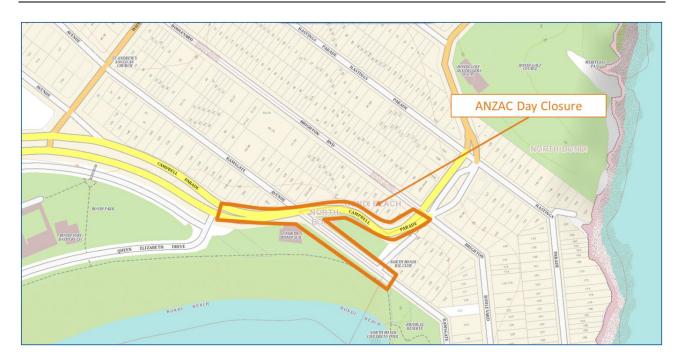


Figure 1. Anzac day closure.

The event was last hosted by North Bondi RSL in 2022. No changes are proposed to the last road closure. The traffic guidance plans are attached to this report. A traffic management plan is being prepared for submission to Transport for NSW.

This event is considered to be a Class 2 Special Event in accordance with the Transport for NSW's *Guide to Traffic and Transport Management for Special Events*.

This event will require an approval from the Transport Management Centre (TMC), as a temporary full closure is proposed. The applicant will be advised to contact the TMC to obtain the required approval.

Once all approvals have been received and all conditions have been met, Council's Executive Manager, Infrastructure Services, can approve the application.

3. Technical Analysis

The Traffic Management Plan proposes the following closure schedule:

Table 1. Proposed closure schedule.

Date	Time	Activity
Tuesday, 25 April 2023	4.00 am	Implement temporary closure of Ramsgate Avenue and
		Campbell Parade. Access for emergency vehicles and
		pedestrians to remain.
	5.00 am	Participants to form up in Ramsgate Avenue.
	5.30 am	Participants and spectators assemble in Ramsgate Avenue,
		adjacent to North Bondi War Memorial.
	6.00 am	Dawn service and wreath-laying ceremony commences.
	6.45 am	Participants and spectators invited to RSL Club
	7.00 am	Ramsgate Avenue and Campbell parade opens and all
		normal traffic conditions to resume.

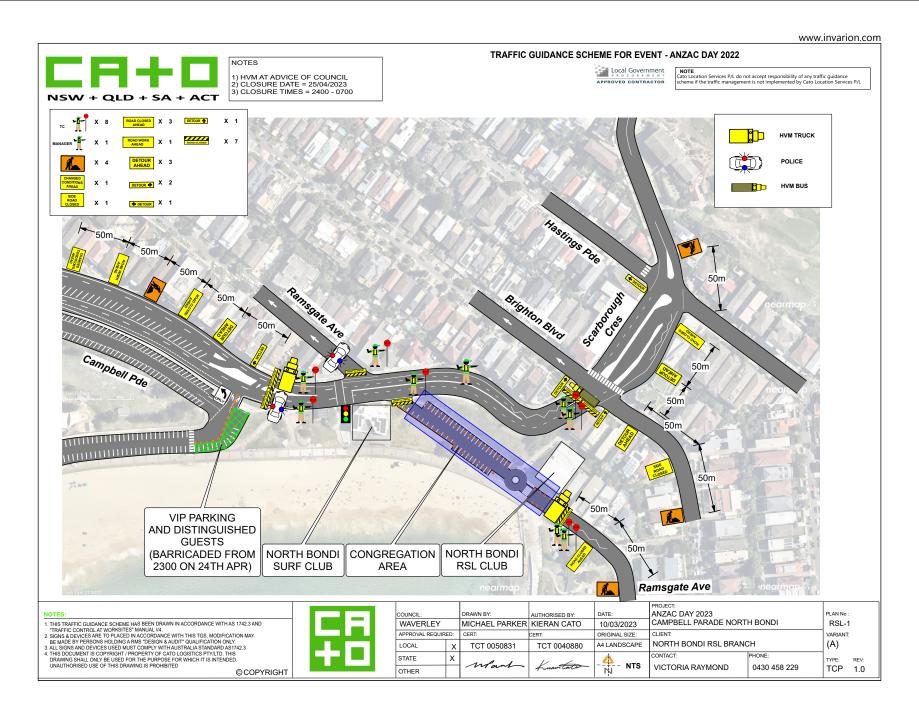
4. Financial Information for Council's Consideration

The applicant will be required to meet the cost of all traffic control, waste removal and damage restoration.

