



WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 22 JULY 2021

Waverley Council
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AGENDA

Apologies

Declarations of Interests

Adoption of Previous Minutes by Council - 24 June 2021 5

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 24 June 2021 are scheduled to be adopted by Council at its meeting on 20 July 2021.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/21.07 Ashton Street, Queens Park - Traffic Calming (A03/0042-04) 13

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Does not implement traffic calming measures in addition to the existing traffic calming measures in Ashton Street, Queens Park.
2. Advises surveyed residents of Council's decision.

TC/C.02/21.07 Denison Street, Bondi Junction - Community Bus, Taxi and Australia Post Vehicle Parking (A14/0145) 20

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing 'No Stopping, Authorised Vehicles and Taxis Vehicles Excepted 10 Min Only' zone to 'No Stopping, Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone on the eastern side of Denison Street, Bondi Junction.

TC/C.03/21.07	Bennett Street and Ewell Lane Intersection, Bondi - 'No Stopping' Zone (SF21/3483).....	23
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COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10 metre 'No Stopping' zone on the eastern side of Bennett Street, north of the intersection of Bennett Street and Ewell Lane, Bondi.

TC/C.04/21.07	Lawson Lane, Bondi Junction - 'No Parking' Zones (A02/0637).....	27
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 'No Parking, 6 am–10 am, Thursday' zones in sections of Lawson Lane, Bondi Junction, where parking is currently unrestricted.
2. Installs 'No Truck' restrictions in Lawson Lane.
3. Consults residents six months following the implementation of the restrictions regarding the possibility of making the 'No Parking' restrictions 24/7.

TC/C.05/21.07	17-25 Spring Street, Bondi Junction - Construction Zone (A03/2514-04).....	31
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along part of the frontage of 17–25 Spring Street, Bondi Junction.
2. Notifies businesses/residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or relocate or remove, the construction zone, as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/21.07	Kippara Road south of Wallangra Road, Dover Heights - Double Centre (BB) Line Marking (A03/0042-04)	35
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COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs the following traffic control devices at the intersection of Kippara Road with Wallangra Road, Dover Heights, as shown in Figure 5 (Option 4) of the report:

- (a) 12.5 metres of BB double centreline marking with RPMs on Kippara Road, south of Wallangra Road, Dover Heights.
 - (b) 5 metres of BB double centreline marking with RPMs on Wallangra Road, north of Kippara Road, Dover Heights.
 - (c) 5 metre 'No Stopping' zone on the eastern side of Kippara Road, just south of Wallangra Road.
2. Delegates authority to Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

TC/CV.01/21.07	Eastern Bus Network Changes - Bronte Road and Curlewis Street - Bus Zone Extensions and Installations (SF21/3556).....	40
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COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Notes its opposition to the use of 18 metre articulated buses for the proposed route 390X on Bronte Road.
- 2. Determines whether to approve:
 - (a) The extension of the existing 20 metre bus zone on the western side of Bronte Road, south of Birrell Street, Queens Park, to 32 metres.
 - (b) The extension of the existing 14 metre bus zone on the eastern side of Bronte Road, north of Birrell Street, Bondi Junction, to 18 metres.
 - (c) The extension of the existing 37 metre bus zone on the eastern side of Bronte Road, north of Carrington Road, Waverley, to 40.5 metres.
- 3. Does not approve:
 - (a) The installation of a new 30 metre bus zone on the south-western side of Curlewis Street, south-east of Glenayr Avenue, Bondi Beach.
 - (b) The installation of a new 30 metre bus zone on the north-eastern side of Curlewis Street, north-west of Glenayr Avenue, 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 BY VIDEO CONFERENCE ON
THURSDAY, 24 JUNE 2021**



Voting Members Present:

Cr T Kay	Waverley Council – Alternate Chair
S/Cst A Birchansky	NSW Police – Eastern Suburbs Police Area Command – Traffic Services
Mr R Autar	Transport for NSW – Traffic Engineering Officer
Mr P Pearce	Representing Marjorie O’Neill, MP, Member for Coogee
Ms J Zin	Representing Gabrielle Upton, MP, Member for Vacluse

Also Present:

Mr B Gidiess	State Transit – Traffic and Services Manager (Eastern Region)
Mr D Joannides	Waverley Council – Executive Manager, Infrastructure Services
Mr C Hutcheson	Waverley Council – Service Manager, Traffic and Transport
Mr M Almuhanha	Waverley Council – Senior Traffic Engineer
Mr P Cai	Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.02 am, those present were as listed above, with the exception of Ms J Zin who arrived at 10.06 am.

At 10.26 am, Mr P Pearce left the meeting and did not return.

Apologies

Apologies were received and accepted from Cr Masselos (Chair).

Declarations of Pecuniary and Non-Pecuniary Interests

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

Adoption of Previous Minutes by Council - 27 May 2021

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 27 May 2021 were adopted by Council at its meeting on 22 June 2021 with the following changes:

1. TC/C.01/21.05 – 40 km/h Speed Limit Changes – Traffic Control Devices – Park Parade and Dickson Street at Birrell Street, Bondi.

Council did not adopt the recommendation of the Traffic Committee and made the following decision:

That Council:

1. Does not proceed with the proposals for the Birrell Street intersections with Park Parade and Dickson Street.
 2. Officers investigate short-term measures that can enhance pedestrian and vehicle safety without impacting traffic flow unduly, such as stop lines/signs at both intersections, concrete blisters in the regulatory 'No Stopping' setback in Birrell Street at Dickson Street (as per April 2021 Council resolution), and a temporary kerb extension to the western corner of Park Parade, with a report to be presented to the Waverley Traffic Committee for consideration.
 3. Undertakes a local area traffic study to develop a comprehensive long-term solution to traffic issues at these locations.
2. TC/C.02/21.05 – Boonara Avenue, Bondi – Right Turn Ban into Bondi Road.

Council did not adopt the recommendation of the Traffic Committee and made the following decision:

That:

1. The Waverley Traffic Committee recommendation to ban the right turn from Imperial Avenue northbound into Bondi Road not be adopted.
2. Council supports banning the right turn from Boonara Avenue into Bondi Road, Bondi.
3. Council refers the banning of the Boonara Avenue right turn to Transport for NSW (TfNSW) for investigation, consultation and action, requesting that TfNSW considers the ban for a trial period of 12 months.
4. Council advises residents who were surveyed of the decision.
5. Consults residents during any trial to determine whether to ban the right turn from Imperial Avenue northbound following detailed Council officer investigation into the matter and consideration by the Waverley Traffic Committee.

ITEMS BY EXCEPTION

The following items on the agenda were dealt with together and the Council Officer's Proposal for each item was unanimously supported by the Committee:

- TC/C.02/21.06 Philip Street, Bondi – 'No Stopping' Zone.
- TC/C.03/21.06 44A Gardyne Street, Bronte – 'No Stopping' Zone.
- TC/C.04/21.06 5 Andrew Street, Bronte – 'P Disability Only' Zone – Removal.
- TC/C.05/21.06 28-34 Bronte Road, Bondi Junction – Construction Zone.
- TC/V.03/21.06 Queen Elizabeth Drive at Campbell Parade, Bondi Beach – 'No Stopping' Signs.
- TC/V.04/21.06 8 Consett Avenue, Bondi Beach – Construction Zone.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/21.06 Grafton Street, Bondi Junction - Bicycle Shared Path (A11/0612)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs shared path signage and blue shared path markings to the footpath on the northern side of Grafton Street between Adelaide Street and the proposed commuter bicycle cage on the western side of Grosvenor Street, Bondi Junction.
2. Reinstates shared path signage and installs blue shared path markings to the existing shared path beside Syd Einfeld Drive between Oxford Street and Adelaide Street.
3. Provides a kerb ramp to the north-eastern side of the roundabout at the intersection of Adelaide Street and Grafton Street to facilitate on-road bicycle riders to access the existing shared path.
4. Installs short lengths of shared path with signage and blue markings to enable crossing of Oxford Street at the intersection with Bondi Road and Syd Einfeld Drive.
5. Refers the installation of combined pedestrian and bicycle lantern lens covers at the intersections of Grafton Street/Grosvenor Street and Oxford Street/Syd Einfeld Drive/Old South Head Road to Transport for NSW for assessment.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council defers this item to the next Traffic Committee meeting to consider the following matters at the Grosvenor Street/Adelaide Street/Oxford Street/Bondi Road intersections and along the proposed shared paths:
 - (a) The interaction of pedestrians, cyclists and cars.
 - (b) Bike storage.
 - (c) Bicycle lanterns.
 - (d) Dismount signage.

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

TC/C.02/21.06 Philip Street, Bondi - 'No Stopping' Zone (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 26 metre 'No Stopping' zone around the cul-de-sac at the western end of Philip Street, Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.03/21.06 44A Gardyne Street, Bronte - 'No Stopping' Zone (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 'No Stopping 6 am to 10 am Fridays only' zone on the eastern side of Gardyne Street, Bronte, between the driveways of 46 and 44A Gardyne 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, TfNSW representative and Waverley Council representative (Alternate Chair).

TC/C.04/21.06 5 Andrew Street, Bronte - 'P Disability Only' Zone - Removal (A20/0534)**COUNCIL OFFICER'S PROPOSAL:**

That Council removes the 5.5 metre 'P Disability Only' parking zone outside 5 Andrew Street, Bronte.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/C.05/21.06 28-34 Bronte Road, Bondi Junction - Construction Zone (A03/2514-04)**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 44 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along the frontage of 28–34 Bronte Road on Gray Street, Bondi Junction.
2. Notifies businesses in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V STATE ELECTORATE OF VAUCLUSE**TC/V.01/21.06 Kippara Road south of Wallangra Road, Dover Heights - Double Centre (BB) Line Marking (A03/0042-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs 22 metres of BB double centre line marking with raised pavement markers on Kippara Road south of Wallangra Road, Dover Heights, as shown in Figure 2 of the report.
2. Installs a 7 metre 'No Stopping' zone on the eastern side of Kippara Road south of Wallangra Road, Dover Heights, as shown in Figure 2 of the report.
3. Advises residents in the immediate vicinity of the 'No Stopping' zone of the change and the reason

for it.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That:

1. The Council Officer's Proposal not be adopted.
2. Council defers this item to investigate improved vehicle safety for Wallangra Road traffic and turning movements at the intersection of Kippara Road, with a further report to be prepared for the Traffic Committee's consideration.

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

TC/V.02/21.06 18A Wairoa Avenue, North Bondi - Bus Zone Modifications (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council reduces the length of the bus zone outside 18A Wairoa Avenue, North Bondi, by 4.5 metres from 34.5 metres to 30 metres.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.03/21.06 Queen Elizabeth Drive at Campbell Parade, Bondi Beach - 'No Stopping' Signs (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs the following 'No Stopping' signs in Queen Elizabeth Drive at Campbell Parade, Bondi Beach:
 - (a) A 'No Stopping (L)' sign 18 metres from the roundabout on the northern side of Queen Elizabeth Drive.
 - (b) A 'No Stopping (R)' sign 20 metres from the roundabout on the southern side of Queen Elizabeth Drive.
2. Reinstates the 'No Stopping' unbroken yellow C3 line between the 'No Stopping' signs and the dashed line separating Queen Elizabeth Drive and the Campbell Parade roundabout.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/21.06 8 Consett Avenue, Bondi Beach - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs an 8.4 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone in front of 8 Consett Avenue, Bondi Beach.
2. Notifies residents living in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone, as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/CV ELECTORATES OF COOGEE AND VAUCLUSE

Nil.

THE MEETING CLOSED AT 10.37 AM.

.....
SIGNED AND CONFIRMED
MAYOR
20 JULY 2021

REPORT
TC/C.01/21.07

Subject: Ashton Street, Queens Park - Traffic Calming

TRIM No: A03/0042-04

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

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Does not implement traffic calming measures in addition to the existing traffic calming measures in Ashton Street, Queens Park.
2. Advises surveyed residents of Council's decision.

1. Executive Summary

Council has received a petition from Ashton Street residents requesting measures 'to remove the circumstances that allow dangerous traffic in our street. In particular, Monday to Friday, from about 07:20 to 08:30, and then again, to a lesser extent, in the afternoon between 15:00 – 17:00, with cars travelling sometimes at 70km/h.'

The petition was reported to the Operations and Community Services Committee meeting on 3 December 2019. It was resolved to refer the petition to the Executive Manager, Infrastructure Services, for appropriate action, and that a report come back to Council.

The petition contained suggested measures including:

- No left turn from Birrell Street to Ashton Street, 7 am–9 am and 3 pm–5 pm, Monday to Friday.
- Introducing a 40km/h speed limit.
- Permanently close the road at the York Road end.

Ashton Street currently has three traffic calming devices: two speed humps on both entries and a slow point midblock.

Ashton Street is already a 40 km/h zone. A sign at the northern end of Ashton Street indicating the 40 km/h has been missing for a number of years. Google street view indicates it disappeared sometime between 2007 and 2009. This is likely to have induced residents to request the introduction of a 40 km/h speed limit. Council has ordered a new sign to be installed.

Traffic counts in Aston Street were recorded in February 2020. They indicated traffic speeds can reach 46 km/h at peak hours (42.8 km/h on average). It is desirable to reduce these speeds through the installation of speed humps or speed cushions. Such devices would require resident support.

Ashton Street residents were surveyed in June 2021 to seek their views on installing speed cushions. Out of 45 households consulted, 24 responses were received. Five were in favour of retaining existing conditions. Three were in favour of speed cushions. Sixteen were against speed cushions but in favour of further treatments. The assessment of traffic flows and speeds does not warrant changes other than speed cushions or speed humps.

