

WAVERLEY TRAFFIC COMMITTEE MEETING

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

10.00 AM, THURSDAY 23 NOVEMBER 2023

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

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

AGENDA

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Adoption of Previous Minutes by Council - 26 October 2	23	
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The recommendations contained in Part 1 - Matters Proposing that Council Exercise its Delegated Functions - of the minutes of the Waverley Traffic Committee meeting held on 26 October 2023 are scheduled to be adopted by Council at its meeting on 21 November 2023.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/23.11 42 Varna Street, Waverley - Construction Zone (A03/2514-04)...... 15

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 12 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Carlton Street, Waverley, adjacent to 42 Varna Street, Waverley.
- 2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove the construction zone as necessary.

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/23.11 Hall Street, Bondi - Closure and Improvement Works (A23/0506) 19

COUNCIL OFFICER'S PROPOSAL:

That Council:

Permanently closes Hall Street, Bondi, at the intersection of Old South Head Road.

- 2. Approves the design attached to the report to formalise the road closure.
- 3. Delegates authority to Executive Manager, Infrastructure Services, to modify the design should onsite circumstances warrant changes.

TC/V.02/23.11

Blair Street, North Bondi - Raised Pedestrian Crossings (A20/0069) 51

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a raised pedestrian crossing in Blair Street, North Bondi, on the eastern side of the intersection with Mitchell Street, as shown in Figure 2 of the report.
- 2. Upgrades the raised pedestrian crossing in Blair Street on the western side of the intersection with Mitchell Street, as shown in Figure 3 of the report.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs continuous footpath treatments on the north-east and south-west leg of the intersection of Gould Street and Warners Avenue, Bondi Beach, as shown in Figure 2 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

TC/V.04/23.11 Dudley Page Reserve New Year's Eve - Traffic Management Plan (A23/0539)... 68

COUNCIL OFFICER'S PROPOSAL:

That Council:

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

2. Delegates authority to the Executive Manager, Infrastructure Services, to approve any modification to the Traffic Management Plan.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P, 8 am–10 pm, All Days, Permit Holders Excepted Area 6' parking restrictions in Hastings Parade, North Bondi, east of Military Road, as shown in Figure 1 of the report.
- 2. Retains unrestricted parking and does not install '2P 8 am—10 pm, All Days, Permit Holders Excepted Area 6' parking restrictions in Military Road, Wallis Parade, Wairoa Avenue and Hastings Parade, west of Military Road, North Bondi, as shown in Figure 1 of the report.
- 3. Retains existing parking restrictions in the rest of Area 6.

TC/V.06/23.11 Resident Parking Scheme Area 12 - Extension (A02/0750) 101

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Retains unrestricted parking and does not install '2P, 8 am–10 pm, All Days, Permit Holders Excepted Area 12' parking restrictions in Penkivil Street, Martin Avenue, Ocean Street North, Wellington Street, Moore Street, Henderson Street and Edward Street, Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in the rest of Area 12.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P, 8 am–6 pm, All Days, Permit Holders Excepted Area 9' parking restrictions in Glenayr Avenue, North Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in O'Donnell Street and Oakley Road.

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs an 18 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 246–248 Campbell Parade, Bondi Beach.
- 2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove the construction zone as necessary.

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

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC STATE ELECTORATE OF COOGEE

Nil.

TC/TEAV STATE ELECTORATE OF VAUCLUSE

Nil.

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

Nil.

MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE MEETING HELD VIA VIDEO CONFERENCE ON THURSDAY, 26 OCTOBER 2023



Voting Members Present:

Cr P Masselos Waverley Council – Chair

Mr D Gojak Representing Kellie Sloane MP, Member for Vaucluse Mr V Le Transport for NSW – Network and Safety Officer

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

Ms R Roelandts Representing Marjorie O'Neill MP, Member for Coogee

Also Present:

Mr B Gidies Transdev John Holland – Traffic and Events Manager
Ms L Cook Transport for NSW – Senior Transport Operations Planner

Ms K Lewis Transport for NSW – Manager, Communication and Stakeholder Engagement

Mr P Short NSW Police – Eastern Suburbs Police Area Command – Traffic Services

Cr T Kay Waverley Council – Deputy Chair

Mr N Zervos Waverley Council – Executive Manager, Infrastructure Services
Mr S Samadian Waverley Council – Manager, Asset Systems and Planning

Mr A Karki Waverley Council – Traffic Engineer
Mr K Magistrado Waverley Council – Traffic Engineer
Mr M Soomro Waverley Council – Traffic Engineer

At the commencement of proceedings at 10.00 am, those present were as listed above.

