



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:

10.00AM, THURSDAY 22 FEBRUARY 2018

Emily Scott
Director, Waverley Renewal

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AGENDA

Apologies

Declarations of Interests

Adoption of previous Minutes by Council - 23 November 2017 12

The recommendations contained in Part 1 - Matters Proposing That Council Exercise Its Delegated Functions - of the Minutes of the Waverley Traffic Committee meeting held on 23 November 2017 were adopted by Council at its meeting on 12 December 2017.

Adoption of Previous Minutes by Council – Electronic Meeting – November/December 2017

An electronic meeting of the Traffic Committee was held in late November/early December 2017 to consider the following item:

- Bronte Road, Waverley and Gould Street, Bondi Beach – Changes to Parking Restrictions.

At its meeting on 12 December 2017, Council adopted the Traffic Committee's recommendation, which read as follows:

That Council:

1. Removes the existing 28 metre '1/4P 8.30 am–6 pm Mon–Fri' zone outside the Waverley Court House in Bronte road and extends the existing 'No Stopping Police Vehicles Excepted' zone in front of the Police Station 28 metres south to replace it, as per Figure 3.
2. Extends the existing 'No Stopping Police Vehicles Excepted' zone adjacent to the Police Station in Gould Street, Bondi Beach a further 12 metres south west, as per Figure 6.

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 the RMS. 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.01/18.02 Multiple Streets - Installation of 'No Stopping' Zones (A02/0637-02)..... 21****COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' zones at the following intersections:

1. Farrellys Avenue and Boonara Avenue, Bondi:
 - (a) 10 m on the western side of Boonara Avenue, north of Farrellys Avenue.
 - (b) 10 m on the eastern side of Boonara Avenue, north of Farrellys Avenue.
 - (c) 10 m on the northern side of Farrellys Avenue, east of Boonara Avenue.
 - (d) 10 m on the northern side of Farrellys Avenue, west of Boonara Avenue.
2. Manning Street and Queens Park Road, Queens Park:
 - (a) On the eastern side of Manning Street, north of Queens Park Road terminating at the northern end of the speed hump/threshold.
 - (b) On the western side of Manning Street, north of Queens Park Road terminating at the northern end of the speed hump/threshold.
 - (c) 10 m on the northern side of Queens Park Road, east of Manning Street.
3. Strickland Street and Old South Head Road, Rose Bay:
 - (d) 10 m on the northern side of Strickland Street, east of Old South Head Road.
 - (e) 10 m on the eastern side of Old South Head Road, north of Strickland Street.

TC/C.02/18.02	Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School (PD-16/2013)	26
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COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the proposed relocation of the raised pedestrian crossing, changes to signage and linemarking and changes to bus zones as shown on drawing No. C15 – "Macpherson Street- New Signage Plan" Revision P6 prepared by Taylor Thomson Whitting (TTW) attached to this report.
2. Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.
3. All costs associated with the works be at the applicant's expense.

TC/C.03/18.02	Council Chambers - Rear Car Park - Changes to Parking Restrictions (A02/0637-02)	54
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COUNCIL OFFICER'S PROPOSAL:

That Council changes the existing 'No Parking 8am-6pm Mon-Fri Council Authorised Vehicles Excepted' on the northern side of the car park at the rear of the Council Chambers to 'No Parking 8am-8pm Mon-Fri Council Authorised Vehicles Excepted'.

TC/C.04/18.02	73-89 Ebley Street, Bondi Junction - Work Zone/ Construction Vehicle and Pedestrian Plan of Management (DA-572/2015).....	57
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 25m long 'No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted' zone along the MacKenzie Street frontage of 73-89 Ebley Street, Bondi Junction.
2. Delegates authority to the Executive Manager, Creating Waverley to extend the length and duration or remove the Work Zone as necessary.
3. Approves the Construction Vehicle and Pedestrian Plan of Management (CVPPM), prepared by SBMG Planning, dated 22 January 2018 (Ref: SBMG01655-00 R1) subject to the following:
 - (a) The application for a Construction Certificate shall be taken as accepting these conditions of approval
 - (b) "Traffic Control Plan- Awning & Wall Removal" (Plan No. SBMG01655-20 A) being amended to include a sign on the footpath immediately to the east of the pedestrian crossing west of MacKenzie Street giving advanced warning to eastbound pedestrians on Ebley Street, south

side, that the footpath is closed at MacKenzie Street.

- (c) In accordance with State Transit, Sydney Buses requirements, there shall be no heavy vehicle access to or from the site on weekdays between 8.00am and 9.00am. Note, these hours are subject to change should it be found extended truck access restrictions are required.
- (d) During the busy times of Easter, the mid-year sales at Westfields and Christmas when traffic congestion increases in and around Bondi Junction, Council may restrict heavy vehicle movements to and from the site.
- (e) Truck access to the site shall be via Darley Road, then Carrington Road, then Bronte Road and then Ebley Street.
- (f) Truck egress from the site shall be via Ebley Street, then Denison Street, then Oxford Street and then Syd Einfeld Drive.
- (g) There being no access by trucks to Brisbane Street during any phases of the development.
- (h) Truck and Trailers accessing the site during the demolition and excavation stages shall be limited in size to 16m overall length.
- (i) Trucks accessing the site during the construction and fitout stages shall be limited to Medium Rigid Vehicles (MRV's) with a maximum length of 9m.
- (j) Trucks exceeding 16m in length and semi-trailers are not approved to access any streets within the Waverley Council area without obtaining the prior and written approval to use such vehicles by Council's Executive Manager, Creating Waverley.
- (k) Trucks, on arriving at the site, shall enter the site immediately. Trucks not able to enter the site immediately shall not wait on Ebley Street or Bronte Road but wait remote from the site and enter Ebley Street only when the area is clear for immediate access. The applicant shall co-ordinate truck movements with other nearby building activities where necessary.
- (l) There shall be no blockage to through traffic on Ebley Street and MacKenzie Street, other than for short periods of time when manoeuvring vehicles into and out of the site/ Construction Zone.
- (m) All vehicles, plant and equipment shall to be operated in accordance with the [NSW] *Road Rules 2014*.
- (n) All traffic and pedestrian control shall be in accordance with the RMS's *Traffic Control at Work Sites* manual.
- (o) No barricades or delineators – including bollards, witches hats, etc – shall be placed in the kerbside parking lane and footpath without the prior approval of Council.
- (p) Occupants of neighbouring properties shall be advised of the demolition, excavation and construction activities.
- (q) Pedestrian access to neighbouring properties shall be maintained at all times.
- (r) No building materials shall be placed, dumped or left on any Council road or footpath area at any time.

- (s) The footpaths remaining in a safe condition for use by pedestrians at all times.
- (t) Separate approval is required from the Waverley Traffic Committee, Waverley Council, NSW Police Force and Roads and Maritime Service of NSW before any roads are fully closed to through traffic.
- (u) Separate approval is required from the Waverley Traffic Committee and/or Waverley Council for:
 - (i) Installation of a tower or other on-site crane,
 - (ii) The use of any concrete line or boom pump, crane or hoist over a footpath,
 - (iii) The closure of the footpath or nature strip to pedestrians,
 - (iv) The use of any other parking adjacent to the site,
 - (v) The erection of a hoarding.

TC/C.05/18.02 Bronte Cutting, Bronte - Pedestrian Walkway Barrier Trial (A03/0042-04)..... 90

COUNCIL OFFICER'S PROPOSAL:

That Council, on a 12 month trial basis:

1. Approves the provision of a 130m pedestrian walkway separated with waterfilled barriers along the eastern side of Bronte Cutting Car Park/ Calga Place between carspace No's 34 to 54.
2. Installs 'No Stopping' signage from the southern end of car space 34 to the eastern end of parking space 54.
3. Converts parking space 54 into a disabled person's parking space to replace the existing disabled parking space.
4. Removes the existing parking meters and bollards along the proposed section of separated walkway to allow for pedestrian access.
5. Contacts officer in Council's Customer First section to discuss the need, if any, to install parking meters removed to make way for the trial basis footpath.

TC/C.06/18.02 Macpherson Street, Bronte - Construction Zone (A03/2514-04) 94**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Temporarily changes the existing 25m long 'Bus Zone' outside of 175 Macpherson Street, Bronte to a 30m 'No Parking 7am – 5pm Monday–Friday 8am – 3pm Saturday Council Authorised Vehicles Excepted' zone by extending it a further 5m to the east.
2. Approves the temporary relocation of existing bus stop No. 202438 immediately east of its current location and provides a 30 m bus zone commencing from the end of the construction zone outside 175 Macpherson Street, Bronte for a distance of 30 m to the east.
3. Reinstates the bus stop and 'Bus Zone' signage to the 30m construction zone once the construction zone is no longer required.
4. Requires the applicant to notify the residents of surrounding properties prior to the construction zone being installed and bus zone being temporarily relocated.
5. Notifies the applicant that the temporary 'Bus Zone' must not be used for the standing of trucks or other building related vehicles at any time.
6. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/18.02 Wellington Street, Bondi - Construction Zone (A03/2514-04) 99****COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 130 Wellington Street, Bondi.
2. There be no blockage to through traffic on Wellington Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

TC/V.02/18.02 Lamrock Avenue, Bondi Beach - Construction Zone (A03/2514-04)..... 103**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 12.5m long, 'No Parking 7am–5pm Monday–Friday; 8am–3pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 70 Lamrock Avenue, Bondi Beach.
2. There be no blockage to through traffic on Lamrock Avenue other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone as necessary.

TC/V.03/18.02 Military Road, Dover Heights - Construction Zone (A03/2514-04)..... 106**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs an 18 m long, 'No Parking 7am–5pm Monday–Friday; 8am–3pm Saturday Authorised Council Vehicles Excepted' zone on the Kobada Road frontage of 286 Military Road, Dover Heights immediately to the west of the "No Stopping" zone.
2. There be no blockage to through traffic on Kobada Road other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

TC/V.04/18.02 Hardy Street, North Bondi - Installation of Kerb Blister (A03/0042-04) 110**"COUNCIL OFFICER'S PROPOSAL:**

That Council installs a kerb blister, chevron sign and changes line marking on the eastern side of Hardy Street south of Kippara Road as per Drawing 8958, Issue A, attached to this report.

TC/V.05/18.02 Beach Road, Bondi Beach - Pedestrian Refuges (A03/0042-04)..... 113**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the installation of line marking, signage and pedestrian facilities at the intersection of Beach Road and Blair Street, Bondi Beach, as per Drawing 8948 Issue B attached to this report.

TC/V.06/18.02 Ben Eden Street, Bondi Junction - Temporary Full Road Closure for Tower Crane Removal (A02/0216) 117**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the temporary closure of Ben Eden Street, Bondi Junction for the full length from Bondi Road to Paul Street on Monday 26 February, 2018 from 7am to 5pm, or on an alternative day and time approved by the Executive Manager Creating Waverley, subject to the applicant:

1. Amending the TCP to include the additional closing of Ben Eden Street at Paul Street by providing "Road Closed", "Residents Only" and "Detour" signs.
2. Obtaining approvals from the NSW Police.
3. Providing a notice in writing of the temporary closure to all properties in the block bounded by Old South Head Road, Bondi Road, Waverley Street and Ben Eden Street not less than seven (7) days prior to the closure.
4. Forwarding a copy of the resident notification letter to the Senior Traffic Engineer for approval prior to distribution.
5. All traffic control is to be in accordance with RMS traffic control at worksites manual.

TC/V.07/18.02 Oakley Road, North Bondi - 'P Motor Bikes Only' (A02/0637-02) 126**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 5m of "P Motor Bikes Only" on the southern side of Oakley Road, North Bondi, immediately to the west of the "No Parking" zone across the driveway to the Galilee Catholic School.
2. Notifies the Galilee Catholic School of the proposed motorcycle zone.

TC/V.08/18.02	Old South Head Road, Bondi Junction - Bon Accord Avenue and Victoria Road - Shared Path (SF17/1438)	129
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COUNCIL OFFICER'S PROPOSAL:

That Council approves the upgrade of the southern path of Old South Head Road between Bon Accord Avenue and Victoria Road to a shared path for bicycles and pedestrians as per the drawings L.001 L.002, L101, 102, L201, L202, L301, L302 (issue "D") prepared by Spackman Mossop Michaels attached to the report.

TC/V.09/18.02	Blair Street & Gould Street, North Bondi - Parking Restrictions (A03/0042-04) .	139
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Signposts the statutory 10 metres 'No Stopping' restrictions on the eastern side of Gould Street North immediately north of Blair Street.
2. Installs 10 metres of 'No Stopping' on the western side of Gould Street North immediately north of Blair Street.
3. Extends the existing 'No Stopping' zone on the northern side of Blair Street a further 6 metres west of Gould Street North to improve sight distance for turning vehicles.
4. Extends the existing 'No Stopping' zone on the southern side of Blair Street a further 6 metres east of Gould Street North to improve sight distance for turning vehicles.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE**TC/CV.01/18.02 Multiple Streets - 'P Disability Only' Zone (A02/0273-02) 143****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 5.5m long 'P Disability Only' zone outside 13 Dudley Street, Bondi.
2. Installs a 5.5m long 'P Disability Only' zone outside 15 Beaumont Street, Rose Bay.
3. Installs a 5.5m long 'P Disability Only' zone outside 2 Myuna Road, Dover Heights.
4. Removes the existing 'P Disability Only' zone in the vicinity of 11 Hewlett Street, Bronte.

**TC/CV.02/18.02 Multiple Streets - 'Electric Vehicle Excepted Only While Charging' Zones
(A17/0477) 148****COUNCIL OFFICER'S PROPOSAL:**

That Council approves the installation of "Electric Vehicles Excepted Only While Charging" zones at the following two locations:

1. A 6m zone outside the Mill Hill Centre, Spring Street, Bondi Junction.
2. Outside Lush Café on Queen Elizabeth Drive, Bondi Beach.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 23 NOVEMBER 2017**



Voting Members Present:

Cr J Wakefield	Waverley Council (Chair)
Sgt L Barrett	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr B Borger	Roads and Maritime Services – Traffic Management (South)
Mr B Morrow	Representing Bruce Notley-Smith, MP, Member for Coogee
Ms R Russo	Representing Gabrielle Upton, MP, Member for Vaucluse

Also Present:

Cr T Kay	Waverley Council (Alternate Chair)
Snr Cst A Birchansky	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Snr Cst C Dawes	NSW Police – Rose Bay
Mr E Graham	Sydney Buses (Eastern Region)
Mr M Worthington	BIKEast
Ms Emily Scott	Waverley Council – Director, Waverley Renewal
Mr A Collins	Waverley Council – Senior Project Manager
Ms S Cassidy	Waverley Council – Executive Manager, Project Waverley
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Ms S Stace	Waverley Council – Manager, Strategic Transport
Mr K Mowad	Waverley Council – Senior Traffic Engineer
Mr S Samadian	Waverley Council – Traffic Engineer
Ms C New	Waverley Council – Sustainable Transport Officer

At the commencement of proceedings at 10.06 am, those present were as listed above, with the exception of Cr J Wakefield, who arrived at 10.23 am. Cr T Kay chaired the meeting from 10.06 am to 10.40 am.

Apologies

There were no apologies.

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of Previous Minutes by Council - 26 October 2017

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 26 October 2017 were adopted by Council at its meeting on 21 November 2017.

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 the RMS. 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.01/17.11 Multiple Streets - Installation of 'No Stopping' Zones (A02/0637-02)****COUNCIL OFFICER'S PROPOSAL:**

That Council installs 'No Stopping' zones as follows at:

1. St Thomas Street at Busby Parade, Bronte:
 - (a) 10 m on the western side of St Thomas Street, north of Busby Parade.
 - (b) 10 m on the western side of St Thomas Street, south of Busby Parade.
 - (c) 10 m on the northern side of Busby Parade, west of St Thomas Street.
 - (d) 10 m on the southern side of Busby Parade, west of St Thomas Street.
2. St Thomas Street at Figtree Lane, Bronte:
 - (a) 10 m on the eastern side of St Thomas Street, north of Figtree Lane.
 - (b) 10 m on the eastern side of St Thomas Street, south of Figtree Lane.
 - (c) 10 m on the northern side of Figtree Lane, east of St Thomas Street.
 - (d) 10 m on the southern side of Figtree Lane, east of St Thomas Street.
3. Murray Street at Gibson Street, Bronte:
 - (a) 10 m on the northern side of Gibson Street, west of Murray Street.
 - (b) 10 m on the southern side of Gibson Street, west of Murray Street.
 - (c) 10 m on the western side of Murray Street, north of Gibson 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, NSW Police representative, RMS representative and Waverley Council representative (Chair).

TC/C.02/17.11 St Thomas Street, Bronte - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 15 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 7 St Thomas Street, Bronte.
2. Delegates authority to the Executive Manager, Creating Waverley, to install a 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday' zone on the opposite, eastern side of the road in order to maintain the legal travel lane width and traffic flow. The length of the zone to be determined on-site.
3. Delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/17.11 Fitzgerald Street, Queens Park - Introduction of Resident Parking Restrictions (A03/2581)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs '2P 8 am–6 pm Mon–Sun Permit Holders Excepted Area 21' restrictions along the eastern side of Fitzgerald Street, Queens Park, south from the existing 'Loading Zone' alongside 59 Birrell Street.
2. Changes the existing '2P 8 am–6 pm Mon–Sat Permit Holders Excepted Area 21' restrictions along the western side of Fitzgerald Street to '2P 8 am–6 pm Mon–Sun Permit Holders Excepted Area 21'.

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, RMS representative and Waverley Council representative (Chair).

TC/C.04/17.11 Bondi Junction Cycleway - Concept Design (A14/0193)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council approves in principle the concept design drawings attached to the report and proceeds with the preparation of detailed design drawings.
2. Further traffic modelling be carried out on intersection treatments along Oxford Street if considered necessary prior to the detailed design drawings being finalised.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clause:

'Community consultation on the proposed road closure of St James Road be undertaken as soon as possible.'

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

TC/C.05/17.11 Ocean Street North and Penkivil Street - Additional Car Share Parking Spaces (SF17/2465)**COUNCIL OFFICER'S PROPOSAL:**

That Council approves the installation of GoGet car share spaces at the following locations:

1. Ocean Street North, east side, in the angled parking immediately south of the existing 'No Stopping' space.
2. Penkivil Street, east side, immediately south of the existing 'No Parking' space of the southern side of the driveway at 56a-60 Penkivil 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, NSW Police representative, RMS representative and Waverley Council representative (Alternate Chair).

TC/C.06/17.11 Bronte Village Bus Terminus - Bus Stop Review (A16/0755)**COUNCIL OFFICER'S PROPOSAL:**

That Council approves in principle the relocation of the bus set down on Bronte Road at the Bronte Village shops as per option two contained in the 'Bronte Village Bus Stop Options Review' prepared by Bitzios Consulting (attached to this report), and proceeds with the preparation of detailed design drawings.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council approves in principle option one contained in the 'Bronte Village Bus Stop Options Review' prepared by Bitzios Consulting (attached to this report), including the footpath being widened by 2.133 m, subject to the additional curb extension/build-out being deleted.
3. Council proceeds with the preparation of detailed design drawings.
4. Council officers report on what further works might be required for a 40 km/h zone in Bronte Village.

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

R Dick-Telfar addressed the meeting.

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/17.11 Dudley Page Reserve - New Year's Eve - Special Event - Transport Management Plan (A02/0216)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats Attachment 1 to this report as confidential as it contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the traffic arrangements for New Year's Eve event at Dudley Page Reserve in accordance with the Traffic Management Plan attached to this report, subject to the Traffic Management Plan being forwarded to RMS for its approval of road closures and clearways.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.02/17.11 Oakley Road, North Bondi - 'P Motor Bikes Only' (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 3.5 m of 'P Motor Bikes Only' in Oakley Road, North Bondi, between the driveways to 24 and 26 Oakley Road, North Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.03/17.11 Francis Street, Bondi Beach - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs an 8 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 84A Francis Street, Bondi Beach.
2. There be no blockage to through traffic on Francis Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Trucks associated with all phases of the development, including those making deliveries to the site, being limited to a maximum length of 6.4 m.
4. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/17.11 Military Road, Vacluse - Construction Zone and Temporary Relocation of a Bus Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 18 m of 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Council Authorised Vehicles Excepted' on Military Road along the frontage of 695 Old South Head Road, Vacluse, east of the existing 'No Stopping' zone to Old South Head Road.
2. Approves the temporary relocation of existing bus stop no. 203025 immediately east of its current location and provides a 30 m bus zone commencing from the power pole outside 376 Military Road for a distance of 30 m to the east and terminating on the power pole at the boundary of 370 and 372 Military Road.
3. Reinstates the bus stop and bus zone signage to their original locations once the construction zone is no longer required.

4. Notifies the residents of affected properties prior to the bus zone being temporarily relocated.

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, RMS representative and Waverley Council representative (Chair).

TC/V.05/17.11 Beach Road, Bondi Beach – Pedestrian Refuges (A03/0042-04)

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of line marking, signage and pedestrian refuges at the intersection of Beach Road and Blair Street, Bondi Beach, as per Drawing 8948 Issue A attached to this report.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. The item be deferred for further consideration of:
 - (a) Minimum travel lane widths of 3.08 m.
 - (b) Swept paths.

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

TC/V.06/17.11 Hall Street/Jaques Avenue, Bondi Beach - Construction Zones (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 11 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday' zone across the frontage of 1 Jaques Avenue, Bondi Beach, to cater for the swept wheel path of vehicles entering and exiting the Jaques Avenue access driveway of 10–14 Hall Street, Bondi Beach.
2. Installs a 25 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 10–14 Hall Street, Bondi Beach.
3. Delegates authority to the Executive Manager, Creating Waverley, to install a 3 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday' zone immediately south-west of the existing 'No Parking' zone adjacent to the driveway on the Jaques Avenue frontage of 10–14 Hall Street, Bondi Beach, if required.

4. Delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of, or remove, the construction zone(s) as necessary.
5. Notifies the residents of 1 Jaques Avenue, Bondi Beach, of the proposed installation of the works zone outside that property.

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, RMS representative and Waverley Council representative (Chair).

TC/V.07/17.11 Murriverie Road, North Bondi - Timed Parking Restrictions (A02/0637-02)

COUNCIL OFFICER'S PROPOSAL:

That Council makes no changes to parking restrictions in Murriverie Road, North Bondi, having regard to the results of the consultation and to the objections received.

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, RMS representative and Waverley Council representative (Chair).

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/17.11 Multiple Streets - 'P Disability Only' Zone (A02/0273-02)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 6.5 m long 'P Disability Only' zone outside 8 Oakley Road, North Bondi.
2. Install a 5.5 m long 'P Disability Only' zone outside 27 Allens Parade, Bondi Junction.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 11.29 AM.

.....
SIGNED AND CONFIRMED
MAYOR
12 DECEMBER 2017

REPORT
TC/C.01/18.02

Subject: Multiple Streets - Installation of 'No Stopping' Zones

TRIM No.: A02/0637-02

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council installs 'No Stopping' zones at the following intersections:

1. Farrellys Avenue and Boonara Avenue, Bondi:
 - (a) 10 m on the western side of Boonara Avenue, north of Farrellys Avenue.
 - (b) 10 m on the eastern side of Boonara Avenue, north of Farrellys Avenue.
 - (c) 10 m on the northern side of Farrellys Avenue, east of Boonara Avenue.
 - (d) 10 m on the northern side of Farrellys Avenue, west of Boonara Avenue.
2. Manning Street and Queens Park Road, Queens Park:
 - (a) On the eastern side of Manning Street, north of Queens Park Road terminating at the northern end of the speed hump/threshold.
 - (b) On the western side of Manning Street, north of Queens Park Road terminating at the northern end of the speed hump/threshold.
 - (c) 10 m on the northern side of Queens Park Road, east of Manning Street.
3. Strickland Street and Old South Head Road, Rose Bay:
 - (d) 10 m on the northern side of Strickland Street, east of Old South Head Road.
 - (e) 10 m on the eastern side of Old South Head Road, north of Strickland Street.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to improving sight distances and manoeuvrability by imposing statutory 10m 'No Stopping' restrictions at the following intersections:

1. Farrellys Avenue at Boonara Avenue, Bondi.
2. Manning Street at Queens Park Road, Queens Park.

3. Strickland Street at Old South Head Road, Rose Bay.

In response, it is proposed to install the statutory, 10 m 'No Stopping' restrictions at the above locations. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Residents have reported that sight distance and manoeuvrability is restricted when vehicles are parked close to the intersections at two specific locations.

3. Technical Analysis

Farrellys Avenue at Boonara Avenue, Bondi

There are currently no signposted parking restrictions on the corners of the intersection of Farrellys Avenue at Boonara Avenue, Bondi.

A number of inspections have taken place during the day revealing that vehicles are often parked close to and within 10 m of the intersection. Vehicles parked illegally at these locations significantly reduce driver sight lines and inhibit pedestrian access.



Figure 1: Street view of Farrellys Avenue at Boonara Avenue, Bondi.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal, on-street parking spaces.

Manning Street at Queens Park Road, Queens Park.

There is currently no stopping restriction on the northern side of Queens Park, west of Manning Street, Queens Park.

A number of inspections have taken place during the day revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at this location significantly reduce driver sight lines and hinder access.



Figure 2: Street view of Manning Street at Queens Park Road, Queens Park.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal on-street parking spaces.

Strickland Street and Old South Head Road, Rose Bay

There are currently 'No Stopping' restrictions:

1. on the southern side of Strickland Street, east of Old South Head Road,
2. on the eastern side of Old South Head Road, south of Strickland Street.

A number of inspections have taken place during the day revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at this location significantly reduce driver sight lines and hinder access.



Figure 3: Street view of Strickland Street at Old South Head Road, Rose Bay.

As compliance is an issue at this location, it is recommended that the legislative requirements be signposted. This will not result in a net loss of legal on-street parking spaces.

Legislative Requirements

Under the [NSW] *Road Rules 2014*:

‘A driver must not stop on a road within 10 metres from the nearest point of an intersecting road at an intersection without traffic lights, unless the driver stops ... at a place on a length of road, or in an area, to which a parking control sign applies and the driver is permitted to stop at that place under these Rules...’

Therefore, vehicles parked at these locations may be infringed without the installation of additional signage. However, the RMS’s Technical Direction TDT 2002/12 *Stopping and Parking Restrictions at intersections and Crossings* addresses the installation of ‘No Stopping’ and ‘No Parking’ signs at intersections and states:

‘It is not intended that signs be installed at all locations. Where signs are not installed the legislative restrictions will apply. Generally signposting of restrictions covered by legislative requirements is only required where there is adjoining signposting or compliance is an issue. **However, signposting adjacent to children’s crossings, pedestrian crossings and marked foot crossings should always occur.** The relevant road authority is to determine where NO STOPPING and NO PARKING signs are to be erected.

Existing signs, with the exception of NO STANDING signs (see Technical Direction No 99/21), are not to be removed or replaced until required under maintenance. Where the post is required to be replaced, the sign should be relocated to the new location as specified in this *Technical Direction*.’

Guidelines used:

- *Transport Administration Act 1988.*
- *RMS’s Delegation to Councils; Regulation of Traffic.*
- *RMS’s Signs Database.*
- *[NSW] Road Rules 2014.*
- *RMS’s TDT 2002/12.*

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT

TC/C.02/18.02



Subject: Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School

TRIM No: PD-16/2013

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the proposed relocation of the raised pedestrian crossing, changes to signage and linemarking and changes to bus zones as shown on drawing No. C15 – "Macpherson Street- New Signage Plan" Revision P6 prepared by Taylor Thomson Whitting (TTW) attached to this report.
2. Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.
3. All costs associated with the works be at the applicant's expense.

1. Executive Summary

The matter of changes to pedestrian facilities on Macpherson Street, Waverley outside St Catherine's School was last considered by the Waverley Traffic Committee at its meeting on 27 July, 2017. Council, at its meeting on 8 August 2017 when considering the recommendation from the Committee and after hearing submissions from the public, resolved as follows:

"That the matter be reconsidered by the Traffic Committee for safety and desire lines of local residents".

Plans have been re-submitted to Council on behalf of St Catherine's School, Waverley to address the previous concerns of residents and Council.

The plans are submitted to the Committee for consideration as per condition B2 of the development consent issued by the Planning Assessment Commission (PAC) on 6 April 2016.

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

2. Introduction/Background

Plans to relocate the existing pedestrian crossing and associated changes to bus zones, signs and line marking on Macpherson Street outside St Catherine's School were previously considered by the Waverley Traffic Committee and Council in July 2017.

The Committee recommended as follows:

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

That:

1. Having regard to drawing no. C15 Revision P2 prepared by Taylor Thomson Whitting (TTW) (attached to this report) for the relocation of the pedestrian crossing on Macpherson Street outside St Catherine's School lacking sufficient detail and information to receive approval without significant amendments, Council approves the drawing in principle only, and subject to the Traffic Committee and Council approving more detailed drawings, which will include the following changes:

(a) The relocated crossing be constructed as a raised, wombat-type pedestrian crossing

(b) The Bus Zone on the southern side of Macpherson Street be installed as shown in Figure 3 of this report.

(c) The Bus Zone on the northern side of Macpherson Street be increased in length to the west to better comply with the State Transit – Bus Infrastructure Guide and having 'No Stopping' restrictions reduced to the minimum contained within RMS Technical Direction: TDT2002/12b.

2. Prior to works commencing on any part of Macpherson Street associated with the relocation of the pedestrian crossing:

(a) The applicant must submit further and more detailed amended drawings to Council for the approval of the Traffic Committee and Council.

(b) The applicant must discuss the required amendments with Council's Senior Traffic Engineer before submitting the amended drawings.

3. Having regard to the works proposed being fully outside the site, Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.

4. All costs associated with the proposal be at the applicant's expense.'

Council did not adopt the Committee's recommendation due to resident concerns regarding the desire lines of pedestrians to cross at the roundabout at the intersection of Albion and Macpherson Streets.

3. Technical Analysis

Following Council's resolution to reconsider the matter, Council officers met the schools consultants to investigate whether there were any alternate solutions that would address the concerns of the resident and deliver good outcomes for the school and community.

After considering the implications of relocating the crossing west towards the intersection of Albion and Macpherson Streets, it was considered undesirable to do so for the following reasons:

- Moving the pedestrian crossing to the roundabout was not supported as the geometry of the intersection combined with surrounding vegetation reduced driver sight distance to the crossing making reducing pedestrian safety.
- Relocating the crossing to the roundabout could significantly affect congestion at the intersection due to the potential queuing of buses and parents vehicles through the roundabout, particularly during the school pick-up and drop-off times.

Pedestrian counts were undertaken on 7 February, 2018 to observe the number of pedestrians crossing Macpherson Street at the eastern leg of the roundabout.

During the 8.00am – 9.30am school drop off period, 111 pedestrians crossed Macpherson Street.

During the pm – 2.30pm to 4.00pm, 92 Pedestrians crossed Macpherson Street.

A check of crash data at the Albion and Macpherson Street intersection for the last five years revealed there have been no pedestrian related crashes.

It is recommended that the crossing be relocated to the site to the east as approved in principle by the Committee at its meeting in July, 2017.

4. Financial Information for Council's Consideration

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

5. Attachments

1. Waverley Traffic Committee Report Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School 27 July 2017
2. TTW - Drawing no. C15 Revision P6 - Proposed relocation of Macpherson Street pedestrian crossing
3. TRAFFIX - Statement Re- St Catherine's School, Waverley .