It is recommended that no further traffic calming measures in Ashton Street, Queens Park are implemented.

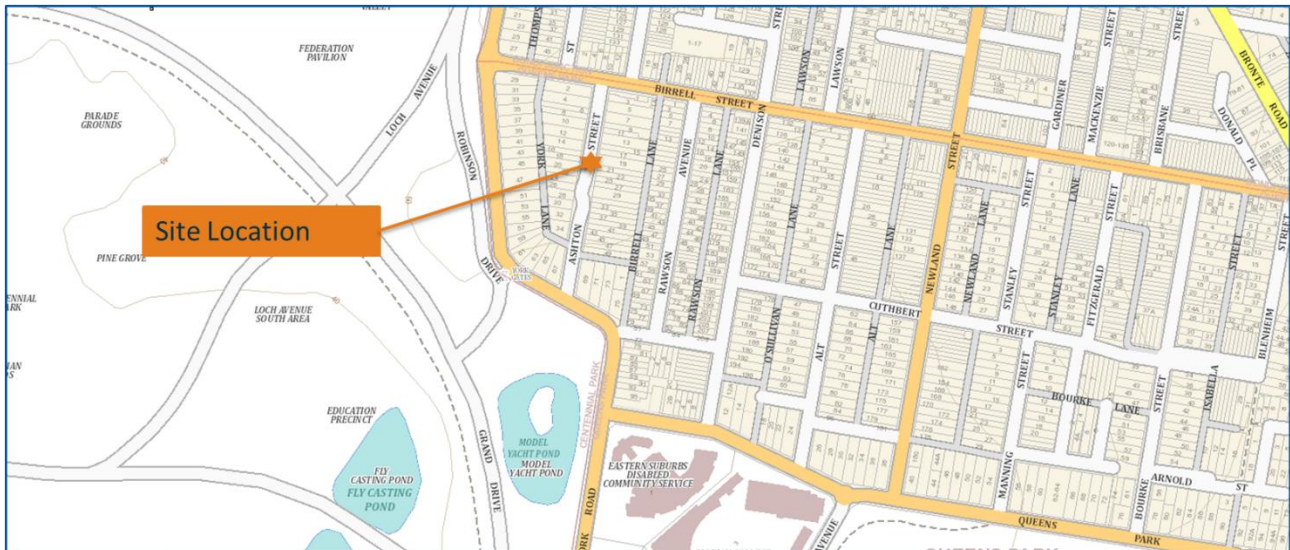


Figure 1. Ashton Street location.

2. Introduction/Background

Ashton Street, Queens Park, is a local road between Birrell Street and York Road. Two speed humps are at the northern and southern ends of the street. A slow point/chicane is located midway along the street.

Council has received a petition from Ashton Street residents requesting traffic changes in the street. Concern has been raised by some residents of Ashton Street regarding vehicle speeds and volumes, in addition to the street being used as 'rat run', particularly during school drop-off times.

Council staff conducted a traffic and speed assessment of the street. The assessment indicated that Ashton Street's current performance is satisfactory. Existing traffic calming devices are considered sufficient. Additional devices are not warranted.

3. Technical Analysis

Traffic count data

Council officers undertook a traffic speed and volume check for Ashton Street in February 2020. Figures 2 and 3 present the average weekly hourly flows and 85th percentile speeds.



Figure 2. Average traffic flows (vehicles per hour).



Figure 3. Average weekly two-way traffic speeds recorded in February 2020.

The RTA Guide to Traffic Generating Developments contains environmental capacity performance standards for residential streets. They are:

- Peak hourly traffic flows:
 - 200 vehicles per hour environmental goal (2,000 vehicles per day).
 - 300 vehicles per hour maximum (3,000 vehicles per day).
- 40 km/h maximum 85th percentile speed.

The traffic flows recorded in Ashton Street are around half the environmental goal and one third of the maximum recommended for local street. There is no warrant to implement measures to reduce traffic flows in Ashton Street.

The traffic speeds recorded in Ashton Street are around 40 to 46 km/h (42.8 km/h on average). It is desirable to reduce these speeds. This can be achieved through the installation of speed humps or speed cushions. Such devices would require resident support.

Traffic calming measures requested in the petition

No left turn from Birrell Street to Ashton Street, 7 am–9 am and 3 pm–5 pm, Monday to Friday

Traffic flows in Ashton Street peak in the periods before and after school. Some of the traffic is related to the 7 am–9 am and the 2 pm–4 pm school drop-off/pick-up periods. Volumes are low. The overall traffic flows on Ashton Street are low. Introducing a left turn restriction would transfer traffic to other residential streets without justification. It is recommended that the left turn restriction is not implemented.

Introducing a 40km/h speed limit

The speed limit in Ashton Street is 40km/h. A 40km/h sign is missing. It will be reinstated (see Figure 3).



Figure 3. 40 km/h Local Area Traffic is being reinstated.

Permanently close the road at the York Road end

A road closure for Ashton Street is not recommended as the volumes are low and do not warrant a permanent road closure.

Consultation

Ashton Street residents were surveyed in June 2021 for their views about installing two sets of rubber speed cushions. Residents were asked to provide their view on three options:

- Installation of two rubber speed cushions.

- Retain existing conditions (leave as is).
- Something else (suggestions).

Out of 45 households consulted, 24 responses were received. Of the 24 who responded, five were in favour of retaining existing conditions and 19 wanted change. Of the 19 who wanted change, three were in favour of speed cushions and 16 were against.

The assessment of traffic flows and speeds does not warrant changes other than speed cushions or speed humps.

Recommendation

In light of the recent traffic count data, survey results and taking into consideration the existing traffic calming devices in Ashton Street, it is recommended that no further traffic calming devices are installed in Ashton Street.

4. Financial Information for Council's Consideration

Nil.

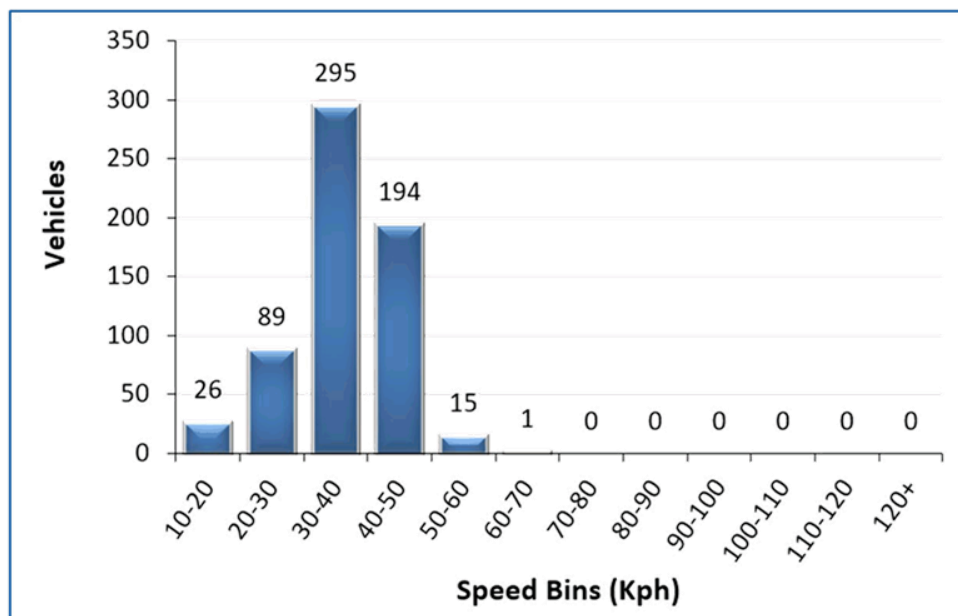
5. Attachments

1. Traffic count summary [↓](#)



WAVERLEY
COUNCIL

Average weekly two-way traffic speeds recorded in February 2020:



Hourly traffic volumes recorded in February 2020:

Hour Starting	Day of week								
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		
	24-Feb	25-Feb	26-Feb	27-Feb	28-Feb	29-Feb	23-Feb	W'Day	7 Day
AM Peak	104	114	114	106	91	39	48	Avg.	Avg.
PM Peak	64	72	63	65	77	43	34	699	621
0:00	0	1	0	3	0	5	0	1	1
1:00	0	0	0	1	0	2	0	0	0
2:00	0	2	0	0	0	0	0	0	0
3:00	1	0	0	0	0	0	0	0	0
4:00	1	0	2	1	1	0	0	1	1
5:00	8	4	8	5	8	1	0	7	5
6:00	16	20	25	17	22	10	1	20	16
7:00	101	114	114	106	91	14	10	105	79
8:00	104	92	84	93	83	29	18	91	72
9:00	33	31	31	32	40	33	39	33	34
10:00	24	21	38	30	32	39	41	29	32
11:00	32	24	28	24	29	36	48	27	32
12:00	27	30	29	38	37	29	29	32	31
13:00	23	28	33	33	28	43	34	29	32
14:00	42	39	37	56	45	30	31	44	40
15:00	64	72	63	65	77	26	24	68	56
16:00	54	53	44	48	45	29	27	49	43
17:00	57	49	62	56	50	38	20	55	47
18:00	44	34	40	51	34	36	20	41	37
19:00	14	24	28	26	40	21	14	26	24
20:00	17	14	24	13	23	21	7	18	17
21:00	5	8	9	8	11	13	7	8	9
22:00	4	4	8	14	12	17	2	8	9
23:00	3	5	3	2	10	5	2	5	4
Total	674	669	710	722	718	477	374	699	621



Northbound traffic speeds recorded in February 2020:

Hour	Northbound Vehicle Speed Bins (kph)												Speed	
Starting	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	0	0	0	0	0	0	0	0	0	0	34.5	
1:00	0	0	0	0	0	0	0	0	0	0	0	0	38.5	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	38.4	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	13.4	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	30.3	
5:00	0	0	2	1	0	0	0	0	0	0	0	0	34.3	
6:00	0	2	4	1	0	0	0	0	0	0	0	0	32.9	40.4
7:00	1	2	15	10	2	0	0	0	0	0	0	0	38.1	45.5
8:00	1	3	16	11	1	0	0	0	0	0	0	0	37.5	44.2
9:00	1	2	7	3	0	0	0	0	0	0	0	0	33.1	39.2
10:00	0	3	6	3	0	0	0	0	0	0	0	0	35.1	41.4
11:00	0	1	4	3	0	0	0	0	0	0	0	0	37.0	43.2
12:00	0	3	5	2	0	0	0	0	0	0	0	0	33.5	40.6
13:00	0	2	6	3	1	0	0	0	0	0	0	0	36.3	43.3
14:00	1	1	5	4	0	0	0	0	0	0	0	0	37.0	43.3
15:00	0	3	9	5	0	0	0	0	0	0	0	0	36.3	42.4
16:00	0	1	9	3	1	0	0	0	0	0	0	0	35.9	40.5
17:00	1	2	7	4	0	0	0	0	0	0	0	0	34.8	41.8
18:00	1	2	6	3	0	0	0	0	0	0	0	0	36.2	43.1
19:00	0	1	4	4	0	0	0	0	0	0	0	0	36.5	42.9
20:00	0	1	2	1	0	0	0	0	0	0	0	0	34.3	43.6
21:00	0	0	1	1	0	0	0	0	0	0	0	0	35.5	
22:00	0	0	1	1	0	0	0	0	0	0	0	0	34.5	
23:00	0	0	1	0	0	0	0	0	0	0	0	0	35.3	
Total	9	31	111	62	6	1	0	0	0	0	0	0	36.0	42.8

Southbound traffic speeds recorded in February 2020:

Hour	Southbound Vehicle Speed Bins (kph)												Speed	
Starting	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
0:00	0	0	1	0	0	0	0	0	0	0	0	0	34.3	
1:00	0	0	0	0	0	0	0	0	0	0	0	0		
2:00	0	0	0	0	0	0	0	0	0	0	0	0	35.6	
3:00	0	0	0	0	0	0	0	0	0	0	0	0		
4:00	0	0	0	1	0	0	0	0	0	0	0	0	41.9	
5:00	0	1	2	1	0	0	0	0	0	0	0	0	36.5	
6:00	0	1	6	4	0	0	0	0	0	0	0	0	37.5	44.4
7:00	3	6	39	24	2	0	0	0	0	0	0	0	37.1	44.0
8:00	2	6	27	24	1	0	0	0	0	0	0	0	38.1	44.4
9:00	1	3	8	7	1	0	0	0	0	0	0	0	37.2	45.0
10:00	1	4	7	4	0	0	0	0	0	0	0	0	34.6	42.4
11:00	2	4	10	4	0	0	0	0	0	0	0	0	33.6	40.1
12:00	1	3	11	7	0	0	0	0	0	0	0	0	36.5	43.2
13:00	0	3	9	6	1	0	0	0	0	0	0	0	37.6	44.9
14:00	1	4	14	13	1	0	0	0	0	0	0	0	37.6	44.1
15:00	2	4	21	22	2	0	0	0	0	0	0	0	38.5	45.7
16:00	1	4	16	13	1	0	0	0	0	0	0	0	37.7	44.6
17:00	1	5	18	16	2	0	0	0	0	0	0	0	38.0	44.3
18:00	0	4	16	8	0	0	0	0	0	0	0	0	36.4	42.3
19:00	1	3	7	5	0	0	0	0	0	0	0	0	35.3	43.6
20:00	1	2	6	4	1	0	0	0	0	0	0	0	36.8	44.1
21:00	1	1	3	1	0	0	0	0	0	0	0	0	34.5	38.2
22:00	0	1	2	2	0	0	0	0	0	0	0	0	33.2	42.7
23:00	0	1	1	1	0	0	0	0	0	0	0	0	34.7	
Total	17	60	223	165	12	1	0	0	0	0	0	0	37.1	42.8

REPORT
TC/C.02/21.07

Subject: Denison Street, Bondi Junction - Community Bus, Taxi and Australia Post Vehicle Parking

TRIM No: A14/0145

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council modifies the existing 'No Stopping, Authorised Vehicles and Taxis Vehicles Excepted 10 Min Only' zone to 'No Stopping, Authorised Vehicles, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone on the eastern side of Denison Street, Bondi Junction.

