



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 22 JUNE 2023

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

Apologies

Declarations of Interest

Adoption of Previous Minutes by Council - 18 May 2023 9

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 18 May 2023 are scheduled to be adopted by Council at its meeting on 27 June 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

TC/C.01/23.06 Farrellys Avenue, Tamarama - Raised Pedestrian Crossing (A20/0069) 16

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a raised pedestrian crossing in Farrellys Avenue, Tamarama, on the western side of the intersection with Illawong Avenue, as shown in Figure 3 of the report (Option C).
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.
3. Applies for relevant grant funding opportunities in the 2023-24 financial year, and if unsuccessful allocates sufficient funds in the Long Term Financial Plan to deliver the safety improvements.
4. Notes that:
 - (a) The proposed right turn ban into Bondi Road from Boonara Avenue and Imperial Avenue would have a negligible impact on traffic movements in Farrellys Avenue.
 - (b) The speed limit in Farrellys Avenue will change to 40 km/h as part of the area-wide speed limit changes to local roads due to be implemented in 2023.

TC/C.02/23.06 Birrell Street, Queens Park - 'No Stopping' Zone (A14/0145)..... 30**COUNCIL OFFICER'S PROPOSAL:**

That Council replaces the 'No Stopping' zone on the southern side of Birrell Street, Queens Park, west of Rawson Avenue, with a 'No Stopping, Australia Post Vehicles Excepted' zone.

TC/C.03/23.06 7 Busby Parade, Bronte - Construction Zone (A03/2514-04) 32**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 7 Busby Parade, Bronte.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/23.06 Bon Accord Avenue, Bondi Junction - Temporary Road Closure (A19/0714) 36****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats the attachments to the report as confidential as they contain information that would, if disclosed, prejudice the maintenance of law.
2. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, between Bon Accord Lane and Flood Lane, in accordance with the Transport Management Plan (TMP) and Traffic Control Plans (TCP) attached to the report, subject to the following conditions:
 - (a) Closures are to take place only during the following days and times:
 - (i) Saturday, 16 September 2023, 8.15 am–2.00 pm.
 - (ii) Sunday, 17 September 2023, 8.15 am–2.00 pm.
 - (iii) Sunday, 24 September 2023, 4.00 pm–9.00 pm.
 - (iv) Monday, 25 September 2023, 8.15 am–7.15 pm.
 - (b) The footpath along Old South Head Road is to remain accessible to all people with a minimum clear width of 2 metres.

- (c) A safe crossing is to be provided at all times for pedestrians and cyclists crossing Bon Accord Avenue at Old South Head Road.
- (d) The Event Organiser must:
 - (i) Engage a traffic control company approved by the Executive Manager, Infrastructure Services, to implement the TMP.
 - (ii) Facilitate access to residential properties affected by barriers for residents and visitors.
 - (iii) Provide public liability insurance for the event.
 - (iv) Obtain NSW Police approval.
 - (v) Cover all costs associated with traffic control.
 - (vi) Submit the TMP to Transport for NSW (TfNSW) for approval by the Transport Management Centre.
 - (vii) Notify affected residents as shown in Figure 1 of Attachment 1 of the report.
 - (viii) Provide a pre- and post-dilapidation report of the condition of footpaths and landscaping along the section of Old South Head Road and Bon Accord Avenue affected by the event.
- (e) Council will issue a schedule of conditions with any additional conditions that may be imposed by the NSW Police, TfNSW and the Executive Manager, Infrastructure Services.
- 3. Liaises with NSW Police and other security or safety enforcement agencies in relation to safety precautions or provisions associated with the event.
- 4. Delegates authority to the Executive Manager, Infrastructure Services, to amend security provisions and traffic control arrangements as necessary prior to, and during, the event.

TC/V.02/23.06 Bondi Pavilion, Queen Elizabeth Drive, Bondi Beach - Pick-Up/Drop-Off (PUDO) Bay (A20/0336)..... 40

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Replaces the 11.9 metre '1/4P Music Studio Loading Only' zone at Bondi Pavilion in Queen Elizabeth Drive, Bondi Beach, with an 11.9 metre 'No Parking, Pick Up and Drop Off' (PUDO) zone for a six-month trial period.
2. Delegates authority to the Executive Manager, Infrastructure Services, to review any feedback and make an assessment either to formalise the PUDO zone or return the space to a '1/4P Music Studio Loading Only' zone after the six-month trial has elapsed.

TC/V.03/23.06 Wairoa Avenue, North Bondi - 'No Stopping' Zone (A14/0145)..... 43**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 'No Stopping' sign on the eastern side of Wairoa Avenue, North Bondi, 15 metres north of Hastings Parade, to reinforce the 'No Stopping' zone, which is currently delineated by yellow line marking.

TC/V.04/23.06 Murriverie Road, North Bondi - 'No Stopping' Zone (A14/0145)..... 46**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 10 metre 'No Stopping' zone on the northern side of Murriverie Road, North Bondi, west of Justus Street.

TC/V.05/23.06 25 Brighton Boulevard, Bondi Beach - Mobility Parking Space - Removal (A20/0534)..... 48**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Removes the mobility parking space in front of 25 Brighton Boulevard, Bondi Beach.
2. Installs a '2P, 8 am–10 pm, Permit Holders Excepted Area 6 Area 8' restriction.

TC/V.06/23.06 25 Brighton Boulevard, Bondi Beach - Construction Zone (A03/2514-04) 50**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 12.5 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction in front of 25 Brighton Boulevard, Bondi Beach.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

TC/V.07/23.06 41 Hall Street, Bondi Beach - Construction Zone (A03/2514-04)..... 54**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 41 Hall Street, Bondi Beach.
2. Requires the applicant to notify residents and businesses in the vicinity of the construction zone prior to it being installed.
3. Temporarily relocates the loading zone in front of 39 and 41 Hall Street 9 metres east for the period that the construction zone is in place.
4. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

TC/V.08/23.06 2-8 Campbell Parade, Bondi Beach - Construction Zone (A03/2514-04)..... 58**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 21 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Francis Street, Bondi Beach, adjacent to 2–8 Campbell Parade.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove, the construction zone as necessary.

TC/V.09/23.06 24 Beaumont Street, Rose Bay - Construction Zone (A03/2514-04)..... 62**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 24 Beaumont Street, Rose Bay.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/23.06	Boonara Avenue and Imperial Avenue, Bondi - Right Turn Ban into Bondi Road (A21/0178)	66
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Applies to Transport for NSW to restrict the northbound movements on Boonara Avenue and Imperial Avenue, Bondi, to left turn only at Bondi Road by installation of a painted island, 'Left Turn Only' signage and 'No Right Turn' signage at each intersection.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE
MEETING HELD BY VIDEO CONFERENCE ON
THURSDAY, 18 MAY 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 Kellie Sloane, MP, Member for Vaucluse

Also Present:

Mr B Gidies	Transdev John Holland – Traffic and Events Manager
Ms K Lewis	Transport for NSW – Manager, Communication and Stakeholder Engagement
Mr R Sritharan	Transport for NSW – Network and Safety Officer
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 K Magistrado	Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.03, those present were as listed above, with the exception of Mr J Tukadra who arrived at 10.15 am.

Apologies

There were no apologies.

Declarations of Interest

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

Adoption of Previous Minutes by Council - 27 April 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 27 April 2023 were adopted by Council at its meeting on 16 May 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/C.03/23.05 Evans Street and Violet Street, Bronte – 'No Stopping' Zone.
- TC/C.04/23.05 Sandridge Street, Bondi – 'No Stopping' Zone.
- TC/C.05/23.05 7 Calga Avenue, Bronte – 'No Parking' Zone Modification.
- TC/C.06/23.05 20 Philip Street, Bondi – Mobility Parking Space.
- TC/C.07/23.05 17 Dudley Street, Bondi – Mobility Parking Space Removal.
- TC/V.01/23.05 12 New Street, Bondi – Mobility Parking Space.

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.01/23.05 40 km/h Speed Limit Changes - Bennett Street, Bondi - Rubber Speed Cushions Review (A18/0579)**

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Replaces the rubber speed cushions at 27 Bennett Street, Bondi, with a concrete speed hump.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to an amendment to clause 1 such that the recommendation now reads as follows:

That Council:

1. Replaces the rubber speed cushions at 27 Bennett Street, Bondi, with a 75 mm concrete speed hump.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

Voting members present for this item: Representative of the Member for Coogee, NSW Police representative

and Waverley Council representative (Chair).

The TfNSW representative was not present for the vote on this item.

TC/C.02/23.05 York Road, Bondi Junction - Waverley Bus Depot - 'No Stopping' Zone Review (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Retains the 20 metre 'No Stopping' zone on the western side of York Road, Bondi Junction, north to the signals at the Waverley Bus Depot entrance.
2. Replaces the 50 metre section of the 'No Stopping' zone on the western side of York Road immediately north of the signals at the Depot with a 20 metre 'No Stopping' zone and a 30 metre 'No Stopping 7 am–10 am, Monday to Friday' zone, as shown in Figure 2 of the report.
3. Reduces the length of the 'No Stopping' zone on the eastern side of York Road, south of Oxford Street, from 30.5 to 17.5 metres.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/23.05 Evans Street and Violet Street, Bronte - 'No Stopping' Zone (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10 metre 'No Stopping' zone on the eastern side of Evans Street, Bronte, south of Violet Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

The TfNSW representative was not present for the vote on this item.

TC/C.04/23.05 Sandridge Street, Bondi - 'No Stopping' Zone (A14/0145)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs an 18.9 metre 'No Stopping' zone on the western side of Sandridge Street, Bondi, north of Fletcher Street, as shown in Figure 2 of the report.

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 and Waverley Council representative (Chair).

The TfNSW representative was not present for the vote on this item.

TC/C.05/23.05 7 Calga Avenue, Bronte - 'No Parking' Zone Modification (A14/0145)**COUNCIL OFFICER'S PROPOSAL:**

That Council shortens the 'No Parking' zone on the western side of Calga Avenue, Bronte, by 7.5 metres.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

The TfNSW representative was not present for the vote on this item.

TC/C.06/23.05 20 Philip Street, Bondi - Mobility Parking Space (A20/0534)**COUNCIL OFFICER'S PROPOSAL:**

That Council extends the 5.3 metre 'P Disability Only' zone in front of 22 Philip Street, Bondi, to 12 metres to accommodate two mobility parking spaces.

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 and Waverley Council representative (Chair).

The TfNSW representative was not present for the vote on this item.

TC/C.07/23.05 17 Dudley Street, Bondi - Mobility Parking Space Removal (A20/0534)**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the mobility parking space in front of 17 Dudley Street, Bondi.

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 and Waverley Council representative (Chair).

The TfNSW representative was not present for the vote on this item.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/23.05 12 New Street, Bondi - Mobility Parking Space (A20/0534)****COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 6 metre mobility parking space in front of 12 New Street, Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

The TfNSW representative was not present for the vote on this item.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/23.05 Electric Vehicle Charging Stations - Signage Modification (A17/0477)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Changes the signage for the following electric vehicle charging stations located in metered parking areas from 'No Parking, Electric Vehicles Excepted Only While Charging' to 'No Parking, Electric Vehicles Excepted Only While Charging, 2P, 8 am–6 pm, Electric Vehicles Only While Charging':
 - (a) Mill Hill Centre, Spring Street, Bondi Junction.
 - (b) 2 spaces in Queen Elizabeth Drive, Bondi Beach.
 - (c) 2 spaces in Grafton Street, Bondi Junction, opposite 55 Grafton Street.

- (d) 2 spaces on the southern side of Ebley Street, Bondi Junction, adjacent Clementson Park.
 - (e) 2 spaces on the eastern side of Calga Place, Bronte, south of Macpherson Street.
2. Changes the signage for the following electric vehicle charging stations located in non-metered parking areas from 'No Parking, Electric Vehicles Excepted Only While Charging' to 'No Parking, Electric Vehicles Excepted Only While Charging, 4P, 8 am–10 pm, Electric Vehicles Only While Charging':
- (a) 2 spaces on the eastern side of Craig Avenue, Vaucluse, east of Diamond Bay Road.
 - (b) 2 spaces on the southern side of Trafalgar Street, Bronte, south of Pembroke Street.
 - (c) 2 spaces on the eastern side of Castlefield Street, Bondi, in front of 15 Castlefield Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 2 such that the recommendation now reads as follows:

That Council:

1. Changes the signage for the following approved electric vehicle charging stations located in metered parking areas from 'No Parking, Electric Vehicles Excepted Only While Charging' to '2P, 8 am–6 pm, Electric Vehicles Only While Charging':
- (a) Mill Hill Centre, Spring Street, Bondi Junction.
 - (b) 2 spaces in Queen Elizabeth Drive, Bondi Beach.
 - (c) 2 spaces in Grafton Street, Bondi Junction, opposite 55 Grafton Street.
 - (d) 2 spaces on the southern side of Ebley Street, Bondi Junction, adjacent Clementson Park.
 - (e) 2 spaces on the eastern side of Calga Place, Bronte, south of Macpherson Street.
2. Changes the signage for the following approved electric vehicle charging stations located in non-metered parking areas from 'No Parking, Electric Vehicles Excepted Only While Charging' to '4P, 8 am–10 pm, Electric Vehicles Only While Charging':
- (a) 2 spaces on the eastern side of Craig Avenue, Vaucluse, east of Diamond Bay Road.
 - (b) 2 spaces on the southern side of Trafalgar Street, Bronte, south of Pembroke Street.
 - (c) 2 spaces on the eastern side of Castlefield Street, Bondi, in front of 15 Castlefield Street.

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

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 10.21 AM.

.....
SIGNED AND CONFIRMED
MAYOR
17 JUNE 2023

REPORT
TC/C.01/23.06

Subject: Farrellys Avenue, Tamarama - Raised Pedestrian Crossing

TRIM No: A20/0069

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a raised pedestrian crossing in Farrellys Avenue, Tamarama, on the western side of the intersection with Illawong Avenue, as shown in Figure 3 of the report (Option C).
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.
3. Applies for relevant grant funding opportunities in the 2023-24 financial year, and if unsuccessful allocates sufficient funds in the Long Term Financial Plan to deliver the safety improvements.
4. Notes that:
 - (a) The proposed right turn ban into Bondi Road from Boonara Avenue and Imperial Avenue would have a negligible impact on traffic movements in Farrellys Avenue.
 - (b) The speed limit in Farrellys Avenue will change to 40 km/h as part of the area-wide speed limit changes to local roads due to be implemented in 2023.

1. Executive Summary

Council officers have undertaken an investigation into improving safety for pedestrians currently crossing Illawong Avenue on the eastern side of its intersection with Farrellys Avenue. Three treatments were developed. Common to the three treatments is moving the pedestrian crossing point to Farrellys Avenue on the western side of the intersection and changing the priority at the intersection so that drivers eastbound on Farrellys Avenue give way to drivers northbound on Illawong Avenue. The treatments are:

- Option A – Installation of a speed hump in Farrellys Avenue on the eastbound approach to the Illawong Avenue and kerb extensions with kerb ramps on either side of Farrellys Avenue.
- Option B – Kerb extensions with a continuous footpath treatment across Farrellys Avenue on the western side of the intersection with Illawong Avenue.
- Option C – Installation of a raised pedestrian crossing in Farrellys Avenue on the western side of the intersection with Illawong Avenue.

Option C is recommended.

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

2. Introduction/Background

Council officers have undertaken an investigation into improving safety for pedestrians crossing Farrellys Avenue at Illawong Avenue. This follows safety concerns for pedestrians who currently cross Illawong Avenue on the eastern side of the intersection.

The community provided feedback in relation to traffic speeds, safety at the Farrellys Avenue and Illawong Avenue intersection as well as road width of Farrellys and driveway access. This report focuses on the main issue raised about pedestrian safety at the intersection of Farrellys Avenue and Illawong Avenue.

Officers will review access concerns of driveways within Farrellys Avenue and work with residents to review options. The key issue is the narrow width of Farrellys Avenue and sightlines from driveways, which is not unlike many streets in the local government area. A separate report will be presented to the Traffic Committee with recommendations.

The relationship between Farrellys Avenue and the proposed right turn ban into Bondi Road from Boonara Avenue and Imperial Avenue is detailed in a separate report on this month's Traffic Committee agenda. The impact of the proposal on traffic and speed in Farrellys Avenue is negligible.

3. Technical Analysis

Traffic flows on Farrellys Avenue are significant, with 350 to 400 cars travelling eastbound in the morning and afternoon peak hours. The 85th percentile speed of vehicles traveling east in Farrellys is 34 km/h. Pedestrian movements across Illawong Avenue are also high with up to 100 pedestrian movements reported in the morning and afternoon peak hours.

Three treatments have been assessed. Common to the three options is changing the priority at the intersection so that drivers eastbound on Farrellys Avenue must give way to drivers northbound and southbound on Illawong Avenue. Drivers northbound on Illawong Avenue currently have to give way to drivers eastbound on Farrellys Avenue.

The three options have pedestrians crossing Farrellys Avenue on the western side of the intersection instead of crossing Illawong Avenue on the eastern/northern side.

Option A includes a speed hump in Farrellys Avenue and kerb extensions.

Option B includes a continuous footpath treatment across Farrellys Avenue and kerb extensions.

Option C includes a raised pedestrian crossing across Farrellys Avenue.

Options A and B provide an improved level of safety. Option A requires pedestrians to give way to traffic on Farrellys Avenue.

Option C provides an additional level of safety as it requires drivers to give way to pedestrians and has features of a high use crossing.

Figure 1 shows the site location. Figure 2 shows the current crossing point for pedestrians. Figure 3 shows the options considered. Attachment 1 contains concept drawings for the three options including vehicle swept paths.

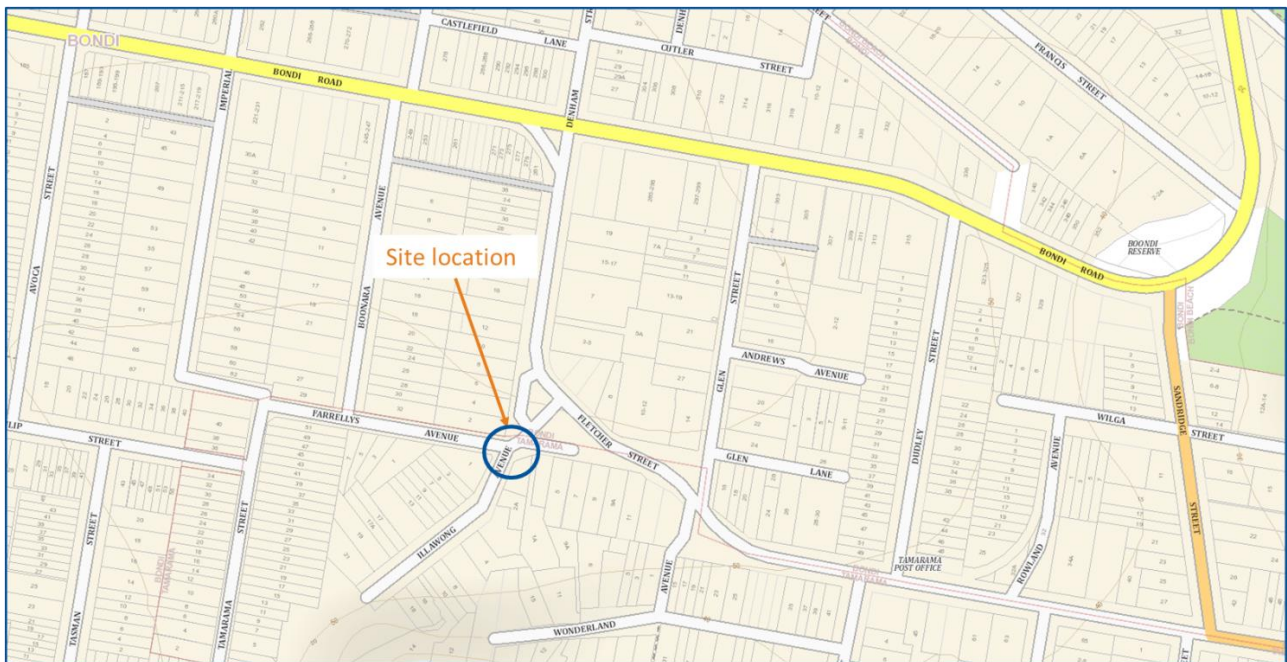


Figure 1. Site location.



Figure 2. Current pedestrian crossing point.