**REPORT
0.0**

Subject: Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School

TRIM No: PD-16/2013

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council approves the proposed relocation of the raised pedestrian crossing, changes to signage and linemarking and changes to bus zones as shown on drawing No. C15 – "Macpherson Street- New Signage Plan" Revision P6 prepared by Taylor Thomson Whitting (TTW) attached to this report.
2. Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.
3. All costs associated with the works be at the applicant's expense.

1. Executive Summary

The matter of changes to pedestrian facilities on Macpherson Street, Waverley outside St Catherine's School was last considered by the Waverley Traffic Committee at its meeting on 27 July, 2017. Council, at its meeting on 8 August 2017 when considering the recommendation from the Committee and after hearing submissions from the public, resolved as follows:

"That the matter be reconsidered by the Traffic Committee for safety and desire lines of local residents".

Plans have been re-submitted to Council on behalf of St Catherine's School, Waverley to address the previous concerns of residents and Council.

The plans are submitted to the Committee for consideration as per condition B2 of the development consent issued by the Planning Assessment Commission (PAC) on 6 April 2016.

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

2. Introduction/Background

Plans to relocate the existing pedestrian crossing and associated changes to bus zones, signs and line marking on Macpherson Street outside St Catherine's School were previously considered by the Waverley Traffic Committee and Council in July 2017.

The Committee recommended as follows:

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

'That:

1. Having regard to drawing no. C15 Revision P2 prepared by Taylor Thomson Whitting (TTW) (attached to this report) for the relocation of the pedestrian crossing on Macpherson Street outside St Catherine's School lacking sufficient detail and information to receive approval without significant amendments, Council approves the drawing in principle only, and subject to the Traffic Committee and Council approving more detailed drawings, which will include the following changes:

- (a) The relocated crossing be constructed as a raised, wombat-type pedestrian crossing
- (b) The Bus Zone on the southern side of Macpherson Street be installed as shown in Figure 3 of this report.
- (c) The Bus Zone on the northern side of Macpherson Street be increased in length to the west to better comply with the State Transit – Bus Infrastructure Guide and having 'No Stopping' restrictions reduced to the minimum contained within RMS Technical Direction: TDT2002/12b.

2. Prior to works commencing on any part of Macpherson Street associated with the relocation of the pedestrian crossing:

- (a) The applicant must submit further and more detailed amended drawings to Council for the approval of the Traffic Committee and Council.
- (b) The applicant must discuss the required amendments with Council's Senior Traffic Engineer before submitting the amended drawings.

3. Having regard to the works proposed being fully outside the site, Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.

4. All costs associated with the proposal be at the applicant's expense.'

Council did not adopt the Committee's recommendation due to resident concerns regarding the desire lines of pedestrians to cross at the roundabout at the intersection of Albion and Macpherson Streets.

3. Technical Analysis

Following Council's resolution to reconsider the matter, Council officers met the schools consultants to investigate whether there were any alternate solutions that would address the concerns of the resident and deliver good outcomes for the school and community.

After considering the implications of relocating the crossing west towards the intersection of Albion and Macpherson Streets, it was considered undesirable to do so for the following reasons:

- Moving the pedestrian crossing to the roundabout was not supported as the geometry of the intersection combined with surrounding vegetation reduced driver sight distance to the crossing making reducing pedestrian safety.
- Relocating the crossing to the roundabout could significantly affect congestion at the intersection due to the potential queuing of buses and parents vehicles through the roundabout, particularly during the school pick-up and drop-off times.

Pedestrian counts were undertaken on 7 February, 2018 to observe the number of pedestrians crossing Macpherson Street at the eastern leg of the roundabout.

During the 8.00am – 9.30am school drop off period, 111 pedestrians crossed Macpherson Street.
During the pm – 2.30pm to 4.00pm, 92 Pedestrians crossed Macpherson Street.

A check of crash data at the Albion and Macpherson Street intersection for the last five years revealed there have been no pedestrian related crashes.

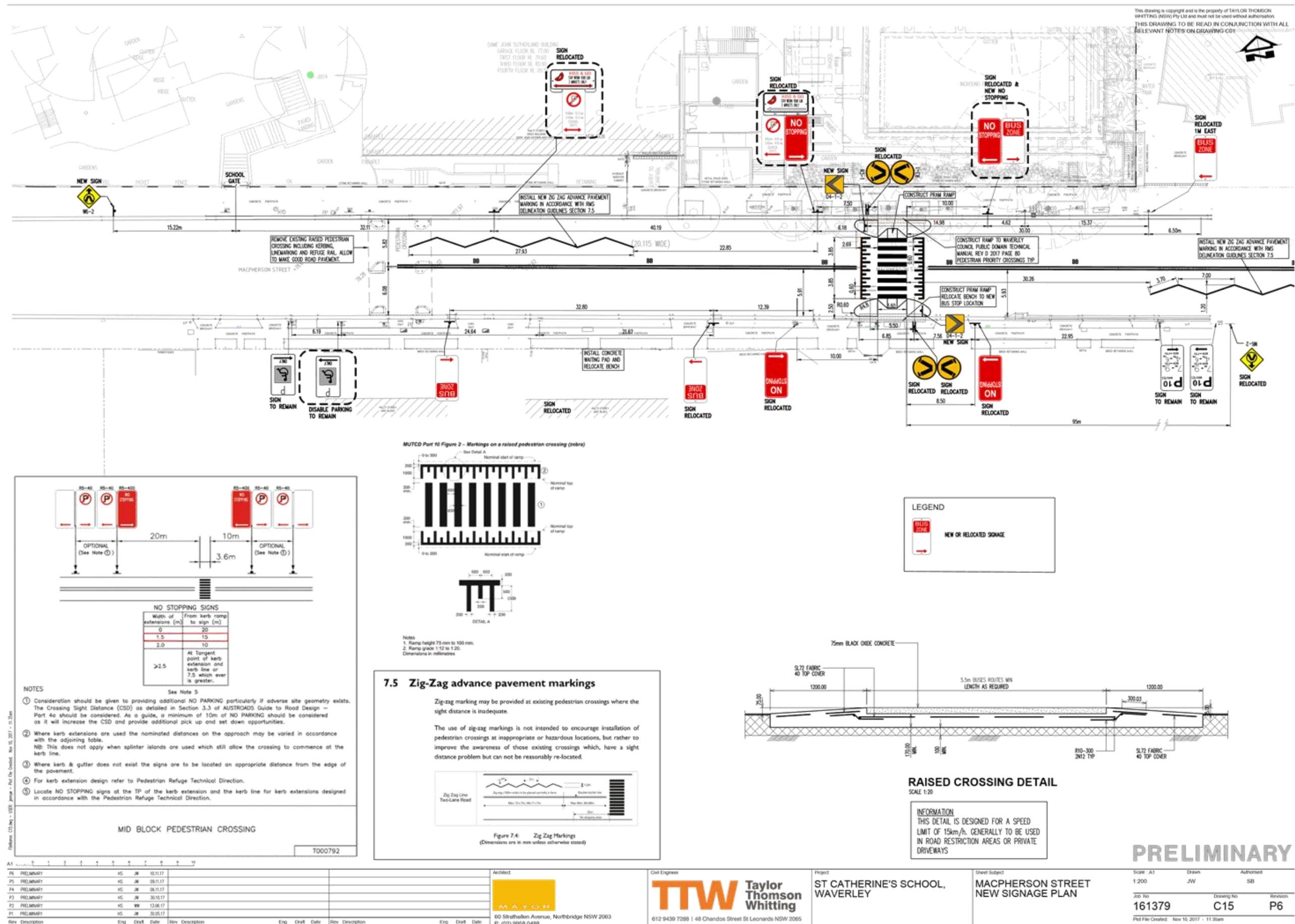
It is recommended that the crossing be relocated to the site to the east as approved in principle by the Committee at its meeting in July, 2017.

4. Financial Information for Council's Consideration

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

5. Attachments

1. Waverley Traffic Committee Report Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School 27 July 2017
2. TTW - Drawing no. C15 Revision P6 - Proposed relocation of Macpherson Street pedestrian crossing
3. TRAFFIX - Statement Re- St Catherine's School, Waverley .



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Reference: 16.226r03v02

14 December 2017

St Catherine's School Waverley
C/o- Sandrick Project Directions
Baulkham Hills BC NSW 2153

Attention: Warwick Smith, Project Manager

**Re: Proposed relocation of Pedestrian Crossing on Macpherson Street
Response to Council Meeting minutes.**

Dear Warwick,

We refer to the Minutes of the Waverley Traffic Committee Meeting dated Thursday 27 July 2017. A copy of Waverley Council Traffic Committee minutes have been provided in **Attachment 1**, for ease of reference. The minutes of that Traffic Committee were not adopted by Council at its meeting on 8 August 2017. The resolution from that Council Meeting stated:

"That the matter be reconsidered by the Traffic Committee for safety and desire lines of local residents"

In addition, a meeting was conducted on Friday 3 November 2017 with Sandrick Project Directions (project manager), TRAFFIX and Waverley Council at Council's offices to discuss the proposed pedestrian crossing location in Macpherson Street. From this meeting, it was agreed by all parties that the proposed crossing location is the optimal outcome for St Catherine's School, local pedestrian safety, road safety and on-street parking provisions.

TRAFFIX now provides the following additional information in support of the final design to the comments received from Council and with consideration given to the desire lines of local residents of Waverley. Our statement is in continued support for the proposed pedestrian crossing location.

Crossing Location

The proposed crossing location complies with the DA consent and stamped plans (SSD 6339) provided in **Attachment 2**. The stamped plan achieved an additional four (4) pick up and drop off spaces along the frontage of St Catherine's School in Macpherson Street. After further consideration the design has been amended to achieve an optimal parking solution.

The existing signage plan is provided in drawing number C15 Revision P4 and the final design provided in drawing number C15 Revision P6 by Taylor Thompson Witting which are included in



Attachment 3. It is considered to be the optimum outcome of the Macpherson Street crossing noting the following amendments to the design from the approved stamped DA plans:

- The relocation of the Bus Zone on the southern side of Macpherson Street to achieve a 32.0 metre long Bus zone and an additional 10.7 metre of unrestricted kerbside space which accommodates an additional two (2) on-street parking spaces on the southern side of Macpherson Street, west of the proposed crossing;
- The provision of 2.5 metre wide kerb islands allowing for the reduction of the approach No Stopping zone to a minimum of 7.5 metres and 8.5 metres on the southern and northern side of Macpherson Street respectively. A 10 metre No Stopping zone has been provided on departure of the pedestrian crossing in accordance with *Figure 6 of RMS Technical Direction TDT 2002/12C*. This achieves an additional two (2) pick-up and drop-off parking spaces on the northern side of Macpherson Street west of the proposed crossing and an additional two (2) parking spaces on the southern side of Macpherson Street east of the proposed crossing;
- The proposed crossing is provided at a location adjacent to the school frontage which is an optimal outcome for the pedestrian safety of school children;
- The proposed crossing location allows for the additional drop off capacity and for the pick-up drop off zone to be consolidated on one (1) side of the pedestrian crossing therefore improving traffic flows and operational safety along Macpherson Street and minimising impact to the surrounding neighbourhood; and
- The amended design is provided in line with the AustRoad Guide to Road Design, Sydney Buses Style Guide, Council and RMS requirements as discussed in further detail below.

The design has accounted for all crossing features and considerations as set out in Table 8.1 in the *AustRoads Guide to Road Design Part 4: Intersections and Crossings* as follows:

Feature	Consideration	TTW Design
Crossing width	Crossing widths should not be less than 3.0m to minimise disruption to conflicting pedestrian movements	The proposed design provides a crossing width of 3.6m allowing pedestrian flow.
Crossing length	In general, crossing distance should be minimised.	The crossing distance has been minimised to allow for one (1) lane of traffic in each direction only. Each lane has been designed with a width of 3.85m to ensure unimpeded flow of Buses which utilise Macpherson Street
Crossing Orientation	Wherever practicable the crossing should be at right angles to the carriageway	The proposed crossing is perpendicular to Macpherson Street.
Surfaces	Audible and Visual cues are required at crossings to public address systems	The proposed design includes a raised threshold and line marking and signage features to ensure that road users are aware of the pedestrian crossing point.
Sight distance	Safe intersection sight distances should be provided in accordance with the Part 4A of the Austroads guide to Road Design: Unsignalised and Signalised Intersections. Part 4A nominates a 90m SISD for a 50km/h speed zone	The proposed design achieves a sight distance greater than 100m on both approaches therefore exceeding the minimum requirements as set out in the AustRoads Guide to Road Design.
Access to roadway crossings	Where a road or street is kerbed a kerb ramp is essential to assist pedestrians in moving between the footpath and roadway.	The proposed design provides two (2) kerb ramps on the northern and southern side of Macpherson Street, Waverley. The proposed kerb ramps fully comply with the kerb ramp requirements of Waverley Council.





Notwithstanding, St Catherine's School and Sandrick Properties have investigated the option of providing a crossing at an alternate location within the 'desire lines' of the local community. The alternate crossing location is discussed in further detail below.

Alternate Crossing Location

In accordance with the Council Meeting minutes dated 8 August 2017, Sandrick Projects has investigated an alternate location for the crossing closer to the intersection of Macpherson Street and Albion Street in accordance with the desire lines of the local community. The following traffic implications of a pedestrian crossing being located at this intersection are highly noteworthy and previously discussed with Council's officers:

- The intersection of Albion Street and Macpherson Street has been observed to have queue lengths during peak periods. The current proposal aims at relieving congestion at the intersection by providing additional pick up and drop off spaces on the northern side of Macpherson Street which prevents parents from queuing to utilise these spaces and causing delay at the intersection;
- The provision of a pedestrian crossing at the intersection of McPherson Street and Albion street is considered to potentially decrease the level of service for vehicular movements as pedestrians would have right of way over vehicles entering and exiting Macpherson Street; and
- The existing geometry of the roundabout restricts sight lines between Macpherson Street at the roundabout with both the eastern and western approaches entering the roundabout at an incline.

Therefore, the proposed alternate crossing arrangements are considered to be an undesirable outcome for the safety of pedestrians.

Summary

In summary, the proposed crossing location as per drawing number C15 Revision P5 by Taylor Thompson Witting is considered to be the optimum outcome for both St Catherine's School, the local road network and the local community in regards to pedestrian safety, traffic flow and provision of on- street parking within Macpherson Street. Noting that the proposed design was supported by the Waverley Council Local Traffic Committee in its previous revision.

We therefore find the proposal acceptable and supportable on traffic engineering grounds. Thank you for referring this matter for our consideration and, in the meantime, please contact us should you have any queries.

Yours faithfully,

traffix

Alexandra Kavanagh
Senior Engineer





Attachment 1

Waverley Council Traffic Committee Minutes

**MINUTES OF THE WAVERLEY TRAFFIC
COMMITTEE MEETING HELD AT WAVERLEY
COUNCIL CHAMBERS, CNR PAUL STREET AND
BONDI ROAD, BONDI JUNCTION ON
THURSDAY, 27 JULY 2017**



Voting Members Present:

Cr T Kay	Waverley Council (Chair)
Ms D Blackburn	Representing Gabrielle Upton, MP, Member for Vacluse
Sgt A Birchansky	NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr B Borger	Roads and Maritime Services – Traffic Management (South)
Mr W Peters	Representing Bruce Notley-Smith, MP, Member for Coogee

Also Present:

Cr B Mouroukas	Waverley Council (Alternate Chair)
Mr B Gidies	Sydney Buses (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Creating Waverley
Mr G Garnsey	Waverley Council – Manager, Transport and Development
Mr C Handsaker	Waverley Council – Manager, Customer Parking
Mr K Mowad	Waverley Council – Senior Traffic Engineer
Mr S Samadian	Waverley Council – Traffic Engineer
Ms J Walker	Waverley Council – Bondi Events and Venue Co-ordinator

At the commencement of proceedings at 10.01 am, those voting members present were as listed above, with the exception of D Blackburn, who arrived at 10.09 am.

Apologies

Apologies were received and accepted from Mr B Morrow (representative of the Member for Coogee) and Ms R Russo (representative of the Member for Vacluse).

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of Previous Minutes by Council - 22 June 2017

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 22 June 2017 were adopted by Council at its meeting on 18 July 2017, with the following change:

1. TC/V.01/17.06 – Wairoa Avenue, North Bondi – ‘P Motor Bikes Only’.

Council resolved not to adopt the recommendation of the Traffic Committee, and made the following decision:

‘That the matter be deferred for a reassessment by the Traffic Committee, and that the affected residents be notified of the meeting.’

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 the RMS. 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.01/17.07 Alice Lane, Waverley - Parking Restrictions (A02/0637-02)****COUNCIL OFFICER’S PROPOSAL:**

That Council:

1. Installs a 10 m long ‘No Stopping’ zone on the western side of Alice Lane, south of Macpherson Street, Waverley.
2. Installs a 25 m long ‘No Parking’ zone on the western side of Alice Lane, Waverley, immediately south of the statutory 10 m long ‘No Stopping’ zone from Macpherson Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer’s Proposal be adopted subject to clause 1 being amended to read as follows:

‘Installs a 10 m long “No Stopping” zone on the western side of Alice Lane, between Macpherson Street and Pine Street, Waverley.’

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

R Goodman addressed the meeting.

TC/C.02/17.07 Denison Street, Bondi Junction - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 6 m long 'No Parking 7am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 89 Denison Street, Bondi Junction.
2. There be no blockage to through traffic on Denison Street other than for short periods of time when manoeuvring vehicles into and out of the Construction Zone.
3. Trucks associated with all phases of the development, including those making deliveries to the site, being limited to a maximum length of six metres.
4. Council delegates authority to the Executive Manager, Creating Waverley, to extend the duration of or remove the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/17.07 Bourke Lane, Queens Park - 'P Motorbikes Only' Parking (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs 2.5 m of 'P Motorbikes - Parallel Only' on the western side of Bourke Lane, Queens Park, between the driveways of 16 and 18 Manning Street, Queens Park.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council installs 2.5 m of yellow edge line on the western side of Bourke Lane, Queens Park, between the driveways of 16 and 18 Manning Street, Queens Park.

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

TC/C.04/17.07 Multiple Streets - 'P Disability Only' Zone (A02/0273-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 3.2 m wide 'P Disability Only' 90 degree angle parking space outside 132 Ebley Street, Bondi Junction.
2. Removes the existing 'P Disability Only' zone outside 17 Fletcher Street, Tamarama.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.05/17.07 Donald Place, Bondi Junction - 'No Parking' Zone (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council installs a 7 m long 'No Parking' zone in Donald Place opposite the driveway of 101 Bronte Road, Bondi Junction, as shown in Figure 3 of this 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, RMS representative and Waverley Council representative (Chair).

TC/C.06/17.07 Pine Lane, Bondi Junction - Parking Restrictions (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs '1/2P Ticket 8 am–6 pm, 3P Ticket 6 pm–9 pm' restrictions for all parking spaces along the northern side of Pine Lane, Bondi Junction, as shown in Figure 3 of this report.
2. Installs 'No Parking' restrictions across all driveways along the northern side of Pine Lane, Bondi Junction, as shown below in Figure 3 of this report.
3. Removes all redundant private parking signage from Pine Lane.

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, RMS representative and Waverley Council representative (Chair).

TC/C.07/17.07 Macpherson Street, Waverley - Proposed Relocation of Pedestrian Crossing and Bus Zone at St Catherine's School (PD-16/2013)

COUNCIL OFFICER'S PROPOSAL:

That:

1. Having regard to drawing no. C15 Revision P2 prepared by Taylor Thomson Whitting (TTW) (attached to this report) for the relocation of the pedestrian crossing on Macpherson Street outside St Catherine's School lacking sufficient detail and information to receive approval without significant amendments, Council approves the drawing in principle only.
2. The relocated crossing be constructed as a raised, wombat-type pedestrian crossing.
3. The Bus Zone on the southern side of Macpherson Street be installed as shown in Figure 3 of this report.
4. The Bus Zone on the northern side of Macpherson Street be increased in length to the west to better comply with the *State Transit - Bus Infrastructure Guide* and having 'No Stopping' restrictions reduced to the minimum contained within RMS Technical Direction: TDT2002/12b.
5. Prior to works commencing on any part of Macpherson Street associated with the relocation of the pedestrian crossing:
 - (a) The applicant must submit further and more detailed amended drawings to Council for the approval of the Traffic Committee and Council.
 - (b) The applicant must discuss the required amendments with Council's Senior Traffic Engineer before submitting the amended drawings.
6. Having regard to the works proposed being fully outside the site, Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.
7. All costs associated with the proposal be at the applicant's expense.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

'That:

1. Having regard to drawing no. C15 Revision P2 prepared by Taylor Thomson Whitting (TTW) (attached to this report) for the relocation of the pedestrian crossing on Macpherson Street outside St Catherine's School lacking sufficient detail and information to receive approval without significant amendments, Council approves the drawing in principle only, and subject to the Traffic Committee and Council approving more detailed drawings, which will include the following changes:

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- (a) The relocated crossing be constructed as a raised, wombat-type pedestrian crossing.
 - (b) The Bus Zone on the southern side of Macpherson Street be installed as shown in Figure 3 of this report.
 - (c) The Bus Zone on the northern side of Macpherson Street be increased in length to the west to better comply with the *State Transit – Bus Infrastructure Guide* and having 'No Stopping' restrictions reduced to the minimum contained within RMS Technical Direction: TDT2002/12b.
2. Prior to works commencing on any part of Macpherson Street associated with the relocation of the pedestrian crossing:
 - (a) The applicant must submit further and more detailed amended drawings to Council for the approval of the Traffic Committee and Council.
 - (b) The applicant must discuss the required amendments with Council's Senior Traffic Engineer before submitting the amended drawings.
3. Having regard to the works proposed being fully outside the site, Council considers condition B2 under 'Part B: Prior to Issue of a Construction Certificate' of the development consent issued by the Planning Assessment Commission on 6 April 2016 has been sufficiently satisfied to allow for the release the Construction Certificate.
4. All costs associated with the proposal be at the applicant's expense.'

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

TC/C.08/17.07 Gardyne Street, Bronte - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone along the frontage of 17 Gardyne Street, Bronte.
2. Delegates authority to the Executive Manager, Creating Waverley, to cancel, extend the duration or alter the length of the construction zone as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/17.07 Bon Accord Avenue, Bondi Junction - Temporary Road Closure (Bon Accord Lane to Flood Lane) (A02/0216)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats Attachment 1 to this report as confidential as contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the temporary closure of Bon Accord Avenue, Bondi Junction, as per the Transport Management Plan (TMP) and Traffic Control Plan (TCP) attached to the report subject to the following conditions:
 - (a) Closures are to take place only during the following days and times:

(i)	Thursday	21 September 2017	8.30 am–1.45 pm.
(ii)	Friday	22 September 2017	8.30 am–1.45 pm.
(iii)	Friday	29 September 2017	4.30 pm–10.00 pm.
(iv)	Saturday	30 September 2017	8.30 am–8.00 pm.
 - (b) The Event Organiser shall:
 - (i) Provide public liability insurance for the event.
 - (ii) Obtain NSW Police approval.
 - (iii) Cover all costs associated with traffic control.
 - (c) Council shall:
 - (i) Issue a Schedule of Conditions with any additional conditions that may be placed by the NSW Police, Roads and Maritimes Services and the Executive Manager, Creating Waverley.
 - (ii) Submit a TMP to the RMS for approval of the TMC.
 - (iii) Notify the NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra and Randwick Fire Stations) seven days prior to the event.
 - (iv) Notify local residents and businesses seven days prior to the event.
 - (v) Require the use only of RMS-accredited traffic controllers.
 - (d) The Executive Manager, Creating Waverley, and his representative(s) are delegated authority to:
 - (i) Inspect the TMP.

- (ii) Audit the implementation of the TMP.
- (iii) Cancel this approval, without notice or refund.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.02/17.07 North Bondi - New Resident Preferential Parking Scheme Area (A03/2581)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Creates a new resident preferential parking scheme area in North Bondi in the following streets:
 - (a) Vicars Avenue.
 - (b) O'Donnell Street – between Gould Street North and Wairoa Avenue.
 - (c) Oakley Road – east of Gould Street.
2. Signposts the above streets with '2P 8 am–10 pm Permit Holders Excepted' restrictions.
3. Approves the boundaries of the new resident parking scheme area as shown in Figure 1 of the report.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

L Barry and M Lipschitz addressed the meeting.

TC/V.03/17.07 Oakley Road, North Bondi - 'P Motor Bikes Only' (A02/0637-02)**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs a 2.5 m long 'P Motor Bikes Only' zone on the northern side of Oakley Road, east side of the driveway of 63 Oakley Road.
2. The resident of 61 Oakley Road be notified of the proposal.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. The matter be deferred to allow Council Officers to:
 - (a) Consult with the resident of 61 Oakley Road.
 - (b) Consider whether the proposal will set an undesirable precedent in the local government area.

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

TC/V.04/17.07 City2Surf 2017 - Special Event with Temporary Road Closures (A02/0216)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats Attachment 4 to this report as confidential as contains information that would, if disclosed, prejudice the maintenance of law.
2. Approves the City2Surf 2017 event and associated road closures to be held on Sunday, 13 August 2017, in accordance with the submitted Transport Management Plan (attached to this report) subject to the organisers:
 - (a) Providing public liability insurance for the event.
 - (b) Obtaining NSW Police Force approval.
 - (c) Providing Event Management and Delivery Plans for the approval of Council's Outdoor and Flagship Event team.
 - (d) Notifying the State Transit Authority, NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick Fire Stations).
 - (e) Notifying local residents and businesses.
 - (f) Using RMS-accredited traffic controllers only.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clause:

'Notes that the event organiser has advised that the following changes from the 2016 event will be incorporated into the 2017 Transport Management Plan:

- (a) A Special Event Clearway along the entire course.
- (b) Vehicles will be towed from the Special Event Clearway to the following compounds in sequence:

- (i) Hugh Bamford Reserve car park and access ramp (25 vehicles).
- (ii) Blair Street centre roadway, between Wairoa Avenue and Gould Street (20 vehicles).
- (iii) Park Parade, west-side (35 vehicles).

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

D Toscano (on behalf of Fairfax Events) and Insp D Olsen (NSW Police) addressed the meeting.

TC/V.05/17.07 Knowles Avenue, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 6 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 30 Knowles Avenue, North Bondi.
2. There be no blockage to through traffic on Knowles Avenue other than for short periods of time when manoeuvring vehicles into and out of the Construction Zone.
3. Trucks associated with all phases of the development, including those making deliveries to the site, being limited to a maximum length of six metres.
4. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to '6 m' being amended to '9 m' in clause 1.

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

TC/V.06/17.07 Ramsgate Avenue, Bondi Beach - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 9 metre long 'No Parking 7 am–5 pm Monday–Friday Authorised Council Vehicles Excepted' zone outside the frontage of 110 Ramsgate Avenue, Bondi Beach.
2. Council delegates authority to the Executive Manager, Creating Waverley, to cancel, extend the duration or alter the length of the construction zone as necessary.
3. The zone be reverted to 'No Stopping' following removal of the temporary works/construction zone.

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WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to the addition of the following clause:

'A further report be prepared for the Traffic Committee's consideration after the completion of the construction works to address the issue of the existing 9 m "No Stopping" zone.'

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

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PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

TC/TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 11.39 AM.