1. Executive Summary

Parking restrictions on the eastern side of Denison Street, south of Spring Street, were recently changed to allow Council-authorised vehicles and taxis to drop off and pick up passengers accessing the Waverley Community and Seniors Centre (Figure 1). The centre recently relocated from the Mill Hill Community Centre off Spring Street to Council's Library off Denison Street. The relocation is due to construction works associated with the Mill Hill Community Centre refurbishment.

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

There are two post boxes (a red post box and a green depot box) within this zone. The depot box is used to store mail to be collected and distributed to nearby streets.

It is proposed that the Australia Post vehicles are added to the current 'No Stopping, Authorised Vehicles and Taxis Excepted, 10 Min Only' zone.

Figure 2 shows the current and proposed signage.

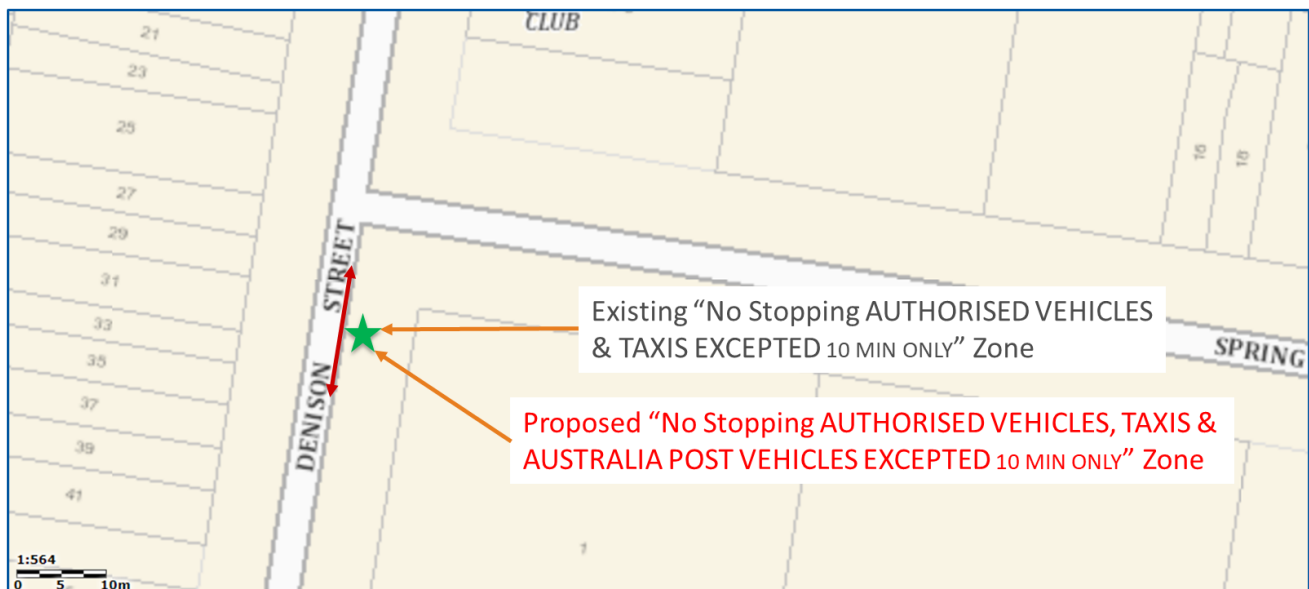


Figure 1. Site location.



Figure 2. Proposed 11.4 metre 'No Stopping Authorised Vehicle, Taxis and Australia Post Vehicles Excepted, 10 Min Only' zone in Denison Street

2. Introduction/Background

Australia Post has made representations to include Australia Post within the parking restrictions allowing Council-authorised vehicles and taxis on the eastern side of Denison Street, south of Spring Street. The restrictions currently prevent Australia Post from legally parking beside post boxes at this location.

3. Technical Analysis

The length of the 'No Stopping 10 Min Only' zone is 11.4 metres.

Permitting Australia Post vehicles to park in the current 'No Stopping 10 minute' zone will not adversely impact other people accessing the zone.

4. Financial Information for Council's Consideration

The cost of the proposed parking review of the zone will be funded from existing budgets.

5. Attachments

Nil.

REPORT
TC/C.03/21.07

Subject: Bennett Street and Ewell Lane Intersection, Bondi - 'No Stopping' Zone

TRIM No: SF21/3483

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council installs a 10 metre 'No Stopping' zone on the eastern side of Bennett Street, north of the intersection of Bennett Street and Ewell Lane, Bondi.

1. Executive Summary

Council officers have received a request from residents to review parking controls on the eastern side of Bennett Street adjacent to the intersection of Bennett Street and Ewell Lane, Bondi (see Figure 1). It is reported that cars park on the eastern side of Bennett Street adjacent to Ewell Lane block the sight distance of drivers existing from Ewell Lane.

It is proposed to install a 10 metre 'No Stopping' restriction on the eastern side of Bennett Street from north of Ewell Lane, as shown in Figure 2.

One 'illegal' car parking space will be lost as a result of the change.

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

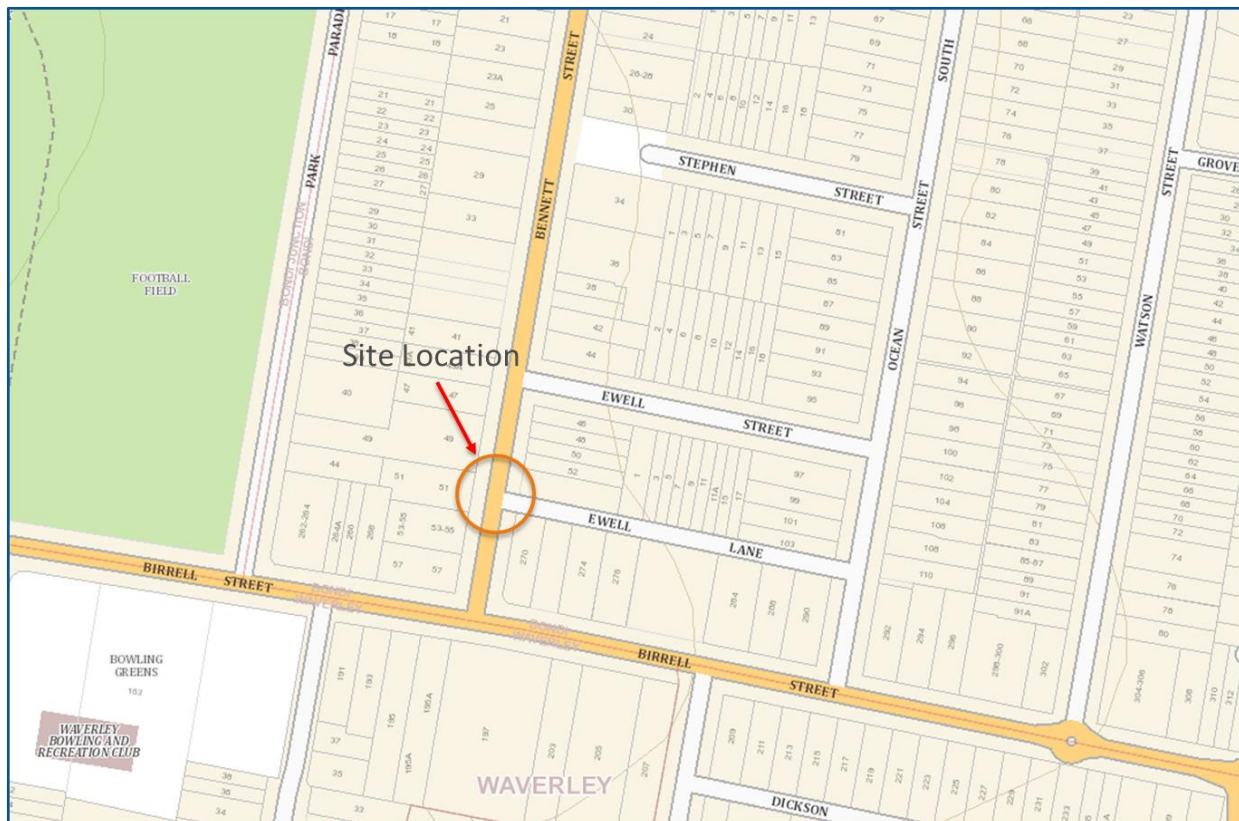


Figure 1. Site location.

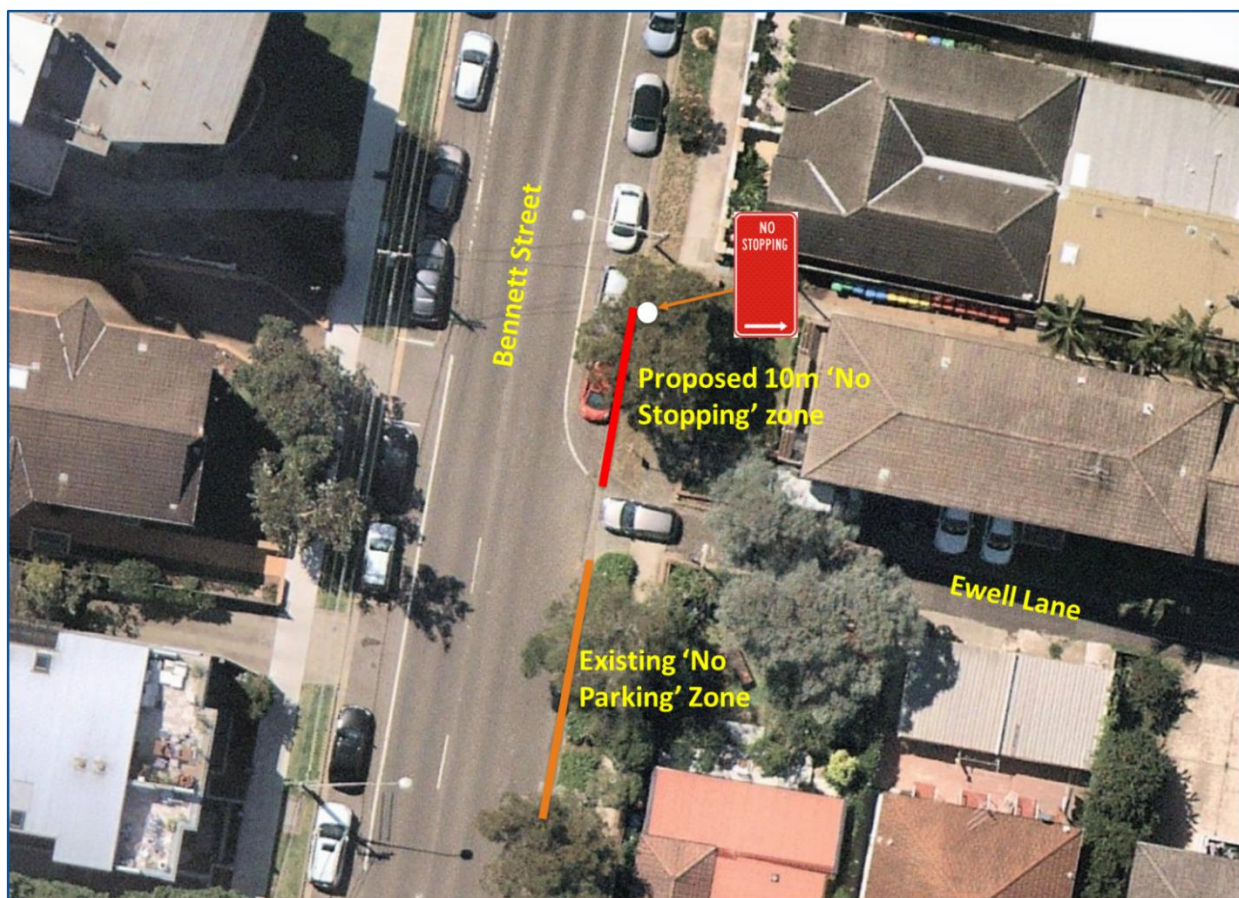


Figure 2. Proposed 10 metre 'No Stopping' zone.

2. Introduction/Background

Residents have reported that sight distance and manoeuvrability of vehicles existing from Ewell Lane is restricted when cars are parked around the corner of the intersection, in the eastern side of Bennett Street.

3. Technical Analysis

There are currently no signposted parking restriction on the eastern side of Bennett Street, north of Ewell Lane. A 'No Parking' zone is installed on the eastern side of Bennett Street, south of Ewell Lane.

It is reported by the residents that vehicles are often parked on Bennett Street close to and within 10 metres of north of Ewell Lane. A site visit has been conducted on 8 June 2021 revealing this issue, as shown in Figure 3. Vehicles parked too close to the intersection significantly reduce driver sight lines on both Bennett Street and Ewell Lane.



Figure 3. Car parked on Bennett Street within 10 metres of the intersection (site visit photo on 8 June 2021).

Legislative requirements

NSW Road Rule 170 (stopping in or near an intersection) states that:

(3) 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—

(a) 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, or

(b) if the intersection is a T-intersection—along the continuous side of the continuing road at the intersection.