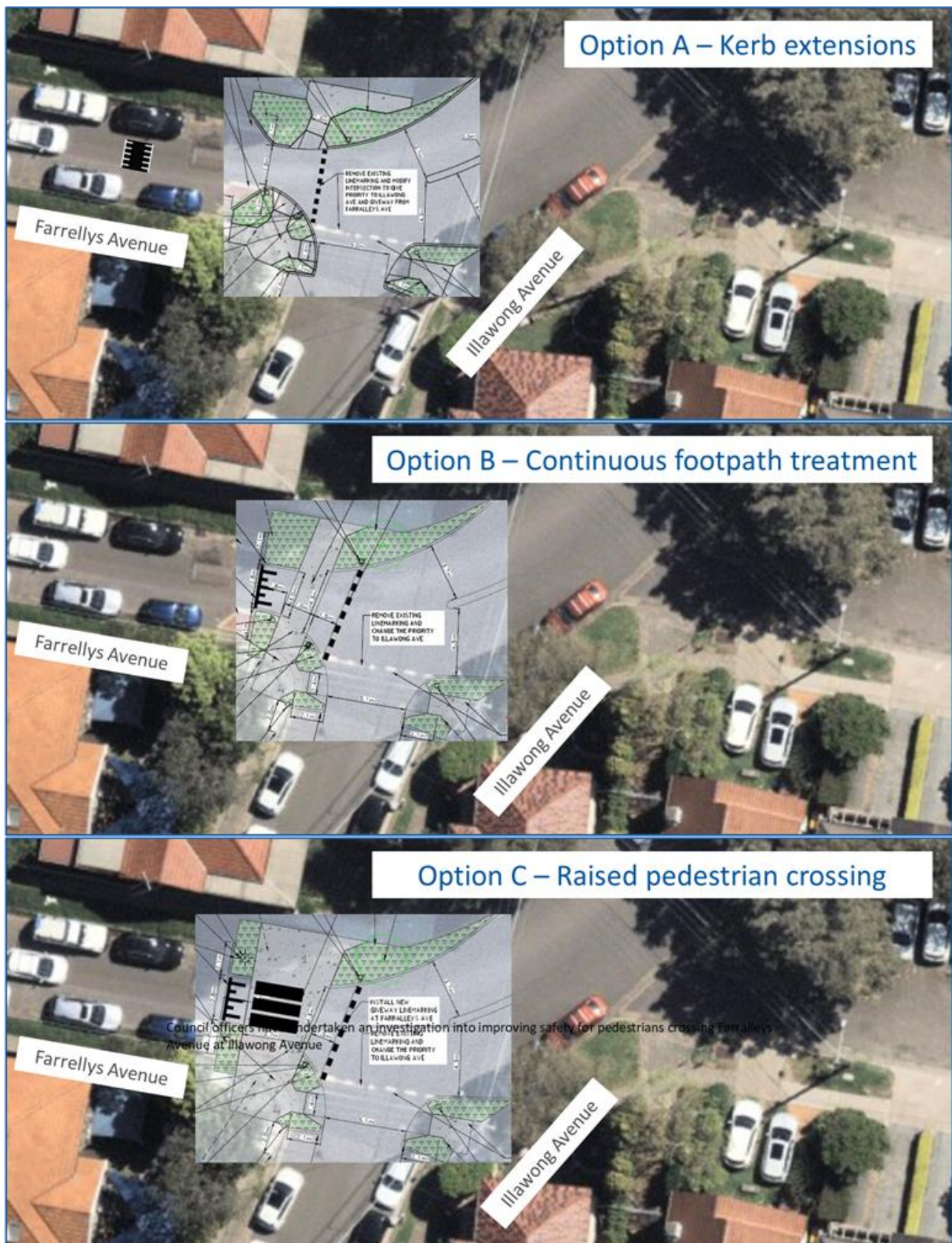


Figure 3. Options considered.

Transport for New South Wales (TfNSW) issued a Pedestrian Crossing Guideline in September 2022. The guideline identifies matters for consideration when assessing various types of treatment to assist pedestrians in crossing a road. Treatments include pedestrian refuges, kerb extensions, continuous footpaths, shared environments, pedestrian crossings, signals, overpasses/underpasses, and shared zones.

The guideline provides a warrant for installation of pedestrian crossings on local streets. The warrant requires:

- In each of two separate one-hour periods in a typical day, the pedestrian flow per hour (P) crossing the road is, or is expected to be, equal to or greater than 20.
- Children and elderly or mobility impaired pedestrians count as two pedestrians.

The warrant is satisfied.

The high vehicle flows on Farrellys Avenue add to the justification for the installation of a pedestrian crossing.

4. Financial Information for Council's Consideration




The project is currently unfunded. Council will apply for grant funding to deliver the project. If unsuccessful in securing grant funding, officers will make provisions within the Long Term Financial Plan to fund this safety project.

The estimated cost for a raised pedestrian crossing with lighting upgrades is \$250,000.

5. Attachments






1. Concept plans and swept paths [↓](#) .

[illegible]

											<p>SURVEYED BY: XX</p> <p>DATE: XXXXXX</p> <p>COORDINATION: XXX</p> <p>DATUM: XXX</p>	 <p>CIVIL DESIGN, MAJOR PROJECTS</p> <p>Level 1, 87-89 Oxford Street, Bondi Junction, NSW, 2022 PO Box 9, Bondi Junction NSW 1535</p> <p>Tel. (02) 9083 8000</p> <p>Email: info@waverley.nsw.gov.au Web: www.waverley.nsw.gov.au</p>	<p>APPROVED:</p> <p>DATE SIGNED:</p> <p>SCALE AS SHOWN @ A3:</p> <p>PLAN: HORIZ: N/A VERT: N/A CROSS-SECTION: N/A</p>	<p>Project Name: FARRELLYS AVE AT ILLAWONG AVE, TAMARAMA</p> <p>Drawing Title: CONCEPT PLAN - OPTION A</p>	<p>PROJ No: XXXX</p> <p>TRIM No: XXXX</p> <p>Drawing No: C02.00.A</p>	 <p>Issue: A</p>						
A	PRELIMINARY CONCEPT PLAN					31/05/23	AM	AM	NZ													
ISSUE	ISSUE DESCRIPTION					DATE	DRN	DFS	VER	ISSUE	ISSUE DESCRIPTION					DATE	DRN	DFS	VER			

[illegible]

LEGEND

- | | |
|---|---|
|  | NEW STREET SIGN / RELOCATED STREET SIGN |
|  | NEW LINEMARKING (TYP.) |
|  | NEW STREET TREE |
|  | NEW REINFORCED CONCRETE FOOTPATH PAVEMENT |
|  | NEW LANDSCAPING |

CONCEPT PLAN

H-1:200

[illegible]

Farrellys Ave

Illawong Ave

Proposed Changes and Signage:

- Farrellys Ave (Northbound):**
 - INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW LIGHT POST
 - PROVIDE NEW LIGHT FOR PEDESTRIAN CROSSING
 - INSTALL NEW PIANO KEY LINEMARKING TO RAISED THRESHOLD
 - REMOVE EXISTING KERB ISLANDS
 - INSTALL NEW "GIVE WAY" AND "ONE WAY" SIGN ON NEW STEM
 - REMOVE EXISTING STOP SIGN AND LINEMARKING
 - REMOVE EXISTING KERB RAMP AND CONSTRUCT NEW RAISED PEDESTRIAN CROSSING
 - INSTALL NEW KERB ALIGNMENT WITH LANDSCAPING AND STREET TREE
 - INSTALL NEW TRAFFIC CENTRAL MEDIAN ISLAND
- Farrellys Ave (Southbound):**
 - INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW STEM
 - INSTALL NEW "GIVE WAY" AND "ONE WAY" SIGN ON NEW STEM
 - REMOVE EXISTING STOP SIGN AND LINEMARKING
 - REMOVE EXISTING KERB RAMP AND CONSTRUCT NEW RAISED PEDESTRIAN CROSSING
 - INSTALL NEW KERB ALIGNMENT WITH LANDSCAPING AND STREET TREE
 - INSTALL NEW TRAFFIC CENTRAL MEDIAN ISLAND
- Illawong Ave (Eastbound):**
 - INSTALL NEW "ONE WAY" SIGN ON NEW STEM
 - REMOVE EXISTING STOP SIGN AND LINEMARKING
 - REMOVE EXISTING KERB RAMP AND CONSTRUCT NEW RAISED PEDESTRIAN CROSSING
 - INSTALL NEW KERB ALIGNMENT WITH LANDSCAPING AND STREET TREE
 - INSTALL NEW TRAFFIC CENTRAL MEDIAN ISLAND
- Illawong Ave (Westbound):**
 - INSTALL NEW "ONE WAY" SIGN ON NEW STEM
 - REMOVE EXISTING STOP SIGN AND LINEMARKING
 - REMOVE EXISTING KERB RAMP AND CONSTRUCT NEW RAISED PEDESTRIAN CROSSING
 - INSTALL NEW KERB ALIGNMENT WITH LANDSCAPING AND STREET TREE
 - INSTALL NEW TRAFFIC CENTRAL MEDIAN ISLAND

Dimensions and Distances:




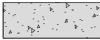


- Farrellys Ave (Northbound): 2.1m, 2.8m, 3.7m, 1.5m, 4.3m, 5.0m, 0.5m, 5.5m, 4.3m, 5.1m, 2.1m, 2.0m
- Farrellys Ave (Southbound): 2.1m, 2.8m, 3.7m, 1.5m, 4.3m, 5.0m, 0.5m, 5.5m, 4.3m, 5.1m, 2.1m, 2.0m
- Illawong Ave (Eastbound): 2.1m, 2.0m
- Illawong Ave (Westbound): 2.1m, 2.0m

Signage Status:

- EXISTING SIGN TO REMAIN:** NO ENTRY, ONE WAY, STOP, NO STOPPING, EXISTING DRIVEWAY, EXISTING SIGN TO REMAIN
- EXISTING SIGN TO RELOCATE:** NO ENTRY, ONE WAY, STOP, NO STOPPING, EXISTING DRIVEWAY, EXISTING SIGN TO REMAIN
- REMOVE EXISTING:** STOP SIGN AND LINEMARKING, KERB RAMP, KERB ALIGNMENTS, KERB ISLANDS, PEDESTRIAN GUARDRAIL, LINEMARKING, PRIORITY TO ILLAWONG AVE
- INSTALL NEW:** PEDESTRIAN CROSSING SIGNAGE, PIANO KEY LINEMARKING, KERB ALIGNMENT, TRAFFIC CENTRAL MEDIAN ISLAND, "GIVE WAY" AND "ONE WAY" SIGN, "ONE WAY" SIGN

Other Features:

- EXISTING KERB AND GUTTER LIP (TYP.)
- EXISTING DRIVEWAY
- EXISTING DRIVEWAY






	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING
	NEW SUPPLEMENTARY LIGHTING FOR PEDESTRIAN CROSSING

CONCEPT PLAN

H-1:200

[illegible]

An aerial photograph of a residential street intersection. A technical diagram is overlaid on the image, showing vehicle trajectories and designated zones. The diagram includes labels for 'FARRELLYS AVE' and 'ILLAWONG AVE'. Several areas are marked with green hatching, and vehicle paths are indicated by black lines. Labels such as 'Small Rigid Vehicle' are placed near specific points on the diagram.


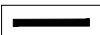



	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING

CONCEPT PLAN

H-1:200

[illegible]

The image shows an aerial view of a road intersection with overlaid traffic simulation diagrams. The intersection is labeled 'FARRELLYS AVE' and 'ILLAWONG AVE'. The diagrams include green hatched areas representing vehicle paths and black lines representing road boundaries and lane markings. A 'Medium Rigid Vehicle' is shown entering from the left, and another 'Medium Rigid Vehicle' (MRV) is shown exiting to the right. The diagrams also show a 'Medium Rigid Vehicle' (MRV) entering from the bottom and exiting to the right. The background shows residential houses and trees.

	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING




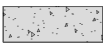

CONCEPT PLAN

H-1:200

[illegible]




This image is an aerial photograph of a residential street intersection, overlaid with a technical diagram. The diagram illustrates vehicle paths and specific areas of interest. Key elements include:

- Streets:** The intersection is between **FARRELLYS AVE** (horizontal) and **ILLAWONG AVE** (vertical).
- Vehicle Paths:** Black lines with arrows show the movement of vehicles through the intersection, including turning movements.
- SRV - Small Rigid Vehicle:** This label is used in three locations:
 - Along the top section of Illawong Ave.
 - Along the bottom section of Illawong Ave.
 - Along a diagonal path crossing the intersection.
- Green Hatched Areas:** Several triangular and rectangular regions are filled with green hatching, likely indicating specific zones or areas of focus.
- Other Labels:** A label **SRV - Small Rigid Vehicle** is also present on the left side of the intersection, near Farrellys Ave.

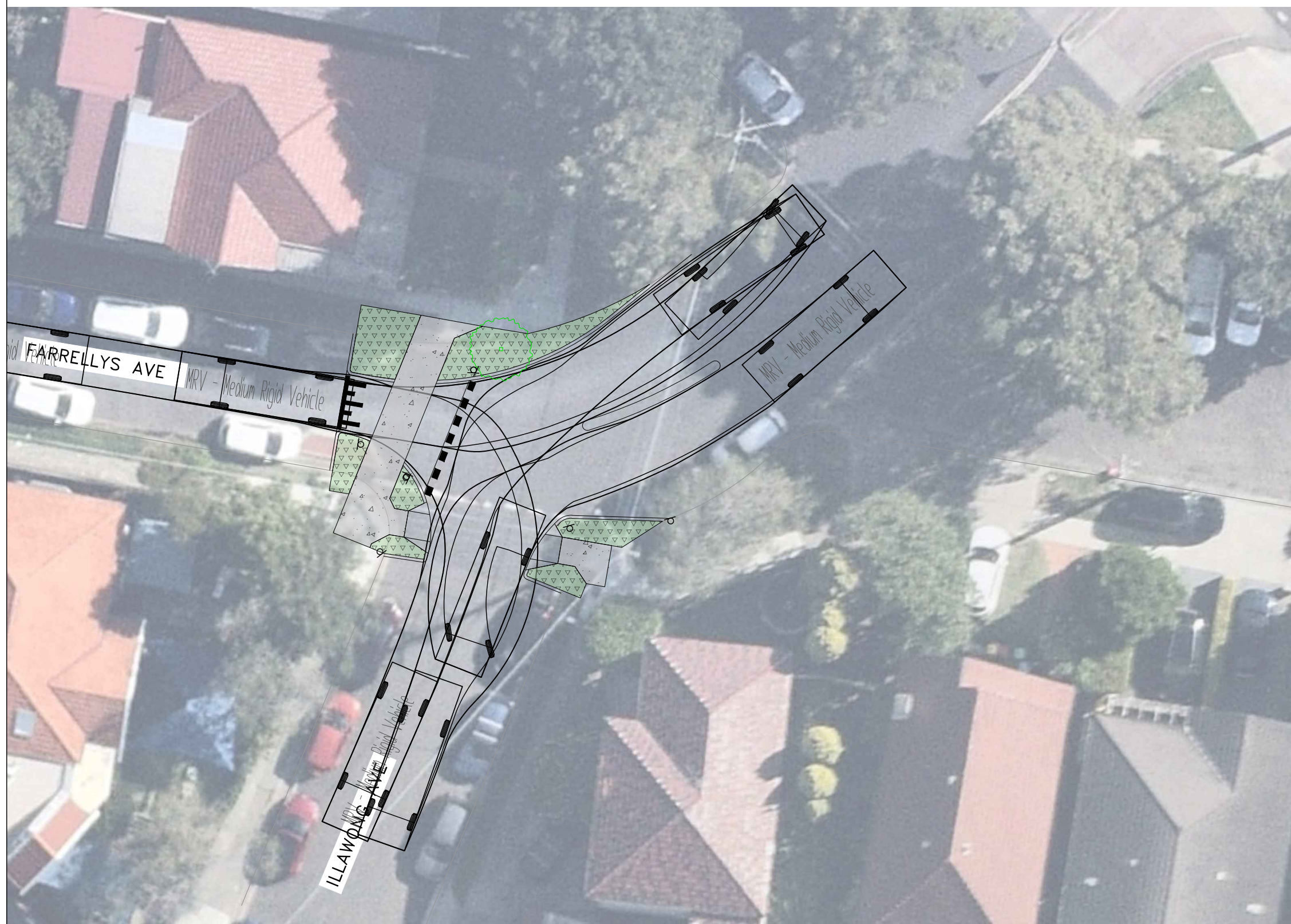
	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING

CONCEPT PLAN






H-1:200

														SURVEYED BY: XX DATE: XX/XX/XX COORDINATION: XXXX				 CIVIL DESIGN, MAJOR PROJECTS Level 1, 87-89 Oxford Street, Bondi Junction, NSW, 2022 PO Box 6, Bondi Junction NSW 1555 Tel. (02) 9083 8000				APPROVED: DATE SIGNED:				Project Name: FARRALLEYS AVE AT ILLAWONG AVE, TAMARAMA				PROJ No: XXX TRIM No: XXXX			
														SCALE AS SHOWN @ A3: PLAN: HORIZ: N/A VERT: N/A LONG-SECTION: HORIZ: N/A VERT: N/A				Drawing Title: SWEPT PATHS OPTION B - 6.5M RIGID VEHICLE				Drawing No: C03.02.B		Issue: A									
A PRELIMINARY CONCEPT PLAN										31/05/23				AM		NZ																	
ISSUE DESCRIPTION										DATE				DRN		DES		VER		ISSUE DESCRIPTION				DATE				DRN		DES		VER	

FARRALLEYS AVENUE AT ILLAWONG AVENUE, TAMARAMA LOCAL AREA TRAFFIC MANAGEMENT WORKS



LEGEND

- | | |
|---|---|
|  | NEW STREET SIGN / RELOCATED STREET SIGN |
|  | NEW LINEMARKING (TYP.) |
|  | NEW STREET TREE |
|  | NEW REINFORCED CONCRETE FOOTPATH PAVEMENT |
|  | NEW LANDSCAPING |

CONCEPT PLAN

H-1:200

[illegible]

INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW LIGHT POST






INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW STEM

FARRELLYS AVE

ILLAWONG AVE

SRV - Small Rigid Vehicle

SRV - Small Rigid Vehicle

	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING

CONCEPT PLAN

H-1:200

[illegible]

INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW LIGHT POST





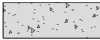
FARRELLYS AVE

MRV - Medium Rigid Vehicle

ILLAWARRA AVE

MRV - Medium Rigid Vehicle

INSTALL NEW PEDESTRIAN CROSSING SIGNAGE ON NEW STEM

	NEW STREET SIGN / RELOCATED STREET SIGN
	NEW LINEMARKING (TYP.)
	NEW STREET TREE
	NEW REINFORCED CONCRETE FOOTPATH PAVEMENT
	NEW LANDSCAPING

CONCEPT PLAN

H-1:200

[illegible]

REPORT

TC/C.02/23.06



Subject: Birrell Street, Queens Park - 'No Stopping' Zone

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' zone on the southern side of Birrell Street, Queens Park, west of Rawson Avenue, with a 'No Stopping, Australia Post Vehicles Excepted' zone.

1. Executive Summary

Council has received a representation from Australia Post to allow Australia Post vehicles to be exempt on parking for short while to access the mailbox on the southern side of Birrell Street, west of Rawson Avenue, Queens Park. The site location is shown in Figure 1.

The current parking restrictions are 'No Stopping'.

A change to the signage is proposed to allow access to the mailbox located in the 'No Stopping' zone. The 'No Stopping' will be replaced with 'No Stopping Australia Post vehicles excepted'.

Figure 2 shows the proposed signage.

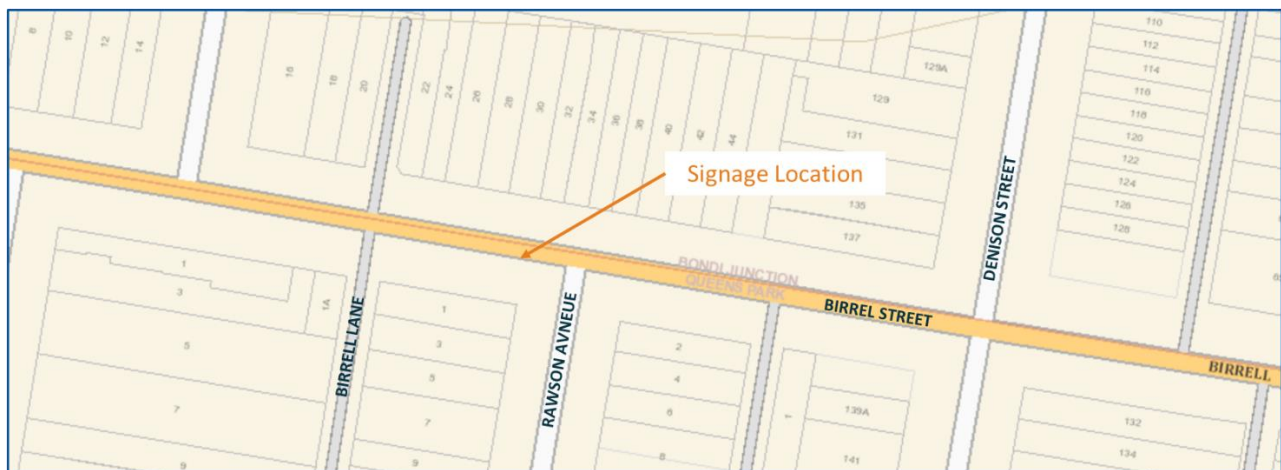


Figure 1. Site location.