5. Attachments

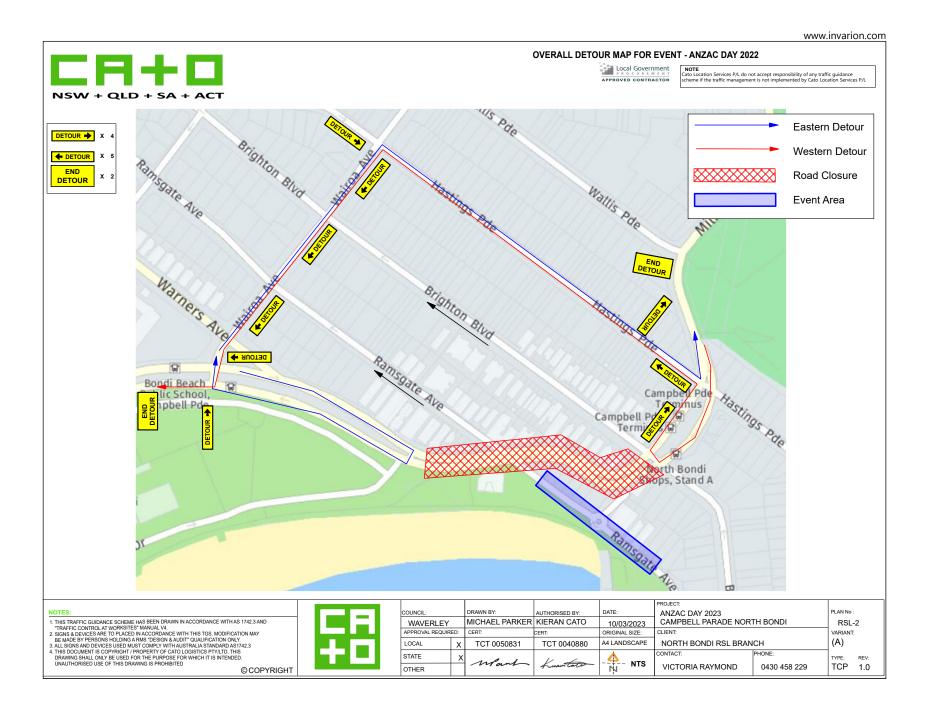
1. Traffic Guidance Plan - Anzac Day 2023 🗓