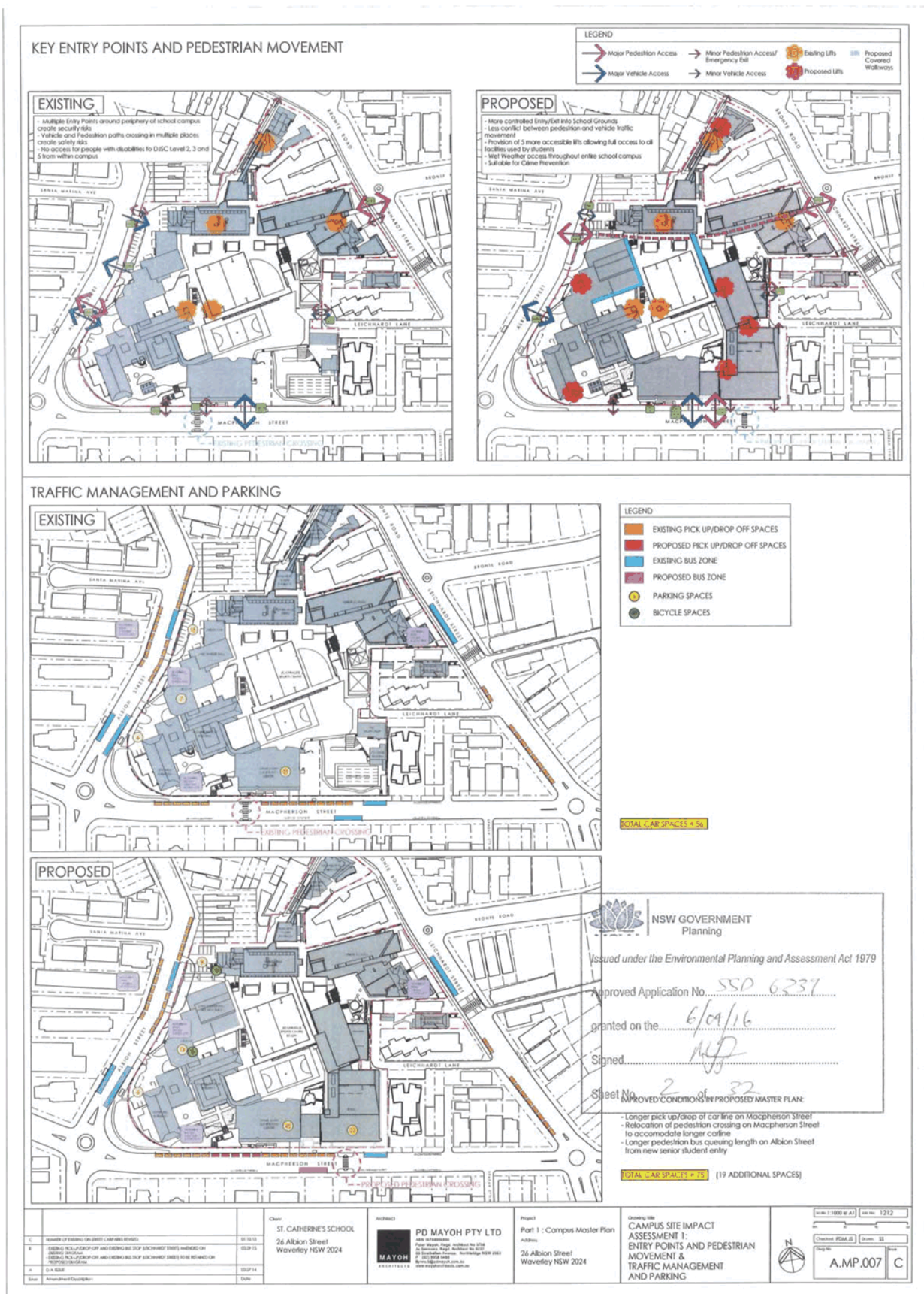
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SIGNED AND CONFIRMED
MAYOR
8 AUGUST 2017

This is page 12 of the Minutes of the Waverley Traffic Committee Meeting held on 27 July 2017



Attachment 2

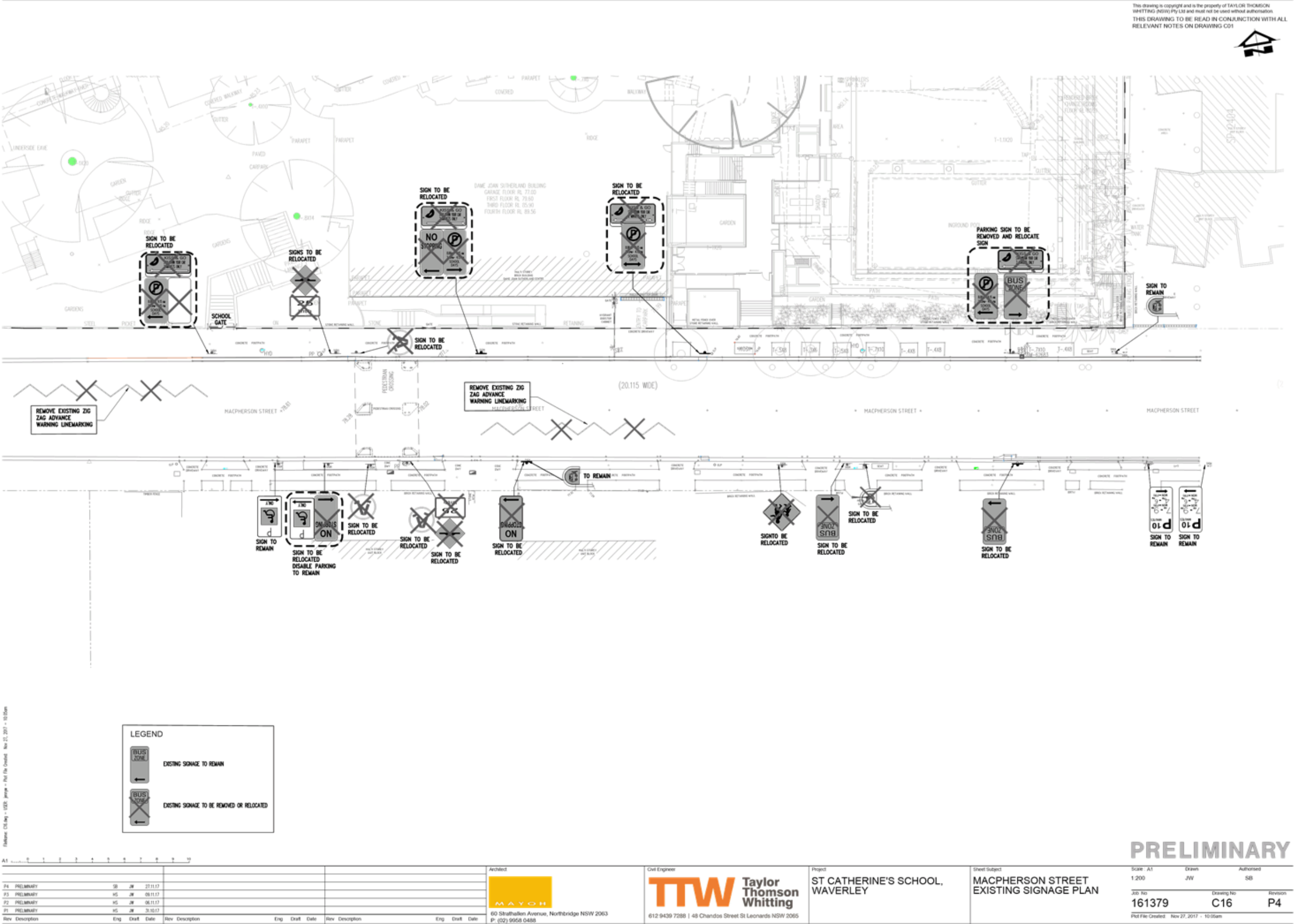
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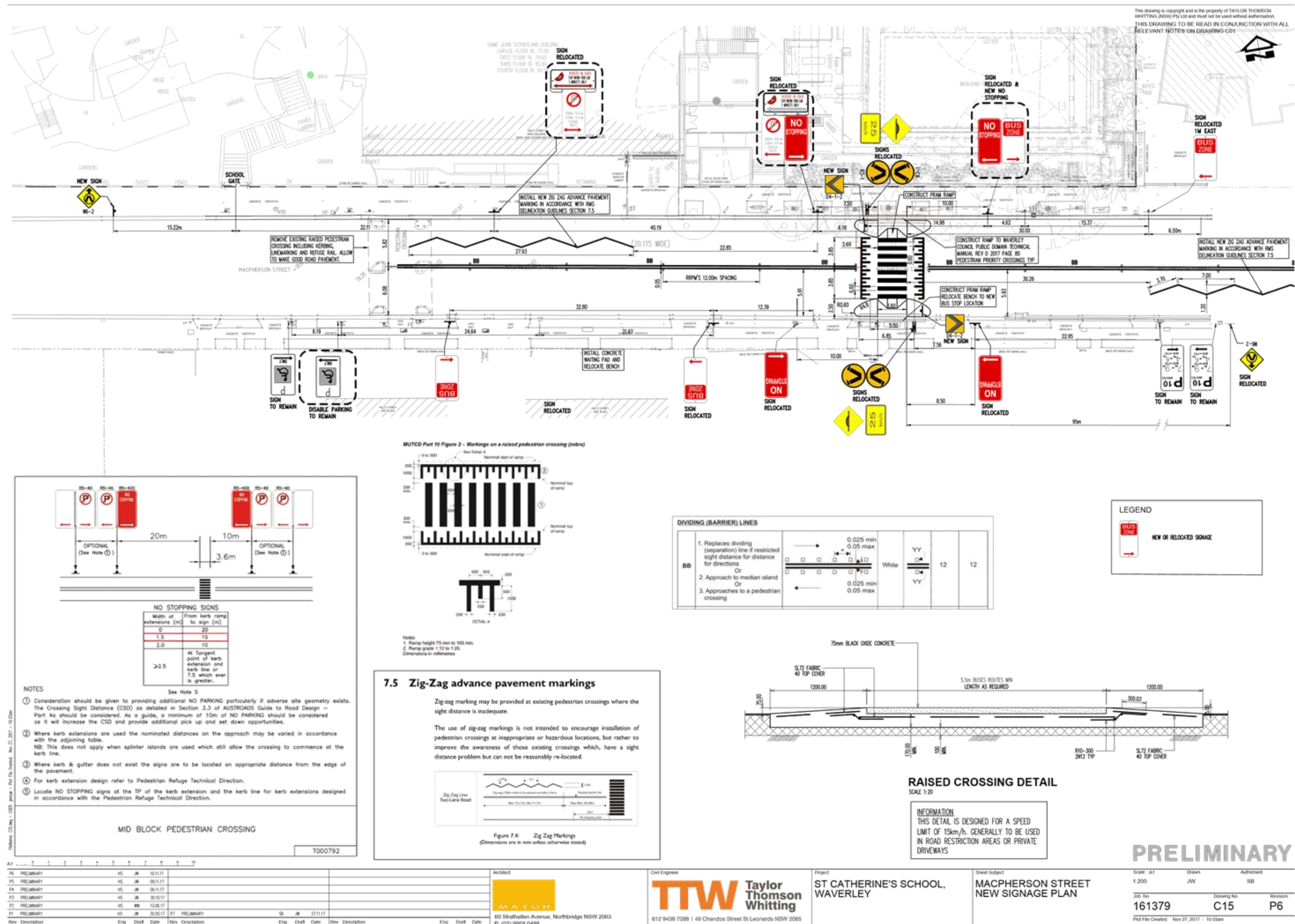




Attachment 3

Existing & Proposed Signage Plan





REPORT
TC/C.03/18.02

Subject: Council Chambers - Rear Car Park - Changes to Parking Restrictions

TRIM No.: A02/0637-02

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council changes the existing 'No Parking 8am-6pm Mon-Fri Council Authorised Vehicles Excepted' on the northern side of the car park at the rear of the Council Chambers to 'No Parking 8am-8pm Mon-Fri Council Authorised Vehicles Excepted'.

1. Executive Summary

Requests have been received from Councillors and staff to extend the operation times of the existing area of 'Council Authorised Vehicles' car parking located at the rear of Council Chambers. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

A number of Councillors and staff have raised the matter of it being difficult to find available parking on and off street when attending meetings held at Council Chambers commencing in the early evening.



Figure 1: Aerial image of Council Chambers**3. Technical Analysis**

The carpark at the rear of Council Chambers has a total capacity of 20 vehicles with 10 car spaces on the north and south sides. Eight (8) parking spaces on the northern side have been allocated for the parking of Council authorised vehicles during work hours and 2 spaces have been designated for the sole use of the Mayor and General Manager. The following restrictions apply in the Council Chambers carpark:

North side:

8 Parking Spaces: 'No Parking 8am-6pm Mon-Fri Council Authorised Vehicles Excepted'

2 Parking Spaces: 'No Parking Council Authorised Vehicles Only' (Spaces for Mayor and General Manager)

South Side:

9 Parking Spaces '2P 8am-6pm Mon-Fri'

1 Parking Space: 'P 10 minute 6.30am-8.30am, 5pm-8.30pm Mon-Fri 6.30am-10pm Sat-Sun'

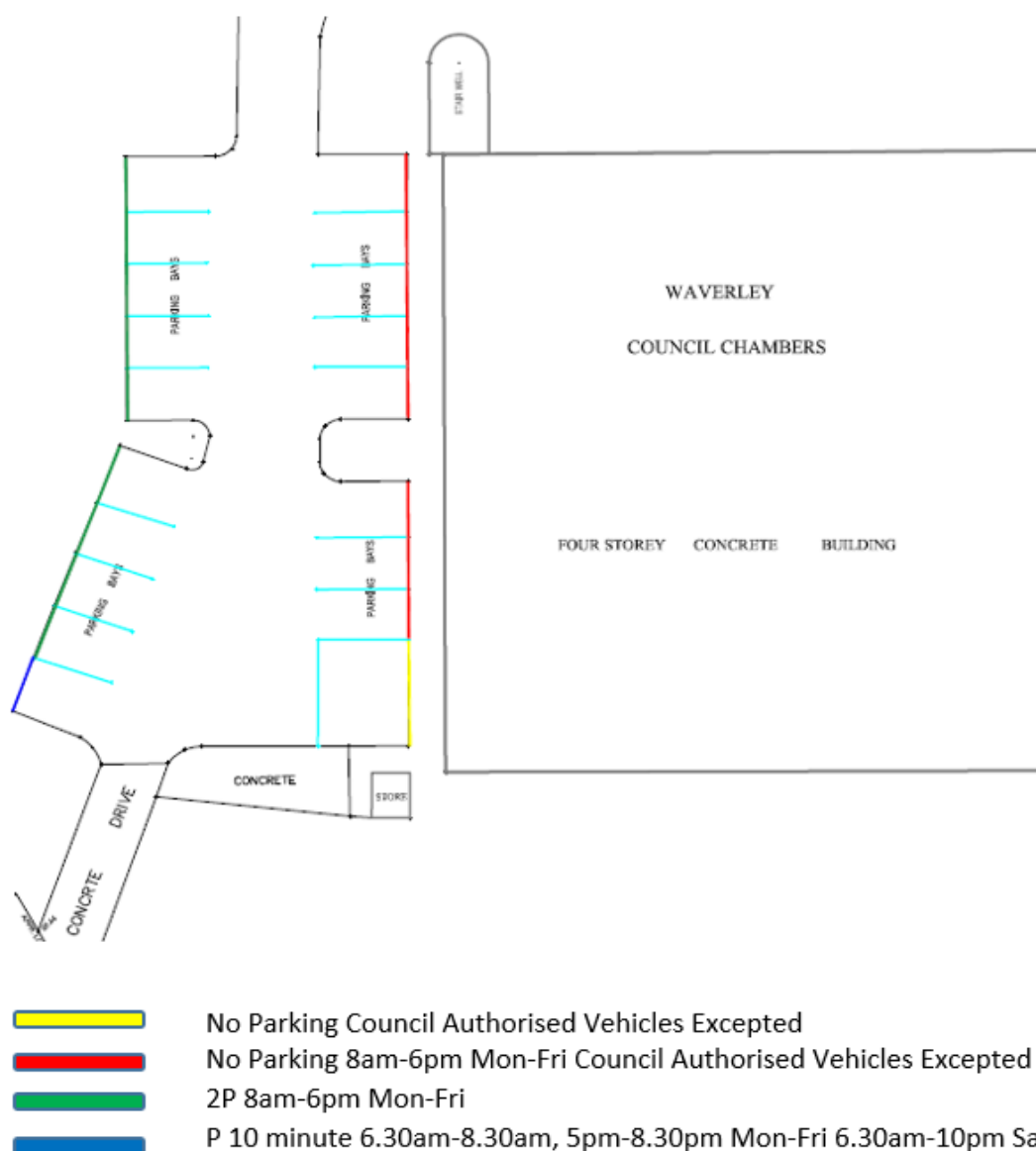
**Figure 2. Council Chambers Rear Car Park - Existing parking restrictions**



Figure 3. Council Chambers Rear Car Park – Looking west

As the parking demand is high due to the proximity of the car park to Waverley Park with park users seeking parking in the close by Council car park, it is proposed to extend the hours of operation of the existing 'Council Authorised Vehicles Excepted' zone from 6pm to 8pm.

4. Financial Information for Council's Consideration

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

5. Attachments:

Nil

REPORT
TC/C.04/18.02

Subject: 73-89 Ebley Street, Bondi Junction - Work Zone/
Construction Vehicle and Pedestrian Plan of Management

TRIM No.: DA-572/2015

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 25m long 'No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted' zone along the MacKenzie Street frontage of 73-89 Ebley Street, Bondi Junction.
2. Delegates authority to the Executive Manager, Creating Waverley to extend the length and duration or remove the Work Zone as necessary.
3. Approves the Construction Vehicle and Pedestrian Plan of Management (CVPPM), prepared by SBMG Planning, dated 22 January 2018 (Ref: SBMG01655-00 R1) subject to the following:
 - (a) The application for a Construction Certificate shall be taken as accepting these conditions of approval
 - (b) "Traffic Control Plan- Awning & Wall Removal" (Plan No. SBMG01655-20 A) being amended to include a sign on the footpath immediately to the east of the pedestrian crossing west of MacKenzie Street giving advanced warning to eastbound pedestrians on Ebley Street, south side, that the footpath is closed at MacKenzie Street.
 - (c) In accordance with State Transit, Sydney Buses requirements, there shall be no heavy vehicle access to or from the site on weekdays between 8.00am and 9.00am. Note, these hours are subject to change should it be found extended truck access restrictions are required.
 - (d) During the busy times of Easter, the mid-year sales at Westfields and Christmas when traffic congestion increases in and around Bondi Junction, Council may restrict heavy vehicle movements to and from the site.
 - (e) Truck access to the site shall be via Darley Road, then Carrington Road, then Bronte Road and then Ebley Street.
 - (f) Truck egress from the site shall be via Ebley Street, then Denison Street, then Oxford Street and then Syd Einfeld Drive.
 - (g) There being no access by trucks to Brisbane Street during any phases of the development.
 - (h) Truck and Trailers accessing the site during the demolition and excavation stages shall be limited in size to 16m overall length.

- (i) Trucks accessing the site during the construction and fitout stages shall be limited to Medium Rigid Vehicles (MRV's) with a maximum length of 9m.
- (j) Trucks exceeding 16m in length and semi-trailers are not approved to access any streets within the Waverley Council area without obtaining the prior and written approval to use such vehicles by Council's Executive Manager, Creating Waverley.
- (k) Trucks, on arriving at the site, shall enter the site immediately. Trucks not able to enter the site immediately shall not wait on Ebley Street or Bronte Road but wait remote from the site and enter Ebley Street only when the area is clear for immediate access. The applicant shall co-ordinate truck movements with other nearby building activities where necessary.
- (l) There shall be no blockage to through traffic on Ebley Street and MacKenzie Street, other than for short periods of time when manoeuvring vehicles into and out of the site/ Construction Zone.
- (m) All vehicles, plant and equipment shall to be operated in accordance with the [NSW] *Road Rules 2014*.
- (n) All traffic and pedestrian control shall be in accordance with the RMS's *Traffic Control at Work Sites* manual.
- (o) No barricades or delineators – including bollards, witches hats, etc – shall be placed in the kerbside parking lane and footpath without the prior approval of Council.
- (p) Occupants of neighbouring properties shall be advised of the demolition, excavation and construction activities.
- (q) Pedestrian access to neighbouring properties shall be maintained at all times.
- (r) No building materials shall be placed, dumped or left on any Council road or footpath area at any time.
- (s) The footpaths remaining in a safe condition for use by pedestrians at all times.
- (t) Separate approval is required from the Waverley Traffic Committee, Waverley Council, NSW Police Force and Roads and Maritime Service of NSW before any roads are fully closed to through traffic.
- (u) Separate approval is required from the Waverley Traffic Committee and/or Waverley Council for:
 - (i) Installation of a tower or other on-site crane,
 - (ii) The use of any concrete line or boom pump, crane or hoist over a footpath,
 - (iii) The closure of the footpath or nature strip to pedestrians,
 - (iv) The use of any other parking adjacent to the site,
 - (v) The erection of a hoarding.

1. Executive Summary

Council has received the following for the NSW Land and Environment Court approved development at 73-89 Ebley Street, Bondi Junction:

1. A Construction Vehicle and Pedestrian Plan of Management (CVPPM) prepared by SBMG Planning
2. An application from the developers/builder to install a Work Zone in MacKenzie Street.

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

2. Introduction/Background

The site at 73-89 Ebley Street, Bondi Junction is located on Ebley Street, south side, between Brisbane Street and MacKenzie Street.

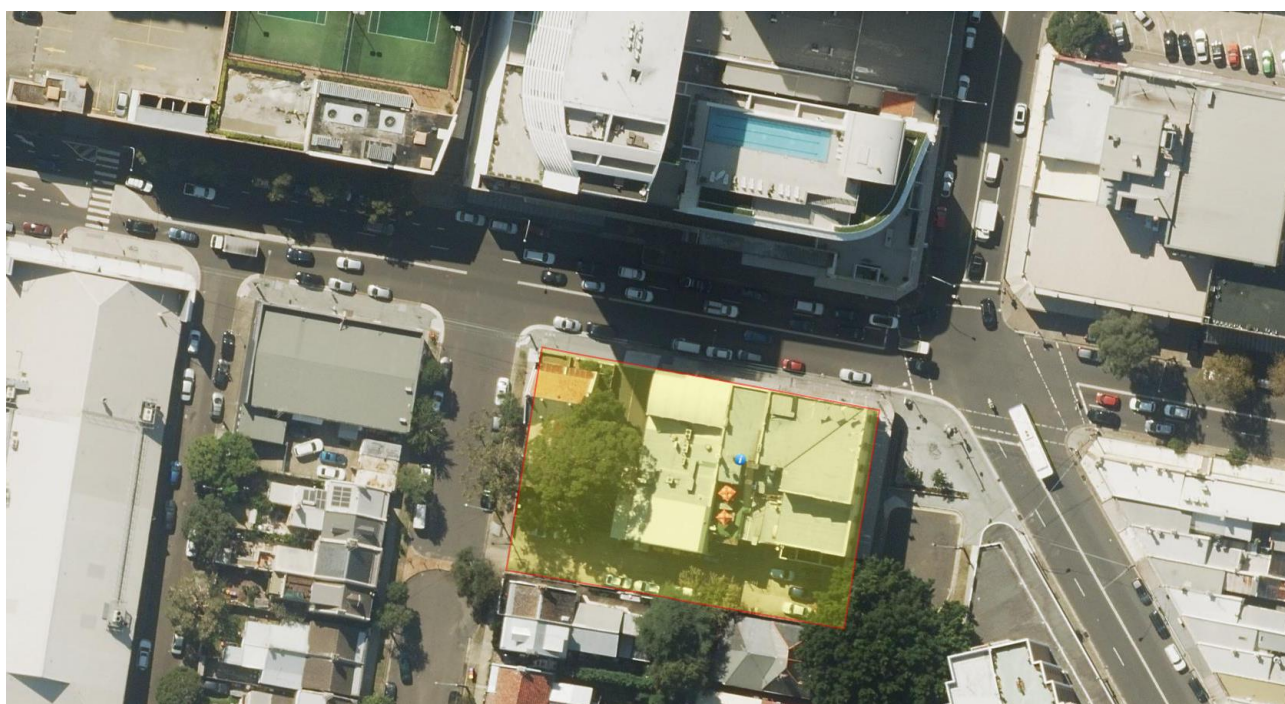


Figure 1 – Aerial image of 73-89 Ebley Street, Bondi Junction



Figure2 – Street views showing site location

Development Consent DA-572/2015 at 73-89 Ebley Street, Bondi Junction for a seven (7) storeys mixed use development with ground floor retail and residential apartments above, rebuilding of Cock 'n' Bull Hotel and associated parking was granted by Land and Environment Court of NSW on 30 June 2017, subject to conditions.

Conditions 33 and 61 of the consent require the following:

33. CONSTRUCTION VEHICLE AND PEDESTRIAN PLAN OF MANAGEMENT

Prior to the issue of a Construction Certificate, the applicant shall submit a "Construction Vehicle and Pedestrian Plan of Management" (CVPPM) for the approval of the Executive Manager, Creating Waverley

The CVPPM shall provide, but not be limited to, details of the following:

- a. *The proposed route to be taken by demolition/construction vehicles in the Council area when accessing and exiting the site.*
- b. *The type, size and number of demolition/construction vehicles for each of the separate phases of the development. Trucks with dog trailers and semi-trailers may not be approved for use if it is considered with the information provided that:*
 - *Such vehicles cannot adequately and safely gain access to and from the site or*
 - *Access into or out of the site may not be possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site.*
- c. *The location of truck holding areas remote from the site should Council not give approval for demolition/construction vehicles to stand on the roadway in the vicinity of the site.*
- d. *Traffic control measures to be put in place when trucks, manoeuvring in the vicinity of the site, will interfere with the free flow of traffic.*
- e. *The location and materials of construction of temporary driveways providing access into and out of the site.*
- f. *The location and length of any proposed Works/Construction Zones. Note:*
 - *Works/Construction zones require the approval of the Waverley Traffic Committee and Council prior to installation.*
 - *It is illegal to:*
 - i. *Park a vehicle exceeding 4.5 tonnes on a roadway for more than one (1) hour unless signs are installed to the contrary*
 - ii. *Barricade/reserve a section of roadway without the prior approval of Council*
- g. *The hours of operation of demolition/construction vehicles.*
- h. *The number of and where it is proposed to park light vehicles associated with staff/employees/contractors working on the site.*
- i. *How it is proposed to cater for the safe passage of pedestrians past the site. The details shall include:*
 - *The route required to be taken by pedestrians including signage and any other control measures that will need to be put in place to direct and keep pedestrians on the required route*
 - *Any obstructions such as street furniture, trees and bollards etc., that may interfere with the safe passage of pedestrians*
 - *The type(s) of material on which pedestrians will be required to walk*
 - *The width of the pathway on the route*
 - *The location and type of proposed hoardings*
 - *The location of existing street lighting*

- j. Any bus zones, taxi zones etc., that may be affected/require temporary relocation as a result of development works.

61. CONSTRUCTION HOURS

Demolition and building work must only be undertaken between the hours of 7am and 5pm on Mondays to Fridays and 8am to 3pm on Saturdays with no work to be carried out on:

- (a) *The Saturday (except minor renovation or refurbishment to a single dwelling construction) and Sunday which form part of public holiday weekends; and*
- (b) *Sundays and public holidays*

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000.

In accordance with the above, SBMG, on behalf of the applicant, has submitted a CVPPM (attached), which covers the demolition, excavation and construction phases of development.

In accordance with standard practice, in Waverley Council, it is proposed that the Work Zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the DA Consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve Work Zones at the same length as the frontage, regardless of the location of driveways, for a minimum of thirteen weeks.

3. Technical Analysis

SITE DESCRIPTION

The development site has frontages to Ebley Street, Brisbane Street/Bronte Road and MacKenzie Street. Ebley Street, Brisbane Street and MacKenzie Street are two-way local roads. The site is located at the signalised intersection of Bronte Road and Ebley Street. Bronte Road is a regional, two-way road.



Figure3 – Street views showing traffic signal

There are two vehicular accesses onto the site. One from Ebley Street and the other from MacKenzie Street. MacKenzie Street and Brisbane Street end in cul-de-sacs alongside the site. Parking restrictions at the site surroundings are as follows:

- Ebley Street: 1/2P Ticket 8am-6pm 3P ticket 6pm-9pm
- Mackenzie Street: 1/2P Ticket 8am-9pm
- Brisbane Street: 2P 8am-3pm 1/2P 3pm-8pm Area 22 Permit Holders Excepted

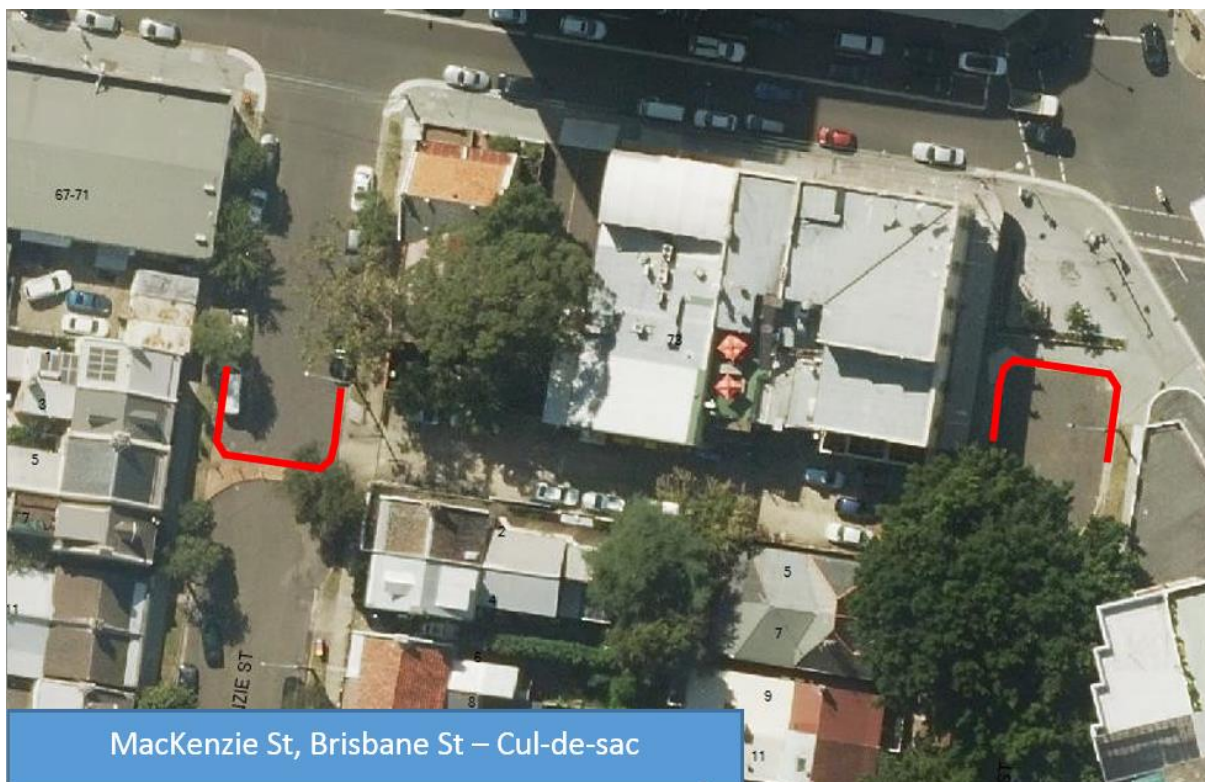


Figure4 – Aerial image – Mackenzie St& Brisbane St – Cul-de-sac

STAGING OF WORKS

The development involves demolition of existing buildings and construction of a new mixed use building of seven (7) storeys over a period of some 15 months commencing in May, 2018.

(A) Demolition& Excavation Phases

Duration: 16 weeks commencing March, 2018

Vehicle Type and Size (Proposed): 19m long Truck and Trailer

Number of Persons on Site: Not provided

Estimated Number of trucks per Day: 60 in/out during the peak days

Proposed Site Access Times:

9.00am- 5.00pm Monday to Friday

9.00am- 3.00pm Saturdays

Truck Routes:

- (a) **To the Site:** East on Darley Road, north on Carrington Road, north on Bronte Road and then west on Ebley Street.
- (b) **From the Site:** North on MacKenzie St, west on Ebley Street, north on Denison Street, west on Oxford Street and then west on Syd Einfeld Drive.

Traffic Control: To facilitate trucks entering and exiting the site in a forward direction, RMS certified traffic controllers will be employed for the entire duration of the works.

Construction/Works Zone: Not required for this phase. All vehicles to be loaded and unloaded on-site.

Comment by Council Traffic Engineer

No objection on traffic and parking grounds to access to and from the site as proposed during the demolition and Excavation phases. It is recommended the truck size be reduced to 16m overall in the busy Bondi Junction CBD precinct.

(B) Construction/ Structure Phase

Duration: 11 months commencing September 2019

Vehicle Type and Size (Proposed): Semi trailer of 19m length

Estimated Number of trucks per Day: 45 in/out during the peak days

Number of Persons on Site: Not provided

Proposed Site Access Times:

9.00am- 5.00pm Monday to Friday

9.00am- 3.00pm Saturdays

Truck Routes:

As per demolition and excavation phases above.

Traffic Control: To facilitate trucks entering and exiting the site and construction/works zone in a forward direction, RMS certified traffic controllers will be employed for the entire duration of the works.

Construction/Works Zone: A 25m long, one vehicle wide construction/Works zone is proposed on the eastern side of MacKenzie Street. **See work zone section below**

Comment by Council Traffic Engineer

No objection on traffic and parking grounds to truck access to and from the site as proposed during the construction phase. After discussions with the builder and difficulties that will arise in manoeuvring a 19m long semi-trailer into and out of MacKenzie Street, the vehicle for this phase has been reduced to 8.8m (MRV).