RMS's Technical Direction TDT 2002/12C (Stopping and Parking Restrictions at Intersections and Crossings) states that:

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.

Installation of 'No Stopping' restrictions as shown in Figure 2 is recommended.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT
TC/C.04/21.07

Subject: Lawson Lane, Bondi Junction - 'No Parking' Zones

TRIM No: A02/0637

Author: Paul Cai, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs 'No Parking, 6 am–10 am, Thursday' zones in sections of Lawson Lane, Bondi Junction, where parking is currently unrestricted.
2. Installs 'No Truck' restrictions in Lawson Lane.
3. Consults residents six months following the implementation of the restrictions regarding the possibility of making the 'No Parking' restrictions 24/7.

1. Executive Summary

Representations have been received from residents and Council's Waste Collection Section that cars parked in Lawson Lane, Bondi Junction, restrict waste truck accessing the laneway to collect bins on Thursday morning.

It is proposed to install 'No Parking, 6 am–10 am, Thursday' parking restrictions in sections of Lawson Lane that are currently unrestricted. Existing 'No Parking' and 'No Stopping' zones will remain unchanged.

A site inspection was conducted on 23 May 2021. It is noted that construction trucks were using Lawson Lane for access to Birrell Street. Width of the laneway is not suitable for truck access. It is proposed to install 'No Truck' restrictions in Lawson Lane to minimise the impacts of trucks on residential traffic.

The existing parking controls and proposed parking controls on Lawson Lane are shown in Figure 1.

Residents with properties adjacent to the laneway have been consulted. The responses from residents indicated that majority of residents support the proposed parking restrictions in Lawson Lane.

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



Figure 1. Existing and proposed parking controls in Lawson Lane.

2. Introduction/Background

'No Parking' zones have been installed in partial of the eastern side of Lawson Lane together with 'No Stopping' zones adjacent to the intersections in the laneway, as shown in Figure 1. The rest of the laneway has unrestricted parking.

Waste collection is carried out in the laneway on Thursday mornings for properties with rear access to Lawson Lane. It is difficult and sometimes impracticable to manoeuvre waste trucks through the lane due to cars parked in the lane.

Figure 2 presents an example of a utility and small truck passing a parked car. This is only possible if the car is parked hard against the kerb. Council waste vehicles require more clearance if they are to manoeuvre around the car without risk of damage to the car or the waste vehicle.



Figure 2. Trucks passing parked car in Lawson Lane (photo taken at site visit on 23 May 2021).

3. Technical Analysis

Eighty-two residents with rear access to Lawson Lane were surveyed about installing 'No Parking, 6 am–10 am, Thursday' restrictions to the existing unrestricted parking zone in Lawson Lane. Nine responses were received. The responses are summarised in Table 1 below.

Table 1. Resident responses.

Resident	Response
Resident 1	Supports the 6 am–10 am restriction. Requested a no parking zone along the laneway at all times.
Resident 2	Supports the 6 am–10 am restriction. Requested a no parking zone along the laneway at all times.
Resident 3	Supports the 6 am–10 am restriction.
Resident 4	Supports the 6 am–10 am restriction. Requested a no parking zone along the laneway at all times.
Resident 5	Supports the 6 am–10 am restriction. Requested a no parking zone along the laneway at all times.
Resident 6	Concerns about the proposed parking restriction as residents park their car in the laneway.
Resident 7	Supports the proposed parking restriction.
Resident 8	Supports the 6 am–10 am restriction. Requested a 'No Parking' zone along the laneway at all times.
Resident 9	Supports the 6 am–10 am restriction. Recommends 'No Parking' zone at the lower end of Lawson Lane near Birrell Street.

The survey results show that majority of the residents support the proposed parking restriction on Thursday to allow for waste truck access. Most of the responses requested the parking restrictions to be 24/7 instead of just 6 am–10 am Thursdays.

Residents were not asked whether they would prefer the 24/7 restrictions. A fresh survey would be required to assess this as residents who did respond may be in favour of the 6 am–10 am option but not in favour of the 24/7 option.

It is proposed to install 'No Parking, 6 am–10 am, Thursday' zones in the existing unrestricted parking areas in Lawson Lane at this stage. Investigation of introducing 24/7 'No Parking' restrictions along the laneway will be deferred until a second survey of residents is undertaken following the installation of the 6 am–10 am, Thursday restrictions.

It is also proposed to install 'No Truck' restrictions in Lawson Lane to minimise the impacts of trucks on the residential traffic in the laneway. A truck is a motor vehicle with a GVM over 4.5 tonnes, except a bus, tram or tractor. Trucks such as waste vehicles with a destination within the lane are exempt from the restriction.

Signage

The proposed signage to be installed on Lawson Lane is shown in Figure 3 below.



Restriction	Signage Symbol
'No Parking, 6 am–10 am, Thursday'	
'No Truck'	

Figure 3. Proposed signage.

4. Financial Information for Council's Consideration

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

5. Attachments

Nil.

REPORT
TC/C.05/21.07

Subject: 17-25 Spring Street, Bondi Junction - Construction Zone

TRIM No: A03/2514-04

Author: Emraul Kayes, Traffic Engineer
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 9 metre 'No Parking 7 am–5 pm Mon–Fri, 8 am–3 pm Saturday Council Authorised Vehicles Excepted' construction zone along part of the frontage of 17–25 Spring Street, Bondi Junction.
2. Notifies businesses/residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or relocate or remove, the construction zone, as necessary.

1. Executive Summary

Council has received an application from the builder/developer at 27–33 Spring Street, Bondi Junction (the Boot Factory), for the installation of a construction zone along part of the frontage of the adjacent property at 17–25 Spring Street (see Figure 1).

Parking for vehicles outside the construction site itself is currently not available due to a temporary realignment of travel lanes to accommodate a construction zone associated with building works across the road. This realignment is expected to continue for around 12 months.

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

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

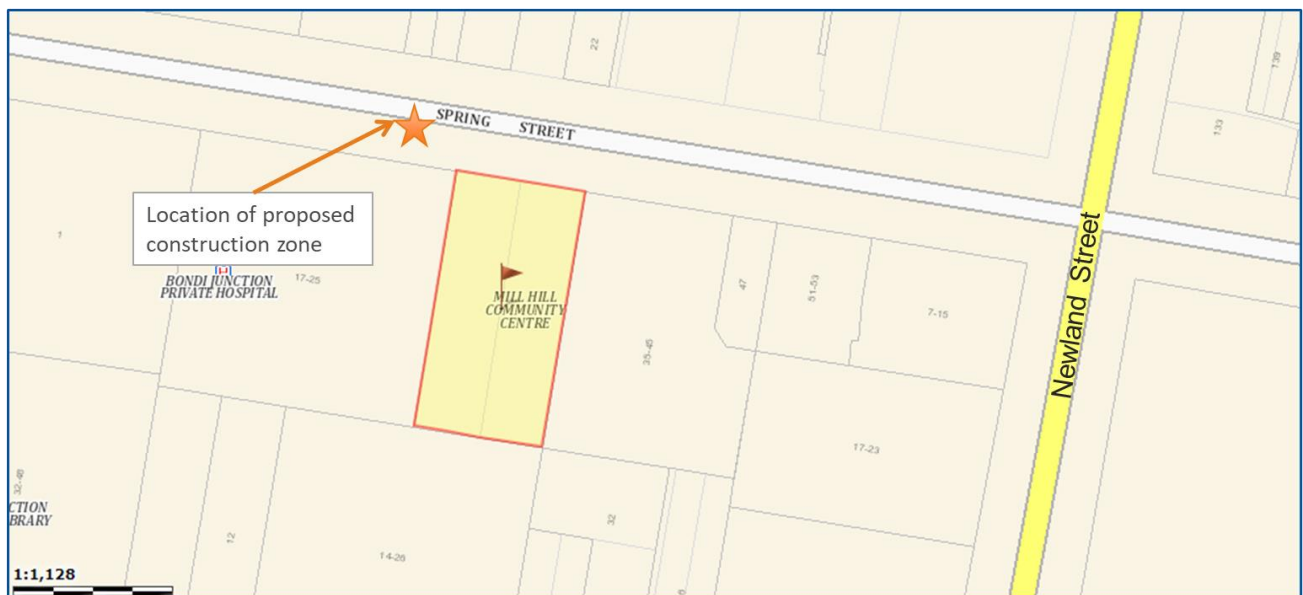


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

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

3. Technical Analysis

The subject site has a frontage of 25 metres on Spring Street, which is not available due to temporary realignment of travel lanes to accommodate a construction zone associated with building works across the road. This realignment is expected to continue for around 12 months.

The applicant has requested a 9 metre construction zone along the frontage on Spring Street. Council officers propose to install a 9 metre construction outside the neighbouring site at 17–25 Spring Street. The existing and recommended parking allocation is shown in Figures 3.

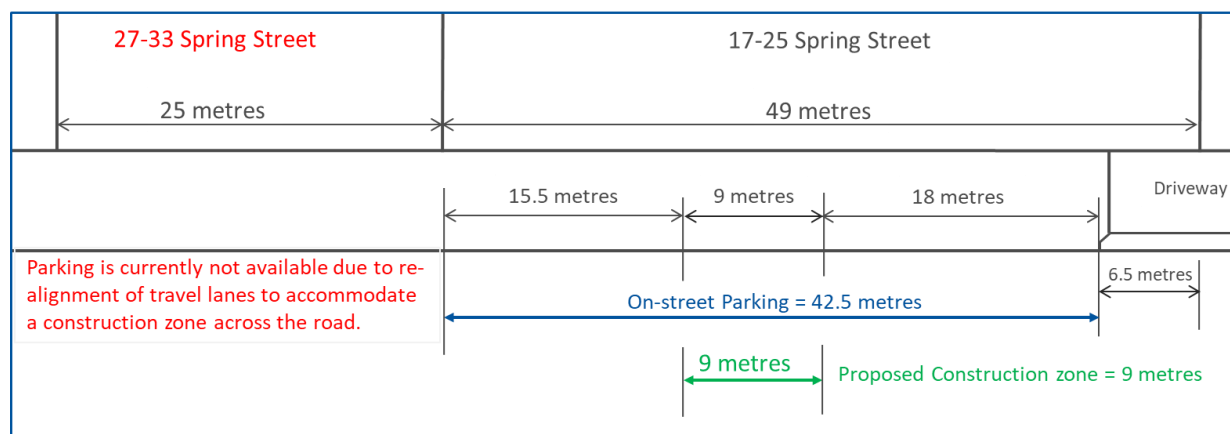


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Dean Huang
Development application	DA-374/2019
Works	Alterations and adaptive re-use of the Boot Factory as a flexible community centre and alterations and additions to Mill Hill community centre, associated landscaping, signage and site consolidation.
Approved hours of construction	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
Frontage length	25 metres
Road	Spring Street
Existing parking	1/2 P 8 am–6 pm Meter Registration, 3P 6 pm–9 pm
Length requested by applicant	9 metres
Length to be signposted	9 metres
Effective construction zone - Total length available for construction	9 metres
Duration	6 months (15 June 2021– 30 November 2021)
Fee area	Fee (areas zoned neighbourhood centre, commercial core, or mixed use)

Signage

The proposed signage is shown below.

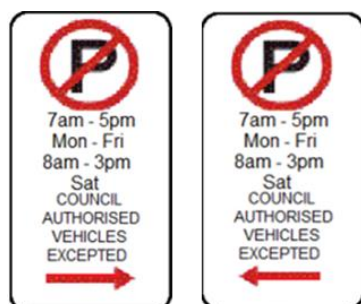


Figure 4. Proposed signage.

Notification

Businesses and residents in the vicinity of the construction zone will be notified prior to it being installed. Figure 5 shows the properties to be notified about the Spring Street construction zone.

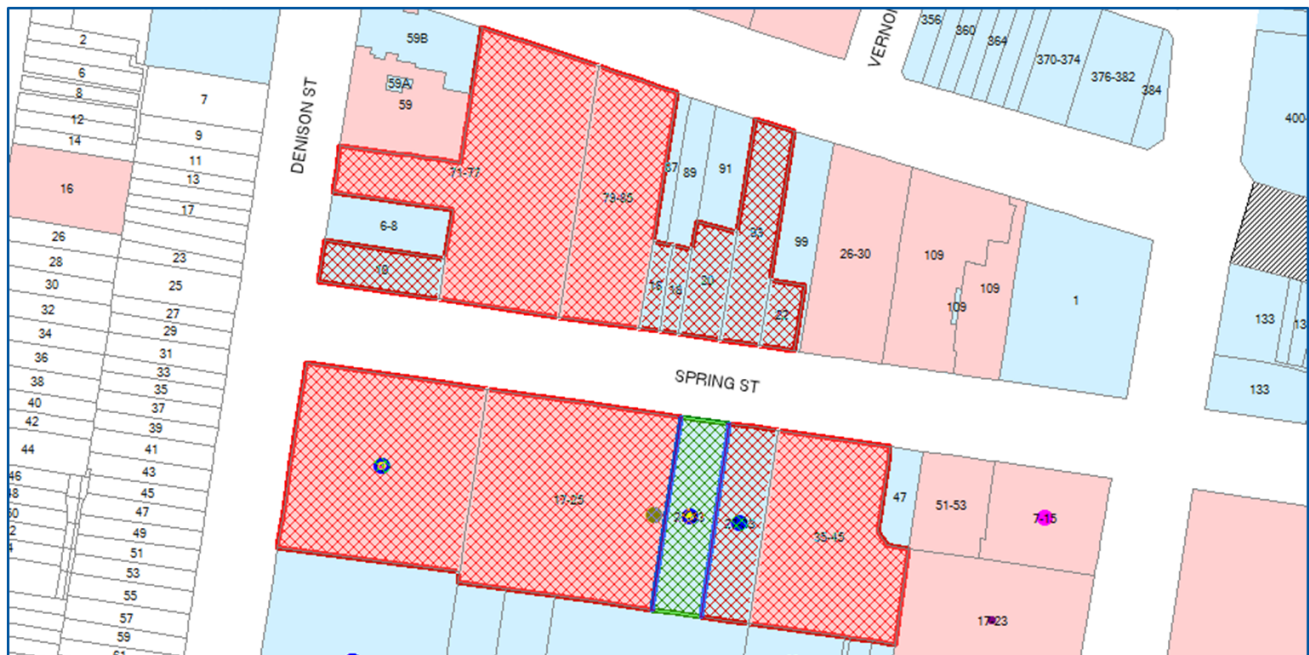


Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 9 metres made available for construction vehicles will be \$1,647 per week. The estimated weekly fees are shown in Table 1.