Figure 2. Proposed signage

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

2. Introduction/Background

The current restrictions prevent access of the mailbox by Australia Post vehicles within the zone. A change to the signage from 'No Stopping' to 'No Stopping Australia Post Vehicles Excepted' is proposed to allow the access of the mailbox by authorised Australia Post Vehicles.

3. Technical Analysis

Changing the signage from 'No Stopping' to 'No Stopping, Australia Post Vehicles Excepted' will allow access of the mailbox by authorized Australia Post Vehicles. This change will not adversely impact the sight distance at the intersection.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT

TC/C.03/23.06



Subject: 7 Busby Parade, Bronte - Construction Zone

TRIM No: A03/2514-04

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

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 7 Busby Parade, Bronte.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone along the frontage of 7 Busby Parade, Bronte. The site location is shown in Figure 1.

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

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

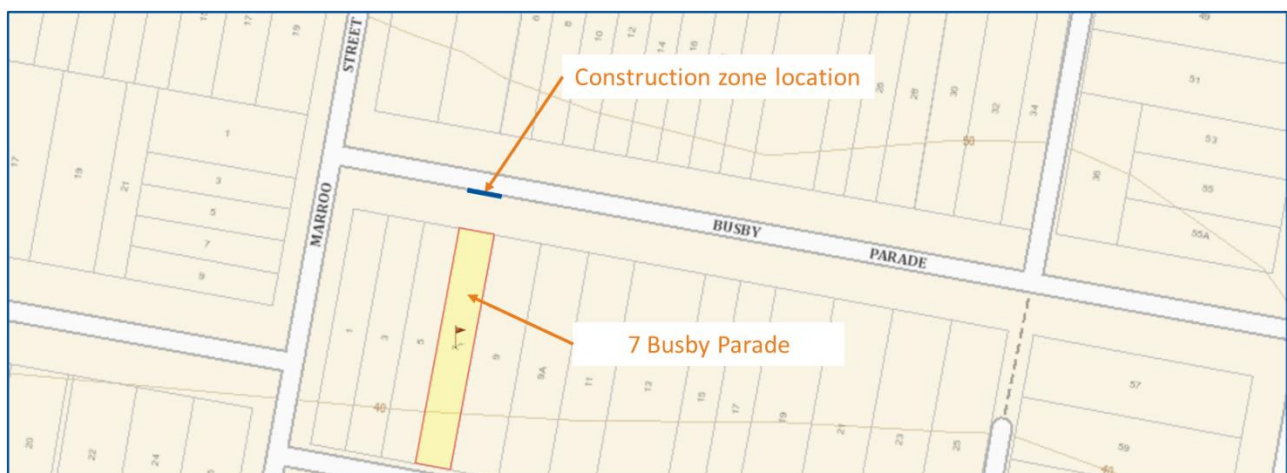


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm 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 site has a frontage of 6.9 metres on the southern side of Busby Parade. The applicant has requested a 9 metre construction zone. Council officers propose to install a 9 metre construction zone.

Council officers propose to install a 9 metre construction zone that would be in front of the site and part of the frontage of 5 Busby Parade. The applicant has advised that the residents at 5 Busby Parade were consulted and have not objected to the proposal.

The existing and recommended parking allocation is shown in Figures 3 below.

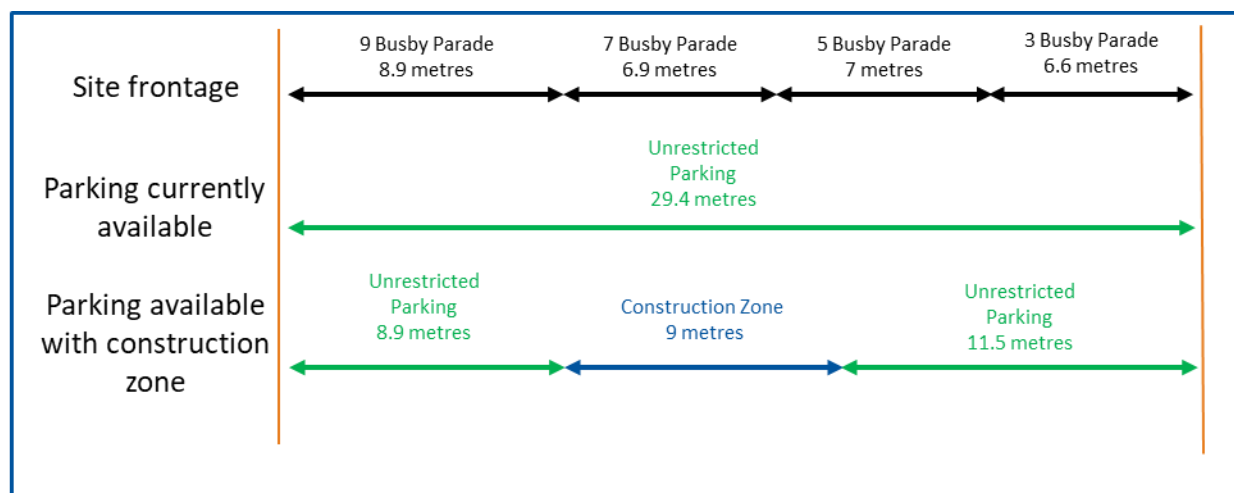


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Alice Koch
Development application	DA-109/2022
Works	Alterations and additions to dwelling house
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	6.9 metres
Road	Busby Parade
Existing parking	No parking restrictions
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective construction zone - Total length available for construction	9 metres
Duration	15 weeks
Fee area	Low-density residential

Signage

The proposed signage is shown in Figure 4.

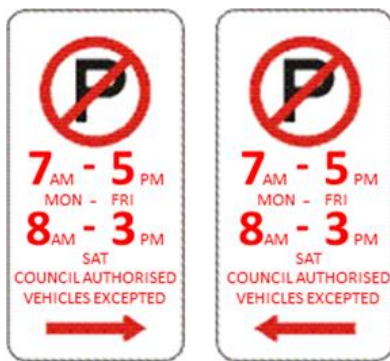


Figure 4. Proposed signage.

Notification

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

Figure 5 shows the properties to be notified about the Busby Parade construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

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

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

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Weekly Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	9	\$72.00	\$648.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$100.00	\$0.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)				
- 5.5 metres per unmarked parallel space	per space	0	\$400.00	\$0.00
- 2.8 metres per unmarked angle parking space	per week			
Weekly Fee				\$648.00

5. Attachments

Nil.

REPORT
TC/V.01/23.06

Subject: Bon Accord Avenue, Bondi Junction - Temporary Road Closure

TRIM No: A19/0714

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Treats the attachments to the report as confidential as they contain information that would, if disclosed, prejudice the maintenance of law.
2. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, between Bon Accord Lane and Flood Lane, in accordance with the Transport Management Plan (TMP) and Traffic Control Plans (TCP) attached to the report, subject to the following conditions:
 - (a) Closures are to take place only during the following days and times:
 - (i) Saturday, 16 September 2023, 8.15 am–2.00 pm.
 - (ii) Sunday, 17 September 2023, 8.15 am–2.00 pm.
 - (iii) Sunday, 24 September 2023, 4.00 pm–9.00 pm.
 - (iv) Monday, 25 September 2023, 8.15 am–7.15 pm.
 - (b) The footpath along Old South Head Road is to remain accessible to all people with a minimum clear width of 2 metres.
 - (c) A safe crossing is to be provided at all times for pedestrians and cyclists crossing Bon Accord Avenue at Old South Head Road.
 - (d) The Event Organiser must:
 - (i) Engage a traffic control company approved by the Executive Manager, Infrastructure Services, to implement the TMP.
 - (ii) Facilitate access to residential properties affected by barriers for residents and visitors.
 - (iii) Provide public liability insurance for the event.
 - (iv) Obtain NSW Police approval.
 - (v) Cover all costs associated with traffic control.

- (vi) Submit the TMP to Transport for NSW (TfNSW) for approval by the Transport Management Centre.
 - (vii) Notify affected residents as shown in Figure 1 of Attachment 1 of the report.
 - (viii) Provide a pre- and post-dilapidation report of the condition of footpaths and landscaping along the section of Old South Head Road and Bon Accord Avenue affected by the event.
 - (e) Council will issue a schedule of conditions with any additional conditions that may be imposed by the NSW Police, TfNSW and the Executive Manager, Infrastructure Services.
3. Liaises with NSW Police and other security or safety enforcement agencies in relation to safety precautions or provisions associated with the event.
 4. Delegates authority to the Executive Manager, Infrastructure Services, to amend security provisions and traffic control arrangements as necessary prior to, and during, the event.

1. Executive Summary

Council has received an application from the Central Synagogue requesting the temporary closure of Bon Accord Avenue, Bondi Junction, from Bon Accord Lane to Flood Lane, in order to facilitate the annual High Holy Days celebrations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The Central Synagogue has requested approval for the closure of Bon Accord Avenue in the section between Bon Accord Lane and Flood Lane during the following days and times:

- Saturday, 16 September 2023, 8.15 am–2.00 pm.
- Sunday, 17 September 2023, 8.15 am–2.00 pm.
- Sunday, 24 September 2023, 4.00 pm–9.00 pm.
- Monday, 25 September 2023, 8.15 am–7.15 pm.

There are no changes to road closure points to those approved in previous year.

Council has prepared a Transport Management Plan (TMP) on behalf of the synagogue, including a Traffic Control Plan (see Attachments 3 and 4). The applicant will be undertaking resident notification and submitting the TMP to Transport for NSW (TfNSW).

This is a Class 2 Special Event, with road closures being carried out in accordance with the TfNSW Guide to Traffic and Transport Management for Special Events. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event including advising Council on conditions to set for the use of the road space.

Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a schedule of conditions.

3. Technical Analysis

The attached TMP proposes that the closure be undertaken in the manner detailed in Table 1 below.

Table 1. Proposed closure schedule.

Date	Activity
Within 7 days of event start.	Event organiser to signpost notification in the street.
<u>Saturday, 16 September 2023</u> 8.15 am–2.00 pm. <u>Sunday, 17 September 2023</u> 8.15 am–2.00 pm. <u>Sunday, 24 September 2023</u> 4.00 pm–9.00 pm. <u>Monday, 25 September 2023</u> 8.15 am–7.15 pm.	The temporary closure of Bon Accord Avenue be implemented by the approved traffic control company. Access will be closed to: <ul style="list-style-type: none"> • Non-resident vehicles. • Participants' vehicles (VIP or otherwise). Continuous access will remain open for: <ul style="list-style-type: none"> • Local residents' vehicles, if parking is available. • Emergency vehicles. • All pedestrians. Traffic controllers will be on-site at closure points to facilitate resident access.
<u>Monday, 25 September 2023</u> 8.15 pm	Bon Accord Avenue opens for through traffic and all normal traffic conditions to resume.

TfNSW will need to approve the temporary closure of part of Bon Accord Avenue with the TMP being forwarded for the authority's consideration, as the closure may affect Old South Head Road, which is a State Road. Once all approvals and conditions have been satisfied, staff from TfNSW as well as Council's Executive Manager, Infrastructure Services, can sign the TMP authorising its implementation.

Access for residents and visitors

Access for residents and visitors must be retained at all times. Residents and visitors needing access to properties along the route will be granted it.

Impacts on Old South Head Road shared path

There is a shared path along Old South Head Road north and south of Bon Accord Avenue.

Jersey kerb barriers have been placed on the edge of this shared path and on either side of Bon Accord Avenue at Old South Head Road in past years. These barriers must leave sufficient width for the shared path to serve its function. The minimum desirable width is 2.5 metres. It is recommended that this is reduced to 2 metres for the duration of the event to allow the placement of the barriers.

There should be no blocking of pedestrian movements across Bon Accord Avenue at Old South Head Road.

It is understood that a width of less than 2 metres has occurred in the past and that pedestrian movements have been restricted at Bon Accord Avenue. The Jersey kerbs are in place for the entire period of the four events plus bump-in and bump-out days prior and post-event.

4. Financial Information for Council's Consideration

The Central Synagogue will be required to cover all associated costs prior to closures taking place.

5. Attachments

1. Transport Management Plan 2023 (under separate cover) (confidential)
2. Request for the closure of Bon Accord Avenue - Jewish High Holy days (under separate cover) (confidential)
3. Traffic Control Plan 1 (under separate cover) (confidential)
4. Traffic Control Plan 2 (under separate cover) (confidential) .

REPORT
TC/V.02/23.06

Subject: Bondi Pavilion, Queen Elizabeth Drive, Bondi Beach - Pick-Up/Drop-Off (PUDO) Bay

TRIM No: A20/0336

Author: Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Replaces the 11.9 metre '1/4P Music Studio Loading Only' zone at Bondi Pavilion in Queen Elizabeth Drive, Bondi Beach, with an 11.9 metre 'No Parking, Pick Up and Drop Off' (PUDO) zone for a six-month trial period.
2. Delegates authority to the Executive Manager, Infrastructure Services, to review any feedback and make an assessment either to formalise the PUDO zone or return the space to a '1/4P Music Studio Loading Only' zone after the six-month trial has elapsed.

1. Executive Summary

Council officers propose to replace an 11.9 metre '1/4P Music Studio Loading Only' parking zone on Queen Elizabeth Drive outside the Bondi Pavilion with 'No Parking' restrictions. The proposed change will allow Pavilion tenants and public to use this disability-friendly parking zone for pick-up and drop-off.

The location of the zone is shown in Figure 1. The existing and proposed restrictions are shown in Figures 2 and 3.

The Executive Manager, Infrastructure Services, has consulted with the Friends of the Bondi Pavilion on the proposal. Given the complex nature of the uses of the music studios and the general usage by the community, it was proposed to trial the pick-up and drop-off (PUDO) zone for six months to see how it functions.

The zone will be identified as a PUDO zone/bay. PUDO zones are used by providers such as Uber to direct customers to a place where they can be easily located. They are also used by residents to pick up and drop off passengers.

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



Figure 1. Location of existing 11.9 metre '1/4P Music Studio Loading Only' zone.

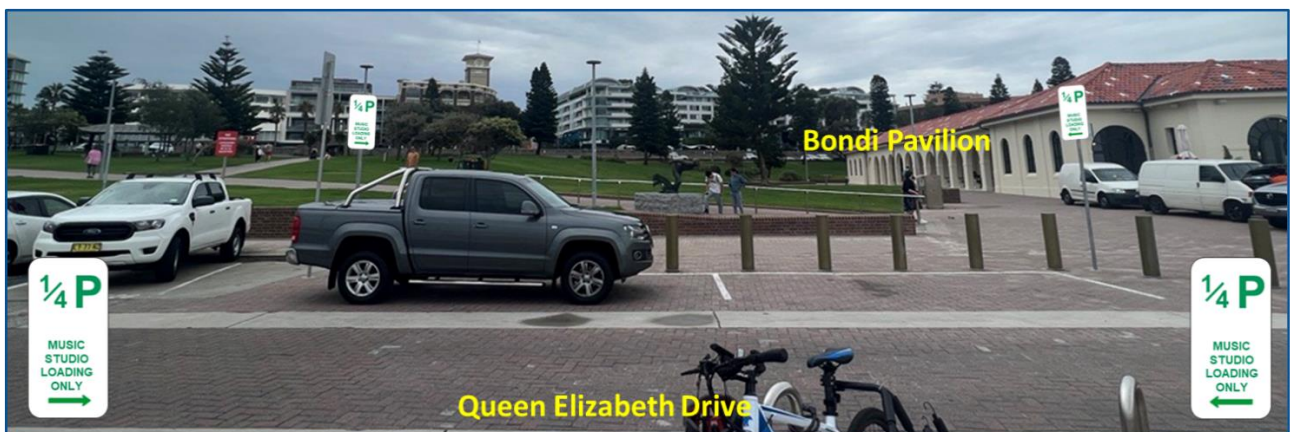


Figure 2. Existing parking restrictions.

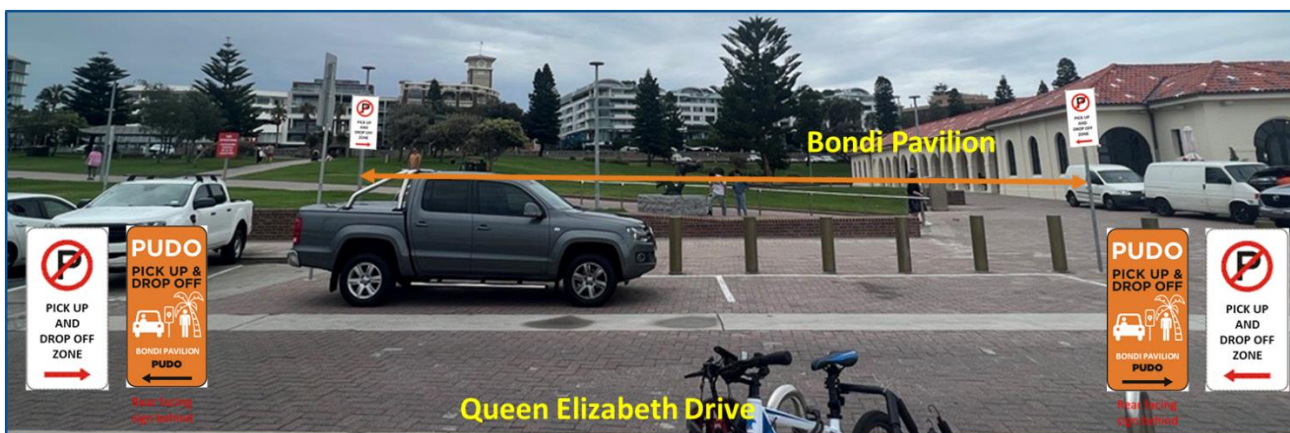


Figure 3. Proposed parking restrictions.

2. Introduction/Background

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

The current '1/4P Music Studio Loading Only' signage reserving the zone in Queen Elizabeth Drive is not enforceable.

The Executive Manager, Infrastructure Services, met with the Friends of the Bondi Pavilion on 17 May 2023 to consult with them on the proposal to convert the '1/4P Music Studio Loading Only' zone to a PUDO Zone. There was discussion about the operations of artists and access to the music studios, as well as the greater benefit a PUDO would provide to users (importantly, persons with disabilities) of the Pavilion. Given the complex nature of the uses of the music studios and the general usage by the community, it was proposed to trial the PUDO for six months to see how it functions.

3. Technical Analysis

Installation of the 'No Parking' PUDO zone will allow for pick up and drop off activities to occur close to the Pavilion. It will also improve accessibility for people with disabilities who are visiting Bondi Pavilion. The adjacent area can accommodate a wheelchair or walker being loaded or unloaded.

Figure 4 shows the proposed signage to be installed.



Figure 4. Proposed signage.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT

TC/V.03/23.06



Subject: Wairoa Avenue, North Bondi - 'No Stopping' Zone

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 installs a 'No Stopping' sign on the eastern side of Wairoa Avenue, North Bondi, 15 metres north of Hastings Parade, to reinforce the 'No Stopping' zone, which is currently delineated by yellow line marking.

1. Executive Summary

A 15 metre 'No Stopping' restriction at the intersection of Wairoa Avenue with Hastings Parade is currently delineated by a yellow line marking. The yellow line marking has degraded.

All of the legs of the intersection of Wairoa Avenue and Hastings Parade have already been signposted as 'No Stopping' except for the eastern side of Wairoa Avenue, north of Hastings Parade. It is proposed to signpost the remaining approach.

The site location is shown in Figure 1. The proposed and existing 'No Stopping' sign locations are shown in Figure 2.