At 10.09 am, Mr D Gojak left the meeting and did not return.

At 10.40 am, during the consideration of item TC/V.01/23.10, Cr P Masselos left the meeting. Cr T Kay chaired the meeting until Cr P Masselos returned at 10.45 am.

Apologies

Apologies were received from Mr P Pearce (representing Marjorie O'Neill MP, Member for Coogee).

Declarations of Interest

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

Adoption of Previous Minutes by Council - 28 September 2023

The recommendations contained in Part 1 – Matters Proposing that Council Exercise its Delegated Functions – of the minutes of the Waverley Traffic Committee meeting held on 28 September 2023 were adopted by Council at its meeting on 17 October 2023.

ITEMS BY EXCEPTION

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

TC/V.02/23.10	97 O'Brien Street, North Bondi – 1/4P Parking Restriction Removal.
TC/V.03/23.10	Ramsgate Avenue and Campbell Parade, Bondi Beach – 'No Stopping' Zone Modification.
TC/V.04/23.10	3 Military Road, North Bondi – Construction Zone.
TC/V.05/23.10	122 Brighton Boulevard, North Bondi – Construction Zone.
TC/V.06/23.10	178 Hastings Parade, North Bondi – Construction Zone.

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC/C STATE ELECTORATE OF COOGEE

TC/C.01/23.10 Bourke Street, Queens Park - Upgrade (A11/0612)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Upgrades Bourke Street, Queens Park, including the installation of a separated uphill bike path, in accordance with the design attached to the report (Attachment 1).
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

That Council:

1. Upgrades Bourke Street, Queens Park, as per Option 1 of the report, including the installation of a

separated uphill bike path, in accordance with the design attached to the report (Attachment 1).

- 2. Undertakes a community education program on safety issues regarding bike lanes.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

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

TC/C.02/23.10 Farrellys Avenue, Tamarama - Raised Pedestrian Crossing (A20/0069)

COUNCIL OFFICER'S PROPOSAL:

That Council:

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to amendments to clauses 1 and 4 and the addition of clauses 4(c), (d) and two new clauses such that the recommendation now reads as follows:

That Council:

- Installs a raised pedestrian crossing in Farrellys Avenue, Tamarama, on the western side of the intersection with Illawong Avenue, in accordance with the design attached to the report (Attachment 1), subject to the installation of a dashed centre line in Illawong Avenue at the intersection of Farrellys Avenue.
- 2. Changes traffic priority at the intersection of Farrellys Avenue and Illawong Avenue by replacing the 'Stop' sign/lines on Illawong Avenue with a 'Give Way' sign/lines on Farrellys Avene, west of Illawong Avene.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the design should on-site circumstances warrant changes.

- 4. Applies for relevant grant funding opportunities in the 2023-24 financial year, and if unsuccessful allocates sufficient funds in the Long Term Financial Plan to deliver the safety improvements.
- 5. Monitors the site after installation to ensure pedestrian safety and visibility at the pedestrian crossing and the east-west crossing on Illawong Avenue at the intersection of Farrellys Avenue.
- 6. Notes that:
 - (a) The proposed Left Turn Only restriction into Bondi Road from Boonara Avenue and Imperial Avenue would have a negligible impact on traffic movements in Farrellys Avenue.
 - (b) The speed limit in Farrellys Avenue will change to 40 km/h as part of the area-wide speed limit changes to local roads due to be implemented in 2023–24 financial year.
 - (c) New ground cover will ensure visibility of small children by drivers.
 - (d) An investigation into large vehicles accessing Farrellys Avenue will be undertaken as part of a larger review of large vehicle access in the area within the current financial year.

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

TC/C.03/23.10 Leichhardt Street and Macpherson Street, Bronte - Intersection Upgrade (SF22/2623)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Upgrades the pedestrian crossing facilities at the western and northern approaches of the intersection of Leichhardt Street and Macpherson Street, Bronte, in accordance with the design attached to the report (Attachment 1).
- 2. Delegates authority to Executive Manager, Infrastructure Services, to modify the design should onsite circumstances warrant changes.
- 3. Notes that the pedestrian crossing facilities at the eastern and southern approaches will be assessed independently and a proposal will be reported to a future meeting of the Traffic Committee.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted subject to an amendment to clause 3 such that the recommendation now reads as follows:

That Council:

- 1. Upgrades the pedestrian crossing facilities at the western and northern approaches of the intersection of Leichhardt Street and Macpherson Street, Bronte, in accordance with the design attached to the report (Attachment 1).
- 2. Delegates authority to Executive Manager, Infrastructure Services, to modify the design should on-

site circumstances warrant changes.