CONSTRUCTION/WORKS ZONE

It is intended that all vehicle loading and unloading, including the removal of excavated material is to occur within the site boundaries during the demolition and excavation stages. A 25m construction/work zone is proposed in Mackenzie Street for the construction phase. The zone will be utilised for loading/unloading the material and standing plant including concrete pump/truck subject to separate Council approval. The details for the proposed Works Zone are outlined in *Table 1*, as follows:

Table 1 73-89 Ebley Street, Bondi Junction – Construction/ Works Zone details

Applicant	GJ Building & Contracting P/L
Development Application	DA-572/2015
Works	Demolition of existing dwelling and construction of mixed use building (up to seven storeys) with ground floor retail, residential above, basement car-park and associated landscaping.
Approved Hours of Construction	7am-5pm Mon-Fri, 8am-3pm Sat
Frontage Length	Brisbane Street: 35m Ebley Street: 55m MacKenzie Street: 36m
Road	MacKenzie Street Brisbane Street Ebley Street
Existing Parking	Ebley Street: 1/2P Ticket 8am-6pm 3P ticket 6pm-9pm Mackenzie Street: 1/2P Ticket 8am-9pm R Brisbane Street: 2P 8am-3pm 1/2P 3pm-8pm Area 22 Permit Holders Excepted
Requested Length	25m
Proposed Length	25m
Duration	13 weeks minimum
Beginning	May 2019
Fee Area	Commercial Zone

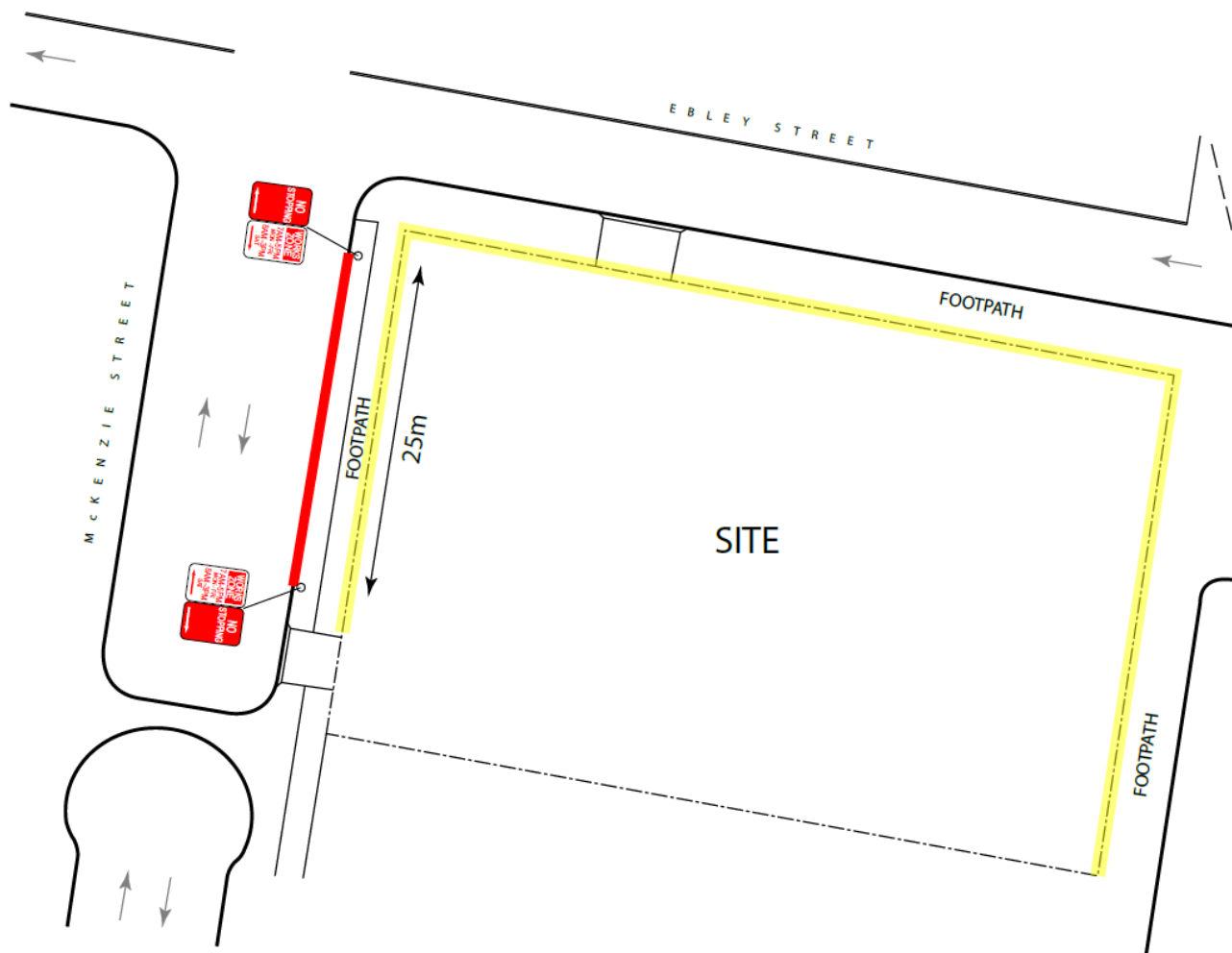


Figure3 – 73-89 Ebley Street – Proposed Construction/Works Zone

Hours of activity at the site are complying with the standard development approval times 7am – 5pm Monday – Friday 8am – 3pm Saturday with no work to be carried out on:

- (a) The Saturday (except minor renovation or refurbishment to a single dwelling construction) and Sunday which form part of public holiday weekends; and
- (b) Sundays and public holidays

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2000.

TRUCK LAYOVER AREA

A truck layover area to hold trucks prior to being called into the site is nominated outside Waverley LGA.

Comment by Council Traffic Engineer

No objections on traffic or parking grounds

PARKING FOR EMPLOYEE VEHICLES

It is proposed that employees utilise public transport or park in a designated, off-street parking areas.

Comment by Council Traffic Engineer

Parking arrangements considered satisfactory.

PEDESTRIAN MANAGEMENT/HOARDINGS

Pedestrian access surrounding the site is to be managed safely during all stages of development.

Hoardings are proposed as follows and are subject to a separate application to Council to Council's Building Waverley section.

Demolition Phase

Class "B" hoarding over the works/construction in Ebley Street and Brisbane Street.

Excavation Phase

Class "A" hoarding throughout the entire perimeter of the site.

Construction/Fit Out

As above.

Comment by Council Traffic Engineer

No objections to the installation of hoardings as proposed. Approval requires separate application to Council.

TOWER CRANE INSTALLATION

A tower crane will be installed to take materials into and out of the site. Crane permits will require a separate application to Council.

Guidelines used:

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

4. Financial Information for Council's Consideration

The applicant is responsible for the costs associated with implementing all aspects of the Construction Vehicle and Pedestrian Plan of Management including the work zone.

5. Attachments:

1. 73 Ebley Street - CVPPM



Construction Vehicle and Pedestrian Plan of Management

73-89 Ebley Street, Bondi Junction

Mixed Use Development

Prepared for: GJ Building & Contracting Pty Ltd

Prepared By: Matthew Young
RMS Design & Inspect Traffic Control Plans
Certificate #: 2243017058 Exp:06/02/2018

Monday, 22 January 2018
Document Number: SBMG01655-00 R1

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1 Project Details

1.1 Project Summary

Project: Mixed Use Development

Location: 73-89 Ebley Street, Bondi Junction NSW

Hours of Operation: Monday – Friday 7am – 5pm
Saturday 8am – 3pm
No work on Sunday or Public Holidays
(as per condition 61)

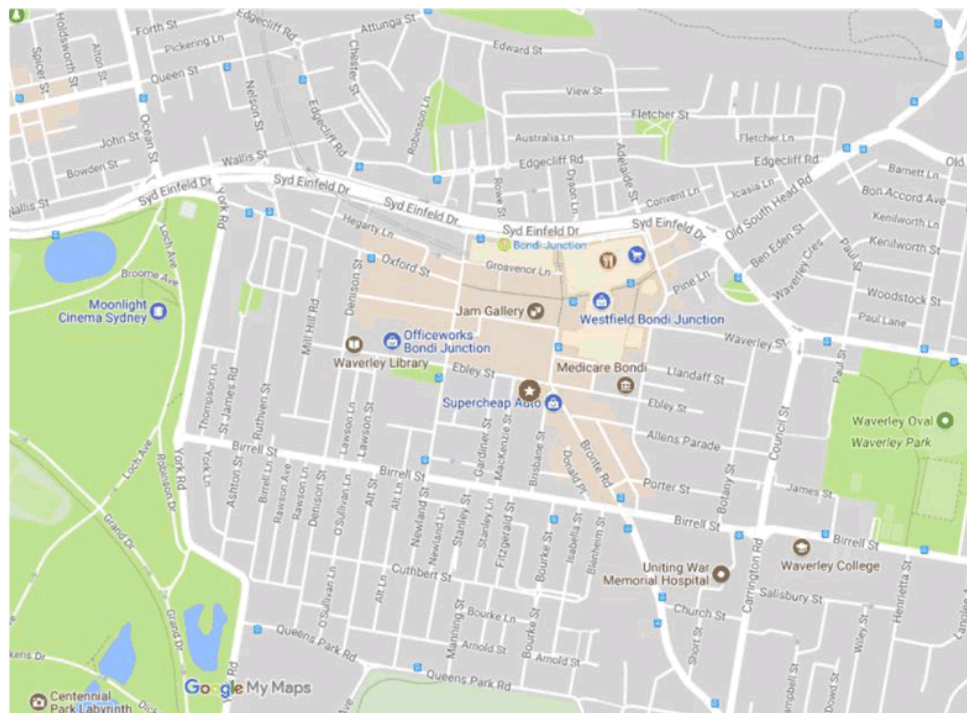
Scope of Works: Demolition of existing structures, bulk excavation and construction of a new residential flat building with ground floor retail tenancies over basement level parking.

This CVPPM has been prepared to satisfy condition 33 contained within the development consent

1.2 Revisions

Rev	Date	Description
0	11/12/17	Initial Submission
1	22/01/17	Updates to Approach and departure routes and site access as per feedback from Council dated: 19 Jan 2018

1.3 Location Map



SBMG01655-00 R1.docx

3

22 January 2018

1.4 Development Process

This traffic management plan covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

Included Stages / Phases:

Stage / Phase	Duration (approx.)
Demolition	2 Month
Excavation	2 Months
Construction	11 Months

1.5 Demolition Phase

Largest Truck Size: Truck and Trailer (up to 19m in length)

Daily Vehicle Movements: 40-60 on peak days

General Type of Works:

- Demolition of existing structures
- Tree removal
- Removal of demolished material from site

1.6 Excavation Phase

Largest Truck Size: Truck and Trailer (up to 19m in length)

Daily Vehicle Movements: 40-60 on peak days

General Type of Works:

- Piling works
- Concrete pour associated with piling
- Excavation works for basement level.
- Removal of excavated material from site.

1.7 Construction Phase

Largest Truck Size: Semi-Trailer (up to 19m in length)

Daily Vehicle Movements (General Deliveries): up to 8 on peak days

Vehicle Movements (Concrete Pour): 60-80 per pour

General Type of Works:

- General construction activity for building structure (floor slabs, walls, etc.)
- Concrete pours
- Associated plumbing and electrical works
- Fit-out works
- Associated landscaping works.

2 Proposed Management of Construction Vehicles

2.1 General

- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.

2.2 Demolition & Excavation Phases

a) Approach and Departure Routes

- Approach Route – Traveling along Alison Parade, turn left onto Darley Rd, turn left onto Carrington Rd, turn left onto Bronte and then turn left onto Ebley Street and then turn left into the site in a forward-facing direction.
- Departure Route – In a forward-facing direction exit the site onto MacKenzie Street, turn left onto Ebley Street, turn right onto Dennison Street, turn left onto Oxford Street and continue along Oxford St onto the state road network.

b) Site Access

- Site vehicles to enter and exit the site using the existing driveways off Ebley Street and MacKenzie Street.
- During the final stages of excavation, the site access from Ebley Street will not be possible. All access will only be available from MacKenzie Street.

c) Vehicle movements within the site

- Vehicles will enter and exit the site in a forward-facing direction.

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded within the site boundaries.

e) Vehicle Queuing

- Vehicles to stand within the site boundary only (see appendix A for location).

f) Removal of material from site

- Vehicles are to be loaded within site boundaries with crushed aggregate and/or shaker grid to be installed prior to exit point once hardstand area is removed.
- Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
- Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.

g) Works Zone

- None proposed.

h) Standing Plant

- All equipment to be used within the site boundary only.

i) Parking for Site Workers

- Site workers to park within site boundaries where possible, otherwise they will utilise surrounding parking facilities abiding by existing conditions.
- Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.

j) Storage for Material, Waste and Equipment

- All storage to be located within the site boundaries only.

k) Pedestrian Management

- Pedestrian access past the site as per existing conditions along the concrete footpath.
- Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.

- Boundary fencing installed to be installed around the site boundary as required to restrict public access.
- l) Traffic Lanes
 - 2-way access maintained along both Ebley Street and MacKenzie Street.

2.3 Construction Phase

- a) Approach and Departure Routes
 - Approach Route – Traveling along Alison Parade, turn left onto Darley Rd, turn left onto Carrington Rd, turn left onto Bronte and then turn left onto Ebley Street and then turn left into the site in a forward-facing direction.
 - Departure Route – In a forward-facing direction exit the site onto MacKenzie Street, turn left onto Ebley Street, turn right onto Dennison Street, turn left onto Oxford Street and continue along Oxford St onto the state road network.
 - Approach Route (Works Zone) – Traveling along Alison Parade, turn left onto Darley Rd, turn left onto Carrington Rd, turn left onto Bronte and then turn left onto Ebley Street, turn left onto McKenzie Street and then stand within the Works Zone.
 - Departure Route (Works Zone) – Exit the Works Zone onto MacKenzie Street, turn left onto Ebley Street, turn right onto Dennison Street, turn left onto Oxford Street and continue along Oxford St onto the state road network.
- b) Site Access
 - Vehicle access limited to the front of the site due to excavation footprint.
 - Suitable vehicles may use the basement once its construction is complete.
- c) Vehicle movements within the site
 - Suitable vehicles may use the basement once its construction is complete.
- d) Loading and Unloading of Vehicles
 - All vehicles to be loaded and unloaded from within the site boundaries.
- e) Vehicle Queuing
 - Vehicles to stand within the site boundary or approved Works Zone only.
 - Drivers are to contact the site prior to turning onto Darley Road from Alison Parade to ensure there is adequate space.
- f) Works Zone
 - 25m Works Zone proposed on MacKenzie Street (Subject to Council approval).
- g) Standing Plant
 - All equipment to be used within the site boundary.
 - Concrete pour from within site boundaries or approved Works Zone on MacKenzie Street (subject to Council approval), see Appendix B for relevant TCP.
- h) Material Handling
 - Onsite tower crane installed for moving material and equipment between levels
 - Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.
- i) Parking for Site Workers
 - Site workers to park within site boundaries where possible, otherwise they will utilise surrounding parking facilities abiding by existing conditions.
 - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
 - Basement may be used by suitable vehicles once its construction is complete.
- j) Storage for Material, Waste and Equipment
 - All storage to be located within the site boundaries only.
- k) Pedestrian Management
 - Pedestrian access past the site as per existing conditions along the concrete footpath.

- Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.
 - Boundary fencing installed to be installed around the site boundary as required to restrict public access.
 - A-Class hoarding and scaffolding proposed along the site frontages as required for pedestrian safety
- l) Traffic Lanes
- 2-way access maintained along both Ebley Street and MacKenzie Street.

3 Impact of Project

3.1 Residents

- Existing access to surrounding properties maintained throughout the project.
- 2-way access along both Ebley Street and MacKenzie Street maintained throughout works.

3.2 Pedestrians

- Pedestrian access maintained as per existing conditions.
- A-Class hoarding and scaffolding proposed along the site frontages as required for pedestrian safety
- Traffic controller used as required for pedestrian safety when vehicles are crossing the footpath.

3.3 Cyclists

- No significant cyclist impact due to the project; existing travel routes to remain as per normal conditions.

3.4 Local Traffic

- Limited impact on traffic flow with existing traffic lanes maintained throughout works.

3.5 Emergency Services

- Access along surrounding streets maintained throughout the project with access to surrounding properties also as per existing conditions.
- Emergency vehicles are given priority access as per normal road rules.

3.6 Public Transport

- Existing public transport infrastructure unaffected by this project.

3.7 Truck and Dog Vehicles

As per the DA condition – 33 (b) - ***Trucks with dog trailers and semi-trailers may not be approved for use if it is considered with the information submitted that such vehicles cannot adequately and safely gain access to and from the site or where access into or out of the site may not be not possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site.***

The swept paths shown in Appendix C illustrate turning manoeuvres for truck and dog vehicles along the approach and departure route. Using the existing driveways to access the site the maximum impact will be 1 parking space along Ebley Street (as shown on plan SBMG01655-12).

Using truck and dog vehicles for removal of material from the site significantly reduced the number of vehicle movements and the duration of the demolition and excavation phases. As an example the excavation phase requires approx. 22764 tonnes of material to be removed from site. Using a truck and trailer at 30 tonne per load this will take 758 loads in total. However if the site was only to use bogie vehicle the per load tonnage is reduced to a maximum of 12 per trip increasing the number of total loads to 1897.

In summary, the minor additional impact of using larger vehicles such as truck and dog combinations (removal of a single parking space) is significantly outweighed by the benefits of reducing the number

of vehicles by 66% along the approach and departure routes. Also in addition to this as they take longer to load, the per hour truck movements would also be reduced.

Appendix A – Site Plans

- SBMG01655-01B – Approach and Departure Routes – Demolition and Excavation Phases
- SBMG01655-02B – Site Overview – Demolition Phase
- SBMG01655-03B – Site Overview – Excavation Phase
- SBMG01655-04B – Approach and Departure Routes – Demolition and Excavation Phases
- SBMG01655-05 – Site Overview – Construction Phase
- SBMG01655-07 – Works Zone – Proposed Signage

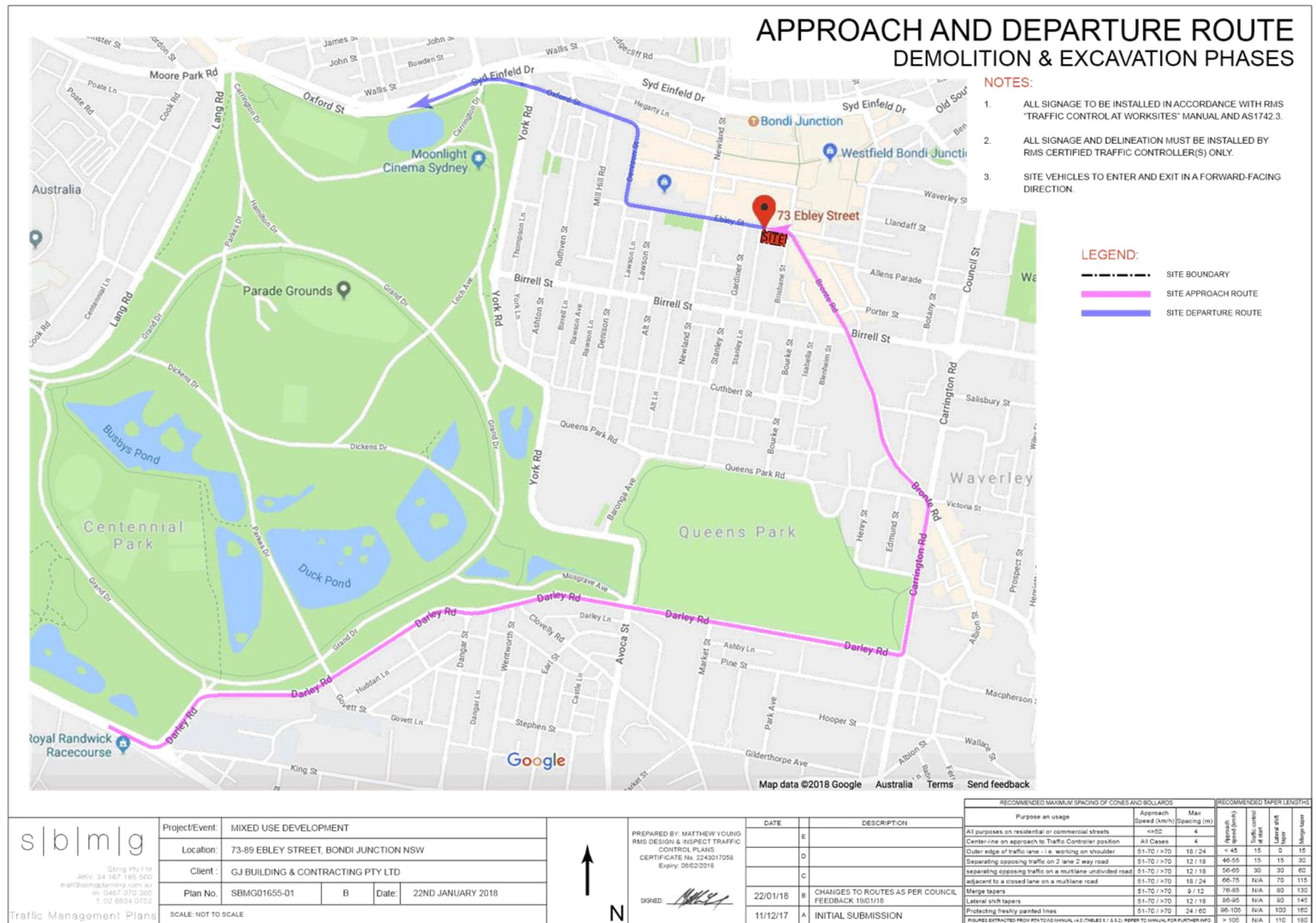
Appendix B – Traffic Control Plans

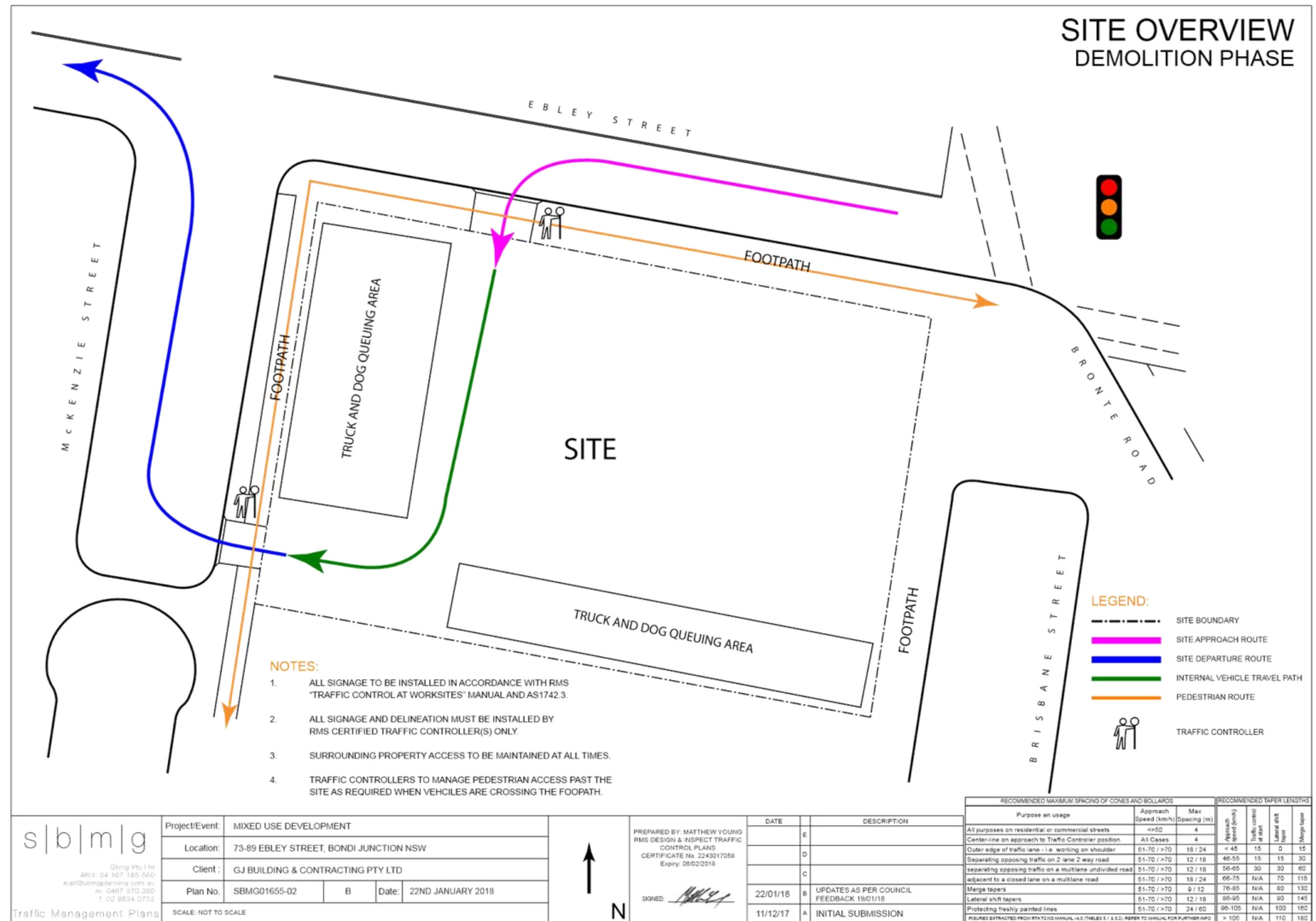
- SBMG01655-06 – Concrete Pour
- SBMG01655-20 – Awning & Façade Removal

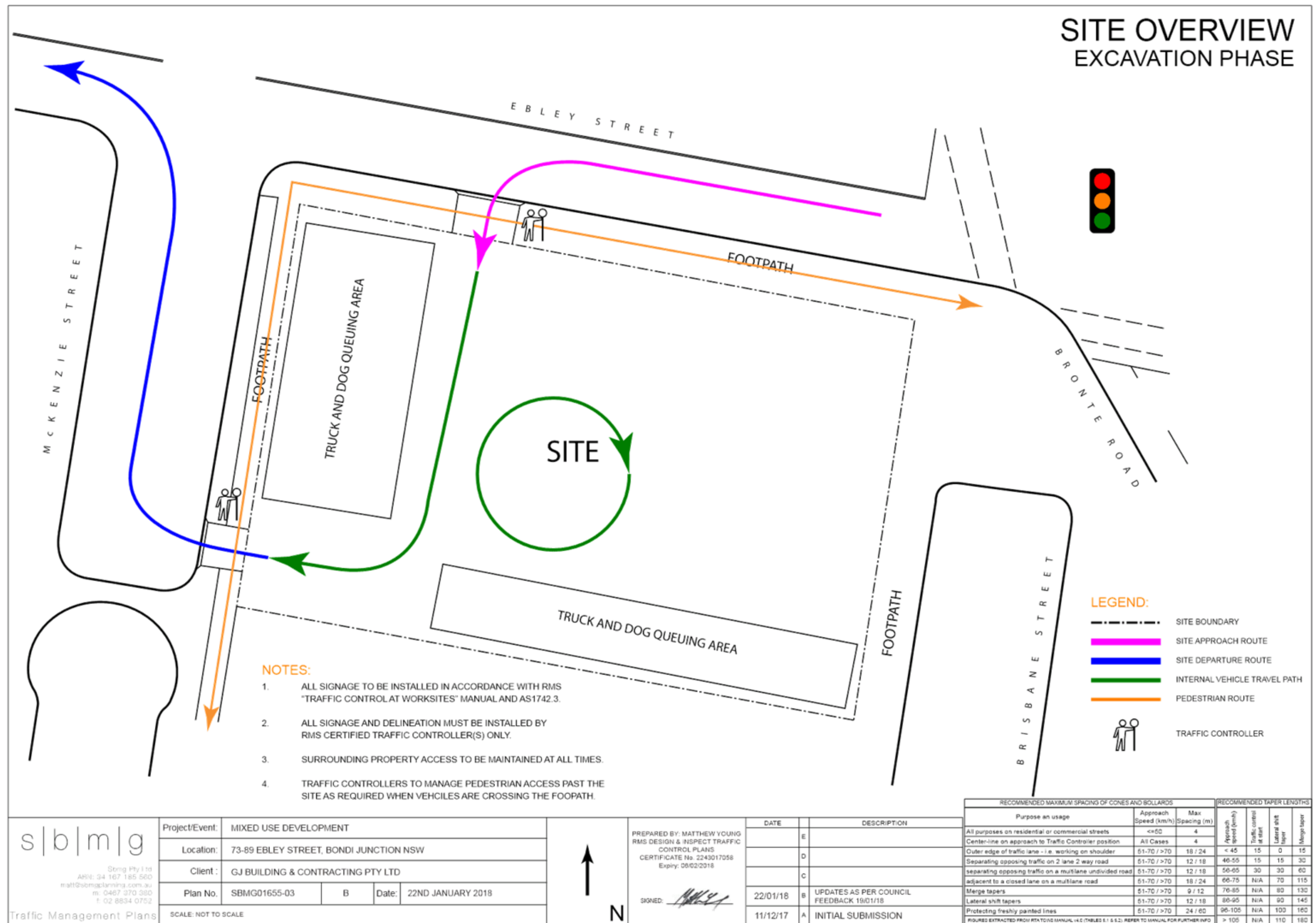
Appendix C – Swept Paths

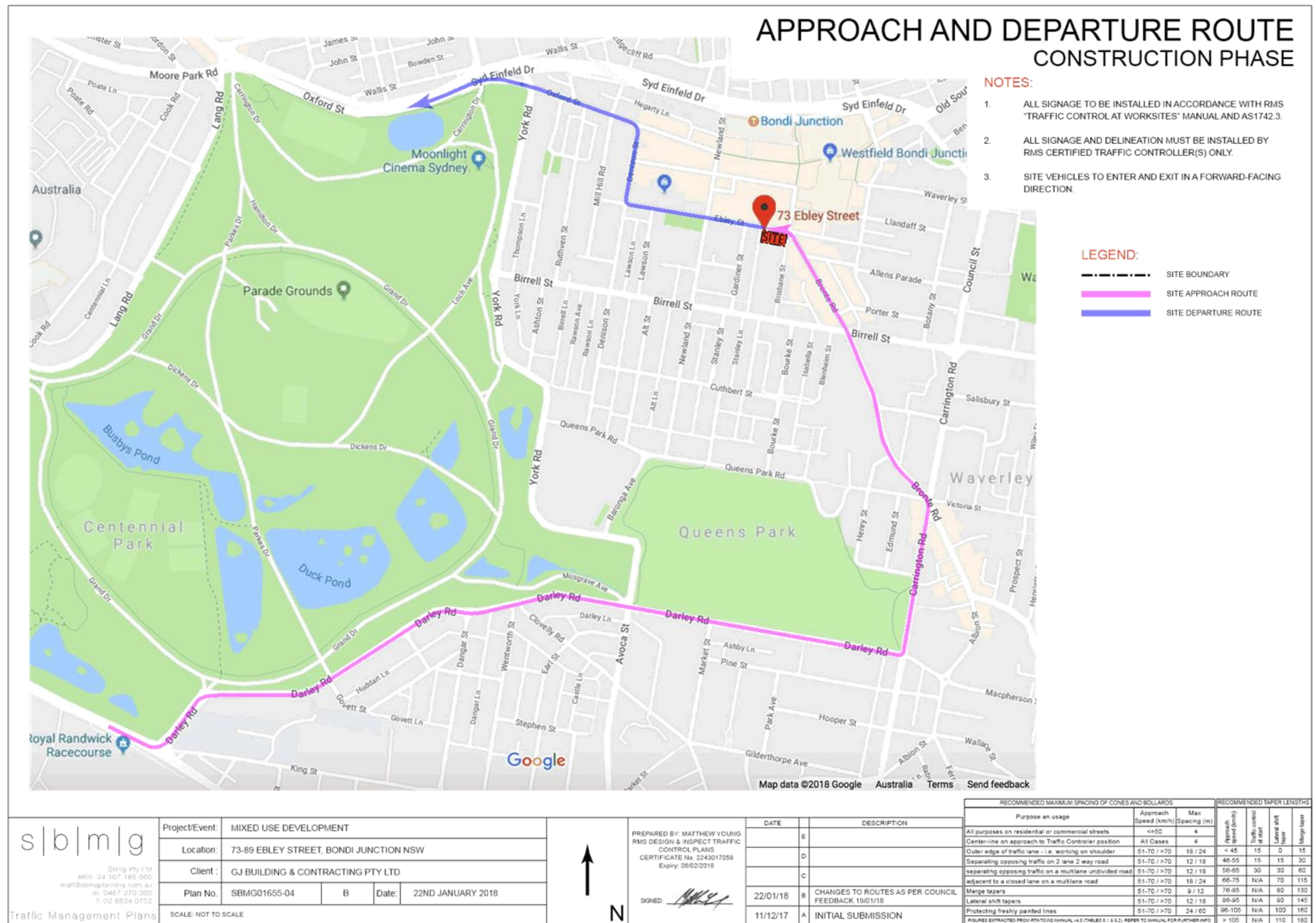
- SBMG01655-12B – Truck and Trailer Access