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

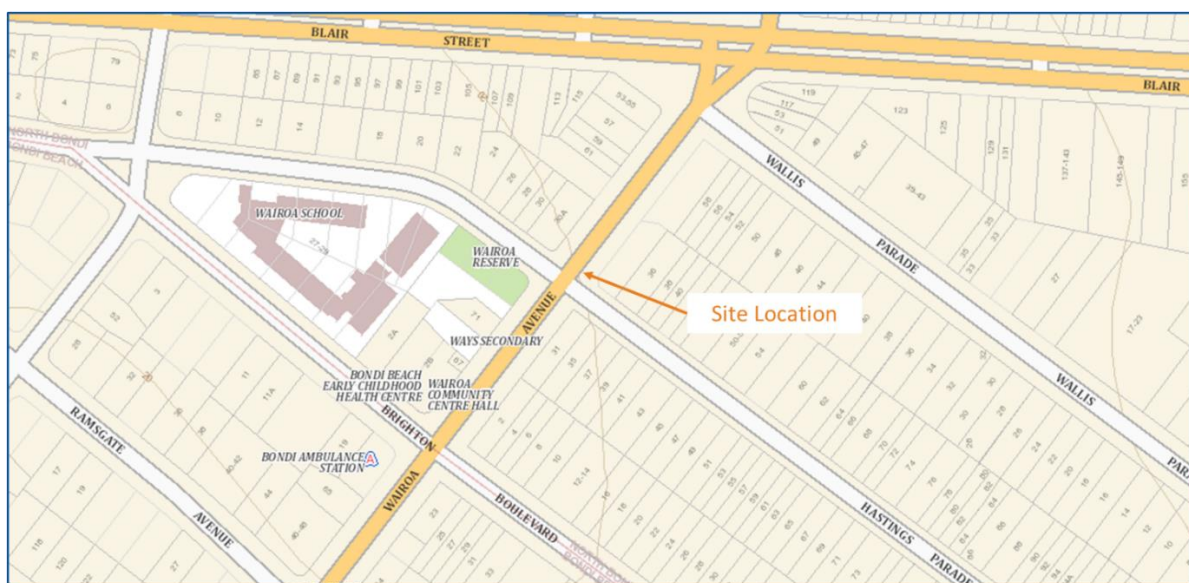


Figure 1. Site location.



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

2. Introduction/Background

Yellow line markings that indicate the statutory 'No Stopping' zones at the intersection of Hall Street and Simpson Street have degraded.

There are currently signposted 'No Stopping' restrictions on all the legs of the intersection except for the Eastern side of Wairoa Avenue, north of Hastings Parade.

3. Technical Analysis

The proposed 'No Stopping' zone location is shown in Figure 3.



Figure 3. Sign location at the intersection.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT

TC/V.04/23.06



Subject: Murriverie Road, North Bondi - 'No Stopping' Zone

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 installs a 10 metre 'No Stopping' zone on the northern side of Murriverie Road, North Bondi, west of Justus Street.

1. Executive Summary

Representations have been received from residents to review parking restrictions at the intersection of Murriverie Road and Justus Street, North Bondi. Residents report that vehicles parked on the northern side of the Murriverie Road near Justus Street obstruct the sight distance for drivers turning from Justus Road into Murriverie Road.

It is recommended that Council installs the Statutory 10 metre 'No Stopping' zone on the northern side of Murriverie Road west to Justus Street.

Figure 1 shows the location of the intersection. Figure 2 shows the proposed 'No Stopping' zone.

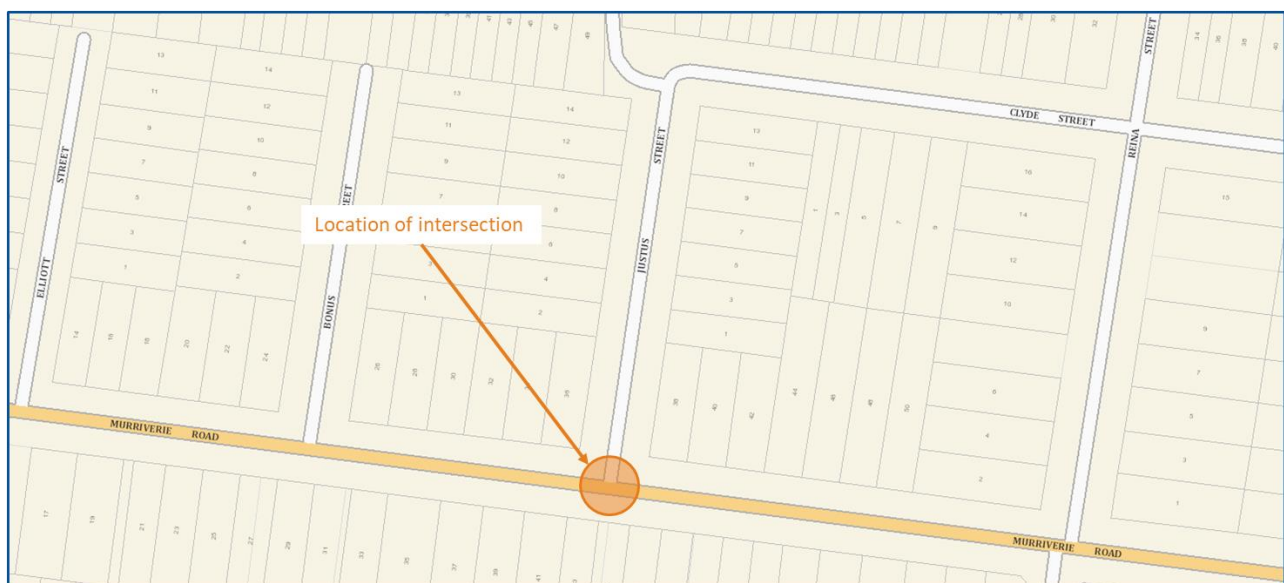


Figure 1. Location of intersection.



Figure 2. Proposed 'No Stopping' zone.

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

2. Introduction/Background

Vehicles parked in Murriverie Road west of Justus Street obstruct the sight distance for cars turning out of Justus Street onto Murriverie Road. The 10 metre statutory 'No Stopping' zone is not currently signposted at the location.

3. Technical Analysis

It is recommended that the 10 metre statutory 'No Stopping' distance is signposted on the northern side of Murriverie Road west of Justus Street.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT
TC/V.05/23.06

Subject: 25 Brighton Boulevard, Bondi Beach - Mobility Parking Space - Removal

TRIM No: A20/0534

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. Removes the mobility parking space in front of 25 Brighton Boulevard, Bondi Beach.
2. Installs a '2P, 8 am–10 pm, Permit Holders Excepted Area 6 Area 8' restriction.

1. Executive Summary

Council has been advised the mobility parking zone in front of 25 Brighton Boulevard is often unoccupied. The space was installed to assist a resident at 27 Brighton Boulevard in 2003. The resident has sold the house and moved on.

Council contacted the residents of 25 and 27 Brighton Boulevard by mail to see if they wish the mobility parking space to be retained and have the necessary documents to be compliant. No replies have been received. Removal of the mobility parking space is recommended.

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



Figure 1. Location of mobility parking space outside 25 Brighton Boulevard, Bondi Beach.

2. Introduction/Background

The mobility parking space outside 25 Brighton Boulevard was installed in 2003.

3. Technical Analysis

Council officers propose to remove the existing mobility parking in front of 25 Brighton Boulevard and restore '2P, 8 am–10 pm, Permit Holders Excepted Area 6 Area 8'.



Figure 2. Proposed removal of existing mobility parking space.

4. Financial Information for Council's Consideration

Council will fund the works from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.06/23.06

Subject: 25 Brighton Boulevard, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

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

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12.5 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction in front of 25 Brighton Boulevard, Bondi Beach.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone along the frontage of 25 Brighton Boulevard, Bondi Beach. The site location is shown in Figure 1.

There is a redundant mobility parking space in front of 25 Brighton Boulevard. The mobility parking space is proposed to be removed. A separate report on the removal of the mobility parking space is provided in this month's Traffic Committee agenda.

Council officers propose the installation of a 12.5 metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm 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 and a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 5.9 metres on the southern side of Brighton Boulevard. The applicant has requested a 9 metre construction zone. Council officers propose to install a 12.5 metre construction zone to take up the redundant 3.5 metres left over where a car cannot be parked.

Council officers propose the construction zone to be in front of the site and extend to the frontage of 27 Brighton Avenue. Residents from 27 Brighton Avenue were consulted via letterbox drop. No replies were received.

Figure 3 shows the existing and recommended parking allocation in Brighton Boulevard.

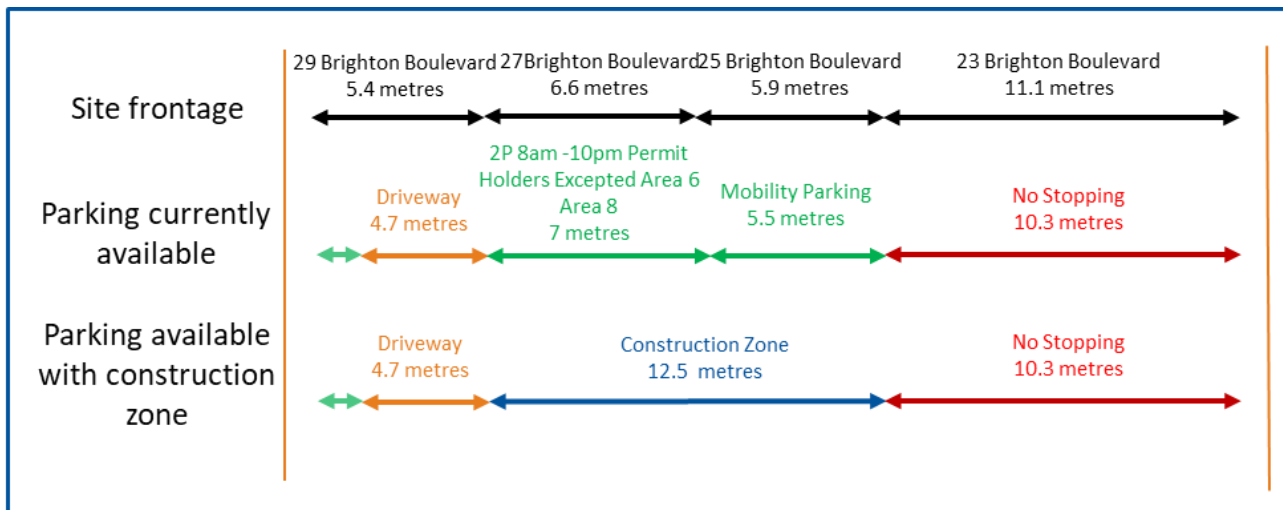


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Daniel Gorgievski
Development application	DA-124/2022/A
Works	Modification to alter ground floor to remove front facade and provide new hardstand and driveway
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	5.9 metres
Road	Brighton Boulevard
Existing parking	Disabled Parking
Length requested by applicant	9 metres
Length to be signposted	12.5 metres
Effective construction zone - Total length available for construction	12.5 metres
Duration	6 months
Fee area	Medium-density residential

Signage

The proposed signage is shown in Figure 4.

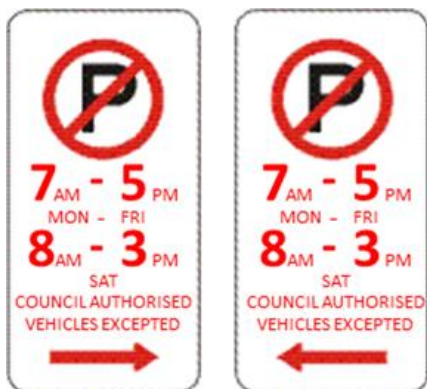


Figure 4. Proposed signage.

Notification

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

Figure 5 shows the properties to be notified about the Brighton Boulevard construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 12.5 metres made available for construction vehicles will be \$900 per week during the 2022-23 financial year. The estimated weekly fees are shown in Table 1.

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

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	12.5	\$72.00	\$900.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$100.00	\$0.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space	0.0	\$400.00	\$0.00
- 9 metres at 5.5 metres per unmarked parallel space	per week			
Weekly Fee				\$900.00

5. Attachments

Nil.

REPORT
TC/V.07/23.06

Subject: 41 Hall Street, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

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

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 41 Hall Street, Bondi Beach.
2. Requires the applicant to notify residents and businesses in the vicinity of the construction zone prior to it being installed.
3. Temporarily relocates the loading zone in front of 39 and 41 Hall Street 9 metres east for the period that the construction zone is in place.
4. 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 along the frontage of 41 Hall Street, Bondi Beach. The site location is shown in Figure 1.

There is a loading zone in front of 39 and 41 Hall Street. The loading zone is proposed to be relocated 9 metres to the east of its existing position while the construction zone is in place.

The installation of a 9 metre construction zone and the temporary relocation of the existing loading zone is recommended. Figure 2 shows the proposed signage changes.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs and relocated loading zone signage.

2. Introduction/Background

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

3. Technical Analysis

The subject site has a frontage of 6 metres on the northern side of Hall Street. The applicant has requested a 9 metre construction zone. Council officers propose to install a 9 metre construction zone and the relocation of the existing loading zone 9 metres east of its existing location.

6 of the 9 metres for the construction zone will be in front of the site. 3 metres will be in front of 39 Hall Street.

The applicant has consulted with the owner of the building at 39 Hall Street. The owner has objected to the construction zone on the basis of 'significant inconvenience to the current business.'

Figure 3 shows the existing and recommended parking allocation in Hall Street.

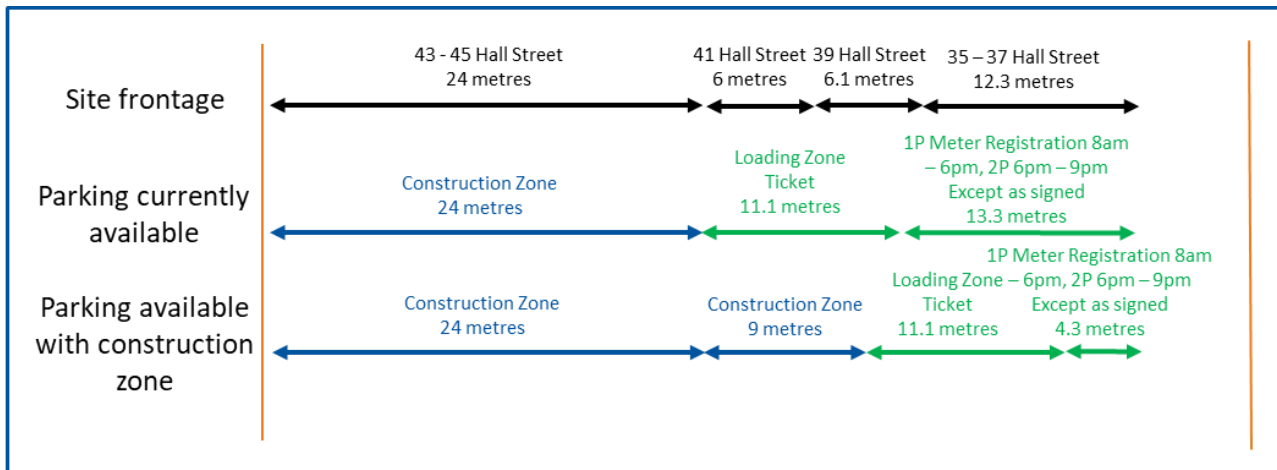


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Max Hayson
Development application	DA-342/2022/A
Works	Modification to delete skylight and void, replace privacy screen with blackwall, additional GFA and rear ground adjusted
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	6 metres
Road	Hall Street
Existing parking	Loading Zone Ticket 6.30 am–6 pm Mon–Sat
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective construction zone - Total length available for construction	9 metres
Duration	28 weeks
Fee area	Mixed Use

Signage

The proposed signage is shown in Figure 4.

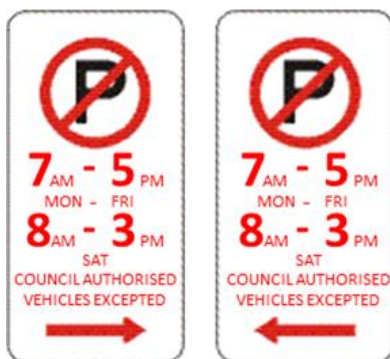


Figure 4. Proposed signage.

Notification

Residents and businesses in the vicinity of the construction zone are to be notified prior to it being installed.

Figure 5 shows the properties to be notified about the Hall Street construction zone.

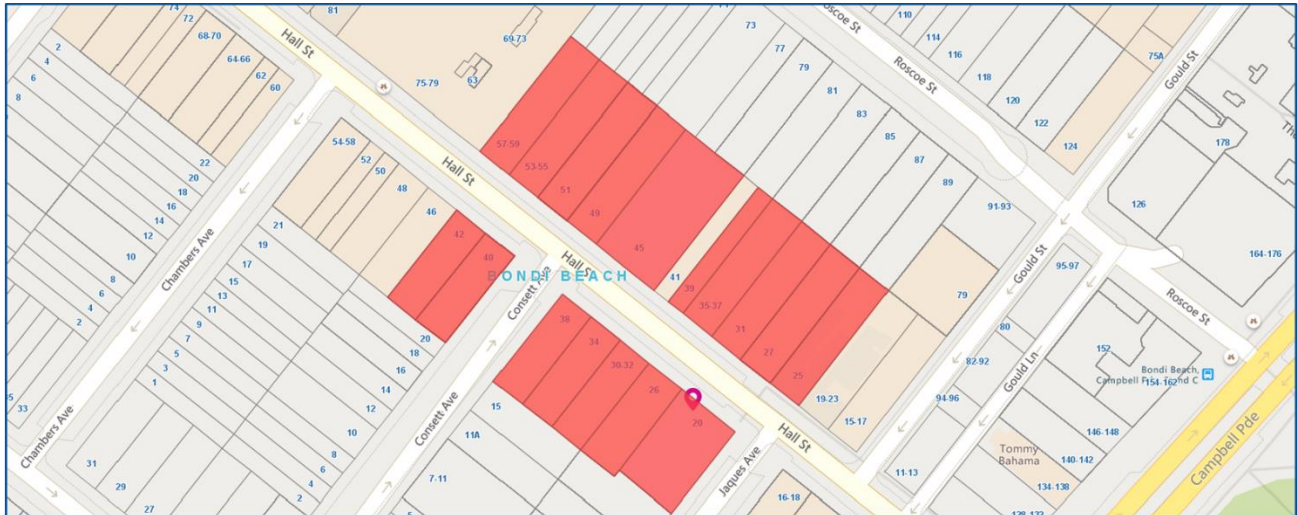


Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 9 metres made available for construction vehicles will be \$900 per week during the 2022-23 financial year. The estimated weekly fees are shown in Table 1.

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

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	0	\$72.00	\$0.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	9	\$100.00	\$900.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)				
- 9 metres at 5.5 metres per unmarked parallel space	per space	1.6	\$400.00	\$654.55
			Weekly Fee	\$1,554.55

5. Attachments

Nil.

REPORT
TC/V.08/23.06

Subject: 2-8 Campbell Parade, Bondi Beach - Construction Zone

TRIM No: A03/2514-04

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

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 21 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Francis Street, Bondi Beach, adjacent to 2–8 Campbell Parade.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove, the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone on Francis Street adjacent to 2-8 Campbell Parade, Bondi Beach (Noah's Backpackers). The construction zone is associated with refurbishment works at Noah's Backpackers.

The site location is shown in Figure 1. Council officers propose the installation of a 21 metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm 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 and a minimum period of 13 weeks.

3. Technical Analysis

The subject site has a frontage of 29.7 metres on Francis Street. The applicant has requested a 20 metre construction zone along the frontage on Francis Street. Council officers propose to install 21 metre construction zone. This includes a 3.7 metre 'No Stopping' zone which is currently not required. The 'No Stopping' zone was installed for placement of rubbish bins associated with the operations of the Noah's Backpackers business. It is not required during the refurbishment works.

The existing and recommended parking allocation is shown in Figures 3.