Waverley Traffic Committee 23 March 2023



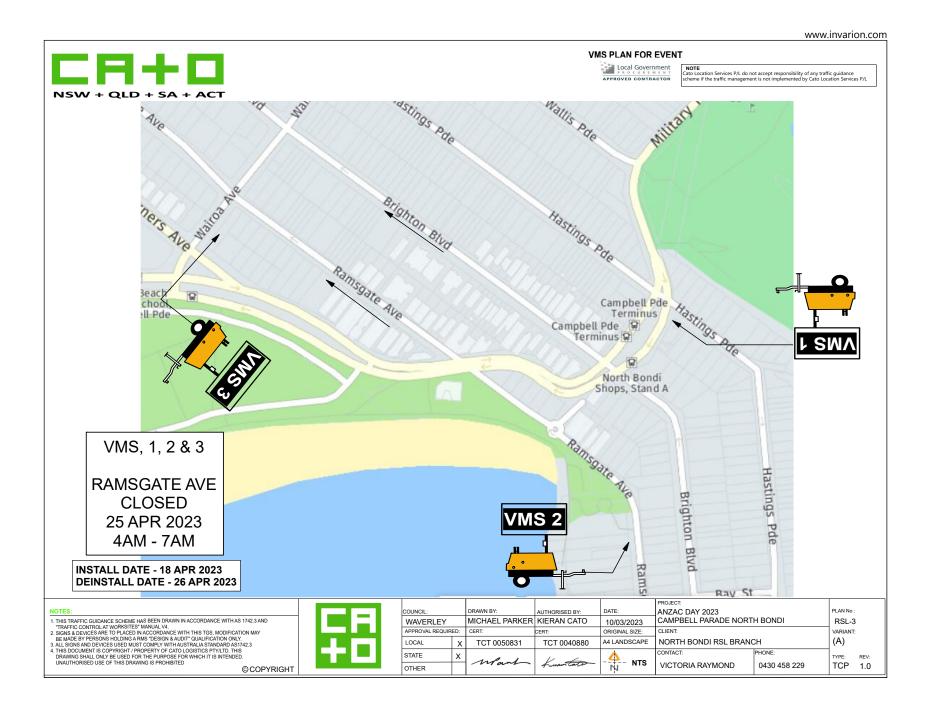
TC/V.01/23.03- Attachment 1 Page 84

Waverley Traffic Committee 23 March 2023



TC/V.01/23.03- Attachment 1 Page 85

Waverley Traffic Committee 23 March 2023



TC/V.01/23.03- Attachment 1 Page 86

WAVERLEY

REPORT TC/V.02/23.03

Subject: 136 and 138 Hastings Parade, North Bondi - 'P Motor

Bikes Only' Parking Zone

TRIM No: A21/0065

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'P Motor Bikes Only' parking zone between the driveways of 136 and 138 Hastings Parade, North Bondi.

1. Executive Summary

Council has received a request to consider restricting car parking in the 2.8 metre gap between the driveways of 136 and 138 Hastings Parade, North Bondi.

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

The area between these two driveways were previously used for motorbike parking as seen in Google Street view. It is recommended that Council formalises the motor bike parking area and installs a 'P Motor Bikes Only' zone between the driveways of 136 and 138 Hastings Parade. Figure 1 shows the location of the site. Figure 2 shows the proposed signage for the 'P Motor Bikes Only' zone.

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



Figure 1. Site location.

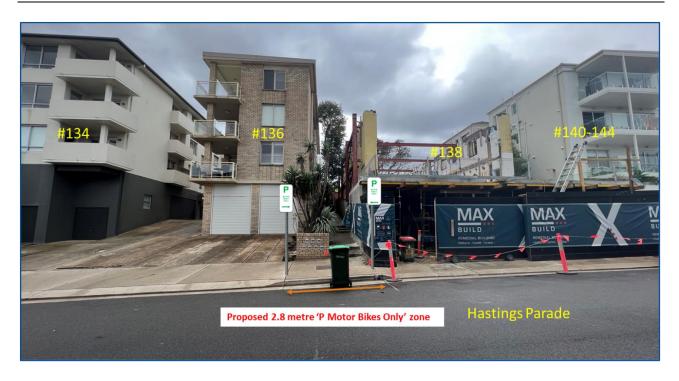


Figure 2. Proposed signage for the 'P Motor Bikes Only' zone.

Council officers have investigated the introduction of motor bike parking between the driveways of 136 and 138 Hastings Parade, North Bondi. Due to the insufficient length of the frontage between driveways, cars parked between the driveways can potentially block access to the driveways.

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 on one side bounding the driveway of 138 Hastings Parade 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 136 and 138 Hastings Parade is 2.8 metres. The distance check is satisfied.

3. Resident views check – Residents were not consulted for this proposal. This proposal is based on the past use of this parking area. Figure 3 shows the past use as motor bike parking from Google Street View.









Figure 3. Past use as motor bike parking.

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.

WAVERLEY

REPORT TC/V.03/23.03

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

Stopping' Zone Modification

TRIM No: A14/0145

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Extends the 'No Stopping' zone on the southern side of Griffith Avenue, North Bondi, west to Plowman Street from 7 metres to 13 metres to include the driveway of 4 Griffith Avenue.

2. Notifies residents in the vicinity of the intersection before implementing the change.

1. Executive Summary

Representations have been received from Council's Waste Collection team to review parking restrictions at the intersection of Griffith Avenue and Plowman Street, North Bondi. It is reported that vehicles parked near the intersection restrict the right turn of waste vehicles from Plowman Street onto Griffith Avenue. Figure 1 shows the site location.

A swept path analysis for waste vehicles showed the need to extend the existing 'No Stopping' zone from 7 metres to 13 metres to include the driveway of 4 Griffith Avenue, North Bondi. Figures 2 and 3 show the existing and proposed parking restrictions.