Appendix A











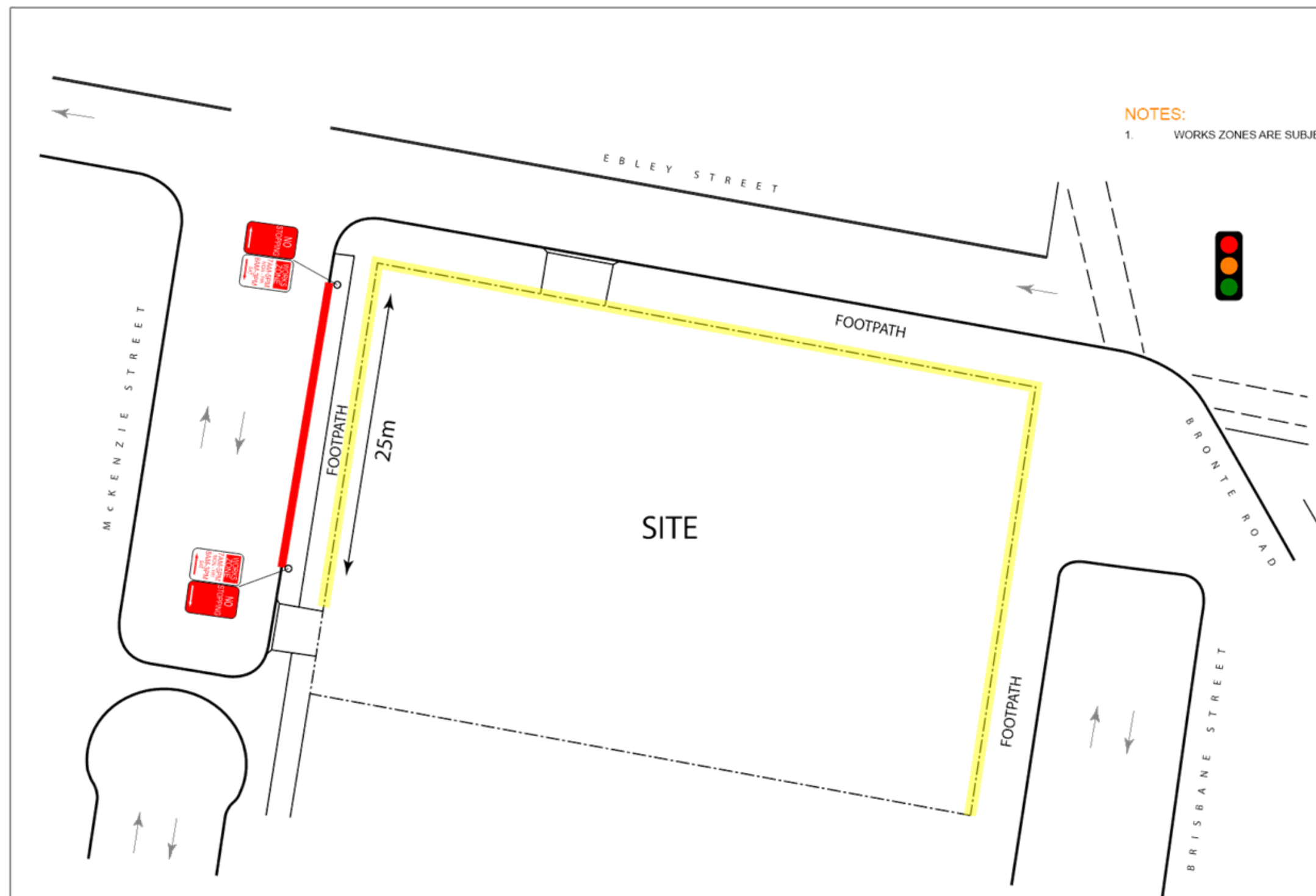
WORKS ZONE SIGNAGE PROPOSAL

NOTES:

1. WORKS ZONES ARE SUBJECT TO COUNCIL APPROVAL PRIOR TO INSTALL.

LEGEND:

- SITE BOUNDARY
- ... DELINEATION (i.e. TRAFFIC CONES)
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE
- INTERNAL VEHICLE TRAVEL PATH
- B-CLASS HOARDING
- A-CLASS HOARDING
- VEHICLE STANDING
- WORKS ZONE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER



s|b|m|g

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Traffic Management Plans

Project/Event:	MIXED USE DEVELOPMENT			
Location:	73-89 EBLEY STREET, BONDI JUNCTION NSW			
Client:	GJ BUILDING & CONTRACTING PTY LTD			
Plan No.	SBMG01655-07	A	Date:	11TH DECEMBER 2017
SCALE: NOT TO SCALE				



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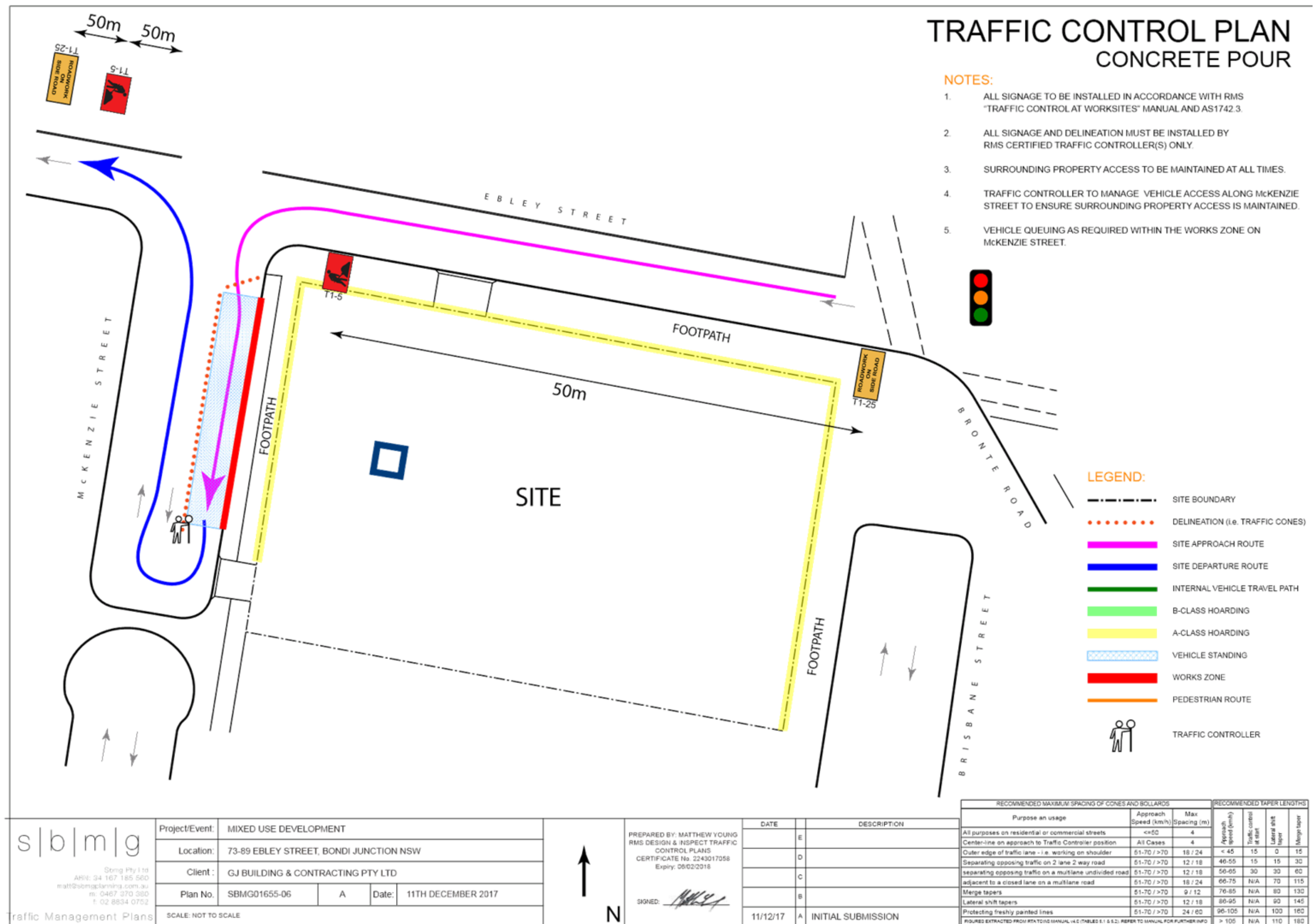
PREPARED BY: MATTHEW YOUNG
RMS DESIGN & INSPECT TRAFFIC
CONTROL PLANS
CERTIFICATE No. 2243017058
Expiry: 08/02/2018

SIGNED:

DATE	DESCRIPTION
11/12/17	INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4					
Center-line on approach to Traffic Controller position	All Cases	4					
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15	
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30	
Separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60	
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115	
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130	
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145	
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160	
FIGURES EXTRACTED FROM RTA TCMV MANUAL V4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

Appendix B



TRAFFIC CONTROL PLAN

AWNING & WALL REMOVAL

LEGEND:

- SITE BOUNDARY
- ... DELINEATION (i.e. TRAFFIC CONES)
- XXXXXX PEDESTRIAN BARRIER
- EXISTING WALL (TO BE REMOVED)
- AWNING (TO BE REMOVED)
- TEMPORARY SCAFFOLD
- PEDESTRIAN ROUTE
- ON-STREET PARKING REMOVED
- TRAFFIC CONTROLLER

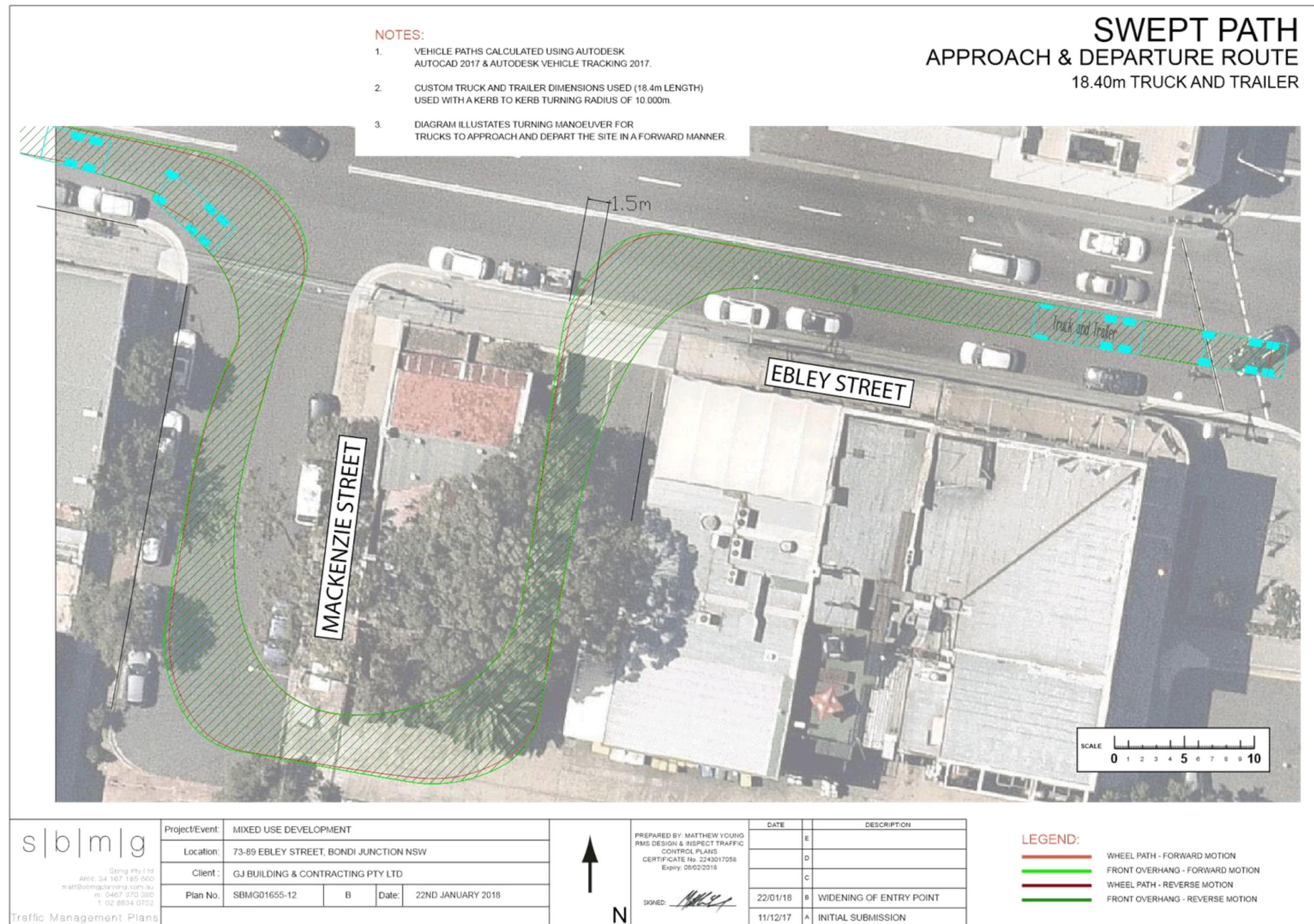
NOTES:

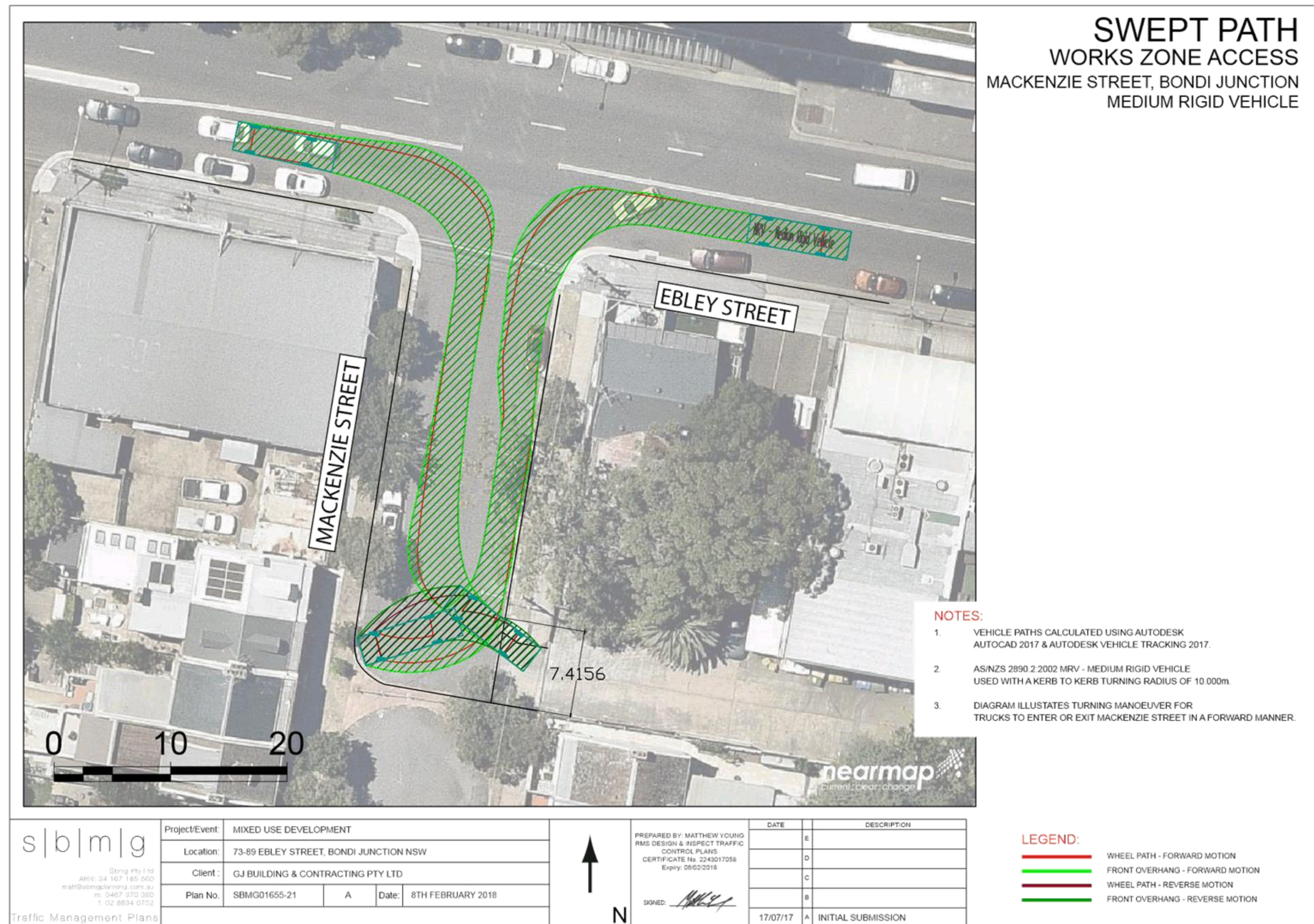
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
- ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
- SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
- TRAFFIC CONTROLLER TO GUIDE PEDESTRIANS APPROACHING MCKENZIE ST TO USE THE EXISTING PEDESTRIAN CROSSING TO CROSS EBLEY STREET.
- PEDESTRIANS APPROACHING FROM THE BRONTE ROAD INTERSECTION TO USE THE TRAFFIC SIGNALS TO CROSS EBLEY STREET.
- WORKS CARRIED OUT DURING NORMAL CONSTRUCTION HOURS (SUBJECT TO COUNCIL APPROVAL).
- ON-STREET PARKING AND PEDESTRIAN ACCESS TO BE RESTORED AFTER HOURS.
- SCAFFOLD ALONG MCKENZIE STREET ONLY REQUIRED FOR 1 DAY AND WILL BE REMOVED AT THE END OF THE SHIFT.

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	
All purposes on residential or commercial streets	<=50	4	
Center-line on approach to Traffic Controller position	All Cases	4	
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45 15 0
Separating opposing traffic on a 2 lane 2 way road	51-70 / >70	12 / 18	46-55 15 15
separating opposing traffic on a multilane undivided road adjacent to a closed lane on a multilane road	51-70 / >70	12 / 18	56-65 30 30
Merge tapers	51-70 / >70	9 / 12	66-75 N/A 70
Lateral shift tapers	51-70 / >70	12 / 18	76-85 N/A 80
Protecting freshly painted lines	51-70 / >70	24 / 60	86-95 N/A 90
			96-105 N/A 100
			> 105 N/A 110

FIGURE EXTRACTED FROM RTA/CID MANUAL, V4.0, TABLE 5.1 & 5.2. REFER TO MANUAL FOR FURTHER INFO.

Appendix C





REPORT
TC/C.05/18.02**Subject:** Bronte Cutting, Bronte - Pedestrian Walkway Barrier Trial**TRIM No:** A03/0042-04**Author:** Kablan Mowad, Senior Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council, on a 12 month trial basis:

1. Approves the provision of a 130m pedestrian walkway separated with waterfilled barriers along the eastern side of Bronte Cutting Car Park/ Calga Place between carspace No's 34 to 54.
2. Installs 'No Stopping' signage from the southern end of car space 34 to the eastern end of parking space 54.
3. Converts parking space 54 into a disabled person's parking space to replace the existing disabled parking space.
4. Removes the existing parking meters and bollards along the proposed section of separated walkway to allow for pedestrian access.
5. Contacts officer in Council's Customer First section to discuss the need, if any, to install parking meters removed to make way for the trial basis footpath.

1. Executive Summary

Following requests from the public for pedestrians to be safely catered for on the section of the Bronte Cutting carpark (Calga Place) currently without a formalised footpath, it is proposed that Council undertake a 12 month trial by removing a line of 20 parking spaces along the eastern side of the road and install water filled barriers to separate vehicles and pedestrians. Council will be required to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Large volumes of pedestrians use the local Coastal Walk on a daily basis. This walk has a 'missing link' through the Bronte Cutting car park area where the footpath terminates on the eastern side at car space marked No. 35 and continues south up the hill to car space No. 54. This 'missing link' results in pedestrians having to continue their walk along the road mixing with parked and moving vehicles.



Figure 1. Photo of Bronte Cutting car park under current conditions (pedestrians and vehicles sharing the carriageway).



Figure 2. Photo of the start of the proposed section of separated footpath (showing typical parking meter layout).



Figure 3. Photo of the end of the proposed section of separated footpath (showing disabled space to be relocated).

3. Technical Analysis

Bronte Cutting is a one way road with parking on both sides. It is 8 metres wide with rock walls along both sides in some sections. The section of Bronte Cutting where it is proposed to create the separated pedestrian path has a length of 130 meters long and contains three (3) speed humps and two (2) parking meters .

It is proposed that 20 car spaces, including 1 disabled space be removed, so that water filled barriers can be placed in the parking spaces from space No. 35 to the ramp located before car space 54. The disabled space is located immediately east of the pram ramp and it is proposed that car space 54 be converted into a disabled space to replace it during the trial.

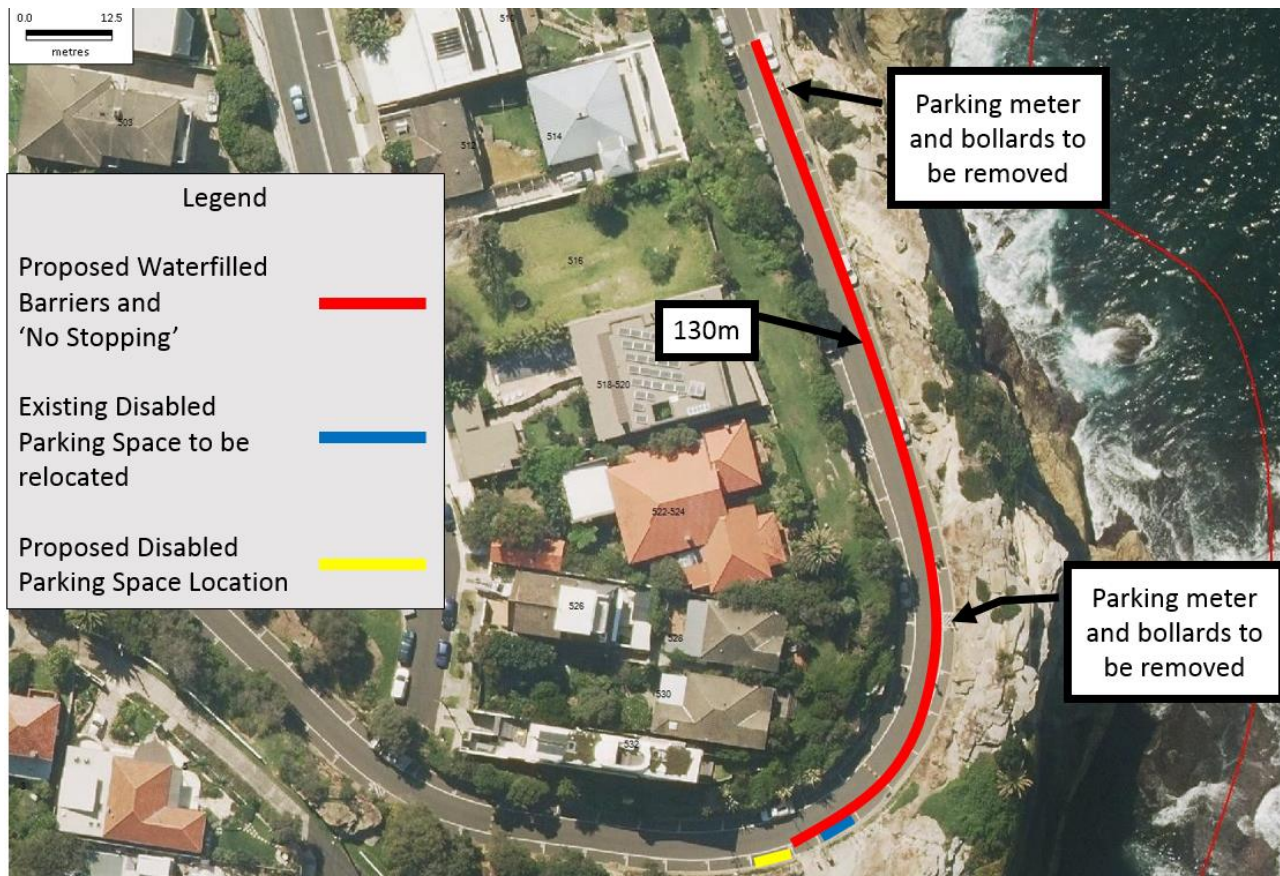


Figure 4. Aerial image of the proposal.

The water filled barriers would be placed along the outer edges of the removed parking spaces and the section would be signposted as 'No Stopping'. The parking spaces are line marked 2.1 metres wide and standard water filled barriers with a base width of 0.45m wide will result in a separated pedestrian path width of 1.65 metres. The two parking meters and bollards contained along this section would also have to be removed as they would create a restriction to pedestrian movements.

4. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.06/18.02**Subject:** Macpherson Street, Bronte - Construction Zone**TRIM No:** A03/2514-04**Author:** Kablan Mowad, Senior Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Temporarily changes the existing 25m long 'Bus Zone' outside of 175 Macpherson Street, Bronte to a 30m 'No Parking 7am – 5pm Monday–Friday 8am – 3pm Saturday Council Authorised Vehicles Excepted' zone by extending it a further 5m to the east.
2. Approves the temporary relocation of existing bus stop No. 202438 immediately east of its current location and provides a 30 m bus zone commencing from the end of the construction zone outside 175 Macpherson Street, Bronte for a distance of 30 m to the east.
3. Reinstates the bus stop and 'Bus Zone' signage to the 30m construction zone once the construction zone is no longer required.
4. Requires the applicant to notify the residents of surrounding properties prior to the construction zone being installed and bus zone being temporarily relocated.
5. Notifies the applicant that the temporary 'Bus Zone' must not be used for the standing of trucks or other building related vehicles at any time.
6. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

1. Executive Summary

This report is for the Committee to consider the installation of a construction zone on Macpherson Street in front of 175 Macpherson Street, Bronte and for the temporary relocation of a bus zone outside the site to make way for the installation of the construction zone. Council will be required to exercise its delegated function to implement the proposal.

2. Introduction/Background

The full length of the frontage of 175 Macpherson Street is currently subject to a bus zone. The applicant has requested that the bus zone be temporarily relocated some 110m to the west to outside of 155, 157 & 159 Macpherson Street (near Collingwood Street) in order to improve building vehicle access to and from the building site.



Figure 1: Aerial view of 175 Macpherson Street, Bronte.

3. Technical Analysis

The existing bus zone is located outside the site beginning partially in front of 173 Macpherson Street and extending 25 metres to the east terminating 3 metres past the eastern boundary of 175 Macpherson Street in front of a Council reserve/unmade portion of Tipper Avenue. The bus stop is identified as No. 202438.

The applicant has requested a 30m construction zone outside the site and given that there is a Council reserve to the east of the site, there are no objections to the request. This will allow for the Bus Zone to be reinstated as a 30m bus zone once the construction zone is no longer required. The proposed temporary location of the bus zone is requested to commence immediately from the eastern end of the construction zone and extend east for a distance of 30m ending at the boundary of 179 Macpherson Street as shown in Figure 4. This construction zone and bus zone relocation will result in the temporary loss of approximately 6 car spaces as well as the permanent loss of 1 car space once the bus zone is re-instated.

The applicant proposed that the Bus Zone be relocated west to outside 155, 157 & 159 Macpherson Street. However this is not supported as it will have a more direct effect on the above residents' properties, for this reason the location to the east has been proposed.



Figure 2. Proposed location for the temporary 'Bus Zone' outside the reserve/unmade section of Tipper Avenue



Figure 3. Location proposed by the applicant for the temporary 'Bus Zone' outside 155, 157 & 159 Macpherson Street- corner Collingwood Street.



Figure 4. Proposed changes to parking restrictions in the vicinity of 175 Macpherson Street, Bronte.

Applicant	Fugen Constructions Pty Ltd
Development Application	DA-201/2016
Works	Demolition of existing dwelling; and construction of dual occupancy (attached) development including basement parking.
Approved Hours of Construction	7 am–5 pm Mon–Fri 8 am–3 pm Sat
Frontage Length	15m
Road	Macpherson Street
Existing Parking	Bus Zone
Requested Length	30 m
Proposed Length	30 m
Duration	8 months
Beginning	April
Fee Area	Residential, without metered parking

4. Financial Information for Council's Consideration

The applicant will be required to pay the scheduled application fee, which covers the cost of administration and signage.

The approved usage charges for works/construction zones for the 2017/18 financial year are:

- \$60 per metre per week for residential developments.
- \$85 per metre per week for commercial and mixed-use developments.

Parking meter charges (where applicable): \$305 per week per metered car parking space.

5. Attachments

Nil.

REPORT
TC/V.01/18.02**Subject:** Wellington Street, Bondi - Construction Zone**TRIM No.:** A03/2514-04**Author:** Sam Samadian, Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal

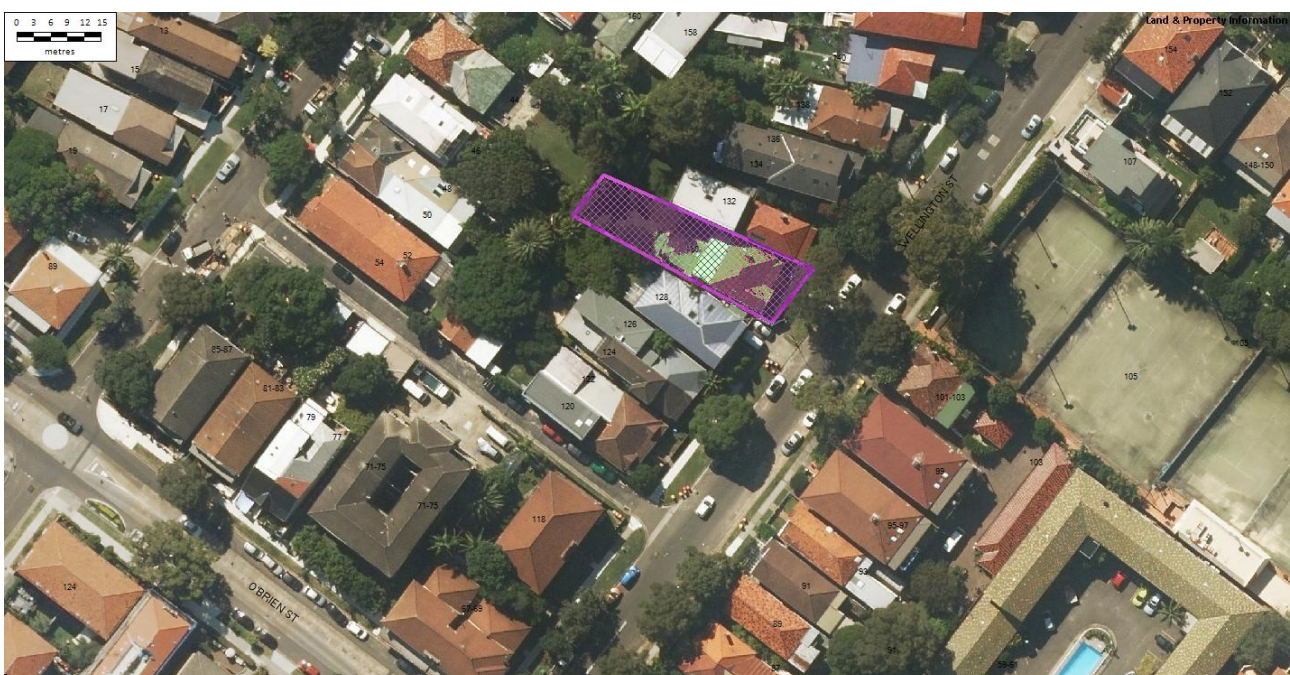
COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 12 m long 'No Parking 7 am–5 pm Monday–Friday 8 am–3 pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 130 Wellington Street, Bondi.
2. There be no blockage to through traffic on Wellington Street other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 130 Wellington Street, Bondi, for the installation of a construction zone across the site's frontage. The property has a frontage of 12 to Wellington Street. Council will need to exercise its delegated function to implement the proposal.