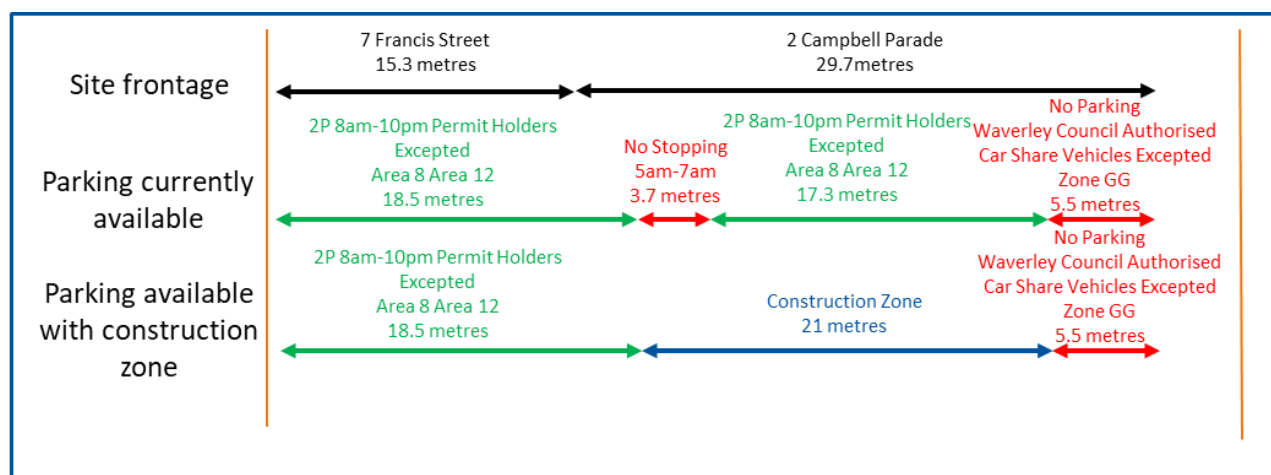


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	James Hegerty
Works	Refurbishment of Noah's Backpackers
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	29.7
Road	Francis Street
Existing parking	2P 8am – 10pm Permit Holders Excepted Area 8 Area 12
Length requested by applicant	20 metres
Length to be signposted	21 metres
Effective construction zone - Total length available for construction	21 metres
Duration	24 weeks
Fee area	Medium-density residential

Signage

The proposed signage is shown in Figure 4.

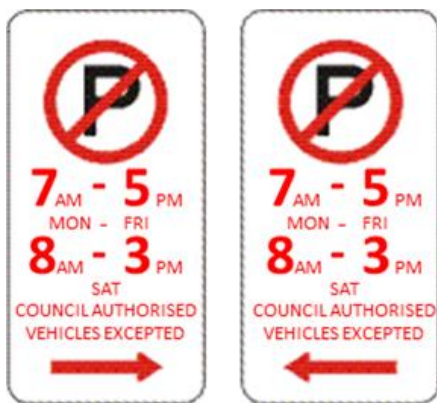


Figure 4. Proposed signage.

Notification

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

Figure 5 shows the properties to be notified about the Francis Street construction zone.

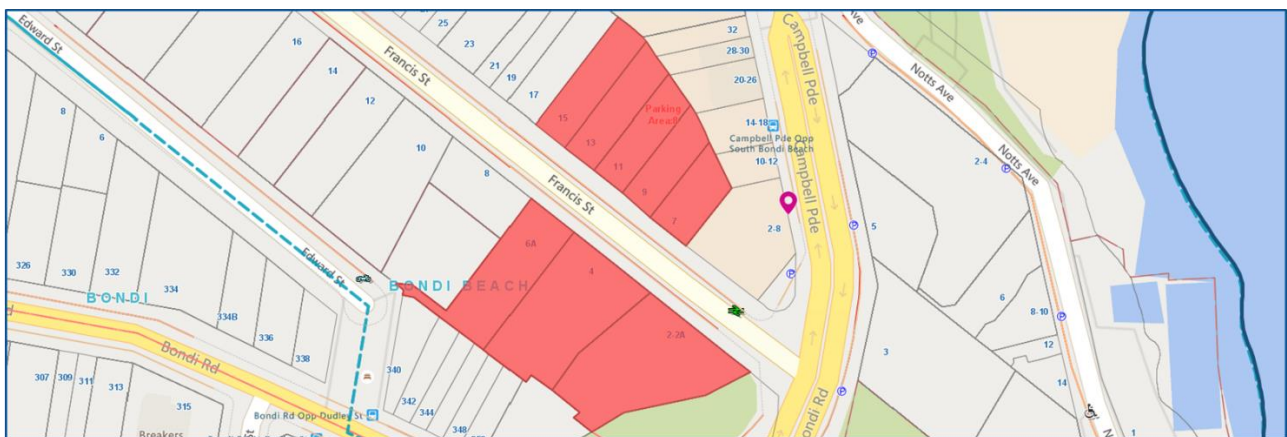


Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 21 metres made available for construction vehicles will be \$1,512 per week during the 2022-23 financial year. The estimated weekly fees are shown in Table 1.

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

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	21	\$72.00	\$1,512.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$100.00	\$0.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)				
- 5.5 metres per unmarked parallel space	per space	0	\$400.00	\$0.00
- 2.8 metres per unmarked angle parking space	per week			
Weekly Fee				\$1,512.00

5. Attachments

Nil.

REPORT
TC/V.09/23.06

Subject: 24 Beaumont Street, Rose Bay - Construction Zone

TRIM No: A03/2514-04

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

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 24 Beaumont Street, Rose Bay.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone along the frontage of 24 Beaumont Street, Rose Bay. The site location is shown in Figure 1.

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

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the construction zone is signposted 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm 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 site has a frontage of 13.5 metres on Beaumont Street. The applicant has requested a 9 metre construction zone along the frontage on Beaumont Street. Council officers propose to install 9 metre construction zone. The existing and recommended parking allocation is shown in Figures 3.

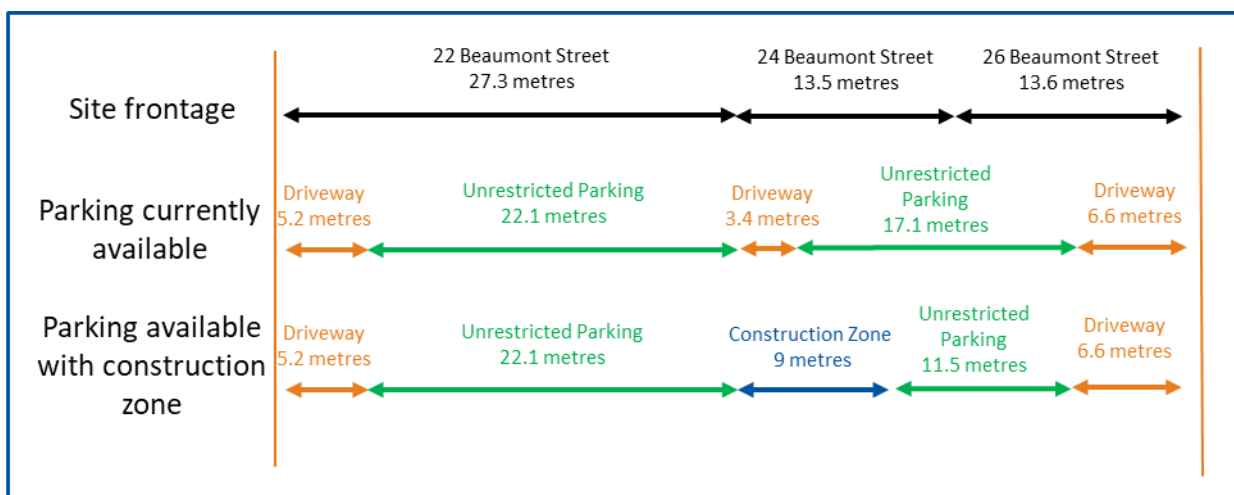


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Benjamin Joseph Martin
Development application	DA-205/2022
Works	Demolition and construction of a new double garage
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	13.5metres
Road	Beaumont Street
Existing parking	No parking restrictions
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective construction zone - Total length available for construction	9metres
Duration	16 weeks
Fee area	Low-density residential

Signage

The proposed signage is shown in Figure 4.

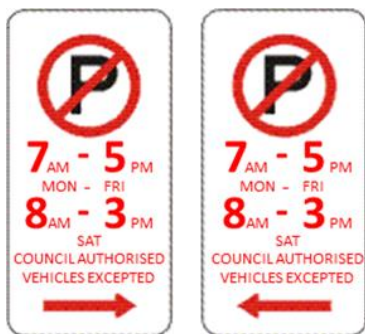


Figure 4. Proposed signage.

Notification

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

Figure 5 shows the properties to be notified about the Beaumont Street construction zone.



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

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

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

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	9	\$72.00	\$648.00
- Angle parking	per week	0	\$145.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$100.00	\$0.00
- Angle parking	per week	0	\$195.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space	0.0	\$400.00	\$0.00
- 9 metres at 5.5 metres per unmarked parallel space	per week			
Weekly Fee				\$648.00

5. Attachments

Nil.

REPORT
TC/CV.01/23.06

Subject: Boonara Avenue and Imperial Avenue, Bondi - Right Turn
Ban into Bondi Road

TRIM No: A21/0178

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. Applies to Transport for NSW to restrict the northbound movements on Boonara Avenue and Imperial Avenue, Bondi, to left turn only at Bondi Road by installation of a painted island, 'Left Turn Only' signage and 'No Right Turn' signage at each intersection.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

At its meeting in August 2021, Council meeting resolved to conduct traffic studies and consult with residents for possible banning of the following vehicle movements:

- Right turn from Boonara Avenue into Bondi Road.
- Northbound from Boonara Avenue across Bondi Road into Castlefield Street.
- Right turn from Imperial Avenue into Bondi Road.
- Northbound from Imperial Avenue across Bondi Road.

Figure 1 shows the location of the intersections.

A traffic impact assessment was conducted in August 2022 by TTPP (see Attachment 1). The traffic assessment found that the impact of the traffic volumes redistributed in banning the above movements is unlikely to affect the road network efficiency, and that there are no significant traffic reasons for the need to ban the above movements.

Local residents were consulted via mailbox drops and Have Your Say surveys in February 2023. 72 responses were received. Out of the 72 responses received, 34 were from Imperial Avenue, 14 were from Boonara Avenue and 24 were from other streets in the area.

The traffic assessment did not find compelling technical reasons to support the banning of the movements. Residents disagreed with a majority of responses being in support of banning all movements.

Traffic conditions on Bondi Road during peak periods on weekdays and weekend days make the movements being considered very difficult. Peak times are before and after school, before and after work, and all weekend days during the summer period.

It is recommended that movements listed above are banned. This is supported by the community. The TTPA report advises that it will not adversely affect traffic conditions and that impacts on Farrellys Avenue 'is not likely to increase the road safety risk significantly.'

Figure 2 shows the proposed signage and line marking to support the restrictions. Concept plans are contained in Attachment 2.

Council does not have delegated authority to make the changes as it impacts on Bondi Road, which is a State Road. Council will need to apply to Transport for NSW (TfNSW) to implement the proposal.

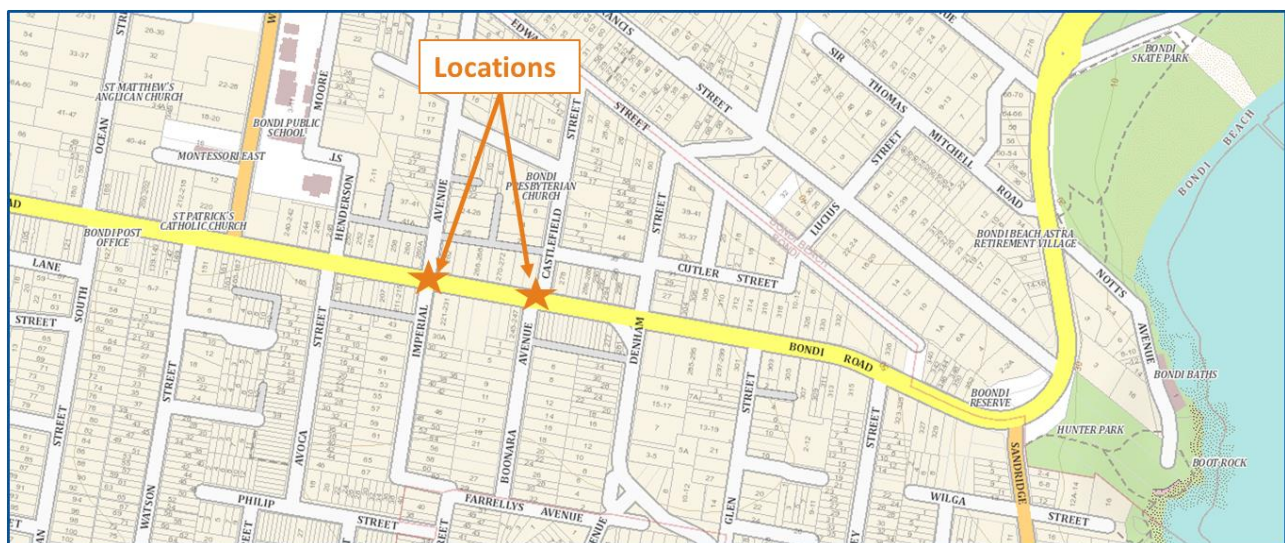


Figure 1. Location of intersections.

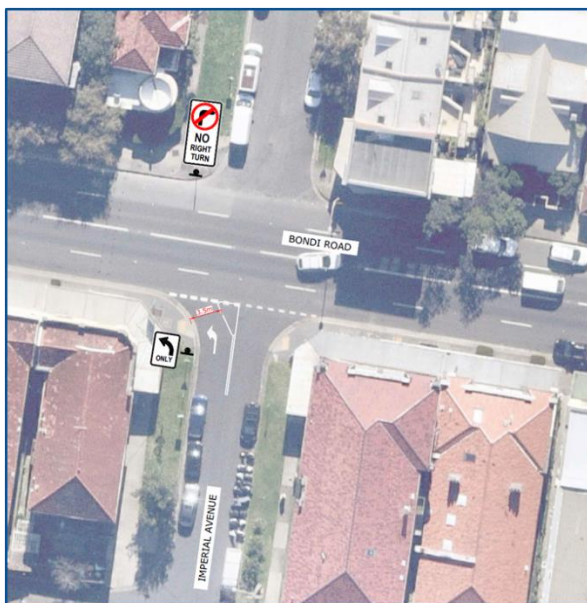


Figure 2. Proposed treatments.

2. Introduction/Background

At its meeting in August 2021, Council resolved to conduct traffic studies and consult with the residents for possible banning of the following vehicle movements:

- Right turn from Boonara Avenue into Bondi Road.
- Northbound from Boonara Avenue across Bondi Road into Castlefield Street.
- Right turn from Imperial Avenue into Bondi Road.
- Northbound from Imperial Avenue across Bondi Road.

3. Technical Analysis

Traffic impact assessment

A traffic impact assessment was conducted in August 2022 by TTPP (see Attachment 1). The traffic impact assessment studied the traffic impact of banning the four movements below:

- Right turn from Boonara Avenue into Bondi Road.
- Northbound from Boonara Avenue across Bondi Road into Castlefield Street.
- Right turn from Imperial Avenue into Bondi Road.
- Northbound from Imperial Avenue across Bondi Road.

The traffic impact assessment found that the impact of the traffic volumes redistributed in banning the above movements is unlikely to affect the road network efficiency, and that there are no significant traffic reasons for the need to ban the above movements.

Community consultation

Round 1 – Banning of right turn out of Boonara only

Residents of Boonara and Imperial Avenue were originally surveyed in 2019 regarding a petition requesting banning of the right turn from Boonara Avenue northbound into Bondi Road. 43 responses were received. Of these:

- 16 were from Boonara Avenue residents. All were in favour of the ban.
- 27 were from Imperial Avenue residents. One was in favour of the ban.

It was clear that there would be no agreement.

Round 2 – Multiple turn restrictions

In the second round of surveys residents of Imperial, Boonara, and Farrellys Avenue were notified of the survey by letterbox drop. The survey was placed on Council's Have Your Say website so that the wider community could contribute. 72 responses were received.

Figure 3 shows the properties that were delivered the survey via letterbox drop. Table 1 presents the number of surveys received by street. The bulk of the responses came from residents of Boonara and Imperial Avenue.



Figure 3. Properties to which the survey was delivered.

Table 1. Survey responses by street.

Streets	Number of responses
Imperial Avenue	34
Boonara Avenue	14
Cables Place	1
Dellview Street	1
Dudley Street	1
Edward Street	1
Francis Street	1
Gaerloch Avenue	1
Bondi Road	5
King Street	1
Llandaff Street	1
Ocean Street North	1
Pacific Avenue	1
Philip Street	2
Read Street	1
Sir Thomas Mitchell Rd	2
Warners Avenue	1
Wilga Street	1
Wonderland Avenue	1
Zarita Avenue	1

Figures 4 and 5 present the feedback from the 72 respondents. It shows majority support for all restrictions.

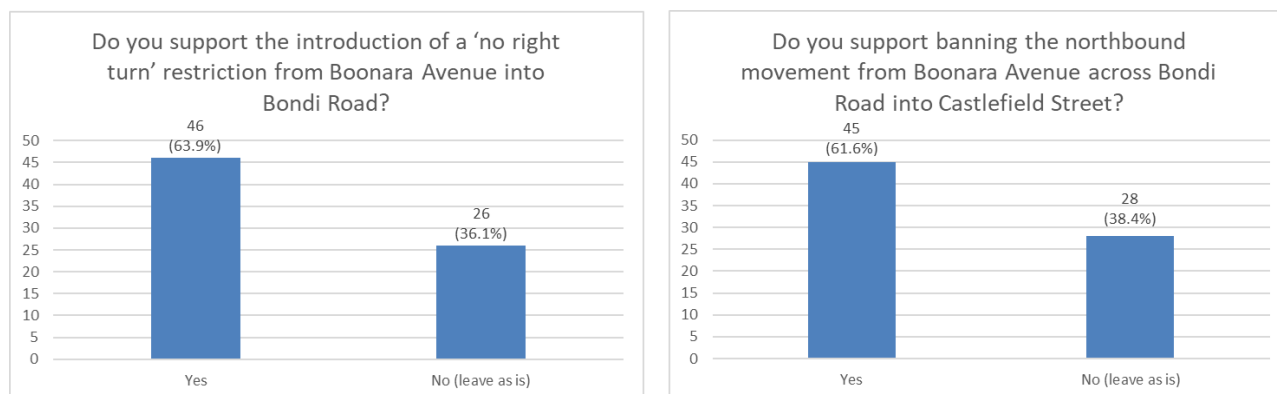


Figure 4. Survey results for Boonara Avenue and Bondi Road intersection.

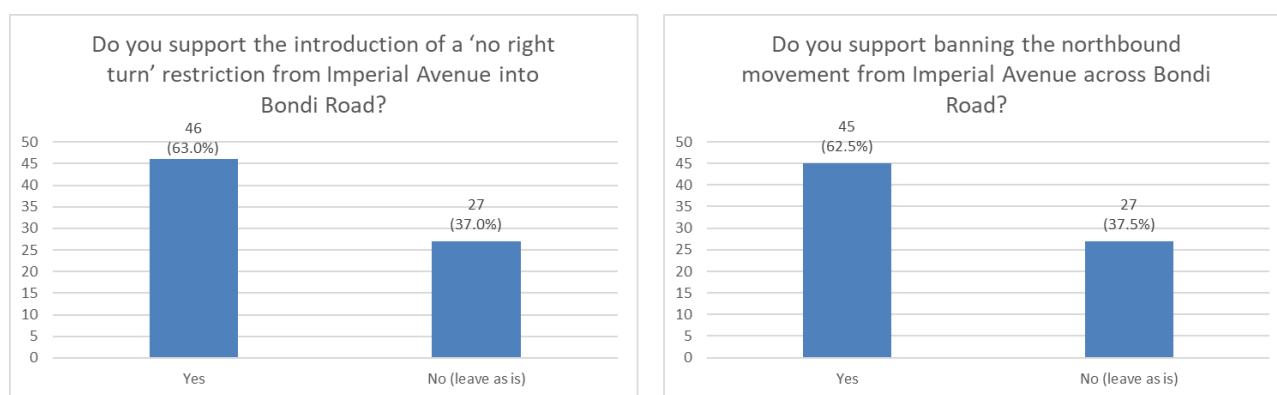


Figure 5. Survey results for Imperial Avenue and Bondi Road intersection.

Out of the 72 responses received, 34 were from Imperial Avenue, 14 were from Boonara Avenue and 24 were from other streets in the area. Figures 6 and 7 show the responses to the survey questions for each of these groups. It can be seen that residents of other streets are divided about the restrictions. The support comes from residents of Boonara and Imperial Avenue.