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

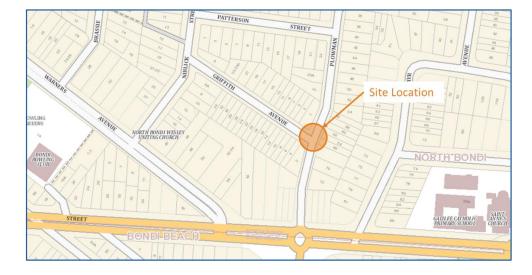


Figure 1. Site location.



Figure 2. Existing parking restrictions.

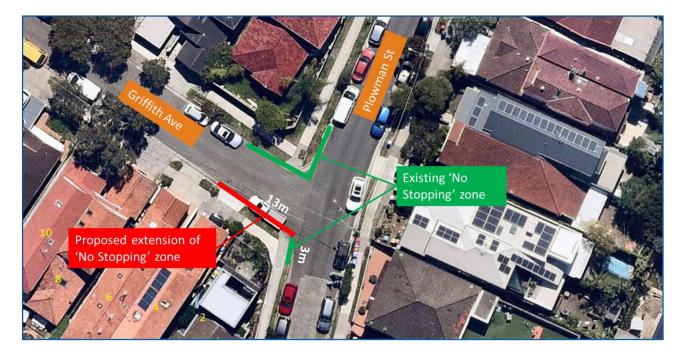


Figure 3. Proposed parking restrictions.

Council's Waste Collection team has reported that waste vehicles have difficulty turning right from Plowman Street onto Griffith Avenue.

The existing 'No Stopping' restrictions are signposted as shown in Figure 2.

3. Technical Analysis

On the southern side Griffith Avenue, the No Stopping zone was reduced to 7 metres from the statutory 10 metres. This was because the driveways past the 7 metres of No Stopping east of Plowman Street covers

more than 10 metres of statutory No Stopping distance at an unsignalised intersection. However, cars parked across the driveways west to the existing 7 metre No Stopping zone are causing difficulties for turning of waste vehicles.

Council waste vehicle access requirements

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

The swept path of an 8.8 metre medium rigid vehicle (MRV) turning right from Plowman Street into Griffith Avenue is shown in Figure 4. It shows the right turn of a MRV cannot be facilitated when cars are parking across the driveway of 4 Griffith Avenue. It is recommended that the existing No Stopping to be extended from 7 metres to 13 metres to include the driveway of 4 Griffith Avenue.



Figure 4. Swept path for medium rigid vehicle.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/V.04/23.03

Subject: 25 Warners Avenue, Bondi Beach - 'No Stopping' Zone

Modification

TRIM No: A14/0145

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council shortens the 'No Stopping' zone across the driveways of 23 and 25 Warners Avenue, Bondi Beach, from 23 metres to 19 metres to exclude the driveway of 25 Warners Avenue.

1. Executive Summary

Council has received a request from resident to remove the 'No Stopping' restrictions across the driveway of 25 Warners Avenue, Bondi Beach.

The 'No Stopping' zone is installed from the south end of the driveway to 25 Warners Avenue to the north end of the driveway to 23 Warners Avenue. The resident from 25 Warners Avenue would like this restriction to be shortened to allow the resident to park across his own driveway.

The shortening of the existing 'No Stopping' zone will not result in change in street parking.

It is recommended that the 'No Stopping' zone is shortened from 23 metres to 19 metres to exclude the driveway to 25 Warners Avenue.

Figures 1 and 2 show the existing and proposed parking restrictions in front of 23 and 25 Warners Avenue.

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





Figure 1. Existing parking restrictions.



Figure 2. Proposed parking restrictions.

The existing 'No Stopping' was converted from a previous 'No Parking' restriction across the driveways to 23 and 25 Warners Avenue at the Council meeting on 16 November 2010. The conversion from 'No Parking' to 'No Stopping' was requested by a resident from 23 Warners Avenue. It was to re-enforce that the driveways need to be kept clear. All residents from 23 Warners Avenue were informed and no objections were received.

3. Technical Analysis

The shortening of the existing 'No Stopping' zone will not affect the 'No Stopping' restriction across the driveway to 23 Warners Avenue. The request for the modification of the exiting 'No Stopping' zone was submitted by the resident from 25 Warners Avenue. The request was to shorten the existing 'No Stopping' to exclude the driveway to 25 Warners Avenue so that the resident can legally park across their driveway.

It is recommended that the 'No Stopping' zone is shortened from 23 metres to 19 metres to exclude the driveway to 25 Warners Avenue.