*Figure 1. 130 Wellington Street, Bondi – west side.***2. Introduction/Background**

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of 13 weeks.

3. Technical Analysis

The site is located on the western side of Wellington Street approximately mid- block between O'Brien Street and Hall Street. It is proposed to install a 12 m long construction zone across the site frontage.

Applicant	PARKZIP Construction P/L
Development Application	DA-523/2016
Works	Demolition of dwelling, construction of part 2/ 3 storey dwelling with swimming pool and basement garage
Approved Hours of Construction	7 am–5 pm Mon–Fri, 8 am–3pm Saturday
Frontage Length	12 m
Road	Wellington Street
Existing Parking	2P 8 am–10 pm Permit Holders Excepted Area 4
Requested Length	9 m
Proposed Length	12 m
Duration	13 weeks
Beginning	January
Fee Area	Residential, without metered parking
Estimated Fees	\$720 per week

Table 1. 130 Wellington Street, Bondi Beach.



Figure 2. Aerial photograph of 130 Wellington Street, Bondi Beach.

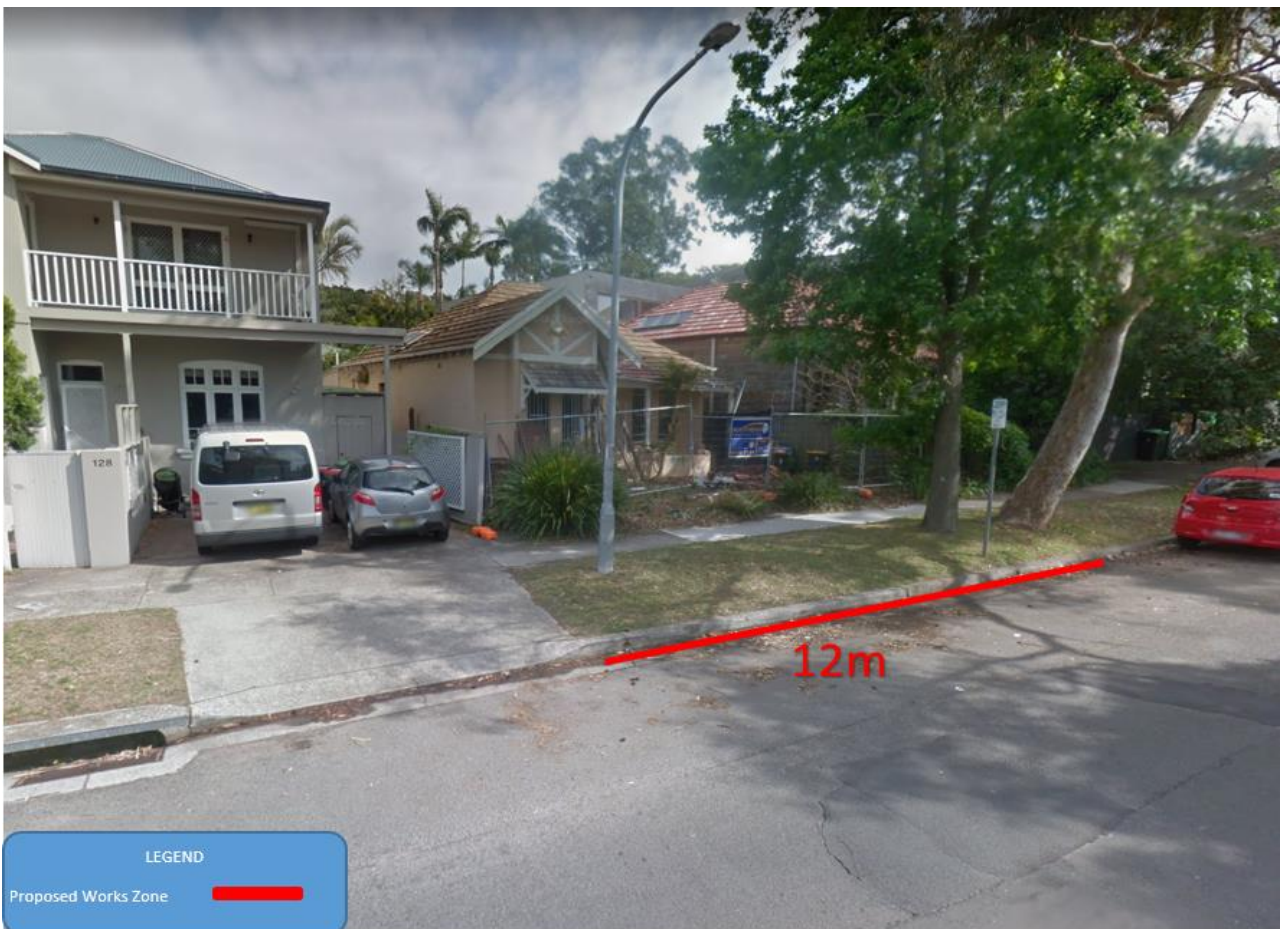


Figure 3. Street view of 130 Wellington Street, Bondi Beach.

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2017/18 financial year are:

- \$60 per metre per week in a residential developments.
- \$85 per metre per week in a commercial and mixed-use developments.

5. Attachments:

Nil

REPORT
TC/V.02/18.02

Subject: Lamrock Avenue, Bondi Beach - Construction Zone

TRIM No.: A03/2514-04

Author: Sam Samadian, Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That:

1. Council installs a 12.5m long, 'No Parking 7am–5pm Monday–Friday; 8am–3pm Saturday Authorised Council Vehicles Excepted' zone across the frontage of 70 Lamrock Avenue, Bondi Beach.
2. There be no blockage to through traffic on Lamrock Avenue other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 70 Lamrock Avenue, Bondi Beach, for the installation of a construction zone across the site's frontage. The property has a frontage of 12.5m. Council will need to exercise its delegated function to implement the proposal.



Figure 1. 70 Lamrock Avenue, Bondi Beach— South side.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles.

The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of 13 weeks.

3. Technical Analysis

The site is located on the southern side of Lamrock Avenue between Rickard Avenue and Forest Knoll Avenue.

Applicant	Citywide Building Construction Group P/L
Development Application	DA-137/2017
Works	Demolition of existing residence and construction of a dual occupancy (semi-detached) with integrated garage and strata subdivision.
Approved Hours of Construction	7 am–5 pm Mon–Fri, 8 am–3pm Saturday
Frontage Length	12.5 m
Road	Lamrock Avenue
Existing Parking	2P 8 am–10 pm Permit Holders Excepted Area 4
Requested Length	12.5 m
Proposed Length	12.5 m
Duration	13 weeks
Beginning	January
Fee Area	Residential, without metered parking
Estimated Fees	\$750 per week

Table 1. Application details for 70 Lamrock Avenue, Bondi Beach.



Figure 2. Street view of 70 Lamrock Avenue, Bondi Beach.

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2017/18 financial year are:

- \$60 per metre per week in a residential developments.
- \$85 per metre per week in a commercial and mixed-use developments.

5. Attachments:

Nil

REPORT
TC/V.03/18.02**Subject:** Military Road, Dover Heights - Construction Zone**TRIM No.:** A03/2514-04**Author:** Sam Samadian, Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal**COUNCIL OFFICER'S PROPOSAL:**

That:

1. Council installs an 18 m long, 'No Parking 7am–5pm Monday–Friday; 8am–3pm Saturday Authorised Council Vehicles Excepted' zone on the Kobada Road frontage of 286 Military Road, Dover Heights immediately to the west of the "No Stopping" zone.
2. There be no blockage to through traffic on Kobada Road other than for short periods of time when manoeuvring vehicles into and out of the zone.
3. Council delegates authority to the Executive Manager, Creating Waverley, to extend the length and duration of or remove the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 286 Military Road, Dover Heights, for the installation of a construction zone along the Kobada Road frontage of 286 Military Road. Council will need to exercise its delegated function to implement the proposal.

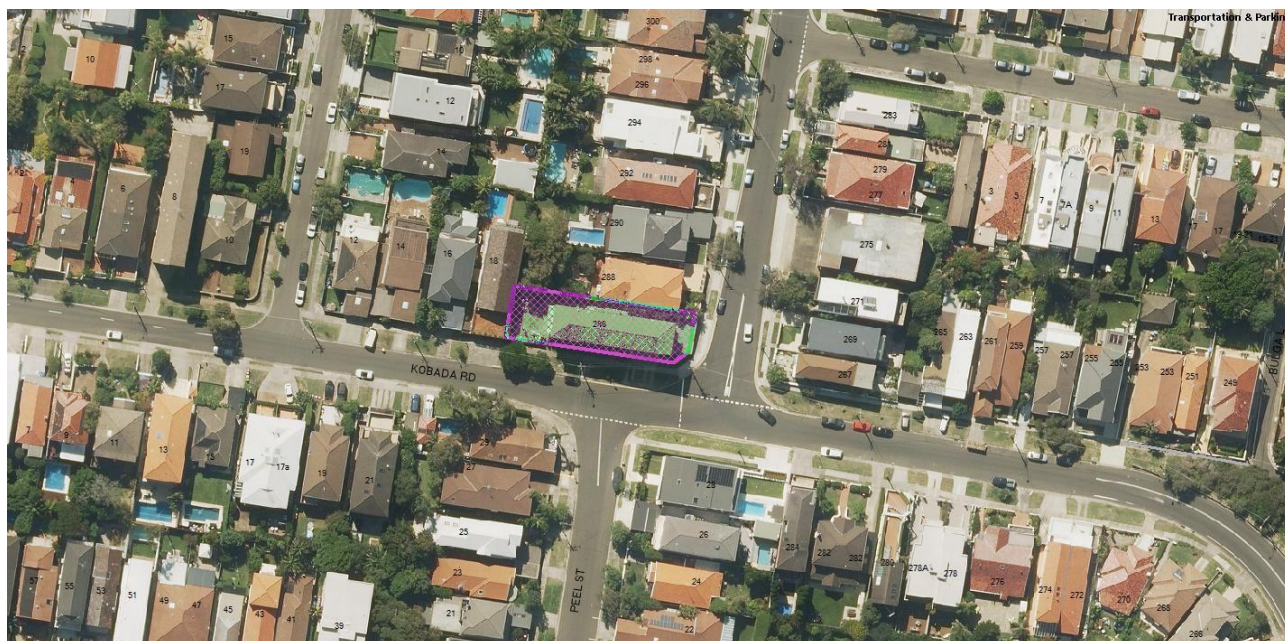


Figure 1. 286 Military Road - North-west corner of Kobada Road and Military Road, Dover Heights.

2. Introduction/Background

In accordance with standard practice at Council, it is proposed that the zone be signposted 'No Parking Council Authorised Vehicles Excepted' for the approved construction hours under the development consent. Council will then issue the applicant with a number of transferable permits to be used on their construction-related vehicles. The Traffic Committee and Council generally only approve construction zones at the same length as the frontage, regardless of the location of driveways, for a minimum of 13 weeks.

3. Technical Analysis

The site is located on the northern- west corner of Military Road and Kobada Road, Dover Heights. It is proposed to install an 18 m long construction zone outside the property along the Kobada Road frontage, immediately to the west of the existing 'No Stopping' zone.

Applicant	PWS Construction Group P/L
Development Application	DA-313/2015
Works	Modifications to make alterations to sunhoods and louvre screens, removal and replacement of street trees, removal of stairs and new car parking at the rear
Approved Hours of Construction	7am–5pm Mon–Fri, 8am–3pm Saturday
Frontage Length	12m to Military Road and 52m to Kobada Road.
Road	Military Road and Kobada Road.
Existing Parking	Military Road : No Stopping- full frontage Kobada Road: part unrestricted and part "No Stopping"
Requested Length	18 m
Proposed Length	18 m
Duration	13 weeks
Beginning	January
Fee Area	Residential, without metered parking
Estimated Fees	\$1080 per week

Table 1. 286 Military Road, Dover Heights.



Figure 2. Proposed Construction Zone at 286 Military Road, Dover Heights.

4. Financial Information for Council's Consideration

The applicant will be required to pay the approved application fee, which covers the cost of administration and signage.

The approved usage charges for the 2017/18 financial year are:

- \$60 per metre per week in a residential developments.
- \$85 per metre per week in a commercial and mixed-use developments.

5. Attachments:

Nil

REPORT

TC/V.04/18.02



Subject: Hardy Street, North Bondi - Installation of Kerb Blister

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

"COUNCIL OFFICER'S PROPOSAL:

That Council installs a kerb blister, chevron sign and changes line marking on the eastern side of Hardy Street south of Kippara Road as per Drawing 8958, Issue A, attached to this report.

1. Executive Summary

A request has been received for Council to consider installing a concrete, kerb side traffic island/blister to prevent vehicles from parking illegally in a "No Stopping" zone in place between the driveway to 37 Hardy and Kippara Road, North Bondi. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

The subject location, on the eastern side of Hardy Street immediately south of Kippara Road, has an extended, existing "No Stopping" zone marked in yellow paint and includes a white painted kerb side island. The extended "No Stopping" zone improves sight distances for residents exiting their driveways to the south of and over a crest of Hardy Street and also for drivers turning out of Kippara Road. There is also a central median island on Hardy Street at this location.

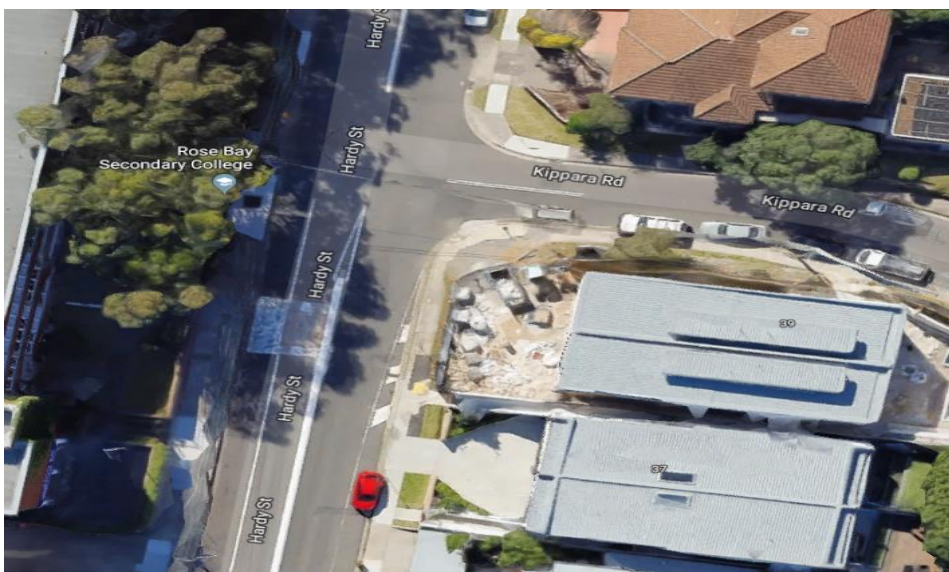


Figure 1: Aerial photograph—Hardy Street south of Kippara Road.

3. Technical Analysis

The illegal parking at this location is an ongoing issue from both building related vehicles and from parents and others dropping off and picking up students at the close by Rose Bay Secondary College. Council initially installed plastic delineation flaps on the outer edge of a kerb side blister island approximately 2 years ago in an attempt to discourage drivers from parking illegally in the zone and over the painted island. The delineators failed to discourage the illegal parking behaviour and Council is now proposing to install a concrete kerb blister with chevron sign between the driveways at No. 37 and 39 Hardy Street.



Figure 2. Vehicle illegally parked at the subject location- Note- delineators missing from “No Stopping” zone with painted island.



Figure 3. Photo of the subject section of kerb between the 2 driveways to 37 (RHS) and 39 Hardy Street.

4. Financial Information for Council’s Consideration

Council will fund the installation of the kerb blister and associated signs and lines from existing budgets.

5. Attachments

1. Island at 39 Hardy Street - Layout Plan .



REPORT

TC/V.05/18.02



Subject: Beach Road, Bondi Beach - Pedestrian Refuges

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of line marking, signage and pedestrian facilities at the intersection of Beach Road and Blair Street, Bondi Beach, as per Drawing 8948 Issue B attached to this report.

1. Executive Summary

The matter of installing pedestrian facilities to aid crossing Beach Road on both sides of Blair Street was last considered by the Waverley Traffic Committee (WTC) at its meeting of 23 November 2017 (item TC/V.05/17.11 Beach Road, Bondi Beach – Pedestrian Refuges).

Council at its meeting on 12 December, 2017 adopted the following recommendation from the Committee:

That:

- 1. The Council Officer's Proposal not be adopted.*
- 2. The item be deferred for further consideration of:*
 - (a) Minimum travel lane widths of 3.08 m.*
 - (b) Swept paths.*

These matters have now been addressed by Council's design team.

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

2. Technical Analysis

The concerns raised at the previous WTC meeting have now been addressed with amended swept wheel paths and increased lane widths.

3. Financial Information for Council's Consideration

Council will fund the installation of the pedestrian refuge from existing budgets.

4. Attachments

1. Waverley Traffic Committee Report Beach Road, Bondi Beach – Pedestrian Refuges 23 November 2017
2. Beach Road and Blair Street Refuges -Traffic Committee Drawing - Rev B .

REPORT
TC/V.05/17.11

Subject: Beach Road, Bondi Beach – Pedestrian Refuges

TRIM No.: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of line marking, signage and pedestrian refuges at the intersection of Beach Road and Blair Street, Bondi Beach, as per Drawing 8948 Issue A attached to this report.

1. Executive Summary

Council has received representations from local residents requesting consideration be given to installing traffic facilities to improve the safety of pedestrians crossing Beach Road, Bondi Beach at Blair Street. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Council's design team has undertaken a detailed design of the refuge islands (attached) and is seeking to have them approved for construction.

3. Technical Analysis

Crash data shows that there have been no recorded crashes in the last five years at the intersection. There have been two crashes on record involving pedestrians at the intersection: one in 2005, involving a pedestrian travelling north on Beach Road at 0 km/h (walking across cycleway); and the most recent one in 2011, involving a pedestrian walking across Beach Road carriageway.

The attached design proposes the construction of pedestrian refuge islands which provide a place of safety for pedestrians in circumstances where it is difficult to cross the full width of the road in one stage. Swept paths have also been included.

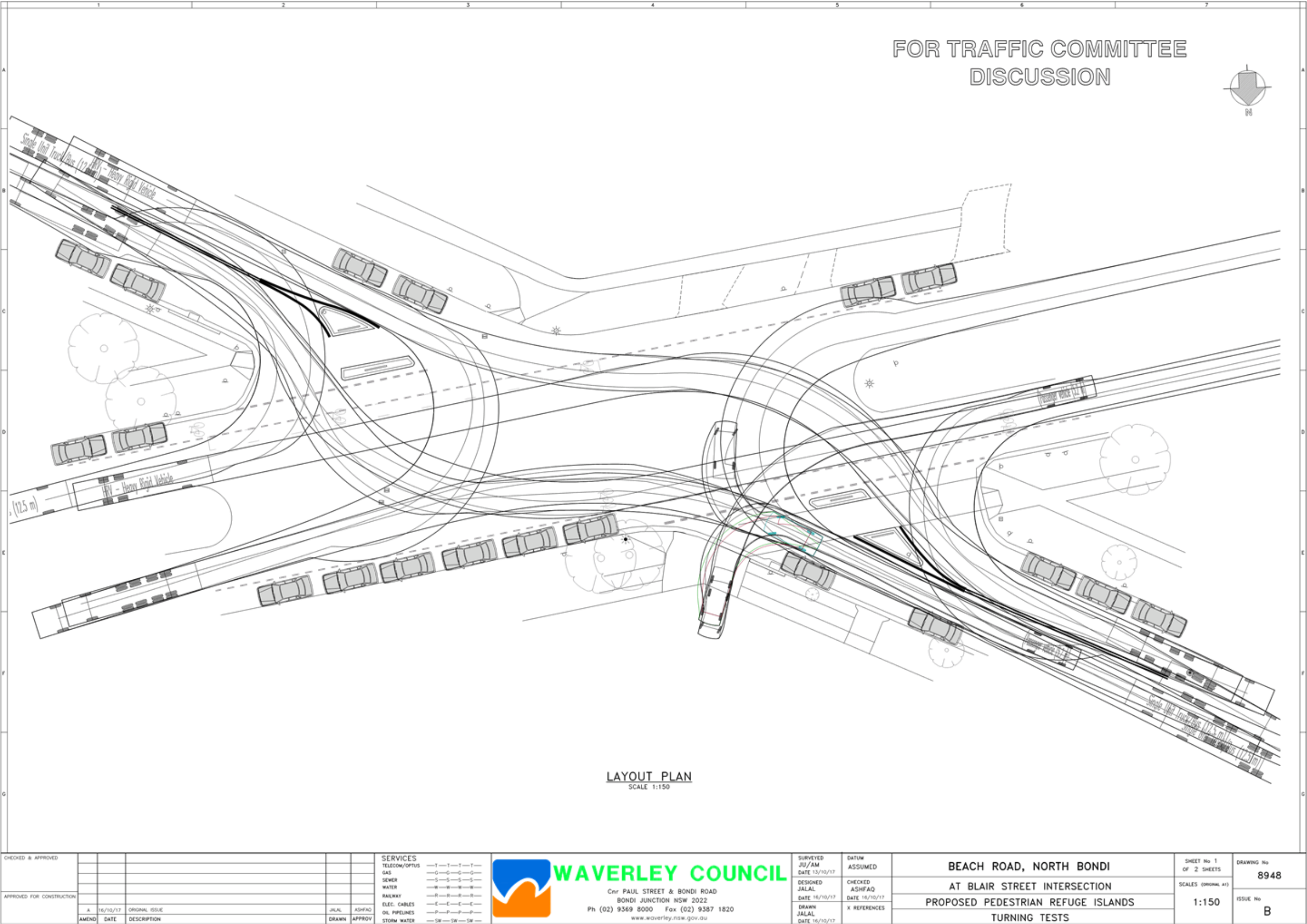
There will be no loss in on-street parking spaces, as only signposting the statutory 'No Stopping' restrictions is proposed.

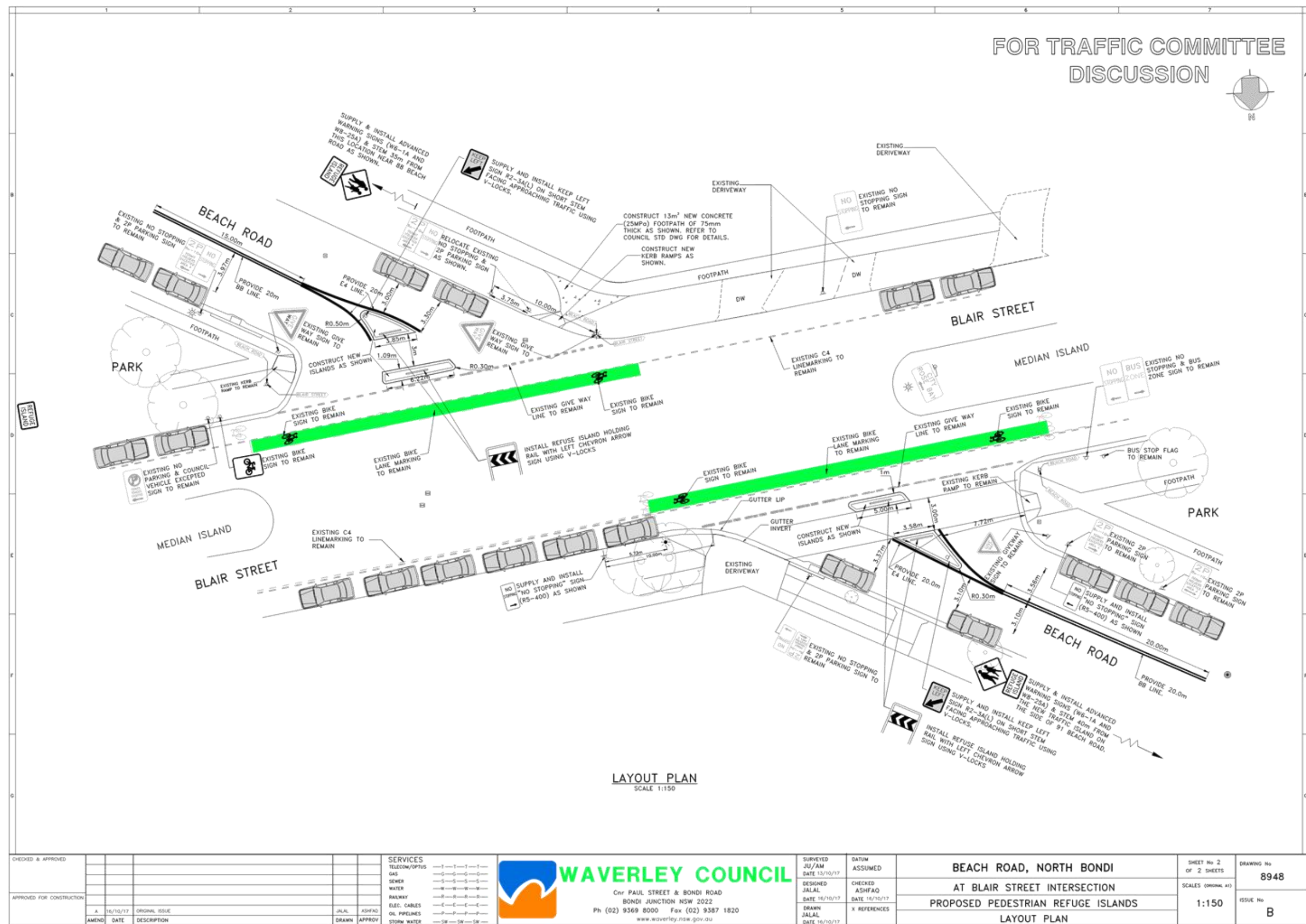
4. Financial Information for Council's Consideration

Council will fund the installation of the pedestrian refuge from existing budgets.

5. Attachments:

1. Layout Plan - Pedestrian refuge Island - Beach Road/Blair Street
2. Layout Plan - Pedestrian refuge Island - Beach Road/Blair Street - Turning test





REPORT
TC/V.06/18.02

Subject: Ben Eden Street, Bondi Junction - Temporary Full Road Closure for Tower Crane Removal

TRIM No: A02/0216

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council approves the temporary closure of Ben Eden Street, Bondi Junction for the full length from Bondi Road to Paul Street on Monday 26 February, 2018 from 7am to 5pm, or on an alternative day and time approved by the Executive Manager Creating Waverley, subject to the applicant:

1. Amending the TCP to include the additional closing of Ben Eden Street at Paul Street by providing "Road Closed", "Residents Only" and "Detour" signs.
2. Obtaining approvals from the NSW Police.
3. Providing a notice in writing of the temporary closure to all properties in the block bounded by Old South Head Road, Bondi Road, Waverley Street and Ben Eden Street not less than seven (7) days prior to the closure.
4. Forwarding a copy of the resident notification letter to the Senior Traffic Engineer for approval prior to distribution.
5. All traffic control is to be in accordance with RMS traffic control at worksites manual.

1. Executive Summary

Council has received an application for a temporary, full road closure of Ben Eden Street from Bondi Road to Paul Street to facilitate the dismantling of a site tower crane. The application seeks approval to close Ben Eden Street on Monday 26 February between 7am and 5pm with residents having full access wherever possible to and from their properties. Council will need to exercise its delegated function to implement the proposal.

2. Introduction/Background

91-95 Old South Head Road has frontages to Old South Head Road and Ben Eden Street. The site received approval under DA-351/2014 for the construction of a residential flat building with basement parking. A tower crane was erected as part of the construction of the development. Development is almost complete and the crane is no longer required and is to be dismantled.

The closure will involve 6 semi-trailers accessing Ben Eden Street by reversing in off Bondi Road under full traffic control and once loaded/unloaded, the trucks will exit onto Bondi Road in a forward direction under

full traffic control. It is estimated that the manoeuvre for each truck will take less than a minute causing only minor delays on Bondi road. Only one truck will access Ben Eden Street at a time with the next truck only arriving once the previous one has left.



Figure 1. Aerial photo of the site.

The applicant has applied for a Road Occupancy Licence (ROL), however the Transport Management Centre has responded indicating that an ROL is not required as no lane will be closed on Bondi Road.

3. Technical Analysis

A copy of the application is attached including the Traffic Control Plan.

Guidelines used:

- Transport Administration Act 1988
- RMS's Delegation to Councils; Regulation of Traffic
- Traffic Control at Worksites Manual.

4. Financial Information for Council's Consideration

The applicant will meet all costs associated with traffic control.

5. Attachments

1. Crane Application - Ben Eden Street
2. TCP & TMC Confirmation- ROL Not Required for Ben Eden Street 26.02.18 .



WAVERLEY COUNCIL

INFORMATION & APPLICATION FOR Crane Permit

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

What needs a Crane Permit?

To stand on public roadway:

- Mobile Crane
- Concrete Boom Pump / Concrete Line Pump
- Scissor Lift / Boom Lift
- Cherry Picker
- Other equipment

Police Notification has to be forwarded to NSW Police - Eastern Suburbs Area Command – Traffic Services for crane / hoists / concrete boom pump and line pumps for **all** works. The Notification has to include a TCP and RMS Road Occupancy Licence (ROL when setting up on a State road or within 100m of traffic signals).

NSW Police / Eastern Suburbs Police Area Command – Traffic Services at
1 Wunulla Rd, Point Piper NSW 2027 - Telephone: (02) 9362 6301 or (02) 9362 6302
Fax: (02) 9362 6311 Email: EASTSUBTRAFFIC@police.nsw.gov.au

Traffic Control Plan (TCP) & Traffic Management Plan (TMP)

A TCP has to be supplied with all applications. A **full** road closure requires a TMP.
The TCP / TMP has to be prepared by an RMS accredited Traffic Management designer.
As mentioned above, all applications have to include a TCP

RMS Road Occupancy Licence (ROL) is required for: Classified STATE Roads:

Bondi Road, Carrington Road, Council Street, Old South Head Road, Syd Einfeld Drive
Contact RMS on (02) 8396 1513 for your ROL. An ROL is also required on local roads when setting up within 100m of Traffic Signals.

Sydney Bus Services

If Sydney Bus Services are going to be affected in any way (bus routes, bus stops), contact Sydney Buses on (02) 9582 7666 to determine days and times of operation suitable to Sydney Buses and advise Council staff member on (02) 9083 8689 for consideration and confirmation of days and times.

Council Permit Costs (GST EXEMPT)

Fees (Parking Lane / Kerbside): Permit \$340 / day (or part day) / \$315 for Concrete Line Pump / day (or part day)

In addition: partial road closure travel (traffic) lane in addition to kerbside (parking) lane \$340 per lane.