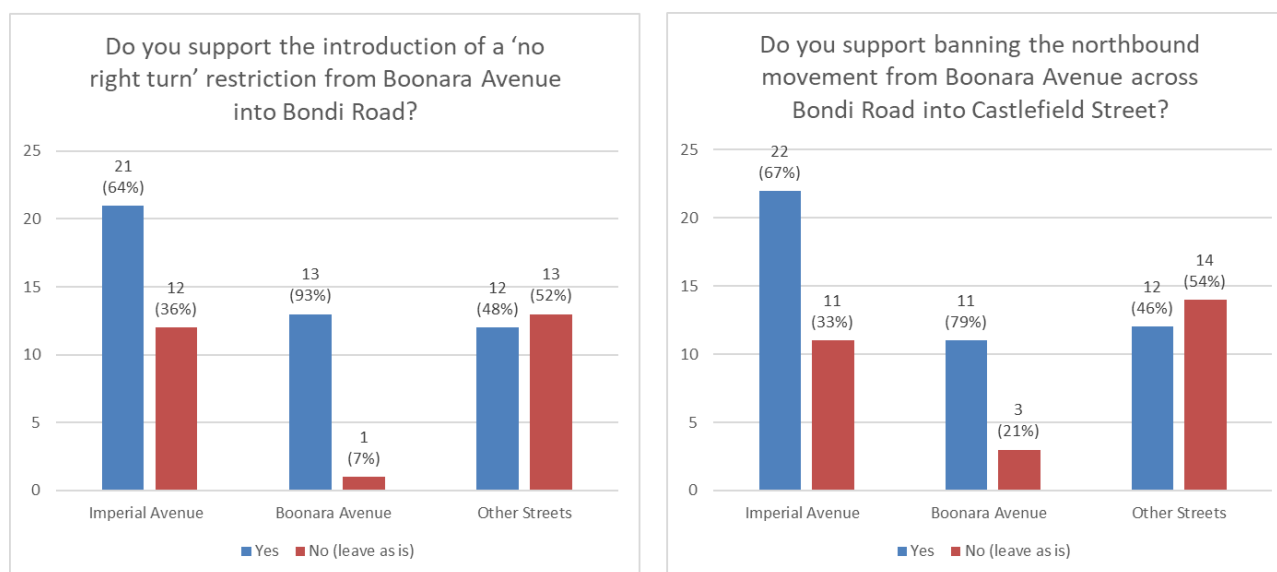


Figure 6. Survey results for Boonara Avenue and Bondi Road intersection sorted by street.

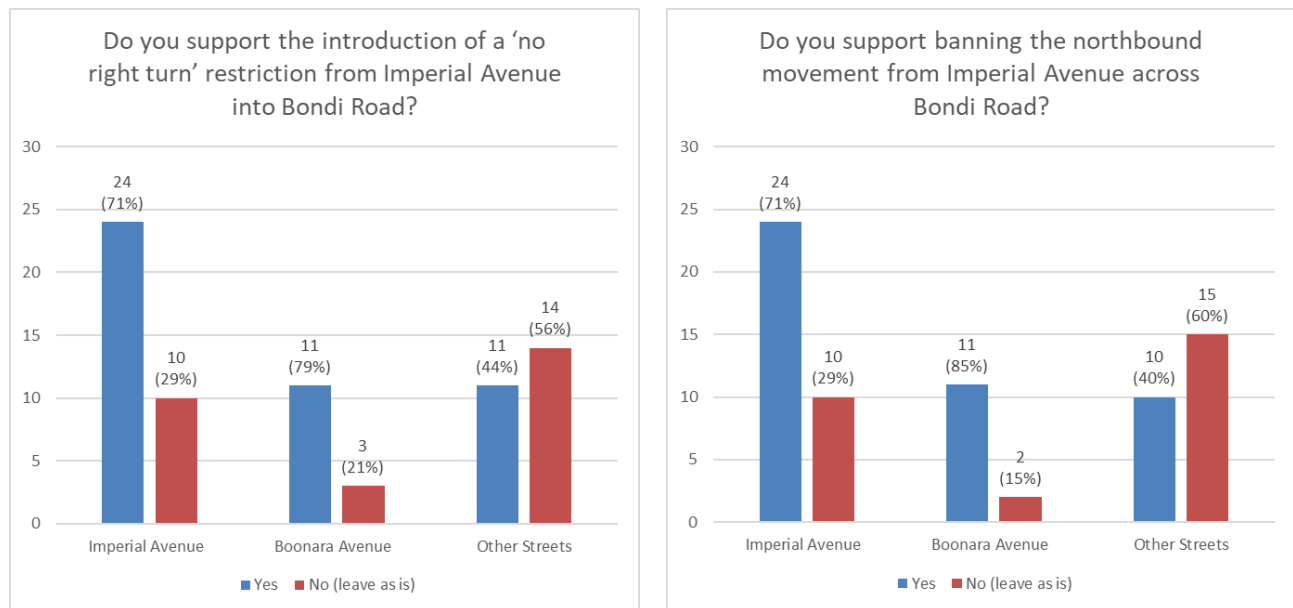


Figure 7. Survey results for Imperial Avenue and Bondi Road intersection sorted by street.

Impacts of redistributed traffic

The TTPP report advises that:

The redistribution of traffic along Farrellys Avenue has also been considered as this is a narrow one-way road with vulnerable road users, namely preschool children associated with the childcare centre located on the corner of Farrellys Avenue and Illawong Avenue. The narrow carriageway would generally create lower speeds and reduces the crossing distance. This combined with the relatively modest increase in traffic forecast in each scenario is not likely to increase the road safety risk significantly.

TMP requirements

TfNSW requires a traffic management plan (TMP) to be prepared in accordance with its Procedures for Use in the Preparation of a Traffic Management Plan (2001). Attachment 3 contains the requisite TMP.

4. Financial Information for Council's Consideration

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

5. Attachments

1. TTPP - Boonara Avenue and Imperial Avenue Study - Traffic Impact Assessment [↓](#)
2. Concept plans [↓](#)
3. Traffic Management Plan [↓](#) .



Memorandum

To: Mr Malik Almuhanha

From: Stephen Read

Date: 5 September 2022

TPPP REF: 22136

CC: Wayne Johnson

**RE: BOONARA AVENUE AND IMPERIAL AVENUE STUDY
TRAFFIC IMPACT ASSESSMENT**

As requested, please find herein The Transport Planning Partnership's (TPPP) review of traffic matters in relation to the Boonara Avenue and Imperial Avenue study.

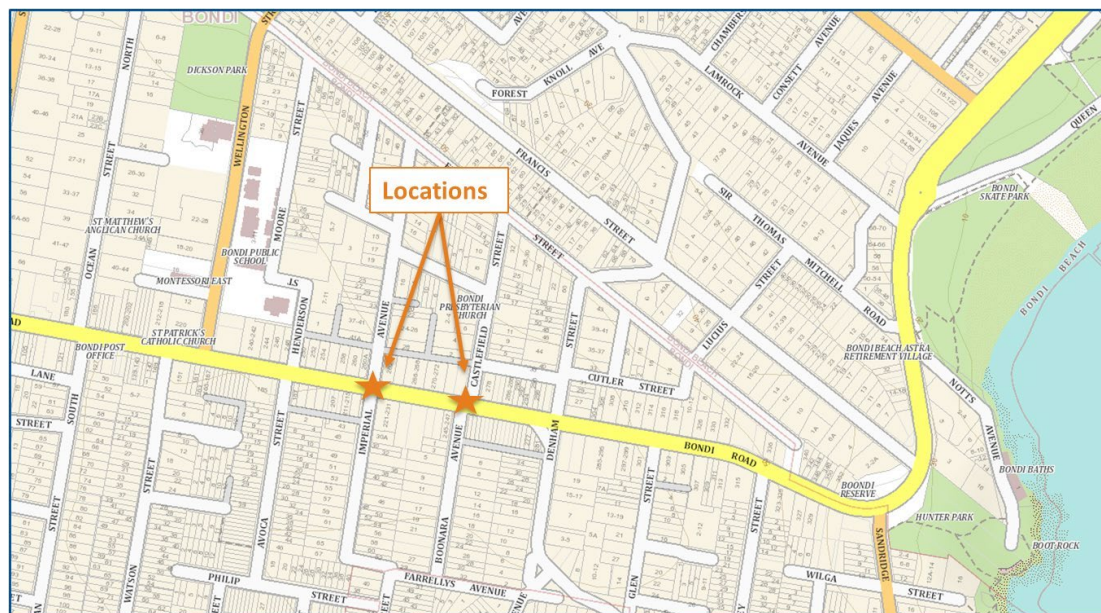
Overview

The Transport Planning Partnership (TPPP) was commissioned by Waverley Council (Council) to investigate the traffic diversions as a result of banning the following movements:

- Movement 1: Right turn from Boonara Avenue into Bondi Road
- Movement 2: Northbound movement from Boonara Avenue into Castlefield Street
- Movement 3: Right turn from Imperial Avenue into Bondi Road
- Movement 4: Northbound movement from Imperial Avenue across Bondi Road

The study locations are shown overleaf in Figure 1.

Figure 1: Study Locations



A total of four different combinations of movement bans mentioned above were assessed, as follows:

- Scenario A (Movement 1)
- Scenario B (Movement 1 + 2)
- Scenario C (Movement 1 + 2 + 3)
- Scenario D (Movement 1 + 2 + 3 + 4)

Existing Traffic Volumes

TTPP commissioned traffic surveys on Thursday, 21 July 2022 between 7:30am-9:30am and 5:00pm-7:00pm and Saturday, 23 July 2022, between 11:00am-1:00pm and 5:00pm-7:00pm. The survey included counts of vehicle turning movements at the following three intersections:

- Bondi Road and Boonara Avenue
- Bondi Road and Imperial Avenue
- Bondi Road and Denham Street

The peak right-turn traffic volume at Boonara Avenue into Bondi Road occurred 7:30 am-8:30 am, 5:45 pm-6:45 pm and 11:00 pm-12:00 pm in the AM peak, PM peak, and Saturday peak respectively.

The existing traffic volumes at the key intersections are shown in Figure 2 to Figure 4 for the three peak periods.



Figure 2: Existing AM Peak Traffic Volumes

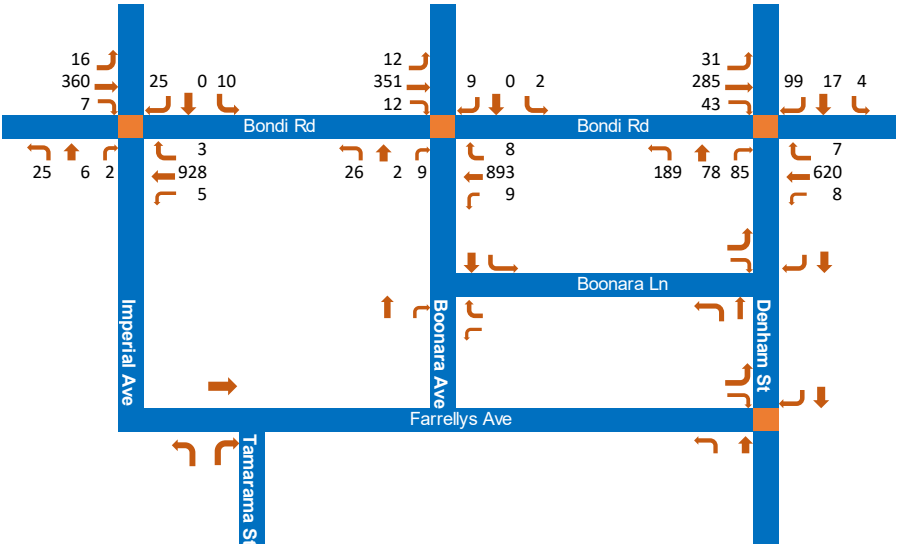


Figure 3: Existing PM Peak Traffic Volumes

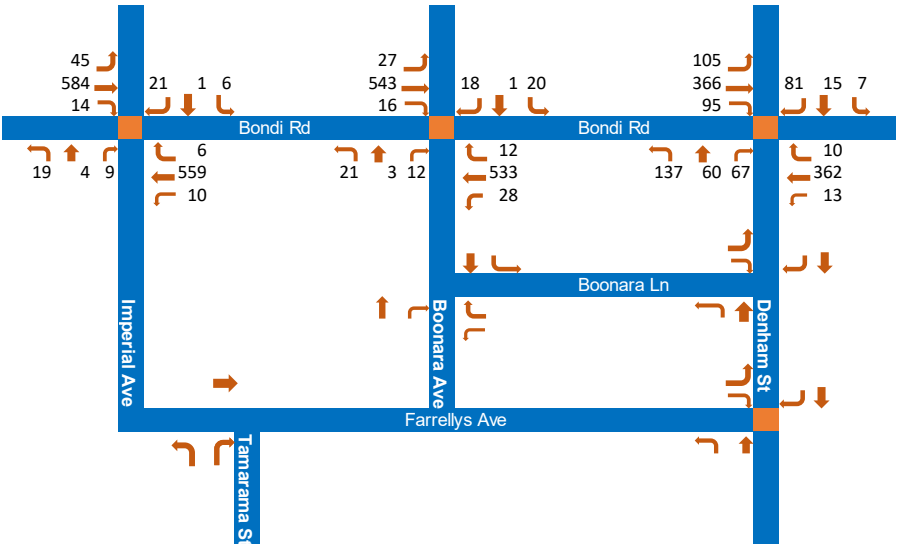
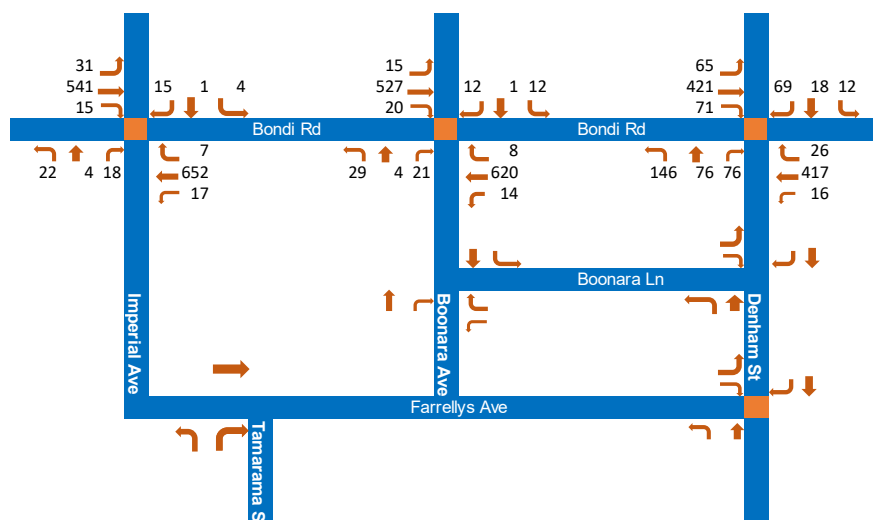


Figure 4: Existing Saturday Peak Traffic Volumes



Scenarios

Overview

The following scenarios have been assessed based on how likely vehicles are to divert to other routes. It has been identified that there are three main alternative routes from Boonara Avenue:

- Farrellys Avenue to Denham Street
- Boonara Lane to Denham Street
- Imperial Avenue (Scenario A and B)

Diversions to Avoca Lane were considered however, the right turn from Avoca Lane to Bondi Road is banned and the through movement is more circuitous.

Diversions to Watson Street were also considered but are assumed to be unlikely given:

- Low traffic volumes indicating it is mostly local traffic.
- Additional travel distances especially for the right turning vehicles.

Scenario A (Ban of movement 1)

Distribution

Traffic turning right from Boonara Avenue into Bondi Road has been redistributed such that 40% of this traffic turns right into Bondi Road from Imperial Avenue, 40% of traffic turns right



into Bondi Road from Denham Street via Farrellys Avenue and 20% of traffic turns right into Bondi Road from Denham Street via Boonara Lane.

Net Traffic Volume Diagrams

The net traffic volume diagram for the AM peak, PM peak and Saturday peak for Scenario A is shown in Figure 5 to Figure 7.

Figure 5: Ban of Movement 1 (AM Peak)

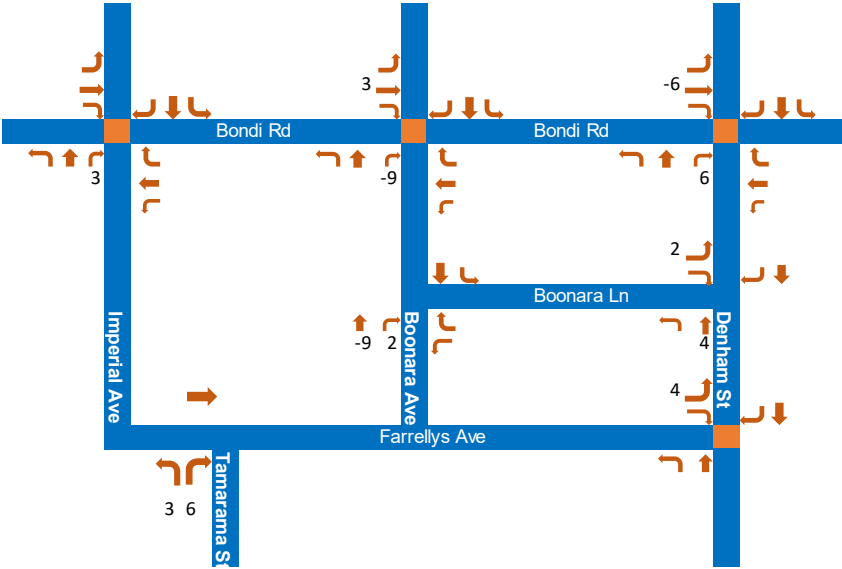


Figure 6: Ban of Movement 1 (PM Peak)

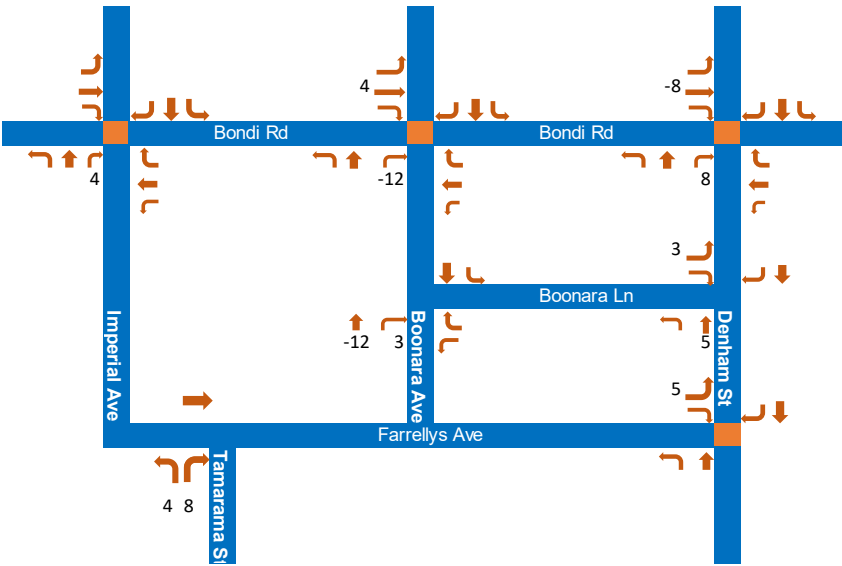
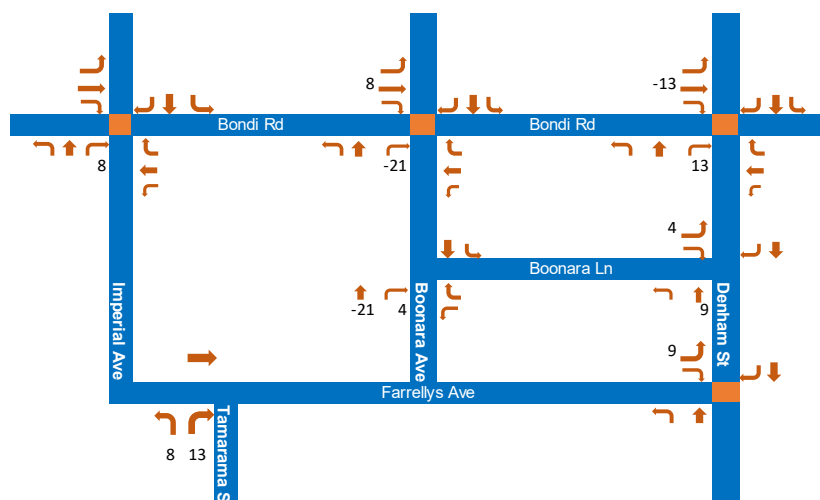


Figure 7: Ban of Movement 1 (Saturday Peak)



As shown in Figure 5 to Figure 7, across the existing AM peak, PM peak and Saturday peak periods, 9 to 21 vehicles currently turn right from Boonara Avenue into Bondi Road. If these vehicles were redistributed across the network, this would result in an additional 3 to 8 vehicles (approximately 1 vehicle every 7-20 minutes) turning right from Imperial Avenue (south approach) and 6 to 13 vehicles (approximately 1 vehicle every 4-10 minutes) turning right from Denham Street into Bondi Road. This is expected to have a negligible impact on the road network.

Scenario B (Ban of Movement 1+2)

Distribution

In addition to the distribution of traffic in Scenario A, the northbound through traffic at Boonara Avenue has been distributed across the network. That is 40% of this traffic travels northbound at Imperial Avenue, 40% of traffic travels northbound on Denham Street via Farrellys Avenue and 20% of traffic travels northbound on Denham Street via Boonara Lane.