Table 1. Estimated fees.

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre	0	\$70.00	\$0.00
- Angle parking	per week	0	\$139.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	9	\$97.00	\$873.00
- Angle parking	per week		\$190.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)	per space	2	\$387.00	\$774.00
Weekly Fee				\$1,647.00

5. Attachments

Nil.

REPORT
TC/V.01/21.07

Subject: Kippara Road south of Wallangra Road, Dover Heights - Double Centre (BB) Line Marking

TRIM No: A03/0042-04

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

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs the following traffic control devices at the intersection of Kippara Road with Wallangra Road, Dover Heights, as shown in Figure 5 (Option 4) of the report:
 - (a) 12.5 metres of BB double centreline marking with RPMs on Kippara Road, south of Wallangra Road, Dover Heights.
 - (b) 5 metres of BB double centreline marking with RPMs on Wallangra Road, north of Kippara Road, Dover Heights.
 - (c) 5 metre 'No Stopping' zone on the eastern side of Kippara Road, just south of Wallangra Road.
2. Delegates authority to Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

Council has received requests to review the intersection of Kippara Road and Wallangra Road, Dover Heights (see Figure 1). This is due to motorists driving in the middle of the road as they negotiate the bend in Kippara Road.

BB centreline marking, raised pavement markers (RPMs), and 'No Stopping' restrictions at the intersection of Kippara Road with Wallangra Road are proposed. A 5 metre No Parking zone will be required on the eastern side of Kippara Road to keep trucks clear of the BB line in Kippara Road.

The proposal addresses conflicts between vehicles entering and exiting Wallangra Road, as well as drivers crossing the centreline of Kippara Road.

The proposal will not affect drivers turning to and from Wallangra Road. Motorists are allowed to cross a double centre line to enter or exit a street or a driveway.

The matter was presented to the Waverley Traffic Committee at its June 2021 meeting. The Traffic Committee recommended that:

'Council defers this item to investigate improved vehicle safety for Wallangra Road traffic and turning movements at the intersection of Kippara Road, with a further report to be prepared for the Traffic Committee's consideration.'

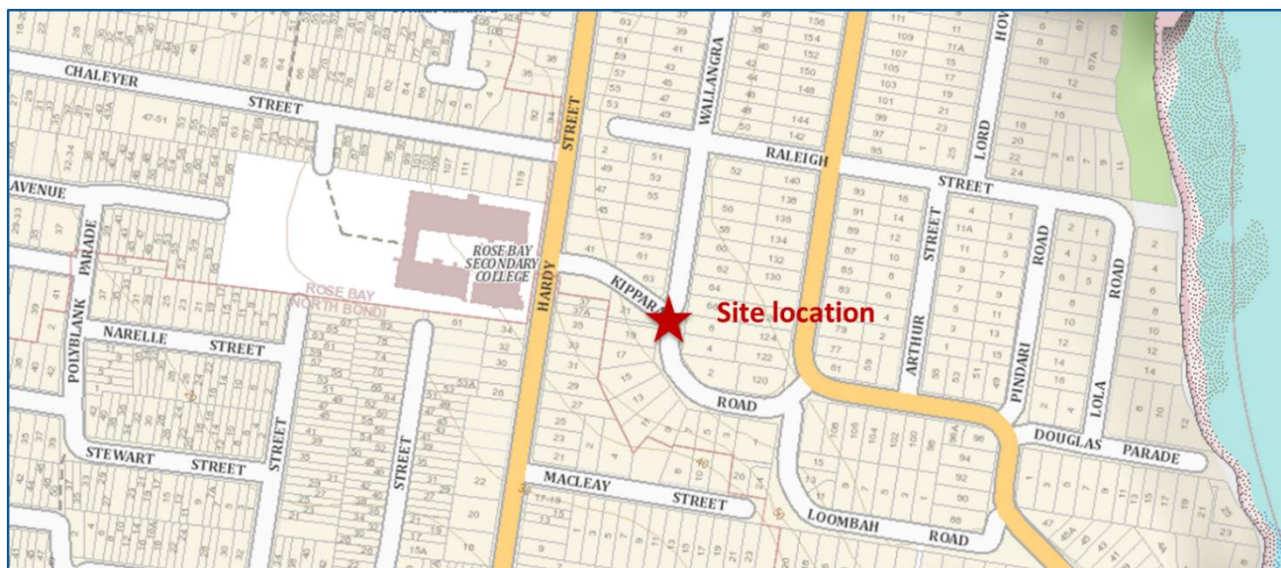


Figure 1. Site location.

2. Introduction/Background

Council has received requests to review existing traffic arrangements at the intersection of Kippara Road and Wallangra Road, Dover Heights. Some motorists are crossing the centreline at the bend in Kippara Road. In addition, there are conflicts between motorists turning into and out of Wallangra Road.

Council installed S1 line marking around the bend plus a 'No Stopping' zone at the western side of the bend in November 2019. The S1 line was installed in accordance with Transport for NSW (TfNSW) delineation guidelines (3 metre lines with 9 metres between each line). This has not been effective in guiding drivers around the bend.

It is recommended that a 12.5 metre BB line plus RPMs is installed instead of the S1 line to assist motorists in staying left as they are negotiating the bend. It is also recommended that a 5 metre BB line plus RPMs is installed in Wallangra Road, north of Kippara Road, to separate traffic inbound to and outbound of Wallangra Road. A 5 metre 'No Parking' zone will be required on the eastern side of Kippara Road to keep trucks clear of the BB line in Kippara Road.

3. Technical Analysis

Kippara Road is a local street in Dover Heights south of Wallangra Road. It services a two-way traffic movement with parking on both sides.

A number of options have been investigated. They are:

- Option 1: Retain the existing line marking (Figure 2).
- Option 2: Install a BB line on Kippara Road (Figure 3).
- Option 3: Install a BB line on Wallangra Road (Figure 4).
- Option 4: Install BB lines on Wallangra Road and Kippara Road (Figure 5).

Double centre lines (BB line) and raised pavement markers (RPMs) can better guide motorists to stay left. They will not affect turning to and from Wallangra Road. Motorists are allowed to cross a double centre line to enter or exit a street or a driveway, unless signposted otherwise.



Figure 2. Option 1 – Retain the existing line marking.



Figure 3. Option 2 – Install a BB line on Kippara Road.



Figure 4. Option 3 – Install a BB line on Wallangra Road.



Figure 5. Option 4 – Install BB lines on Wallangra Road and Kippara Road.

A car space is lost under options 2 and 4. Swept path analysis indicates that a 9 metre truck travelling south on Kippara Road could possibly side swipe a parked vehicle on the eastern side of Kippara Road, directly south of Wallangra Road. This necessitates the installation of a 5 metre 'No Stopping' zone.

It is recommended that option 4 (Figure 5) is adopted as it addresses conflicts between vehicles entering and exiting Wallangra Road as well as drivers crossing the centreline of Kippara Road.

4. Financial Information for Council's Consideration

Council will fund the installation of the traffic devices.

5. Attachments

Nil.

REPORT
TC/CV.01/21.07

Subject: Eastern Bus Network Changes - Bronte Road and Curlewis Street - Bus Zone Extensions and Installations

TRIM No: SF21/3556

Author: Hamoon Bahari, Professional Engineer, Traffic and Transport
Calum Hutcheson, Service Manager, Traffic and Transport

Authoriser: Dan Joannides, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Notes its opposition to the use of 18 metre articulated buses for the proposed route 390X on Bronte Road.
2. Determines whether to approve:
 - (a) The extension of the existing 20 metre bus zone on the western side of Bronte Road, south of Birrell Street, Queens Park, to 32 metres.
 - (b) The extension of the existing 14 metre bus zone on the eastern side of Bronte Road, north of Birrell Street, Bondi Junction, to 18 metres.
 - (c) The extension of the existing 37 metre bus zone on the eastern side of Bronte Road, north of Carrington Road, Waverley, to 40.5 metres.
3. Does not approve:
 - (a) The installation of a new 30 metre bus zone on the south-western side of Curlewis Street, south-east of Glenayr Avenue, Bondi Beach.
 - (b) The installation of a new 30 metre bus zone on the north-eastern side of Curlewis Street, north-west of Glenayr Avenue, Bondi Beach.

1. Executive Summary

Council has received correspondence from State Transit requesting an increase in the length of three bus zones on Bronte Road and introduction of two new bus zones on Curlewis Street. This is to accommodate bus network changes including introduction of 18 metre articulated buses to Bronte Road and two new bus zones on Curlewis Street to accommodate an extension of the summer Coogee to Bondi Beach service

Transport for NSW (TfNSW) has proposed an integrated network plan for Sydney's south-east in order to provide increased capacity on public transport and support existing and emerging travel patterns. State Transit proposes changes to bus services to be introduced mid-September 2021.

The changes relevant to this report are:

- Extending the length of three bus zones on Bronte Road to accommodate 18 metre articulated buses. The existing bus zones are designed to accommodate 12.5 metre standard buses.
- Two new bus zones in Curlew Street to accommodate an extension of the bus route 362 summer service from Bondi Beach to Rose Bay. Route 362 will run every 30 minutes between approximately 9.30 am and 7.30 pm. It is a part-time service scheduled to operate on weekends during the summer daylight savings period and daily during the gazetted school summer holiday period.

Council considered the range of proposed changes to the Eastern Suburbs bus network at its meeting on 25 May 2021. Council resolved to direct the Mayor to write to the Premier for NSW (and others) regarding the changes. The submission by the Mayor on behalf of Council (attached to this report) states in part:

‘Waverley Council does not support the introduction of 18m articulated buses along Bronte Rd. Articulated vehicles require longer bus bays and are undesirable from a passenger perspective as they provide a less comfortable ride, have obscured visibility out for passengers and suffer from unpredictable and uncomfortable movement when turning and passing over even small bumps in the road surface. All of these factors reduce the desirability of routes that operate these vehicles and thus the proposed articulated buses are not supported.

It should also be noted that whilst I support the extension of the 362 along Curlew St to connection to the Rose Bay ferry and that this is supported as a year round service, this is in conflict with a proposed cycleway along Curlew St.’

Approval of the extension of the length of the bus zones on Bronte Road will require Council endorsing the introduction of 18 metre articulated buses. The impact on parking is low, with a loss of 2.5 spaces.

The installation of two new bus zones on Curlew Street is not supported due to adverse impacts on the planned Curlew Street cycleway. It is noted that, if the bus zones were installed, the impact on parking would be high, with a loss of 8 spaces.

Figure 1 shows the locations of the bus zones. Table 1 presents existing and proposed zone lengths and parking impacts.

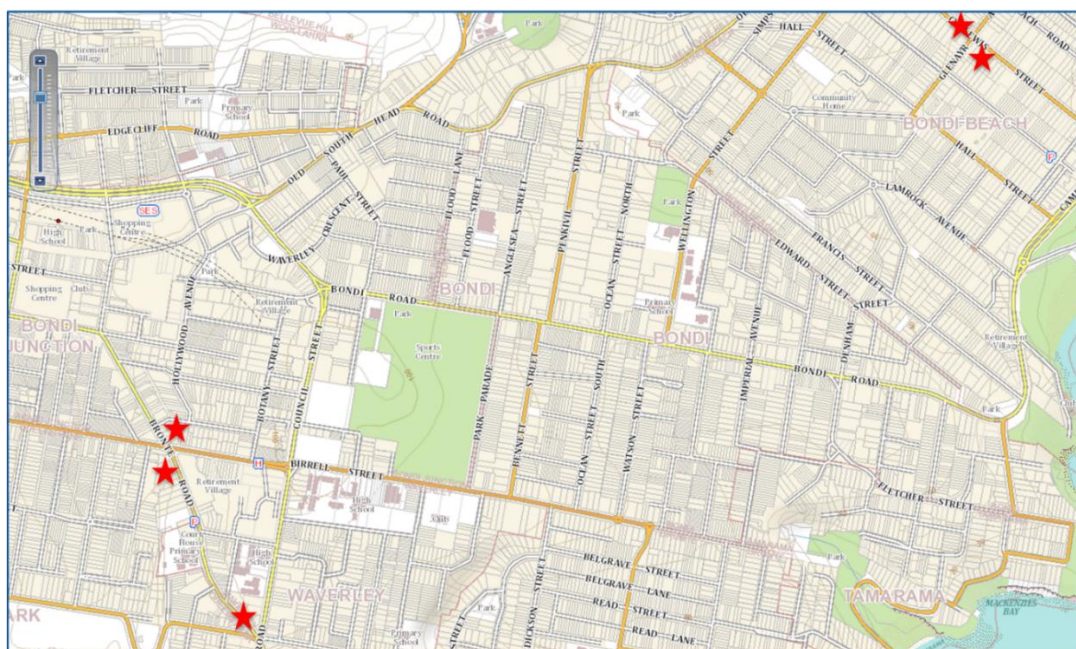


Figure 1. Bus stop locations.