In addition: full road closure \$680

In addition: Metered (ticket) Car Parking Space \$130 / space / day (or part day)

Whenever possible, please forward Council Application, TCP, ROL (if required),
together with the Police Notification in **one email** to
info@waverley.nsw.gov.au & EASTSUBTRAFFIC@police.nsw.gov.au

(or by fax to Waverley Council: (02) 9387 1820 / NSW Police: (02) 9362 6311)

In person at our Customer Service Centre

55 Spring St Bondi Junction

Allow 3 business days for processing of permits



WAVERLEY COUNCIL

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

APPLICATION FOR

Mobile Crane / Concrete Boom Pump / Concrete Line Pump / Scissor Lift /

Boom Lift / Cherry Picker or other equipment

Fees (Parking / Kerbside Lane): (GST EXCEMPT) Permit \$340 / per day (or part day)

Concrete Line Pump \$315 /per day (or part ay)

In addition: partial road closure / travel (traffic) lane in addition to kerbside (parking) \$340 per lane.

In addition: full road closure \$680

In addition: Metered (ticket) Car Parking Space \$130 /per space / per day (or part day)

APPLICANT Company Name	Alert Traffic Control		
Address	20 Bransfield St . Tregear		
Contact Name and e-mail address:	Mick Dorrington alerttraffic@optusnet.com.au		
Site Contact	Tel	0423661607	Mobile 0423661607

I am applying to Waverley Council for permission to operate a: Please tick

Mobile Crane	<input checked="" type="checkbox"/>	Boom Pump	<input type="checkbox"/>	Line Pump	<input type="checkbox"/>	Boom / Scissor Lift	<input type="checkbox"/>	Cherry Picker	<input type="checkbox"/>
Give details of works to be carried out / any equipment		closure of Ben Eden St . Bondi Junction , Traffic & pedestrians stopped for 1 minute on Bondi Rd to reverse trucks into Ben Eden St							
WORK LOCATION: Please tick									
Side of road:	North	<input checked="" type="checkbox"/>	South	<input checked="" type="checkbox"/>	East	<input checked="" type="checkbox"/>	West	<input type="checkbox"/>	
Full Street Address	Ben Eden Street . Bondi Junction								
between: 1st cross street	Bondi Road				and: 2nd cross street	Paul Street			
Day/s & Date/s of Operation:		Monday 26/2/2018							
Times required if outside of 07:00 and 17:00		7am - 5pm							
Width of Road Occupied In addition to kerbside lane:		Additional (Traffic Lane/s)		8M		Total width (m) occupied			
Length of Road Occupied Incl all equipment & trucks		40 Metres							
Are Sydney Buses affected / have been notified? - Details		NO							
Number of metered (ticket) car parking spaces required		no							

Please refer to conditions listed below and sign / date application form.

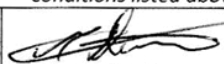
Privacy of Personal Information. The personal information supplied on this form, such as your name, address and contract details, is required in order to properly deal with your application. It will be used by Council staff only for the purpose for which it was provided. The information will be stored in our record system for only as long as necessary. During this time it can be accessed and amended by you, and will only be given to third parties with your consent or as required by legislation

CONDITIONS TO BE COMPLIED WITH



1. The permit is to be carried by the operator of the unit and produced if required.
2. Suitable warning signs and barricades are to be erected in the area where the unit is being operated and the roadway to be properly marked with an adequate number of traffic markers to control the flow of traffic.
3. Traffic Control Staff are to be in attendance to control traffic. If lifting over a footpath not protected by a 'B' class hoarding, Traffic Control Staff are to be in attendance to control pedestrian traffic.
4. The plant operator must comply with traffic control requirements of Australian Standard AS1742.3
5. No materials are to be placed, dumped or left on any Council roadway, footpath, park or reserve.
6. The plant operator's Public Liability Insurance is to comply with Council's requirements (minimum coverage \$10 million).
7. The permit is not transferable, for day, time or location.
8. The plant operator must comply with directions given by the New South Wales Police Force or other Emergency Services personnel.

I declare the above information is true and correct in every detail and accept all conditions listed above if approval is granted.

Signature		Date:	24-1-18
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Whenever possible, please forward Council Application, TCP, ROL (if required), together with the Police Notification in **one email** to
info@waverley.nsw.gov.au & EASTSUBTRAFFIC@police.nsw.gov.au

(or by fax to Waverley Council: (02) 9387 1820 / Police: (02) 9362 6311)

Allow 3 business days for processing of permits

A Council Officer will contact you for payment by credit card
 (0.6% surcharge applies to all credit card payments)

Any queries, please call our Admin Officer - Creating Waverley on (02) 9083 8689





N.B. THESE WORKS MUST COMPLY WITH AUSTRALIAN STANDARD AS 1742 (MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES) – ENQUIRES MAY BE DIRECTED TO WORKCOVER NSW.

Applicant Name: Mike Donawick Company Name: Asset Traffic Control
Phone No: 0423661607 Fax No: 98670833 Email: alex@trafficops.com.au
Road Occupancy License (ROL): NA (Must obtain first before submitting application)

(1) Notification of a (circle) **temporary lane / whole road closure** as described below during the nominated times due to the (circle) **obstruction / danger** posed to traffic by the standing and operation of a (circle) **mobile crane / travel tower / scissor lift / mobile concrete pump / excavation /**

(2) with 40 metres of jib/mast on the E7V side of BEN EDEN ST
(Street / Road / Lane, (Suburb) BONDI JUNCTION between BONDI RD and PAUL ST (Street / Road / Lane, occupying 8 (width) metres / lanes of roadway,

(3) Between the hours of 7A AM / PM and 5pm AM / PM on (Day) MONDAY the 26/2/18

(4) Other specific details (Additional dates/other works/dual locations):

Time/Date

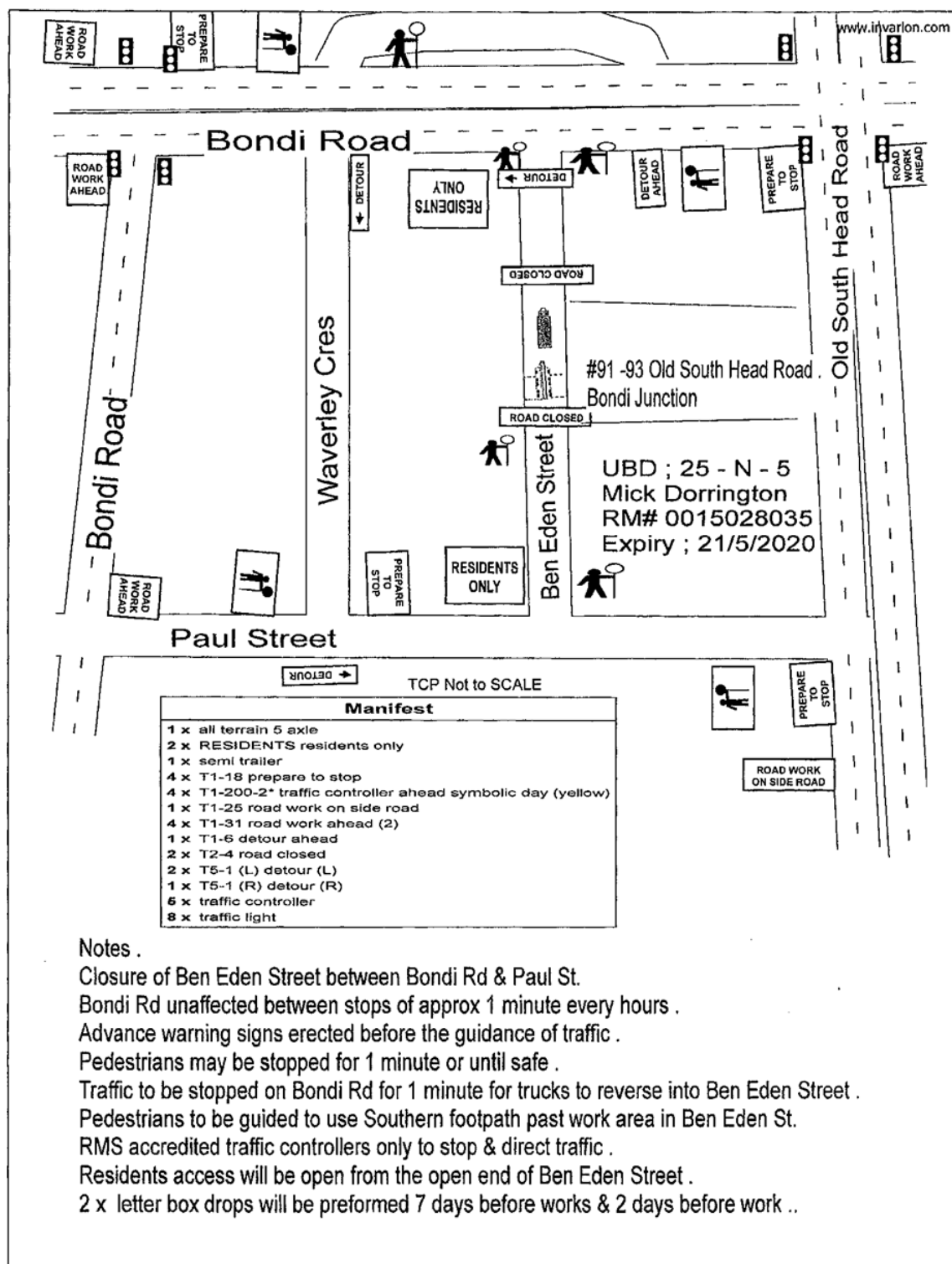
POLICE USE ONLY

☐ Other conditions:

Signature: _____
Name: _____

Police Station: Traffic Services, Eastern Suburbs PAC – Phone: (02) 9362 6301 – Fax: (02) 9362 6311
Email: EASTSUBTRAFFIC@police.nsw.gov.au

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Anne Ahrens

From: Alert Traffic Control <alerttraffic@optusnet.com.au>
Sent: Tuesday, 23 January 2018 12:01 PM
To: Anne Ahrens
Subject: FW: Road Occupancy Licence Application 898816 - Refused / NOT REQUIRED for Ben Eden St
Attachments: wewb_TMCLogo.jpg

Good morning Anne ,
I applied to the TMC to stop traffic for 1 minute on Bondi Rd , for trucks to reverse into Ben Eden St & this is the reply from RMS .
1 minute . to easy .
NO ROL needed. I will be on this job myself to supervise proceedings .
Have a nice day .
Mick

From: tmc_piu@tmc.transport.nsw.gov.au [mailto:tmc_piu@tmc.transport.nsw.gov.au]
Sent: Tuesday, 23 January 2018 11:30 AM
To: ALERTTRAFFIC@OPTUSNET.COM.AU
Subject: Road Occupancy Licence Application 898816 - Refused

Dear Valued Customer

Your Road Occupancy Licence Application 898816 for Bondi Road, Bondi junction has been refused for the following reasons:

- THIS LICENCE IS NOT REQUIRED. NO LANE WILL BE CLOSED ON BONDI ROAD.

Should you require any clarification on this matter, please contact us on 0283961513 during normal business hours.

Kind Regards,
Road Occupancy Unit, Sydney Region



Transport Management Centre

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REPORT
TC/V.07/18.02**Subject:** Oakley Road, North Bondi - 'P Motor Bikes Only'**TRIM No:** A02/0637-02**Author:** Sam Samadian, Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 5m of "P Motor Bikes Only" on the southern side of Oakley Road, North Bondi, immediately to the west of the "No Parking" zone across the driveway to the Galilee Catholic School.
2. Notifies the Galilee Catholic School of the proposed motorcycle zone.

1. Executive Summary

Council has received representation from residents of Oakley Road to install dedicated motorcycle parking in Oakley Road in the section west of Mitchell Street, North Bondi. Council will need to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Waverley Council has provided long-standing support for motorcycle parking. Council regularly installs 'P Motor Bikes Only' parking zones between driveways where there is insufficient space to park a passenger vehicle without that vehicle often encroaching beyond the wings of one or both driveways. Austroads' "Guide to Traffic Management - Part 11: Parking", states that motorcycle parking can be achieved by utilising under-sized spaces. However, in Oakley Road west of Mitchell Street, there are no short sections of kerb between driveways where a sufficient quantity of motorcycle parking spaces could be installed.

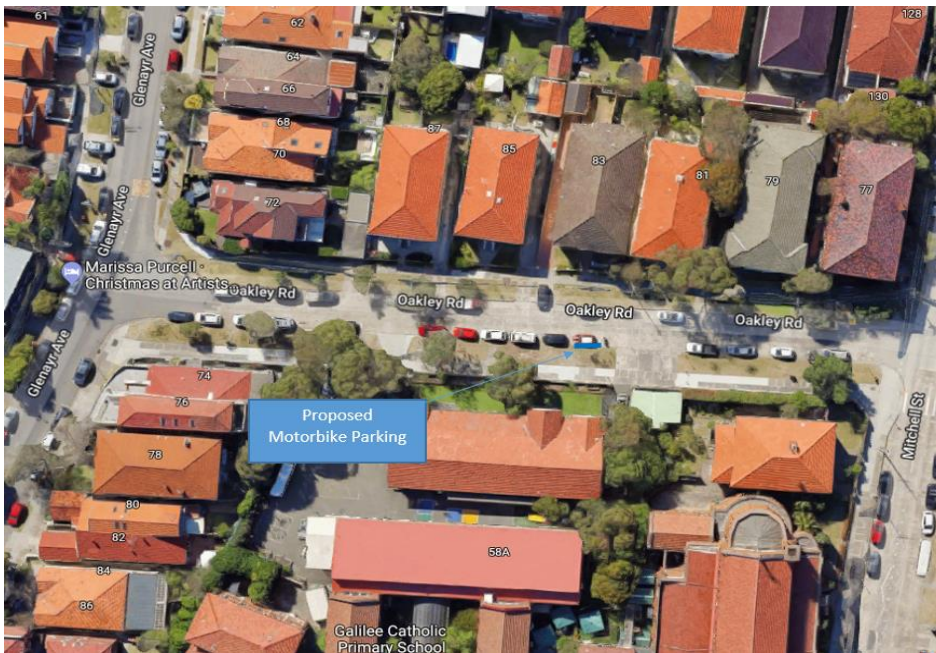


Figure 1: Aerial image of Oakley Road, North Bondi

3. Technical Analysis

Oakley Road is a two-way, local road with an average width of 7m. An on-site inspection has confirmed the high demand for motorbikes parking in Oakley Road west of Mitchell Street. There is currently a 'No Parking' zone on the southern side of Oakley Road across the driveway to Galilee Catholic School. To minimise the impact on parking directly outside residential properties, it is considered appropriate to install a 5m long, 'P Motorbikes Only' zone immediately to the west of the school's "No Parking" zone. The proposal will also improve the sightlines and manoeuvrability of the school vehicles exiting the driveway.



Figure 2: Proposed 'P Motorbikes Only' zone in Oakley Road, south side, west of the driveway to Galilee Catholic School.

Guidelines used:

- *Transport Administration Act 1988*
- *RMS's Delegation to Councils; Regulation of Traffic*
- *RMS's Signs Database*
- *[NSW] Road Rules 2014*
- *Austroads' Guide to Traffic Management - Part 11: Parking*

4. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/V.08/18.02

Subject: Old South Head Road, Bondi Junction - Bon Accord Avenue and Victoria Road - Shared Path

TRIM No.: SF17/1438

Author: Carolyn New, Sustainable Transport Officer

Director: Peter Monks, Director, Waverley Futures

COUNCIL OFFICER'S PROPOSAL:

That Council approves the upgrade of the southern path of Old South Head Road between Bon Accord Avenue and Victoria Road to a shared path for bicycles and pedestrians as per the drawings L.001 L.002, L101, 102, L201, L202, L301, L302 (issue "D") prepared by Spackman Mossop Michaels attached to the report.

1. Executive Summary

Roads and Maritime Services approved matched funding for the 2016-2017 financial year for Waverley Council to upgrade the southern path of Old South Head Road between Bon Accord Avenue and Victoria Road to a shared path for bicycles and pedestrians. The concept design submitted to May 2017 Traffic Committee was deferred for rationalisation of the shared zone on Old South Head Road and bike lantern on Old South Head Road at Victoria Road.

Roads and Maritime Services confirmed funding for 2017-2018 and have placed a works instruction for the inclusion of bike lamps on the existing pedestrian crossing of Old South Head Road. Installation of required regulatory shared path signage on the existing Old South Head Road shared path is underway.

2. Introduction/Background

Bike Plan 2013 was adopted by Waverley Council in September 2013. The Bike Plan includes a number of priority and secondary bike routes. This section of path on Old South Head Road between Bon Accord Avenue and Victoria Road completes a missing connection between Priority Route 1 from Bondi Junction to Bondi Beach, to another priority route through the Woollahra LGA along Victoria Road and Birriga Road which then connects to North Bondi in Waverley LGA along Blair Street and Curlewis Street.

3. Technical Analysis

Waverley Council was approved for matched funding in 2016/-2017 by Roads and Maritime Services for the upgrade of the southern path of Old South Head Road between Bon Accord Avenue and Victoria Road to a shared path for bicycles and pedestrians. The section of Old South Head Road between Bondi Road and Bon Accord Avenue is already designated as shared path but the pavement markings are very faded, some signage missing and the overall design of that route is not at best practice. Consultants were engaged to develop a concept design for the whole section of Old South Head Road between Bondi Road and Victoria Road which could then be further developed and implemented in stages.

The concept designs for the full existing and proposed shared path was placed on Public Exhibition on the "Have Your Say" site from January 10 to February 13, 2017. A flier was produced to promote the public exhibition and this was delivered to resident's letter boxes and offered to pedestrians and bike riders using the existing shared path. The consultation was also promoted on social media.

There were 18 responses to the consultation, 16 of which were supportive of the proposed designs. Two responses were concerned about the potential for pedestrian and bike rider conflict although they both acknowledged that bike riders already use this section of path.

The updated design for the shared path for the section only from Bon Accord Avenue to Victoria Road was submitted to the May 2017 meeting of the Traffic Committee for consideration. This was deferred for rationalisation of shared zones on Old South Head Road and installation of bike lantern on Old South Head Road at Victoria Road.

The project was put on hold as there was insufficient time within the financial year to resubmit updated plans to Traffic Committee and build the shared path. Provisional costing from the Quantity Surveyors were also in excess of budget available.

Council was subsequently advised that the Roads and Maritime Services grant funding was rolled over for 2017-2018. Council budget for the shared path was increased and revised detailed design drawings developed to match the budget. Council met with representatives from the Roads and Maritime Services and the NSW Police to determine how best to meet the deferral requirements for the bike lantern and rationalisation of shared zones.

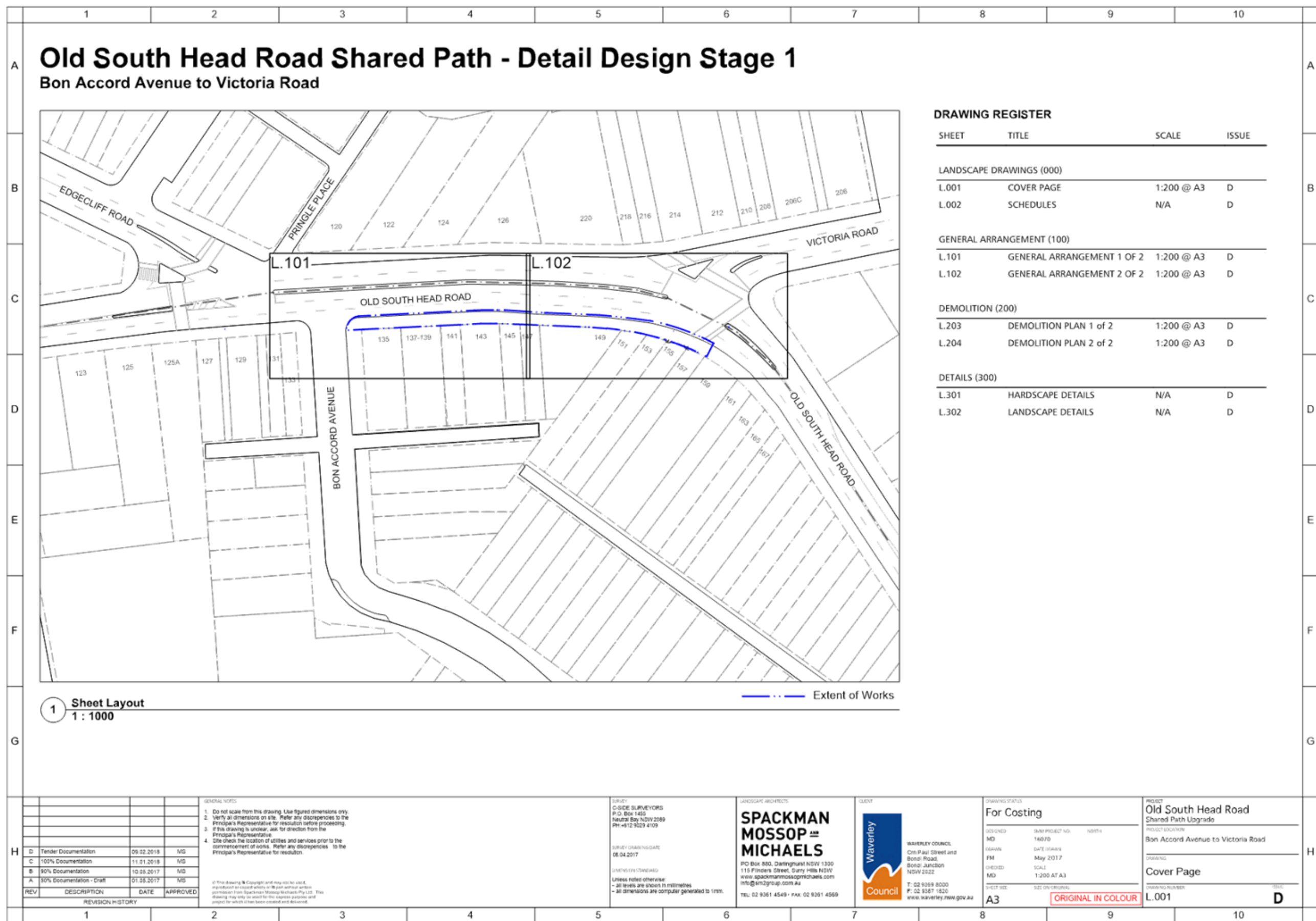
Roads and Maritime Services offered to submit a works instruction requesting the installation of the bike lanterns from the Roads and Maritime budget, for this financial year. Council has been advised that this has been submitted. The Police requested the installation of regulatory shared path and end shared path signage at the beginning and end of each section of the existing shared path. A work request has been defined and submitted for the signage and required signage ordered.

4. Financial Information for Council's Consideration

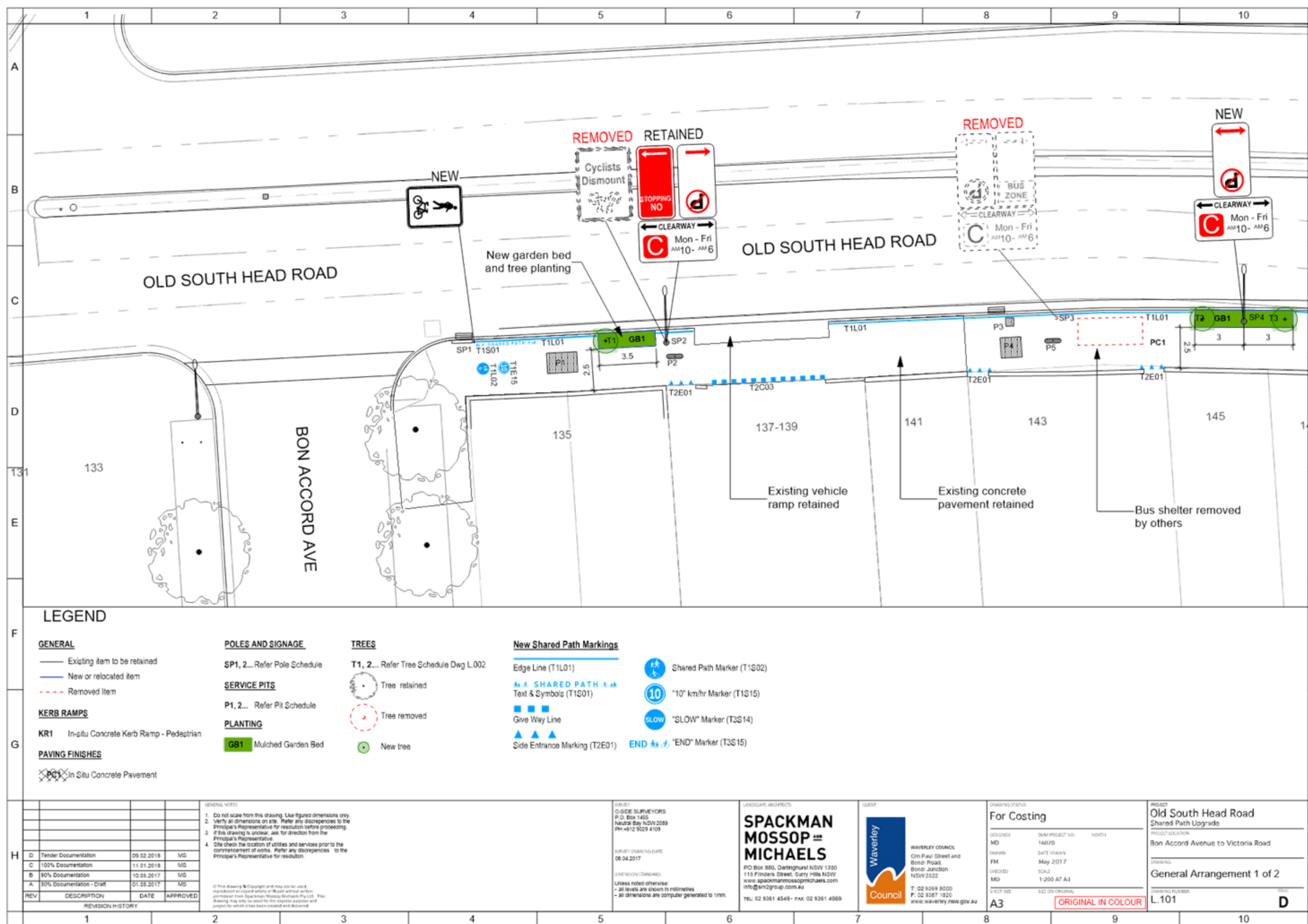
Waverley Council approved a budget of \$100,000 for this upgrade to shared path including funding of \$35,000 from Roads and Maritime Services.

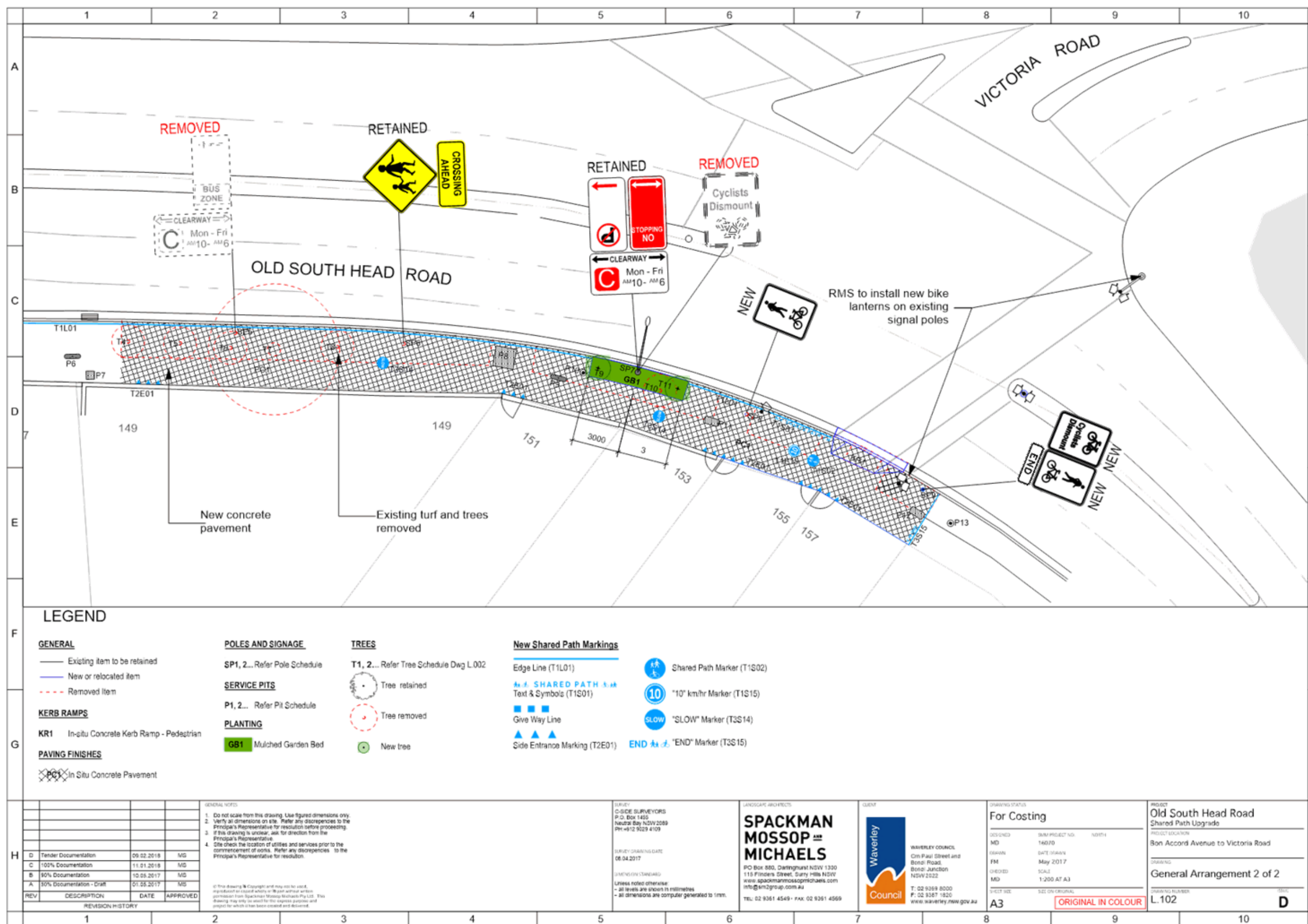
5. Attachments:

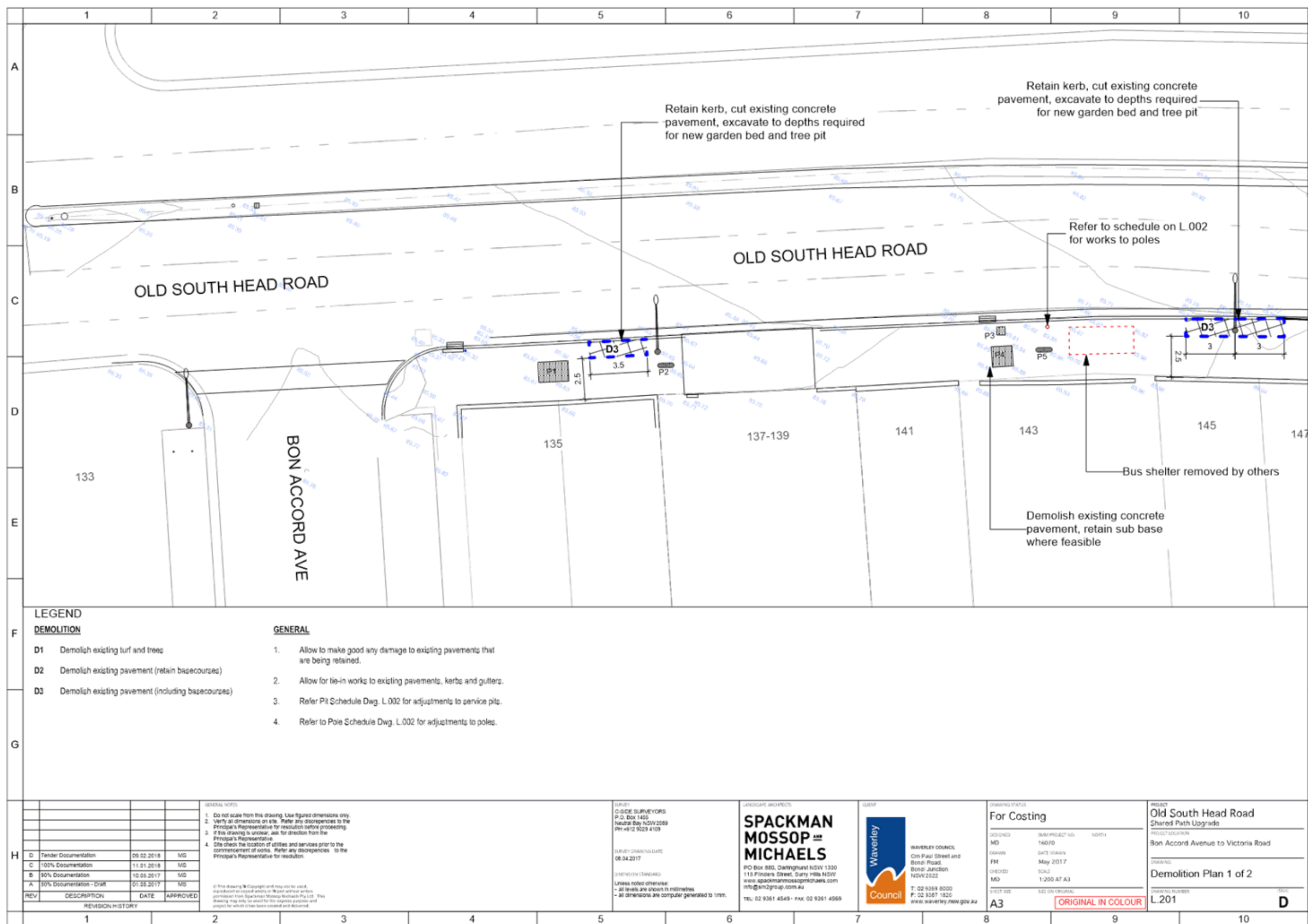
1. Old South Head Road - Shared Path Design - Feb 2018



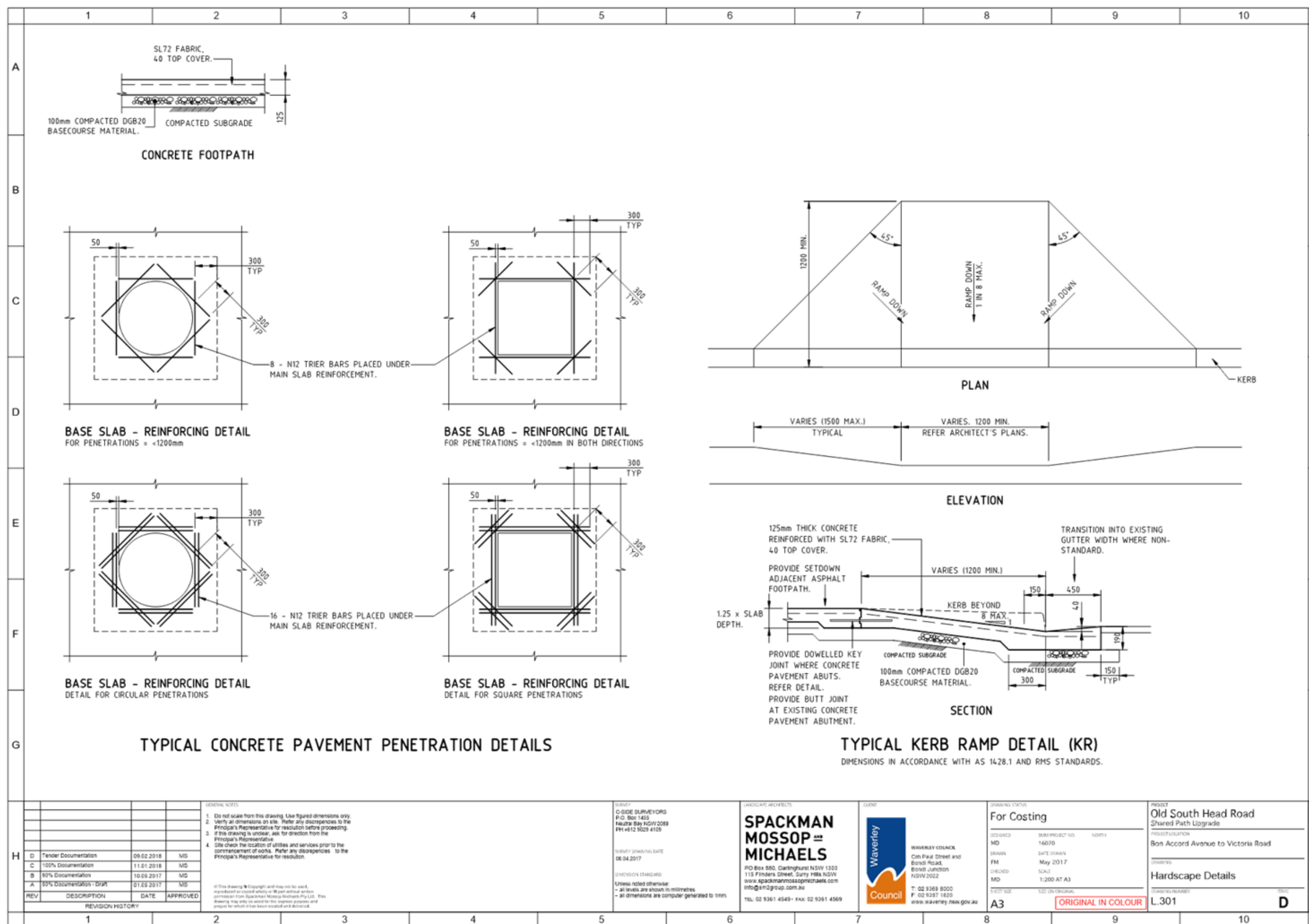
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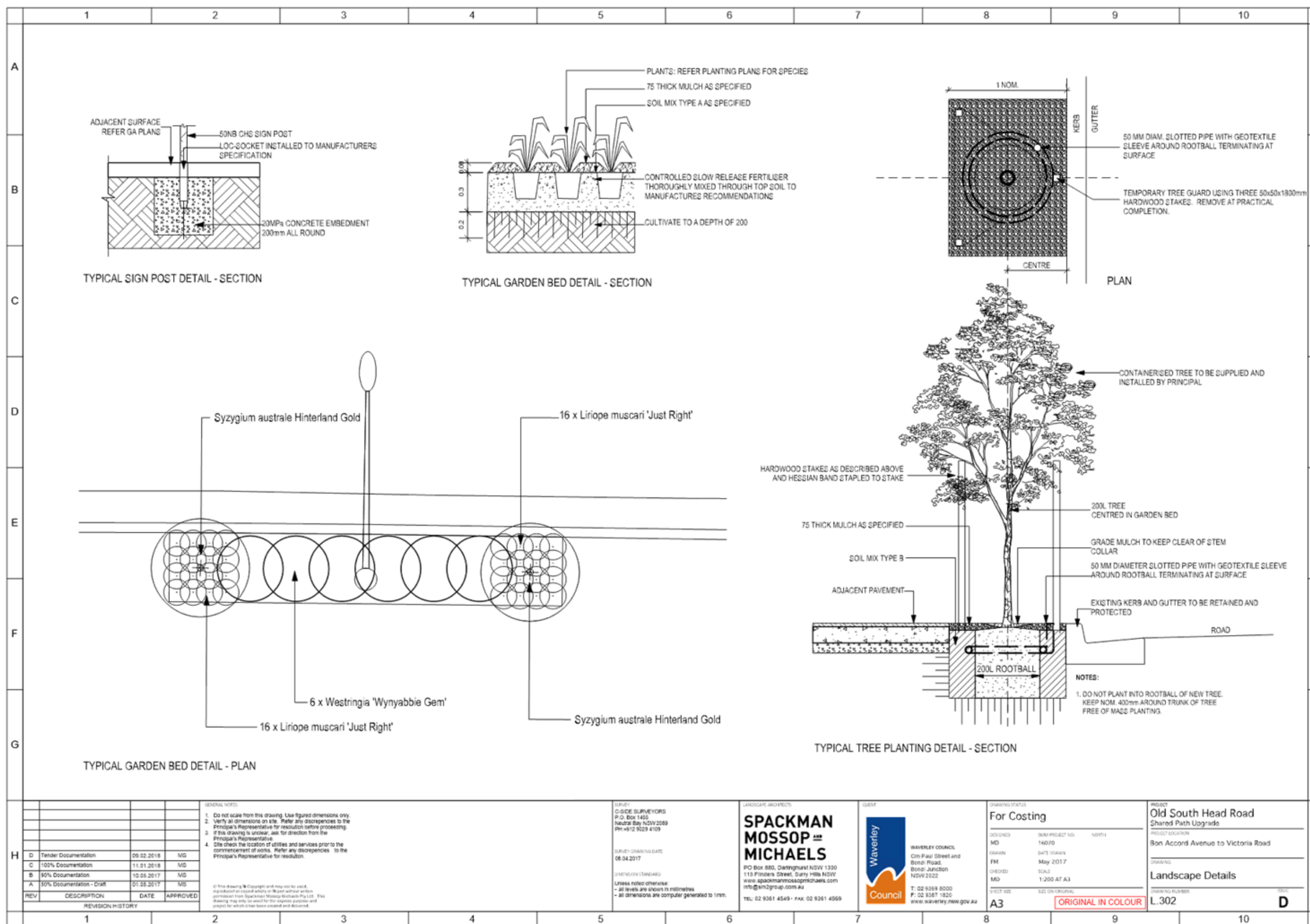












REPORT
TC/V.09/18.02

Subject: Blair Street & Gould Street, North Bondi - Parking Restrictions

TRIM No: A03/0042-04

Author: Kablan Mowad, Senior Traffic Engineer

Director: Emily Scott, Director, Waverley Renewal

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Signposts the statutory 10 metres 'No Stopping' restrictions on the eastern side of Gould Street North immediately north of Blair Street.
2. Installs 10 metres of 'No Stopping' on the western side of Gould Street North immediately north of Blair Street.
3. Extends the existing 'No Stopping' zone on the northern side of Blair Street a further 6 metres west of Gould Street North to improve sight distance for turning vehicles.
4. Extends the existing 'No Stopping' zone on the southern side of Blair Street a further 6 metres east of Gould Street North to improve sight distance for turning vehicles.

1. Executive Summary

Council has received correspondence from the Hon, Gabrielle Upton MP, Member for Vaucluse, on behalf of a resident regarding concerns for safety at the intersection of Blair Street and Gould Street North, North Bondi. The concerns were primarily related to sight distance for vehicles turning at the intersection as well as the ability of vehicles to pass one another when entering/exiting Gould Street North. It is proposed that a number of parking spaces be removed to improve sightlines. Council will be required to exercise its delegated functions to implement the proposal.

2. Introduction/Background

Following the receipt of the letter regarding the intersection, Council officers undertook investigations into the safety matters raised to determine if any action was deemed necessary, and if necessary, solutions that could be implemented.

3. Technical Analysis

The intersection of Blair Street and Gould Street is a 'STOP' sign controlled intersection with priority given to vehicles travelling along Blair Street.

Site inspections have been carried out by Council officers and the inspections revealed that parked vehicles on Blair Street do reduce sight lines for drivers turning out of or travelling straight over Blair Street.

Removing on-street parking at the intersection would improve sight lines for drivers to more safely exit Gould Street. It was also observed that when vehicles exiting the northern part of Gould Street meet a vehicle turning in from Blair Street it can be difficult for them to pass one another. Removing parking on the western side of Gould Street North between Blair Street and the driveway to 74 Blair Street would provide extra room for vehicles to pass each other.

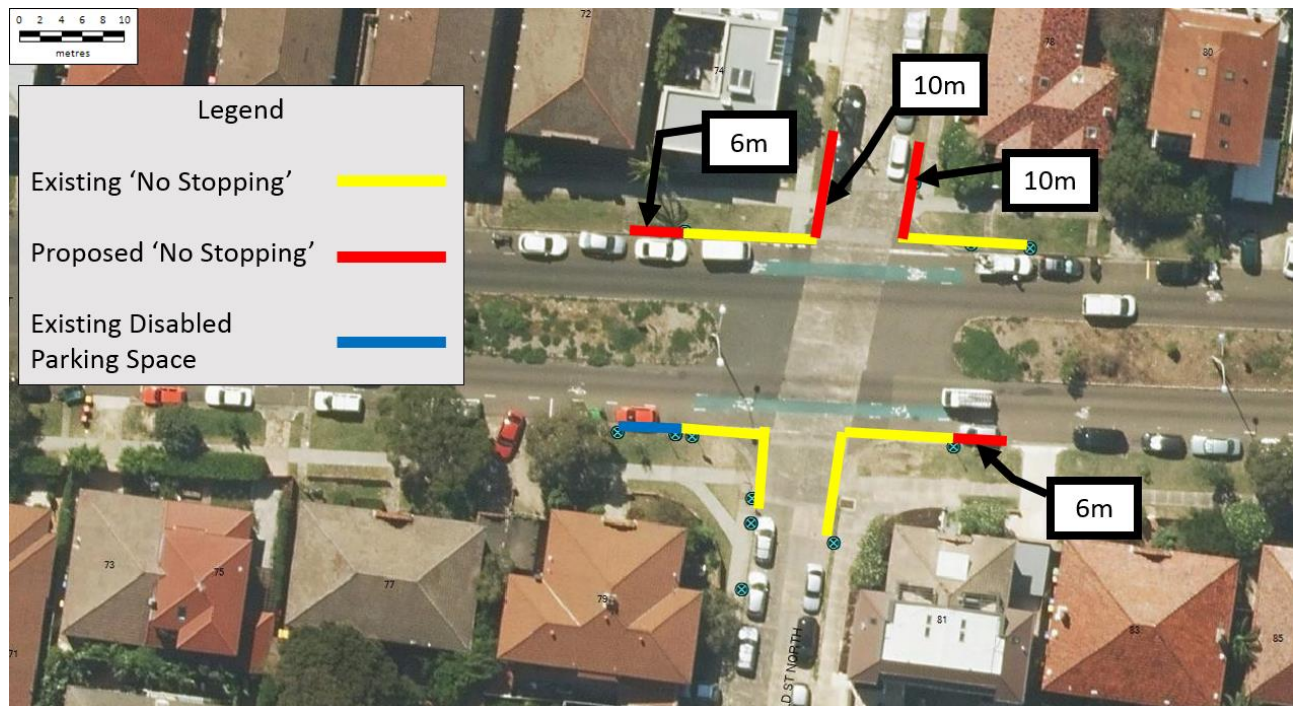


Figure 1. Proposed Changes to Parking Restrictions.

The minimum Safe Intersection Sight Distance for a 50 km/h road is 97 metres. The amount of parking that would need to be removed to achieve the 97 metres sight distance is considered excessive in the circumstances. (a total of approximately 10 spaces along Blair Street).



Figure 2. View to the west onto Blair Street for southbound vehicles on Gould Street North.



Figure 3. View to the east onto Blair Street for northbound vehicles on Gould Street North.

Parking in the area is in very high demand and the removal parking spaces is likely to have an impact on the amenity of residents in the area. A check of RMS crash data for the intersection reveals there is a low recorded crash history with only one (1) crash recorded in the last five years. There are also alternate

intersections available to drivers wanting to turn with an improved level of safety onto Blair Street such as the adjacent Mitchell Street intersection which is controlled by a roundabout.

4. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

5. Attachments

Nil.

REPORT
TC/CV.01/18.02**Subject:** Multiple Streets - 'P Disability Only' Zone**TRIM No.:** A02/0273-02**Author:** Sam Samadian, Traffic Engineer**Director:** Emily Scott, Director, Waverley Renewal

1. Council Officer's Proposal:

That Council:

1. Installs a 5.5m long 'P Disability Only' zone outside 13 Dudley Street, Bondi.
2. Installs a 5.5m long 'P Disability Only' zone outside 15 Beaumont Street, Rose Bay.
3. Installs a 5.5m long 'P Disability Only' zone outside 2 Myuna Road, Dover Heights.
4. Removes the existing 'P Disability Only' zone in the vicinity of 11 Hewlett Street, Bronte.

2. Executive Summary

Council has received representations from residents requesting consideration be given to the installation of 'P Disability Only' parking zones at:

1. 13 Dudley Street, Bondi.
2. 15 Beaumont Street, Rose Bay.
3. 2 Myuna Road, Dover Heights.

Council has also been advised by Bronte Public School that the existing 'P Disability Only' zone in the vicinity of 11 Hewlett Street, Bronte is no longer required.

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

3. Introduction/Background

At the Traffic Committee meeting held on 10 November 2005, the issue of installing 'P Disability Only' parking was discussed. Subsequently, at the Council meeting held on 13 December 2005, it was resolved:

That the following guidelines for assessing applications for a mobility parking space on a residential street be adopted:

1. *Together with proof of their mobility-parking permit, applicants for a mobility parking space must have a vehicle registered to their address. They do not need to be the driver of the vehicle.*

2. *Applicants who have access to off-street parking will not be entitled to a mobility parking space.*
3. *At least three site visits will be carried out of a morning and evening for each application. These site visits will also be carried out annually. The level of parking within 50m either side of the property must be at or above 85% capacity on each separate occasion.*
4. *Letters will be sent to residents annually to determine if the mobility parking space is still required. Residents will also be requested to again provide proof of current registration and their mobility-parking permit.*

4. Technical Analysis

Address	MPS Card	Off –street Parking Available	On-street Parking Occupancy	Length of Zone	Recommend Installation	Comments
13 Dudley Street, Bondi	Yes	No	90% during site visits	5.5 m	Yes	
15 Beaumont Street, Rose Bay	Yes	No	100% during site visits	5.5 m	Yes	
2 Myuna Road Dover Heights	Yes	No	90% during site visits	5.5 m	Yes	

Table 1. Requests for new 'P Disability Only' zone



Figure 1: Parked vehicles in the vicinity of No. 13 Dudley Street (Left side, single storey semi dwelling).



Figure 2: Parked vehicles in the vicinity of No. 15 Beaumont Street (Left side, single storey semi dwelling).



Figure 3: Parked vehicles in the vicinity of No. 2 Myuna Road (Left side, single storey semi dwelling).

Address	WTC Approval	Surrounding Parking Restrictions	Recommend Removal	Comments
Near 11 Hewlett Street, Bronte	March 2016	Unrestricted	Yes	Bronte Public School advises zone no longer required

Table 2. 'P Disability Only' zones no longer required

Under the [NSW] *Road Rules 2014*, Mobility Parking Scheme card holders are provided with the following concessions:

- Parking is permitted in 'P DISABILITY ONLY' zones.
- When parking in a metered, coupon or ticket parking area, no charge is applied
- Where parking is limited by a sign to more than 30 minutes, the vehicles can park for an unlimited time.
- Where parking is limited by a sign to 30 minutes, the vehicle can park for 2 hours.
- Where parking is limited by a sign to less than 30 minutes, the vehicle can park for a maximum of 30 minutes.
- When stopping in a 'No Parking' zone, the vehicle can drop off or pick up passengers or goods for a period of 5 minutes.

Guidelines used:

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

5. Financial Information for Council's Consideration

If changes to signs and/or line-marking are approved, Council will supply and install the signs and/or line-marking and remove/adjust existing signs with funds from existing budgets.

6. Attachments:

Nil

REPORT
TC/CV.02/18.02

Subject: Multiple Streets - 'Electric Vehicle Excepted Only While Charging' Zones

TRIM No: A17/0477

Author: Anthony Weinberg, Regional Environment Program Coordinator

Director: Peter Monks, Director, Waverley Futures

COUNCIL OFFICER'S PROPOSAL:

That Council approves the installation of "Electric Vehicles Excepted Only While Charging" zones at two locations:

1. A 6m zone outside the Mill Hill Centre, Spring Street, Bondi Junction; and
2. outside Lush Café on Queen Elizabeth Drive, Drive Bondi Beach

1. Executive Summary

Waverley, Woollahra and Randwick Councils are working together to be the first group of councils in NSW to establish a public EV charging network at six to eight locations across the Eastern Suburbs.

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

2. Introduction/Background

In December 2015, Waverley, Woollahra and Randwick engaged specialist consultants, Kinesis, to undertake a comprehensive emissions analysis and options assessment and develop *Eastern Suburbs Low Carbon Future Plan*. The Plan concluded that establishing an EV charge station network is one of the most effective strategies for Council to reduce carbon emissions (Kinesis, 2015). Assuming an uptake of 20% EVs by 2031, this would reduce emissions by 105 million tonnes of greenhouse gas emissions per year.

Extensive research¹ shows that even while the majority of EV charging occurs at home, the availability of public charging infrastructure is essential to driving uptake of electric vehicles as it reassures drivers that they will not be stranded with insufficient battery power. This is especially true if positioned in convenient locations at shopping and beach destinations. There are additional significant promotional and awareness-raising benefits related to putting chargers in high-profile areas with high public visibility.

The objectives of the project are to establish an EV charge station network across the Eastern Suburbs to:

- Provide greater 'zero emissions' transport options for residents, businesses and visitors to Waverley.
- Help to overcome known barriers to prospective EV users - i.e. range anxiety and lack of public / private charging facilities.

¹ Electric Vehicle Community Survey of 406 residents to gauge attitudes and knowledge to EVs (Feb, 2016) and *Electric Vehicle Charging in the Eastern Suburbs* University of Sydney Master's Thesis (Kai-lin Sze, 2016).

- Promote the environmental and other benefits (health, congestion, safety) of EVs.
- Provide financial and non-financial benefits to encourage greater EV use e.g. cheaper refuelling and priority parking.
- Allow for all types of EVs types and expansion of network at a later date.

The project will be delivered in three phases:

1. Roll-out of public EV charging stations in high profile locations around the Eastern Suburbs.
2. Investigate inclusion of EVs in Councils' fleet policies and procurement.
3. Support the uptake of EV charging on private property (including workplaces and commuter areas) and help to establish charging stations in medium-high density residential areas where home or workplace charging is difficult.

3. Technical Analysis

Following preliminary electrical investigations, the proposed locations for the electric vehicle parking spaces in Waverley LGA are:

1. A 6m zone outside the Mill Hill Centre, Spring Street, Bondi Junction; and
2. outside Lush Café on Queen Elizabeth Drive, Drive Bondi Beach

Spring St and Queen Elizabeth Drive are subject to metered parking. The installation of the spaces will result in the loss of one metered parking space at both locations.

Additional electric vehicle parking spaces are planned for key locations across the Eastern Suburbs at Rose Bay, Double Bay, Randwick Junction, and Coogee Beach.

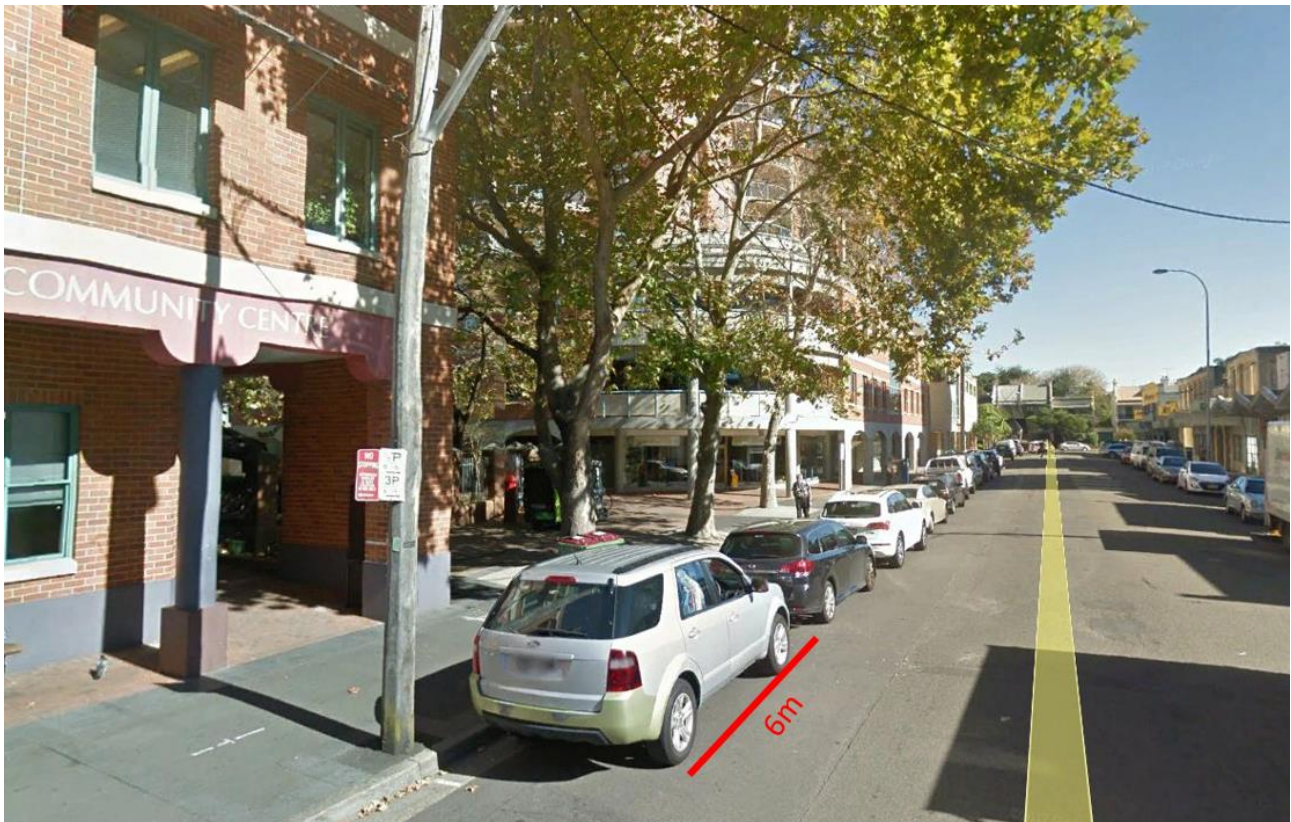


Figure 1: Street view of proposed EV parking space on Spring Street, Bondi Junction outside Mill Hill Centre

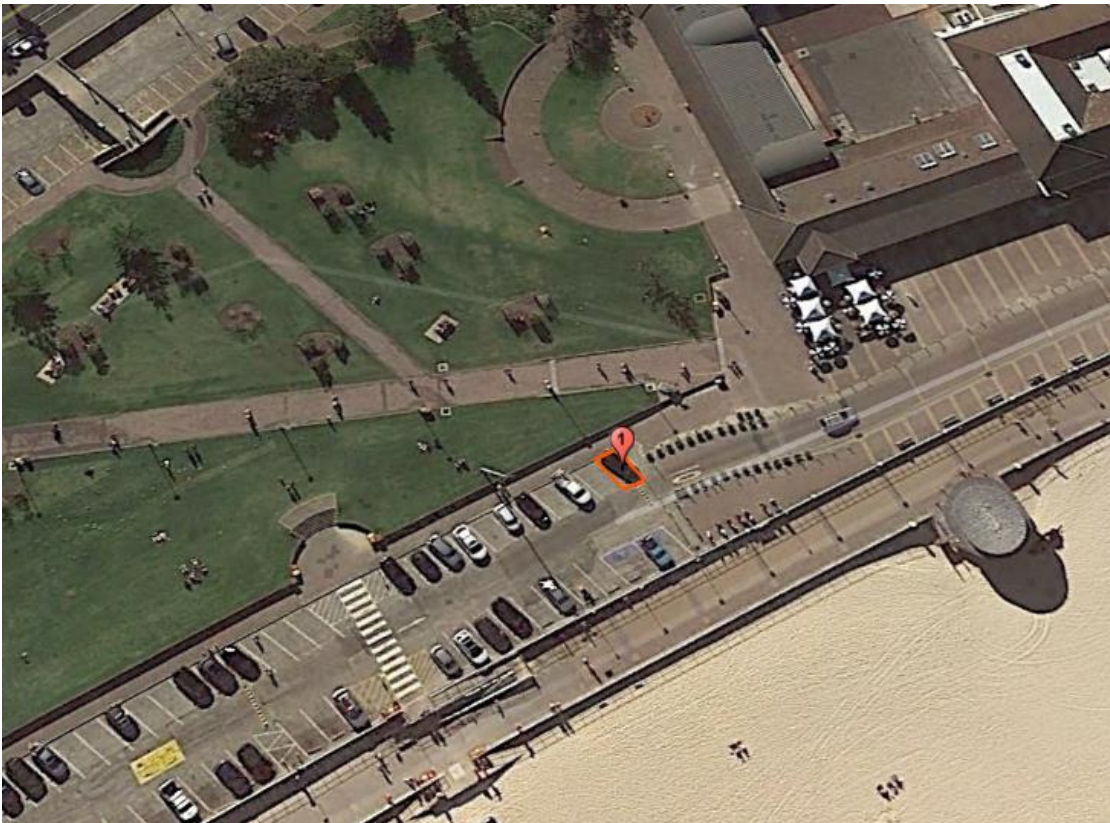


Figure 2: Aerial photograph of proposed EV parking space on Queen Elizabeth Drive, Bondi Beach

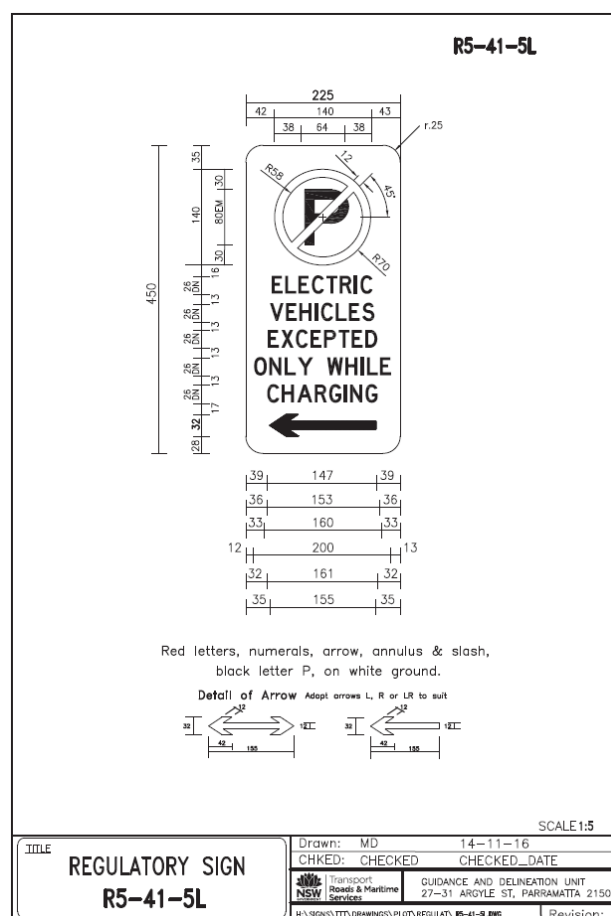


Figure 3: Proposed EV Parking Signage

4. Financial Information for Council's Consideration

Sufficient funding to implement the project is available through Sustainable Waverley (3-Council Regional Environment Program).

5. Attachments

Nil.