Figure 3 shows the proposed modification of the 'No Stopping' zone.



Figure 3. Proposed modification of 'No Stopping' zone.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT TC/V.05/23.03

Subject: 140-142 Curlewis Street, Bondi Beach - Construction Zone

and 15 Minute Parking Relocation

TRIM No: A03/2514-04

Author: Beryl Wang, Professional Engineer, Traffic and Development

Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 25 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone on the northern side of Curlewis Street, Bondi Beach, in front of 140 and 142 Curlewis Street.

- 2. Temporarily relocates the 11 metre '15 Minute Parking' zone from the northern side of Curlewis Street to the southern side of Curlewis Street, on the western side of the 'No Stopping' zone at the pedestrian crossing.
- 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 for the installation of a construction zone on the northern side of Curlewis Street, Bondi Beach in front of 140 and 142 Curlewis Street. Figure 1 shows the site location.

At its meeting on 17 July 2018, Council approved the installation of an 11 metre '15 Minute Parking' zone on the northern side of Curlewis Street in front of 142 Curlewis Street. 15 Minute Parking zones have been installed at a number of locations to provide free drop-in zones within metered areas of Bondi Junction and Bondi Beach.

It is recommended that Council installs a 25-metre construction zone on the northern side of Curlewis Street in front of 140 and 142 Curlewis Street. It is also recommended that the 15 Minute Parking zone on the northern side of Curlewis Street in front of 142 Curlewis Street is temporarily relocated to the southern side of Curlewis Street during the period when the construction zone is in place.

Figure 2 shows the location to install construction zone signs. Figures 3 and 4 show the existing and proposed parking restrictions.

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



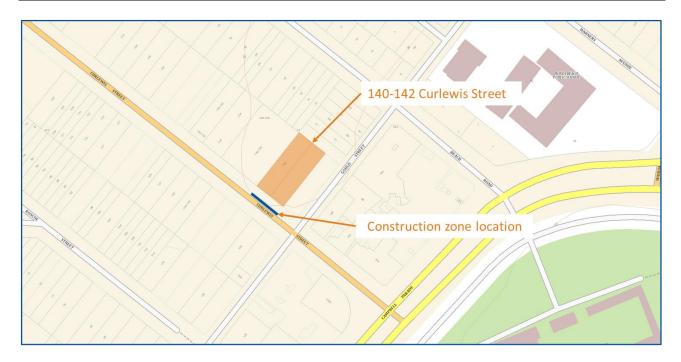


Figure 1. Site location.



Figure 2. Location to install construction zone signs.



Figure 3. Existing parking restrictions.



Figure 4. Proposed parking restrictions.

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then supply the applicant with transferable permits to be used on the applicant's construction vehicles. 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 sites have a frontage of 25 metres in Curlewis Street. The applicant has requested a 25 metres construction zone along the frontage of Curlewis Street.

Council officers propose to install a 25 metre construction zone and temporarily relocates the 15 Minute Parking from the northern side of Curlewis Street to the southern side. The existing and proposed parking allocations are shown in Figures 3 and 4.

Table 1. Application details.

Applicant	Vedran Kuljic (HSN Construction)		
Development application	DA-355/2021		
Works	Demolition of buildings and construction of a new 4-storey shop		
	top housing building with retail at ground, residential units above,		
	basement parking		
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday		
Frontage length	25 metres		
Road	Curlewis Street		
Existing parking	1/2P meter registration 8am-6pm,		
	4P meter registration 6pm-10pm		
Length requested by applicant	25 metres		
Length to be signposted	25 metres		
Effective construction zone - Total	25 metres		
length available for construction			
Duration	52 Weeks		
Fee area	Local Centre		

Signage

The proposed signage is shown below.



Figure 5. Proposed signage.

Notification

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

Figure 6 shows the properties to be notified about the Curlewis Street construction zone.



Figure 6. Notification area (Red).

4. Financial Information for Council's Consideration

The cost to the applicant for the 25 metres made available for construction vehicles is estimated to be \$4,100 per week. The estimated weekly fees are shown in Table 2.

Table 2. 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	25	\$100.00	\$2,500.00
- Angle parking		0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space per week	4	\$400.00	\$1,600.00
			Weekly Fee	\$4,100.00

5. Attachments

Nil.