Table 1. Existing and proposed bus zone lengths.

Bus Zone Location	Existing Length	Proposed Length	Parking Lost
Western side of Bronte Road south of Birrell Street	20 metres	32 metres	2 spaces
Eastern side of Bronte Road north of Birrell Street	14 metres	18 metres	0 spaces
Eastern side of Bronte Rd north of Carrington Road	37 metres	40.5 metres	0.5 spaces
South-western side of Curlewis St, south-east of Glenayr Avenue	new zone	30 metres	3 spaces
North-eastern side of Curlewis St, north-west of Glenayr Avenue	new zone	30 metres	5 spaces

2. Introduction/Background

State Transit has advised:

'Transport for NSW (TfNSW) are proposing an integrated network plan for Sydney's South East in order to provide increased capacity on public transport and support existing and emerging travel patterns. Details of this plan are available at www.mysydney.nsw.gov.au

Following community feedback on this proposed integrated network plan, changes to bus services are set to be introduced mid-September 2021.

TfNSW have requested State Transit, as the local bus operator, to liaise with Councils in order to ensure bus stop locations are able to support the proposed network, including use of higher-capacity articulated vehicles.

As such, we would respectfully request Council give consideration to the following request for extension to existing and gazetted of new Bus Zones.

The proposed changes aim to benefit services 390X and 362.

ITEM 1: Bronte Rd QUEENS PARK

Extend existing bus zone on the western side of Bronte Rd south of Birrell St to 32.0m in length to facilitate operation of articulated buses on Route 390x services.

ITEM 2: Bronte Rd BONDI JUNCTION

Extend existing bus zone on the eastern side of Bronte Rd north of Birrell St to 18.0m in length to facilitate operation of articulated buses on Route 390x services.

ITEM 3: Bronte Rd WAVERLEY

Extend existing bus zone on the eastern side of Bronte Rd north of Carrington Rd to 32.0m in length to facilitate operation of articulated buses on Route 390x services.

ITEM 4: Curlewis St BONDI BEACH

New 30.0m part time bus zone on the south-western side of Curlewis St, south-east of Glenayr Ave to facilitate operation of Route 362 buses during summer weekends and school holidays.

ITEM 5: Curlewis St BONDI BEACH

New 30.0m part time bus zone on the north-eastern side of Curlewis St, north-west of Glenayr Ave to facilitate operation of Route 362 buses during summer weekends and school holidays.'

At its meeting on 25 May 2021, Council passed the following resolution:

That Council:

1. Notes:

- (a) The development of Transport for NSW's new integrated transport network in Sydney's south-east, which will be introduced in late 2021.
- (b) That 25 bus routes will be withdrawn, 23 bus routes will be modified and 11 new bus routes introduced.
- (c) That the bus routes being cut are: 300, 301, 302, 309X, 310X, 314, 316, 317, 338, 353, 357, 372, 373, 376, 377, 391, 393, 394, 395, 400, 400N, L94, X40, X93 and X99.
- (d) That the bus routes being modified are: 303, 304, 307, 309, 313, 320, 339, 339X, 343, 348, 355, 363, 362, 370, 373X, 364, 374X, 377X, 392, 397, 399, 418, 420 and 420N.
- (e) That the following routes from Bondi Junction are not impacted by the changes: 200, 326, 327, 328, 333, 380, 381, 386, 387, 388.
- (f) That the following routes will only have stand changes at Bondi Junction station: 328, 355, 360.
- (g) That route 357 from Bondi Junction is replaced by new route 356.
- (h) That route 353 from Bondi Junction is replaced by new route 350.
- (i) That the promised reinstatement of the 378 did not eventuate.
- (j) That these changes impact the suburbs of Waverley, Bondi Junction and Queens Park in particular.
- (k) Concerns from schools in the Eastern Suburbs about the proposed reduction in bus services coupled with the already limited service availability for local school students.

2. Requests further information from Transport for NSW on route 389 and invites a representative to provide a Councillor briefing prior to the end of the consultation period and allowing sufficient time for a Council submission.

3. Directs the Mayor to write to the Premier for NSW, the Hon Gladys Berejiklian MP; the Minister for Transport, the Hon Andrew Constance MP; the Member for Vaucluse, the Hon Gabriel Upton MP; the Member for Coogee, Dr Marjorie O'Neill MP; and the Member for Wentworth, Dave Sharma MP:

- (a) Affirming Council's support for public transport.
- (b) Advising that as one of Australia's most densely populated local government areas, Waverley residents rely very heavily on, and use, public transport.
- (c) Acknowledging the additional frequency and services on routes 313, 352, 362, 379 and new route 390X.
- (d) Requesting that adequate capacity is ensured on bus routes for Waverley residents, especially at peak times.

- (e) Calling on Transport for NSW to consider further extending the 362 service to Edgecliff station and increasing availability year-round to provide another public transport option for visitors to and from Bondi Beach and Bondi to City commuters.
- 4. Makes a submission to the consultation presently being undertaken by State Transit, which closes on 18 June, advocating for the importance of public transport and requesting that adequate capacity is ensured on bus routes for Waverley residents, especially at peak times.
- 5. Develops and implements a communications strategy to promote this community consultation to the broader community and to the precincts as a matter of urgency.
- 6. Urgently requests:
 - (a) That its officers be given access to the ministerial briefing papers that established the consultation, all resultant data and analysis and a statement by the State Government of its immediate intention in the medium- to long-term for public transport in the Eastern Suburbs.
 - (b) That any intended workshops with Council be undertaken as a matter of urgency.

3. Technical Analysis

Bus zones can be installed to different dimensions depending on the circumstances. The bus zone needs to provide for the length of the bus plus room to draw in and draw out (see Figure 2). The draw-in section can be within a 'No Stopping' zone or partially across an intersection.

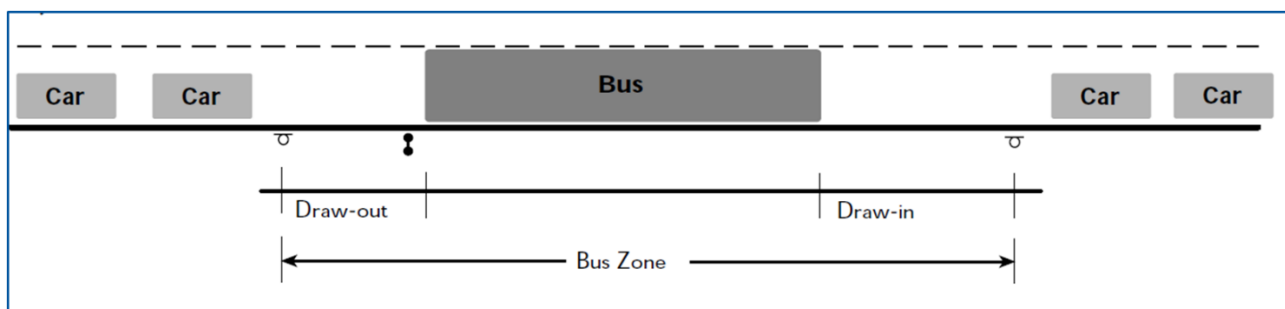


Figure 2. Bus Zone layout (source: State Transit Bus Infrastructure Guide).

Standard bus zone dimensions for different bus types are presented in Table 2 and Figure 2.

Table 2. Bus Zone dimensions (source: State Transit Bus Infrastructure Guide).

	Bus type		
	Standard	Long Rigid	Articulated
Length of Bus	12.5	14.5	18
Minimum draw-out length	6	6.5	8
Minimum draw-in length	11.5	14	14
Bus Zone length for one bus	30	35	40

Note: the dimensions are based on stopping at the bus stop sign with a suitable length of straight, flat standard height kerb to stop alongside.

The implications for each bus zone are presented below.

Site 1 – Western side of Bronte Road, south of Birrell Street, Queens Park

State Transit proposes extending the existing 20 metre zone by 12 metres to 32 metres. Two parking spaces will be lost. The proposed changes are shown in Figures 3 and 4.

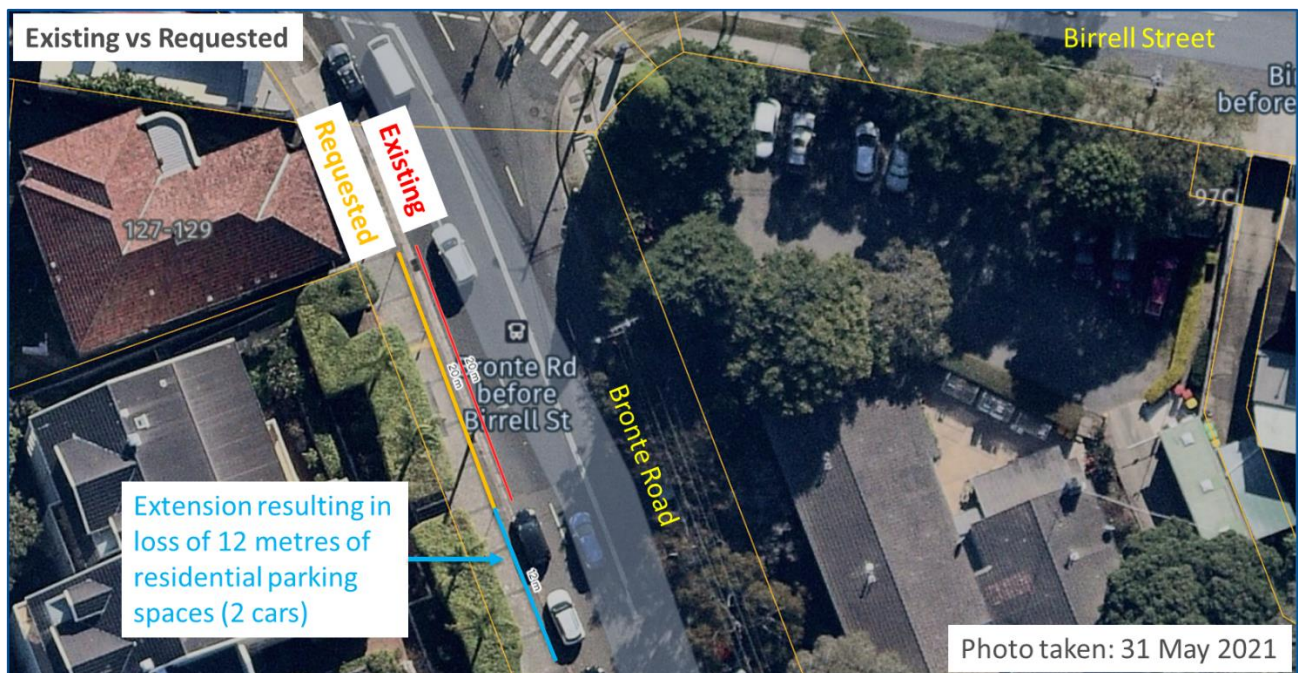


Figure 3. Site 1 – Western side of Bronte Road, south of Birrell Street.

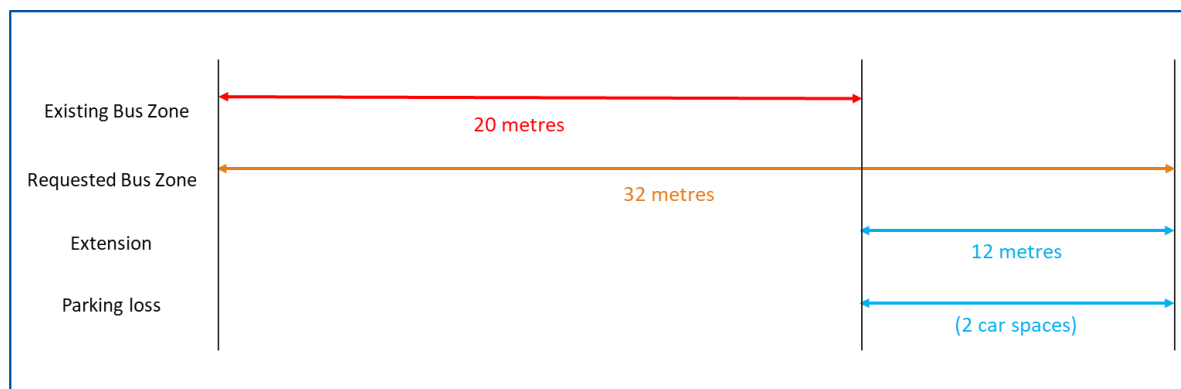


Figure 4. Site dimensions.

Site 2 – Eastern side of Bronte Road, north of Birrell Street, Bondi Junction

State Transit proposes extending the existing 14 metre zone by 4 metres to 18 metres. A 'No Stopping' zone south of Porter Street is reduced from 14 metres to 10 metres to accommodate this change. The 18 metres is the minimum length required to accommodate the 18 metre articulated bus. No parking spaces will be lost. The proposed changes are shown in Figures 5 and 6.