Net Traffic Volume Diagrams

The net traffic volume diagram for the AM peak, PM peak and Saturday peak for Scenario B is shown in Figure 8 to Figure 10.



Figure 8: Ban of Movement 1+2 (AM Peak)

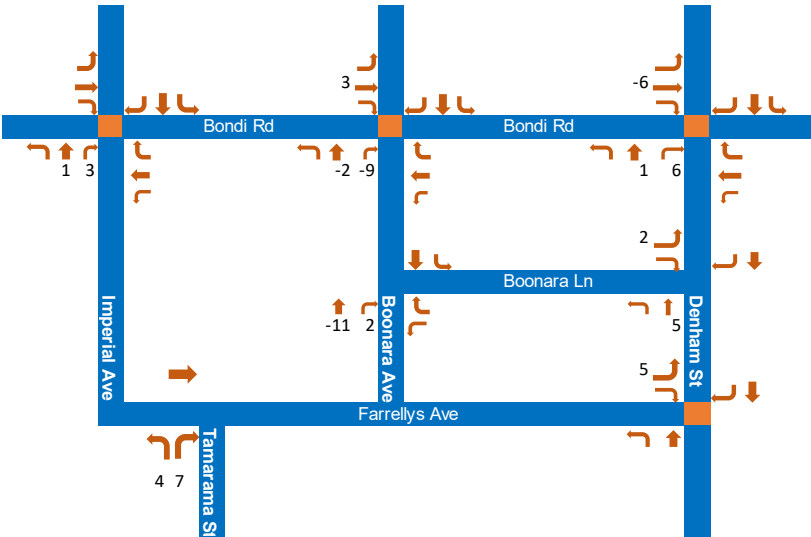


Figure 9: Ban of Movement 1+2 (PM Peak)

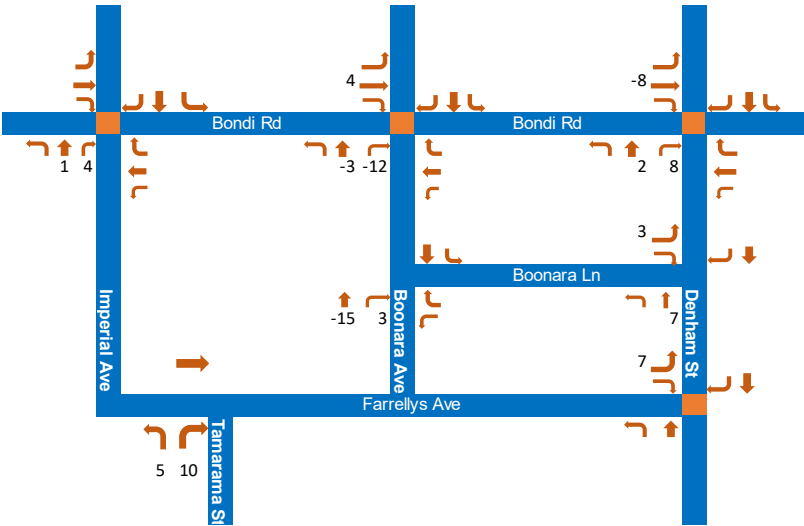
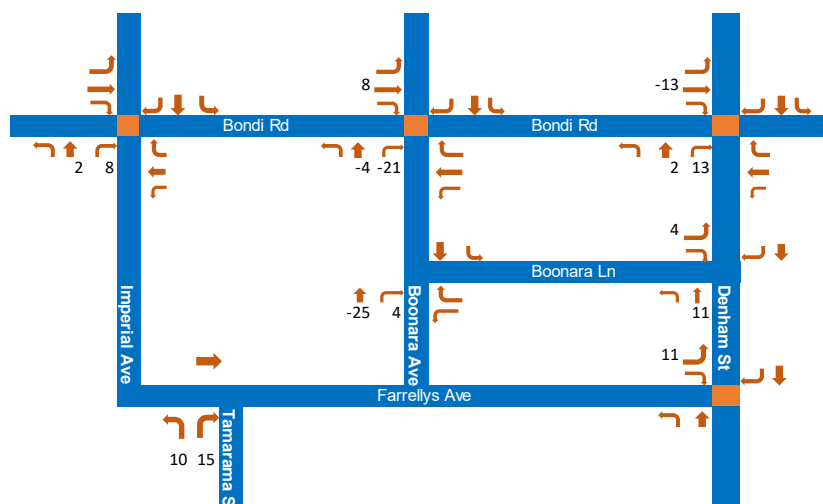


Figure 10: Ban of Movement 1+2 (Saturday Peak)



As shown in Figure 8 to Figure 10, across the three peak periods, a total of 11 to 25 vehicles currently either turn right or travel straight from the south approach of the Boonara Avenue-Bondi Road intersection. If these vehicles were redistributed across the network, this would result in an additional 4 to 10 vehicles (1 vehicle every 6-15 minutes) travelling straight or turning right from Imperial Avenue (south approach) and an additional 7 to 15 vehicles (1 vehicle every 4-8 minutes) travelling straight or turning right from Denham Street (south approach). This is expected to have a negligible impact on the road network.

Scenario C (Ban of Movement 1+2+3)

Distribution

In addition to the distribution of traffic in Scenario B, traffic turning right into Bondi Road from Imperial Avenue has also been distributed across the network. That is, 67% of this traffic turns right into Bondi Road from Denham Street via Farrellys Avenue and 33% of traffic turns right into Bondi Road from Denham Street via Boonara Lane.

Net Traffic Volume Diagrams

The net traffic volume diagram for the AM peak, PM peak and Saturday peak for Scenario C is shown in Figure 11 to Figure 13.



Figure 11: Ban of Movement 1+2+3 (AM Peak)

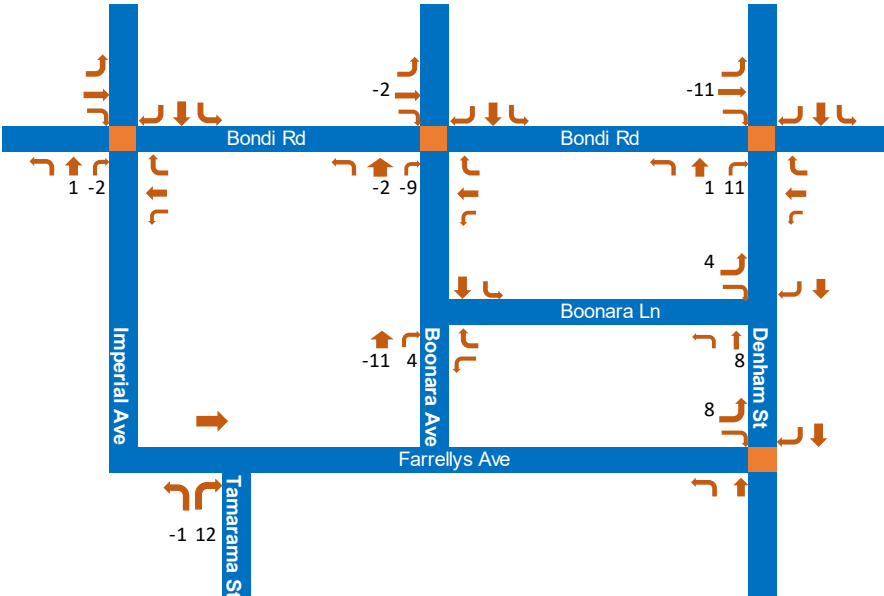


Figure 12: Ban of Movement 1+2+3 (PM Peak)

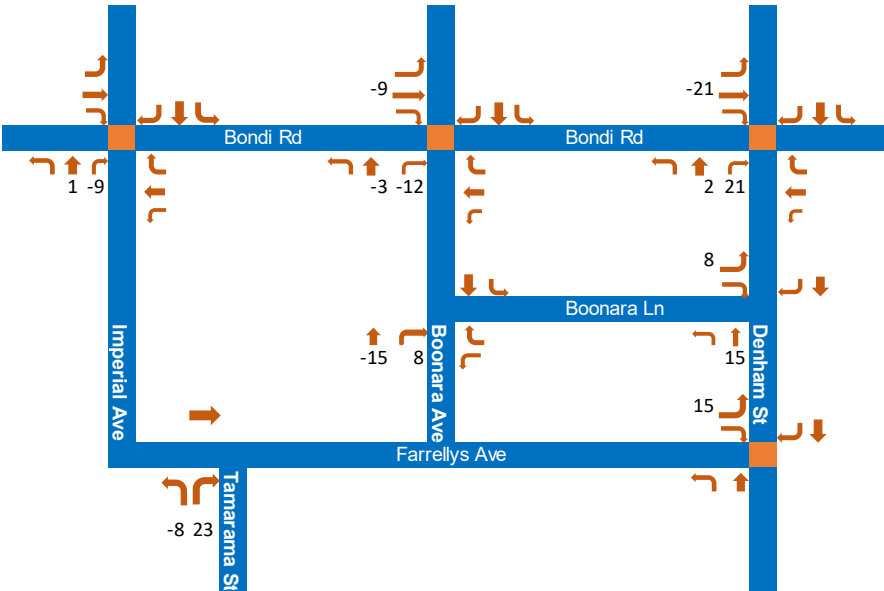
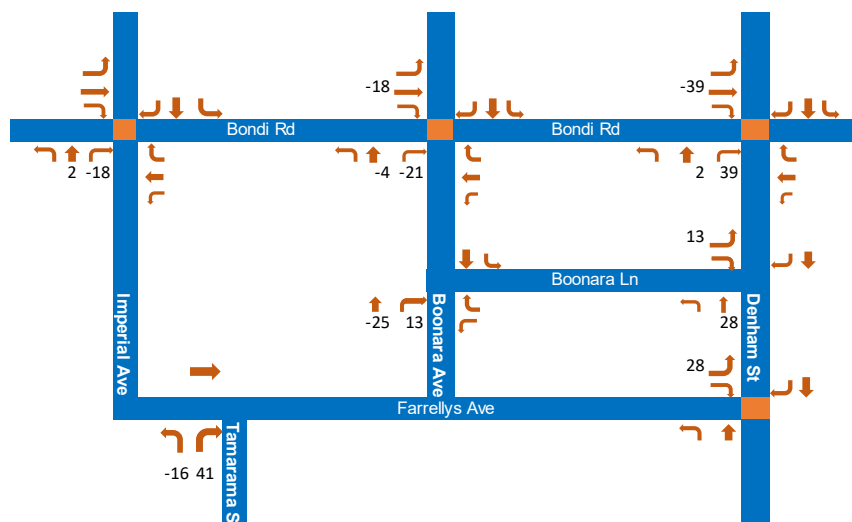


Figure 13: Ban of Movement 1+2+3 (Saturday Peak)



As shown in Figure 11 to Figure 13, across the three peak periods, a total of 11 to 25 vehicles currently either turn right or travel straight from the south approach of the Boonara Avenue-Bondi Road intersection and 2 to 18 vehicles turn right from the south approach of the Imperial Avenue-Bondi Road intersection. If all these vehicles were redistributed across the network, this would result in an additional 1 to 2 vehicles (1 vehicle every 30-60 minutes) travelling straight from the south approach of the Imperial Avenue-Bondi Road intersection and an additional 12 to 41 vehicles (1 vehicle every 1-5 minutes) either travelling straight or turning right from the south approach of the Denham Street-Bondi Road intersection. This is expected to have a negligible impact on the road network.

Scenario D (Ban of Movement 1+2+3+4)

Distribution

In addition to the distribution of traffic in Scenario C, the traffic travelling northbound at the Bondi Road-Imperial Avenue intersection has also been distributed across the network. That is 67% of this traffic travels northbound from Denham Street via Farrellys Avenue and 33% of traffic travels northbound from Denham Street via Boonara Lane.

Net Traffic Volume Diagrams

The net traffic volume diagram for the AM peak, PM peak and Saturday peak for Scenario C is shown in Figure 14 to Figure 16.



Figure 14: Ban of Movement 1+2+3+4 (AM Peak)

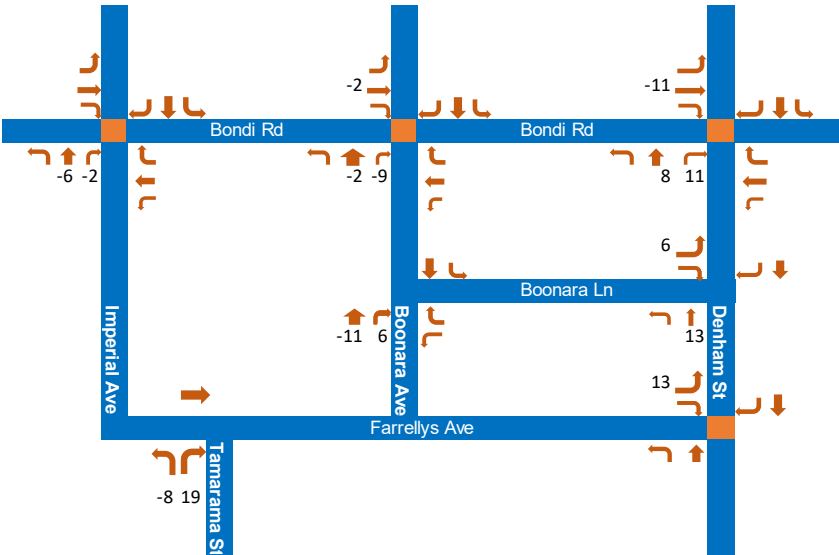


Figure 15: Ban of Movement 1+2+3+4 (PM Peak)

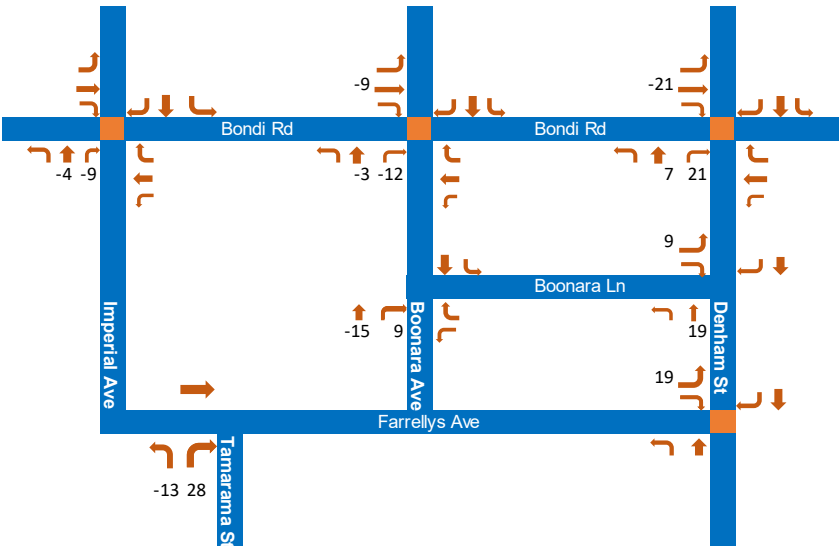
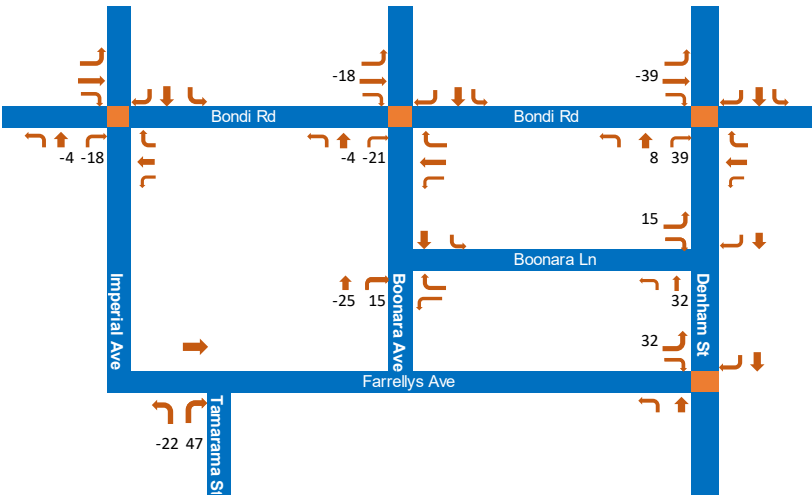




Figure 16: Ban of Movement 1+2+3+4 (Saturday Peak)



As shown in Figure 14 to Figure 16, across the three peak periods, a total of 11 to 25 vehicles currently either turn right or travel straight from the south approach of the Boonara Avenue-Bondi Road intersection and 8 to 22 vehicles turn right or travel straight from the south approach of the Imperial Avenue-Bondi Road intersection. If all these vehicles were redistributed across the network, this would result in an additional 19 to 47 vehicles (1 vehicle every 1-4 minutes) turning right or going straight at the south approach of the Denham Street-Bondi Road intersection. This is expected to have a negligible impact on the road network.

Intersection Performance

The impacts of the diversions on the intersection of Denham Street and Bondi Road has been assessed using the Sidra Intersection model.

Transport for NSW uses the performance measure level of service to define how efficient an intersection is operating under given prevailing traffic conditions. Level of service is directly related to the delays experienced by traffic travelling the intersection. Level of service ranges from LoS A to LoS F. LoS A indicates the intersection is operating with spare capacity, while LoS F indicates the intersection is operating above capacity. LoS D is the long term desirable level of service.

At signalised intersections, the average delay is the volume weighted average of all movements. For roundabouts and priority (give way and stop sign) controlled intersections, the average delay relates to the worst movement.

Table 1 shows the criteria that SIDRA Intersection adopts in assessing the level of service.

**Table 1: NSW Level of Service Criteria**

Level of Service (LoS)	Average Delay per vehicle (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Sign
A	Less than 14	Good operation	Good operation
B	15 to 28	Good with acceptable delays and spare capacity	Acceptable delays and spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Near capacity	Near capacity, accident study required
E	57 to 70	At capacity; at signals incidents will cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode.
F	Greater than 70	Unsatisfactory, requires additional capacity	Unsatisfactory, requires other control mode or major treatment

The modelling results for the morning, evening and Saturday peaks are shown in Table 2.

**Table 2: Sidra Modelling Results Denham Street and Bondi Road**

Scenario	AM Peak		PM Peak		Saturday Peak	
	Ave Delay	LoS	Ave Delay	LoS	Ave Delay	LoS
Existing	18	B	17	B	17	B
Scenario A	18	B	18	B	18	B
Scenario B	18	B	18	B	18	B
Scenario C	19	B	19	B	21	B
Scenario D	20	B	19	B	21	B

The modelling results indicates that the intersection is currently performing at Level of Service B in all peaks. The modelling shows that the redistribution of traffic would have minimal impact on delay at the intersection of Denham Street and Bondi Road.

Discussion

As shown in the survey data, the right turn and through movements from both Boonara Avenue (south approach) and Imperial Avenue (south approach) are relatively low with less than 25 vehicle movements per hour. Although the traffic volumes are low, it is likely that right turn and through movements from Boonara Avenue and Imperial Avenue currently experience delays due to relatively high volumes of traffic on Bondi Road of more than 600 vehicles per hour in each direction which limits the number of gaps in traffic.

The impact of the traffic volumes redistributed in each scenario is unlikely to affect the road network efficiency.

Another way to assess the impacts is to consider environmental capacity. The RTA Guide to Traffic Generating Developments (2002), in addition to the criteria for level of service based on road network performances, also provides guidance on the impact of traffic volumes on amenity. Amenity in local streets includes the ability of people to cross roads and noise. Impacts on amenity are assessed based on the environmental capacities.

The recommended environmental capacity for a local street is less than 200 (or 300 max,) vehicles per hour (two way). Based on the survey count data, the traffic volume on Boonara Avenue and Imperial Avenue have peak period traffic volumes less than the recommended environmental capacity.

**Table 3: Two-Way Peak Hour Traffic Volumes**

Street	Morning Peak (veh per hour)	Evening Peak (veh per hour)	Saturday Peak (veh per hour)	Environmental Capacity (veh per hour)
Boonara Avenue	58	81	89	200
Imperial Avenue	45	53	77	200

The redistribution of traffic in scenarios 1 and 2 would not cause Imperial Avenue to exceed the environmental capacity. Similarly, scenarios 3 and 4 would be unlikely to impact the broader road network.

In addition to the above, amenity of the streets may also be improved by restricting heavy vehicle movements. Imperial Street and Boonara Street are unsuitable for larger trucks as was demonstrated recently when a truck and dog became unable to proceed both forward or reverse on Imperial Avenue. A restriction to trucks using "no trucks" signage may be employed.