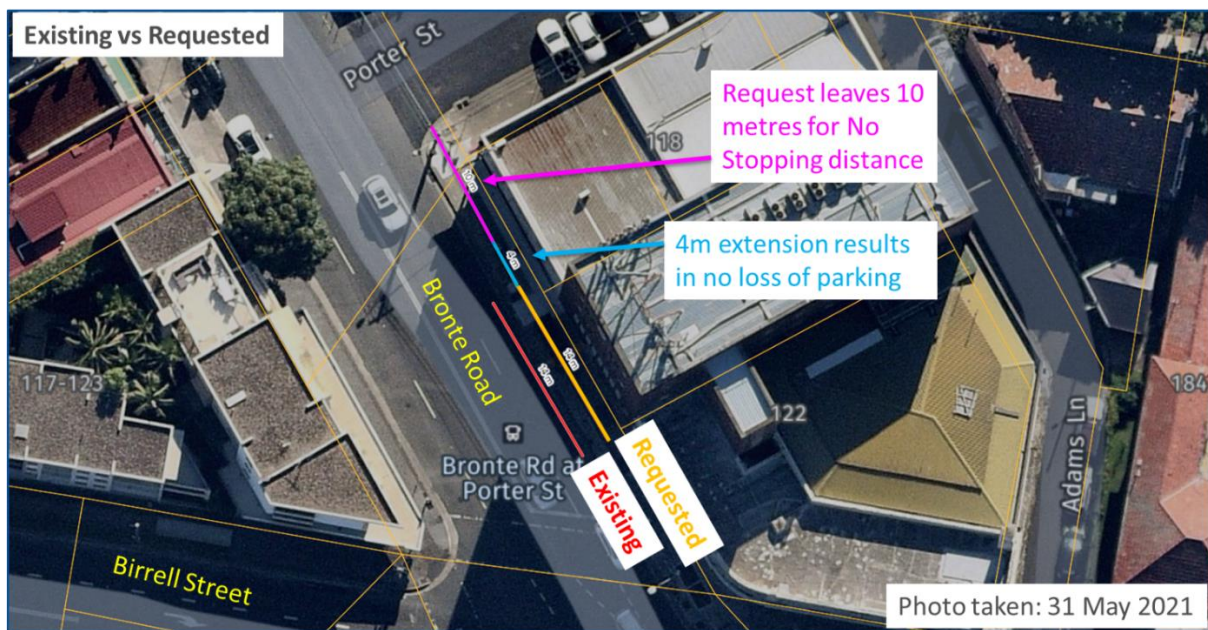


Figure 5. Eastern side of Bronte Road, north of Birrell Street.

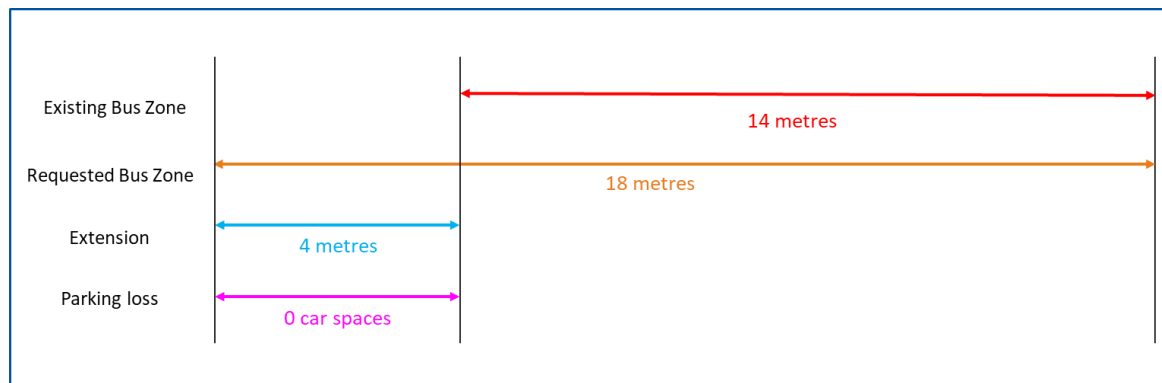


Figure 6. Site dimensions.

Site 3 – Eastern side of Bronte Road north of Carrington Road, Waverley

State Transit proposes extending the existing 37 metre bus zone by 3.5 metres to 40.5 metres. Approximately 0.5 car spaces (3.5 metres) will be lost. The proposed changes are shown in Figures 7 and 8 below.

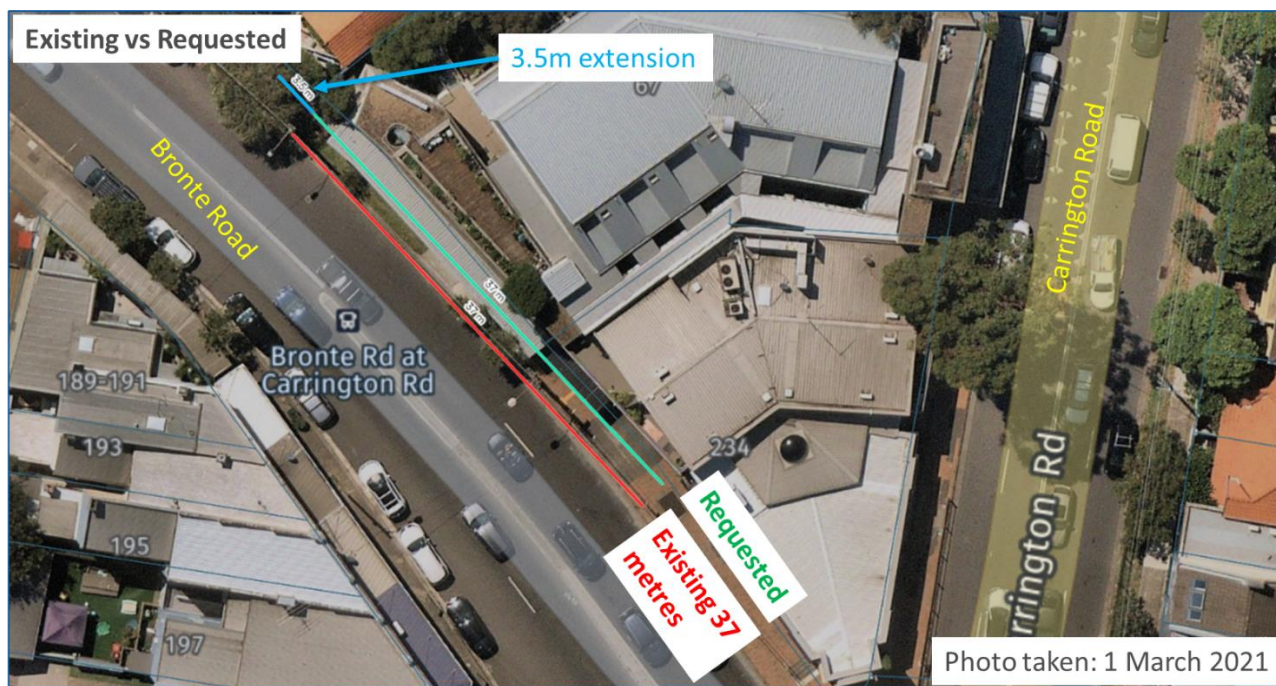


Figure 7. Eastern side of Bronte Road north of Carrington Road.

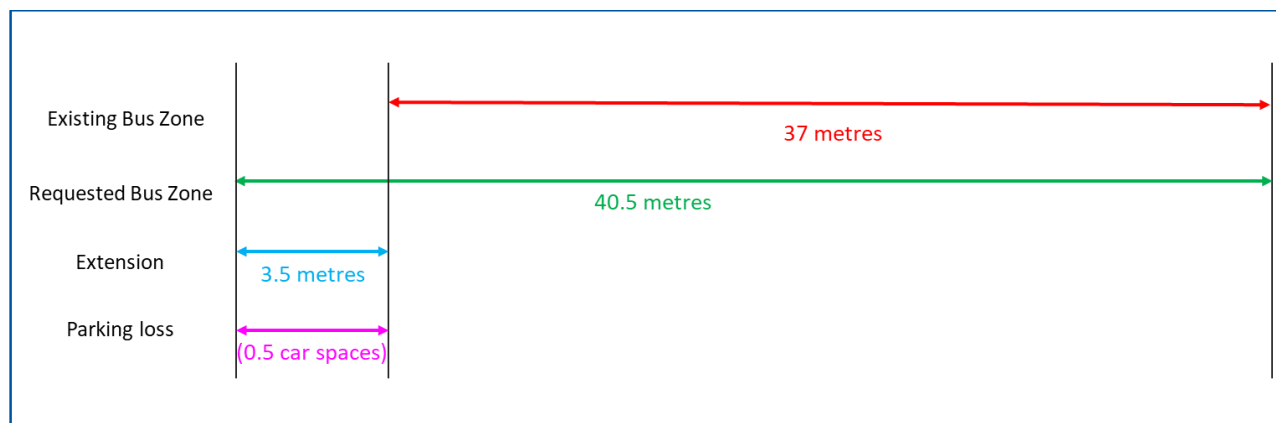


Figure 8. Site dimensions.

Site 4 – South-western side of Curlew Street, south of Glenayr Avenue, Bondi Beach

State Transit proposes installing a new 30 metre zone on Curlew Street to accommodate an extension of the summer route 362 (Coogee–Bondi Beach–Rose Bay). The part-time bus zone is scheduled to operate on weekends during the summer daylight savings period and daily during the gazetted school summer holiday period. Route 362 will run every 30 minutes between approximately 9.30am and 7.30 pm. Three parking spaces will be lost. The proposed changes are shown in Figures 9 and 10 below.

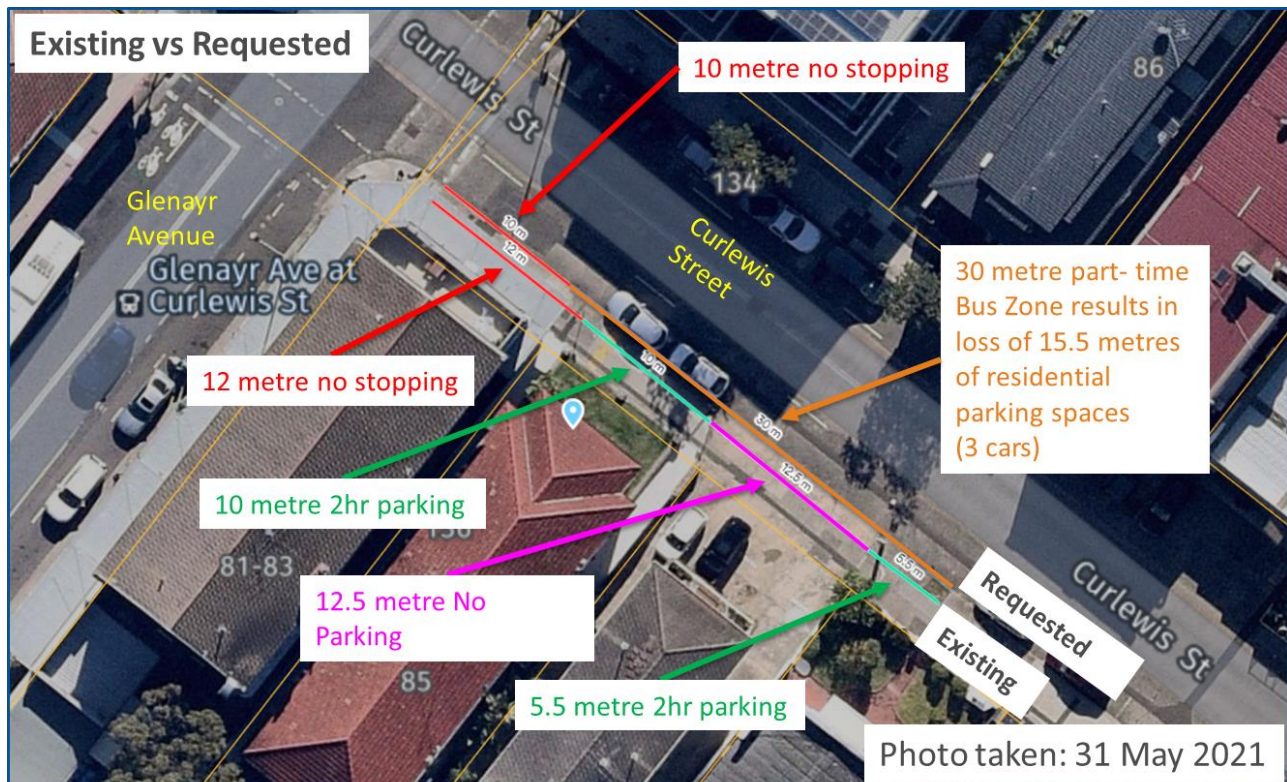


Figure 9. South-western side of Curlew Street, south of Glenayr Avenue, Bondi Beach.

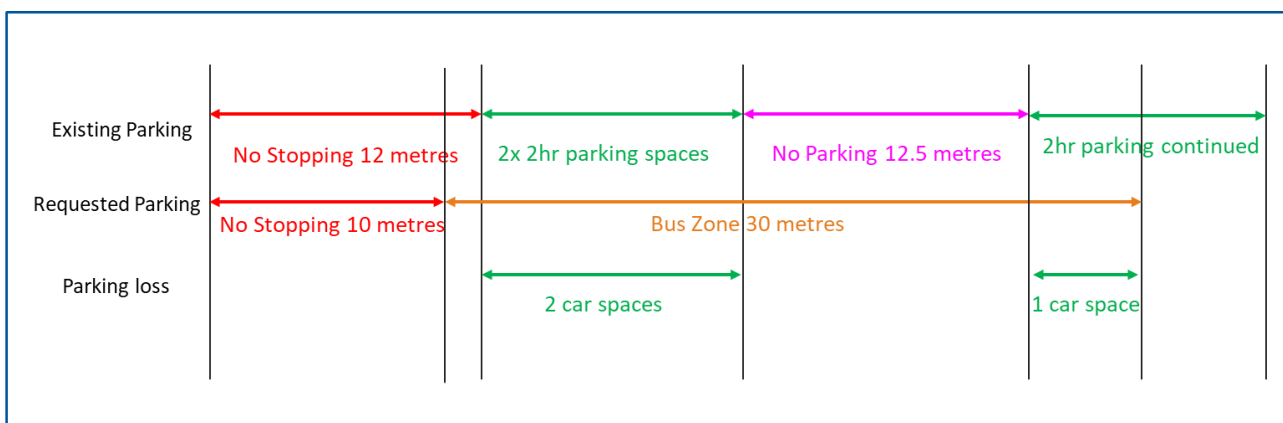


Figure 10. Site dimensions.