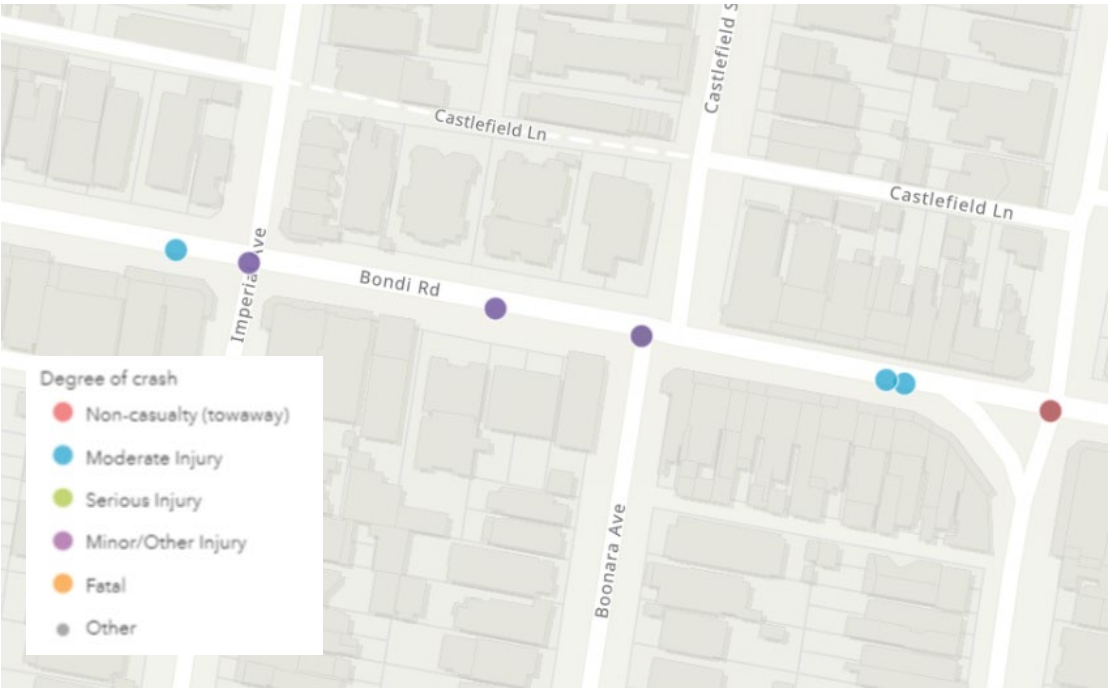
Road Safety

We note that Council has previously assessed the crash history at the intersection of Boonara Avenue and Bondi Road over a five-year period.

More recent crash data has been obtained from the Centre for Road Safety for the years 2016 – 2020 inclusive. There were a total of 16 crashes recorded on Bondi Road between Denham Road and Imperial Avenue. The data indicates that there was only one serious crash which involved a pedestrian in Boonara Avenue being struck by a vehicle. There were three crashes related to right turning vehicles. Further, the section of Bondi Road within the study area appears to have a lower crash rate than other sections of Bondi Road.



Figure 17: 5 Year Crash History – 2016 - 2020



The crash rate near Imperial Avenue under Scenario A and B may increase in line with an increase in right and through vehicle movements, however, the existing number of crashes is so low that it would be hard to measure if it was statically significant.

Notwithstanding, the crash records are for crashes that involve injury or significant vehicle damage requiring one of the vehicles to be towed. Many of the lower severity crashes resulting in vehicle damage and no serious injuries are not reported in the crash data. Anecdotal evidence suggests that there are more crashes of a minor nature that are not captured in the data.

The redistribution of traffic along Farrellys Avenue has also been considered as this is a narrow one-way road with vulnerable road users, namely preschool children associated with the childcare centre located on the corner of Farrellys Avenue and Illawong Avenue. The narrow carriageway would generally create lower speeds and reduces the crossing distance. This combined with the relatively modest increase in traffic forecast in each scenario is not likely to increase the road safety risk significantly.

Figure 18: Farrellys Avenue (near Illawong Avenue)



We therefore have not found any significant risks associated with banning the right turn.

Travel Distance and Travel Time

Travel times and travel distances are not expected to significantly increase as a result of banning the movements at intersections. Local residents in Boonara Avenue and Imperial Avenue may find that their trips have increased by up to 250m but this would represent an additional 20 seconds to their trip.

Access for emergency vehicles would be maintained if needed.

Limitations:

The data collected was a sample week during winter. Seasonal differences may occur in summer. Notwithstanding this, the data collected is commensurate with data collected from previous data collected by Council in February 2019 (summer).



Conclusion

This traffic assessment analyses the traffic diversions as a result of four different combinations of banning movements at the Imperial Avenue-Bondi Road intersection and the Boonara Avenue-Bondi Road intersection.

None of the four scenarios of banning movements are anticipated to result in any noticeable impact on the surrounding road network.

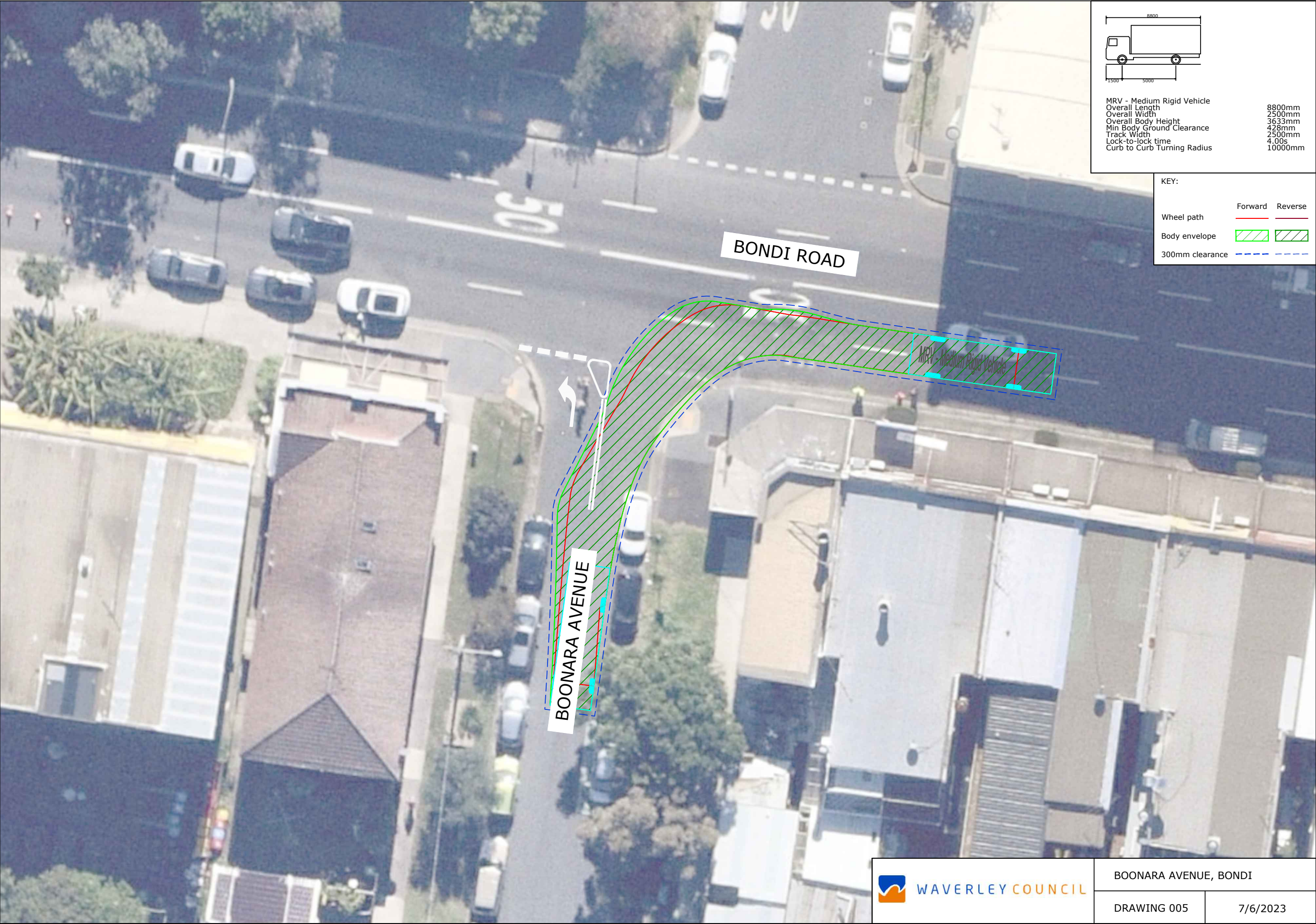
Conversely, based on our assessment there does not appear to be any strong evidence for the need to ban the right turn.





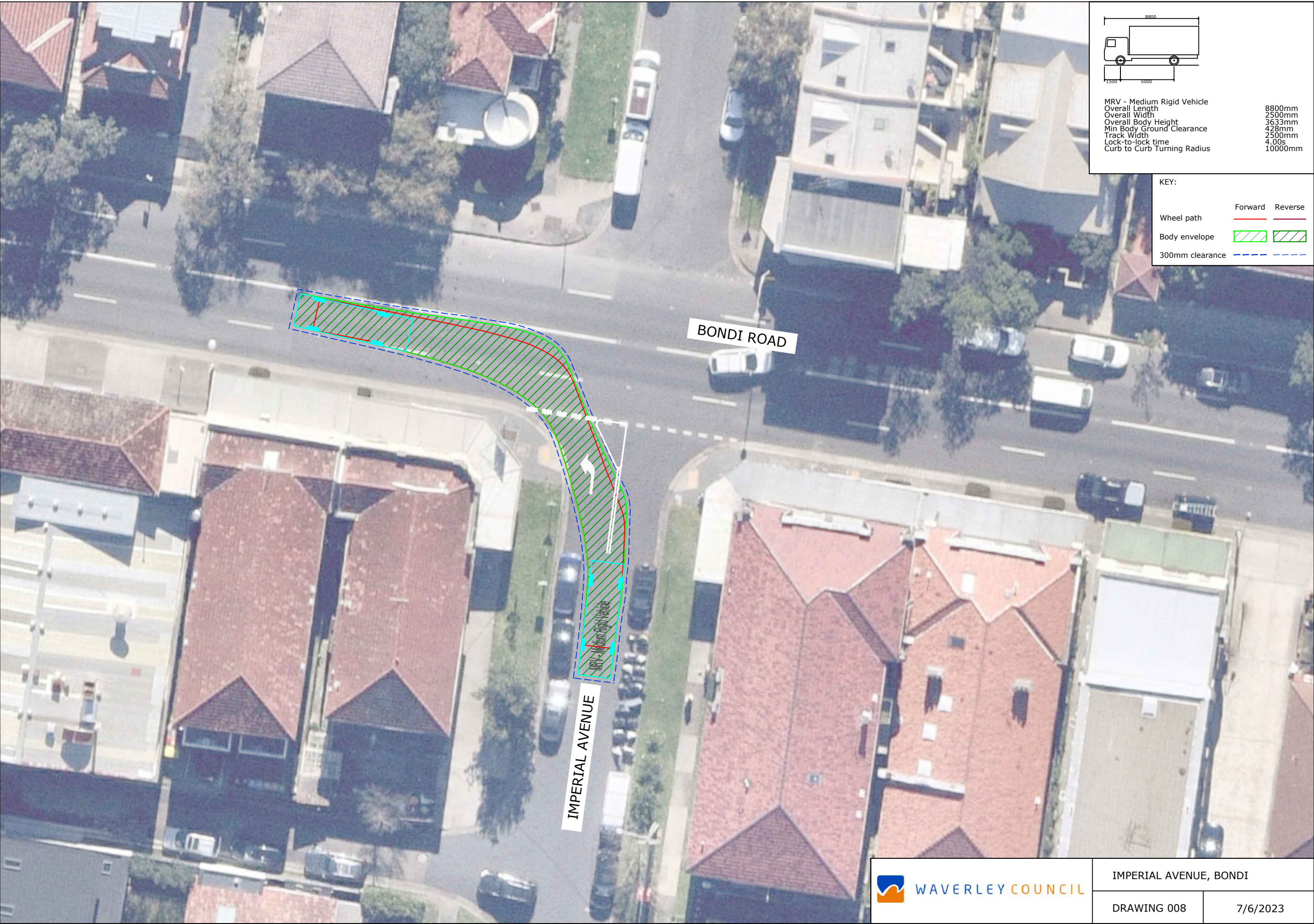


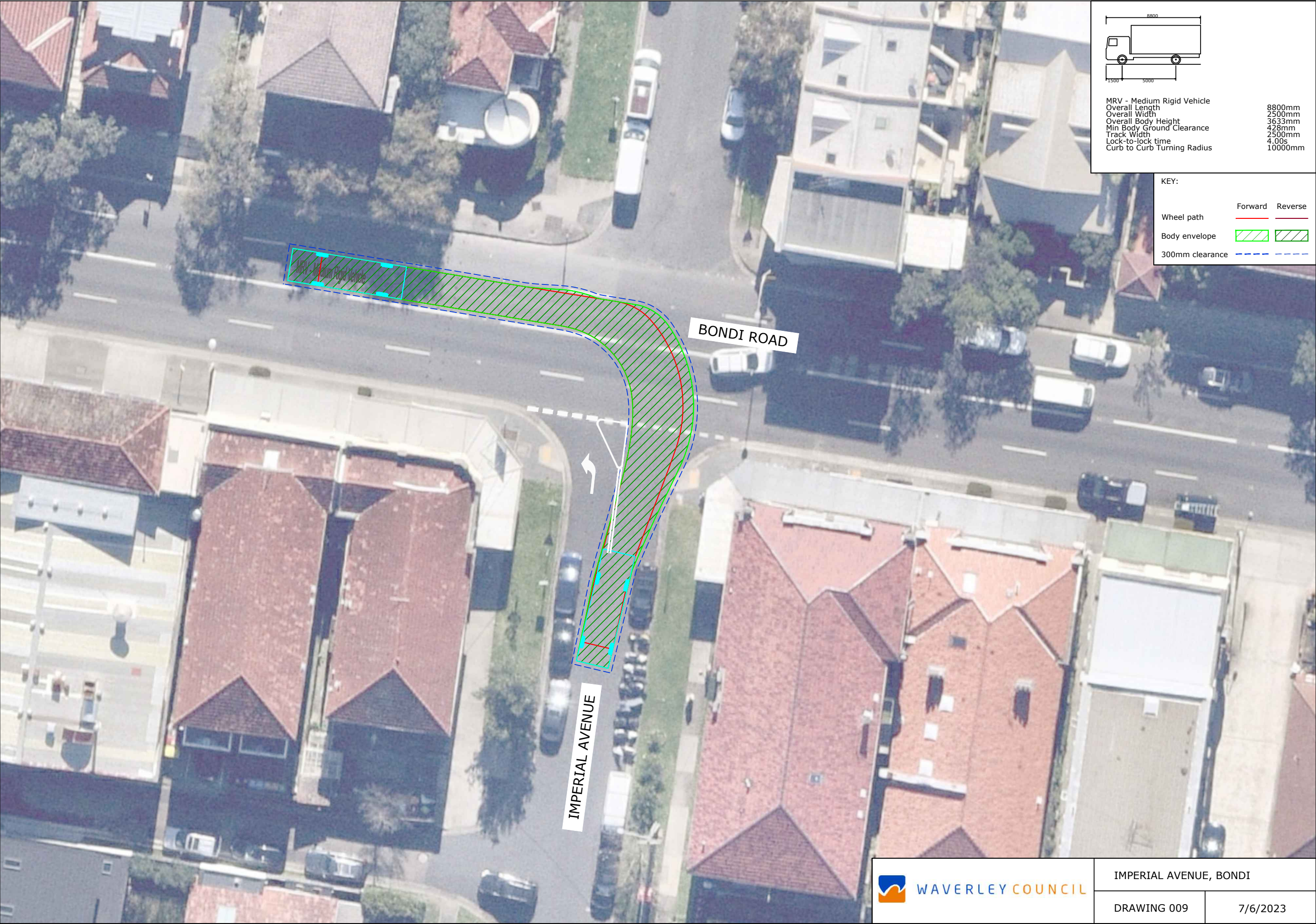


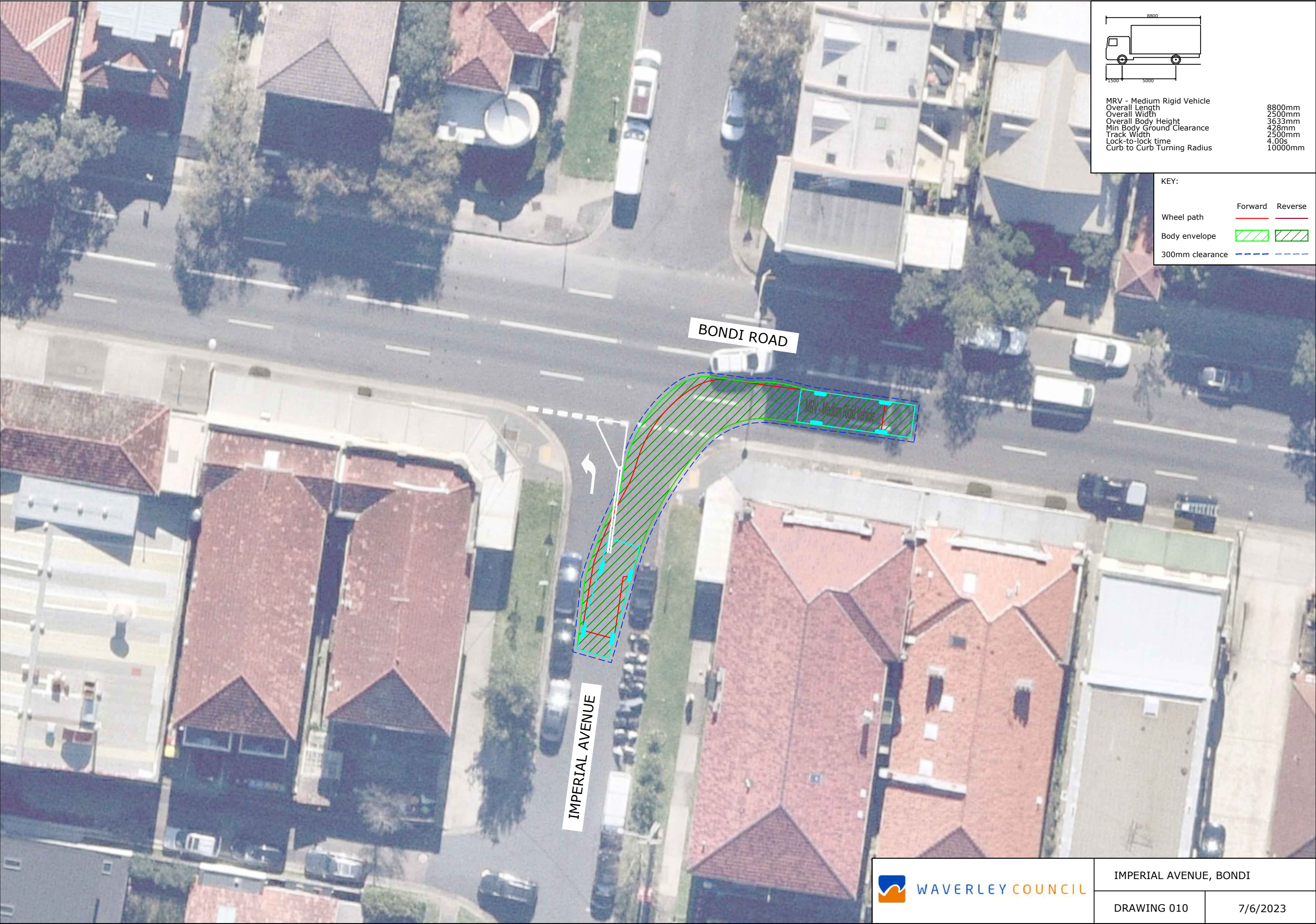












Traffic management plan (TMP)

Restriction of traffic movements from Boonara Avenue and Imperial Avenue into Bondi Road to left turn only.

Description or detailed plan of proposed measures.

Concept designs have been prepared.

Identification and assessment of impact of proposed measures.

Independent assessment undertaken by TTPP. Impact is low.

Measures to ameliorate the impact of re-assigned traffic

No measures required.

Assessment of public transport services affected.

Public transport services are not affected.

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

Emergency vehicles, heavy vehicles, cyclists not affected. Line marking of centre islands at intersections does not affect pedestrian movements.

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

No adverse impact on existing and future developments.

Assessment of effect of proposed measures on traffic movements in adjoining Council areas.

No impacts on adjoining Council areas.

Public consultation process

Public consulted via letterbox drop and Council's "Have Your Say" website.