Site 5 – North-eastern side of Curlewis Street, north of Glenayr Avenue, Bondi Beach

State Transit proposes installing a new 30 metre zone on Curlewis Street to accommodate an extension of the summer route 362 (Coogee–Bondi Beach–Rose Bay). The part-time bus zone is scheduled to operate on weekends during the summer daylight savings period. It will also operate daily during the gazetted school summer holiday period. Route 362 will run every 30 minutes between approximately 9.30 am and 7.30 pm. Five parking spaces will be lost.

The proposed changes are shown in Figures 12 and 13 below.

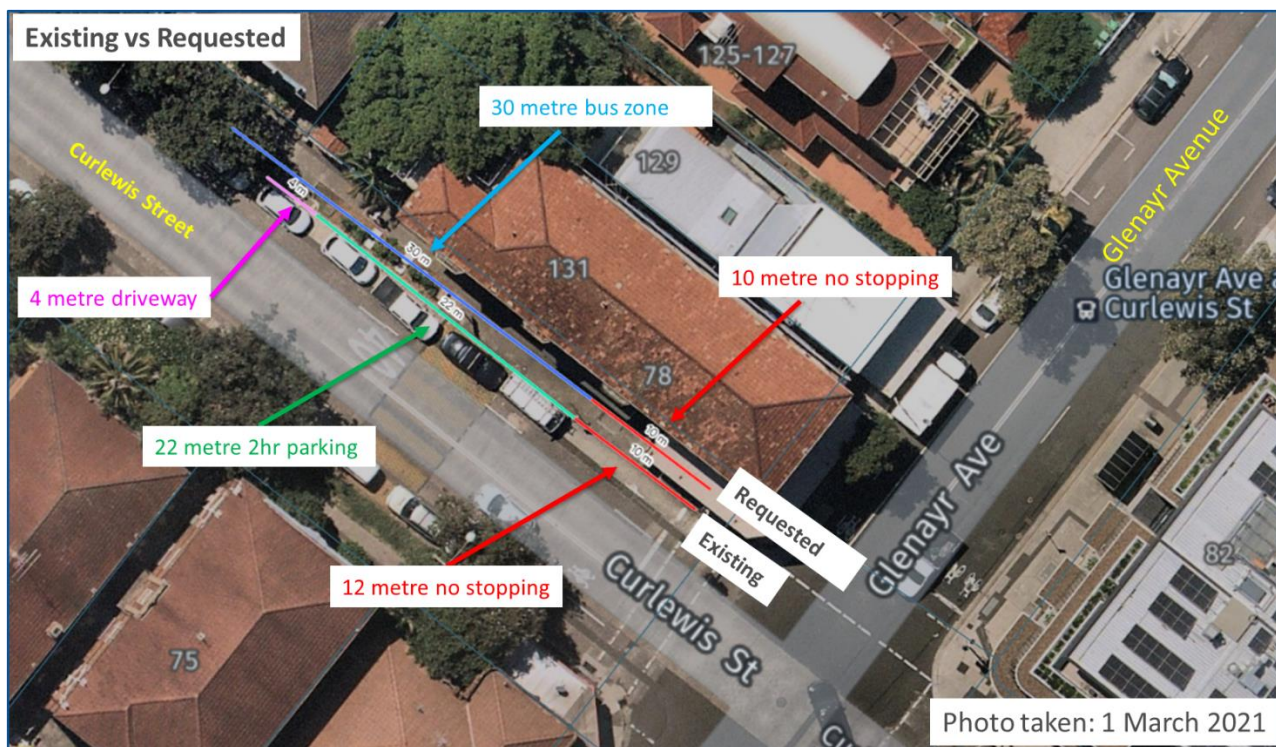


Figure 11. North-eastern side of Curlewis Street, north of Glenayr Avenue, Bondi Beach.

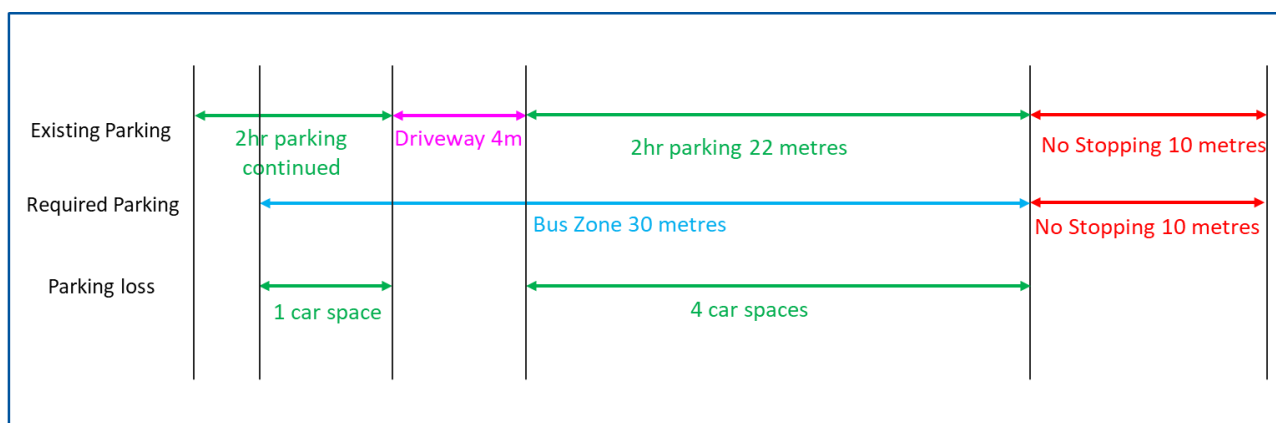


Figure 12. Site dimensions.

Curlewis Street cycleway impacts

The planned Curlewis Street cycleway is not designed to accommodate bus stops.

The cross section of Curlewis Street with the cycleway will comprise:

- Northbound – A 2.1 metre parking lane and a 2.9 metre travel lane.
- Southbound – A 2.9 metre travel lane, a 2.1 metre parking lane and a 4 metre cycleway.

The *State Transit Bus Infrastructure Guide* specifies the following minimum lane widths for bus routes:

- As a parking lane minimum of 3.0 m wide to cater for bus stops and allow the bus to move out of the through traffic lane.
- As a traffic lane minimum of 3.5 m to allow buses to use the lane without passing.

Both the parking lane and the travel lanes widths are less than desired by State Transit.

The travel lane width requirement has been relaxed in the past to 3.0 metres, which is still greater than the lane widths with the cycleway. A further relaxation to 2.9 metres is reasonable given the straight alignment of the road.

A relaxation of the parking lane width for buses to 2.1 metres is not possible.

Figures 13 and 14 show the proposed bus zone locations in relation to the cycleway if 2.1 metre parking lanes were considered acceptable for bus stops.

The southbound bus zone cannot be provided as it would require passengers to board from and alight to the cycleway.

In summary, the two bus zones requested on Curlewis Street cannot be provided once the cycleway is completed. It is recommended that these bus zones not be supported.

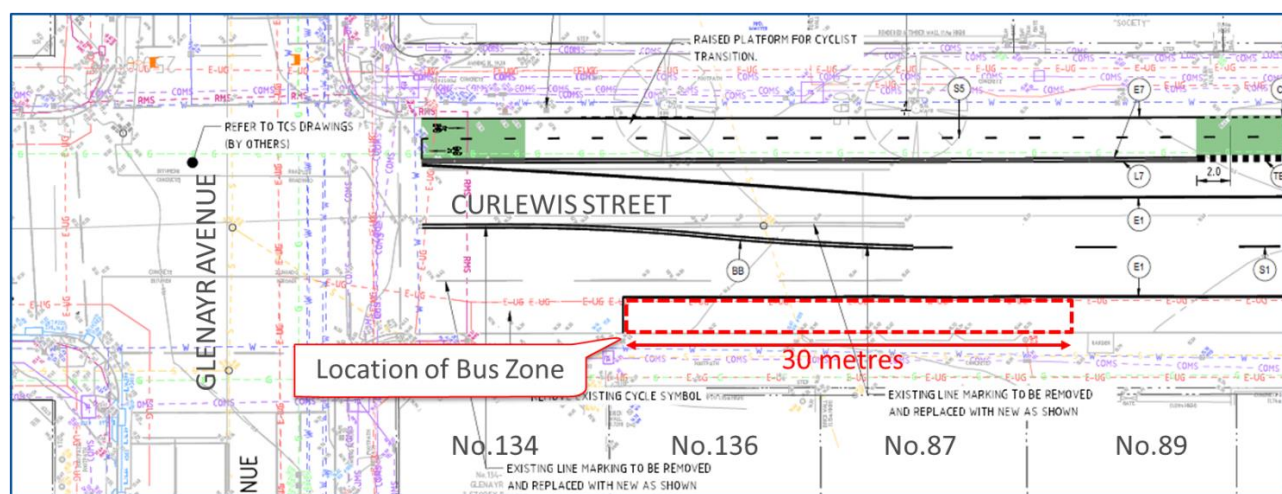


Figure 13. Curlewis Street cycleway, south of Glenayr Avenue.



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

1. Letter from Waverley Mayor to NSW Premier - 30 June 2021 [↓](#)



Office of the Mayor,
Councillor Paula Masselos



Our ref: A03/0189

30 June 2021

Premier for NSW,
The Hon Gladys Berejiklian MP;
Ministerial Office Address:
The Hon. Gladys Berejiklian, MP
52 Martin Place
SYDNEY NSW 2000

Dear Premier,

Re: Eastern Region Bus Network Changes

Buses are important to Waverley Council and the surrounding eastern suburbs that are dependent upon them as part of the transportation network. The proposed changes to the Eastern Region Bus Network will significantly alter established transport patterns for residents, workers and visitors to the eastern suburbs.

Put simply buses are fundamental to the character of Waverley that is one of the most densely populated local government areas in Australia and that has developed with the building of the historic tram network. As the current bus network substantially reflects this history I am deeply concerned that the proposed changes will irrevocably damage the functionality of our buses and thus the livability, vibrancy and character of our local areas.

The termination of routes that currently operate in Waverley including the 314, 316, 317, 353, 357, 400, 400N will have a detrimental effect upon the ability of residents in Waverley and surrounding areas to maintain their mobility needs without a private vehicle. Whilst I appreciate that these routes are being reconfigured into the new 350 and 390x this represents a reduction in coverage once these routes leave Waverley.

I note also that there are number of services operating within Waverley that will have their routes modified including 313, 355, 362. The modification of these routes will change travel behaviors and I implore TfNSW to conduct significant engagement with affected community members by means of letterbox notifications and a substantial program of change notification and management for residents along these routes.

Waverley Council Chambers
PO Box 9, Bondi Junction NSW 1355

Ph: 9083 8000
waverley.nsw.gov.au



Office of the Mayor,
Councillor Paula Masselos



I also note that Bronte Terminus remains the only bus terminus in the east of Sydney without a direct connection to the city. The reinstatement of the 378 route from Bronte Terminus to the city via Bondi Junction was a commitment by the state government at the last election, this has not been included in the proposed plan and must be included in the implementation of this plan.

I acknowledge the increased frequency of the proposed 350 and 390x routes along Bronte Rd however I am concerned that the consolidation of 6 routes into the 2 proposed routes will not meet the existing frequency or the breadth of service. Please ensure that existing service frequency is maintained across the proposed plan as ridership within Waverley is already constrained during peak periods.

The service frequency along Bronte Rd also relates to vehicles that are proposed to operate along the route, Waverley Council does not support the introduction of 18m articulated buses along Bronte Rd. Articulated vehicles require longer bus bays and are undesirable from a passenger perspective as they provide a less comfortable ride, have obscured visibility out for passengers and suffer from unpredictable and uncomfortable movement when turning and passing over even small bumps in the road surface. All of these factors reduce the desirability of routes that operate these vehicles and thus the proposed articulated buses are not supported.

It should also be noted that whilst I support the extension of the 362 along Curlew St to connection to the Rose Bay ferry and that this is supported as a year round service, this is in conflict with a proposed cycleway along Curlew St. Finally I expect that a review of the Bus Route Subsidy will be undertaken to support Council in maintaining its roads upon which these increased frequency bus services will operate.

I appreciate the complexity involved in a review of the eastern region bus plan of the scope proposed here, however it is necessary for the level and quality of service to be maintained or improved as part of these changes to encourage further use of the bus network in the eastern suburbs. The successful operation of the bus network has a significant effect upon the quality of life for all residents of the eastern suburbs and Waverley in particular, therefore I encourage you in the strongest possible terms to consider further improvements to the proposed plan from a customer perspective.

Regards,

A handwritten signature in dark ink that reads "Paula Masselos".

Paula Masselos
Mayor of Waverley Council

Waverley Council Chambers
PO Box 9, Bondi Junction NSW 1355

Ph: 9083 8000
waverley.nsw.gov.au