3. Notes that the pedestrian crossing facilities at the eastern and southern approaches will be assessed independently in financial year 2024–25 and a proposal will be reported to a future meeting of the Traffic Committee.

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

TC/V STATE ELECTORATE OF VAUCLUSE

TC/V.01/23.10 Resident Parking Scheme Area 26 - Extension (A02/0750)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P, 8 am–6 pm, All Days, Permit Holders Excepted Area 26' parking restrictions in New Street and Flood Street, Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in the rest of Area 26.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

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

- 1. Installs '2P, 8 am–10 pm, All Days, Permit Holders Excepted Area 26' parking restrictions in New Street, Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in the rest of Area 26.
- 3. Notes that the response rate in Flood Street was insufficient to substantiate support for the implementation of a resident parking scheme in the street.

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

TC/V.02/23.10 97 O'Brien Street, North Bondi - 1/4P Parking Restriction Removal (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council removes the '1/4P, 8 am-6 pm' parking zone in front of 97 O'Brien Street, North Bondi.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.03/23.10 Ramsgate Avenue and Campbell Parade, Bondi Beach - 'No Stopping' Zone Modification (A14/0145)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Shortens the 'No Stopping' zone on the eastern side of Ramsgate Avenue, Bondi Beach, north of Campbell Parade, from 20 metres to 10 metres.
- 2. Notes that the installation a parklet in front 110–114 Ramsgate Avenue will be considered under delegation by the Executive Manager, Infrastructure Services.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.04/23.10 3 Military Road, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.05/23.10 122 Brighton Boulevard, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 12 metre 'No Parking 7 am-5 pm Mon-Fri, 8 am-3 pm Sat, Council Authorised Vehicles

Excepted' construction zone in front of 122 Brighton Boulevard, North Bondi.

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

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

TC/V.06/23.10 178 Hastings Parade, North Bondi - Construction Zone (A03/2514-04)

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 9 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 178 Hastings Parade, North Bondi.
- 2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

WTC RECOMMENDATION (UNANIMOUS SUPPORT):

That the Council Officer's Proposal be adopted.

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

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

Nil.

PART 2 – TRAFFIC ENGINEERING ADVICE

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

TC/TEAC	STATE ELECTORATE OF COOGEE	
Nil.		
TC/TEAV	STATE ELECTORATE OF VAUCLUSE	
Nil.		
1411.		
TC/TEACV	ELECTORATES OF COOGEE AND VAI	<u>UCLUSE</u>
Nil.		
THE MEETIN	NG CLOSED AT 11.01 AM.	
		SIGNED AND CONFIRMED MAYOR
		21 NOVEMBER 2023

REPORT TC/C.01/23.11

Subject: 42 Varna Street, Waverley - Construction Zone

TRIM No: A03/2514-04

Author: Mohammed Soomro, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a 12 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Carlton Street, Waverley, adjacent to 42 Varna Street, Waverley.
- 2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone on Carlton Street, Waverley adjacent to 42 Varna Street, Waverley.

The site location is shown in Figure 1. The site location is shown in Council officers propose the installation of a 12 metre construction zone as shown in Figure 2.

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

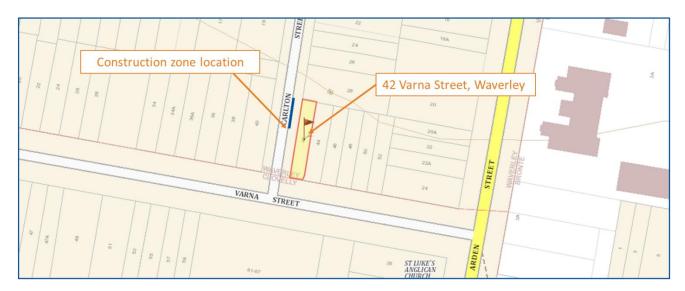


Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

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

3. Technical Analysis

The subject site has a frontage of 30.7 metres on Carlton Street. The applicant has requested a 12-metre construction zone along the frontage on Carlton Street. Council officers propose to install 12 metre construction zone with a 3.7 metre driveway included.

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

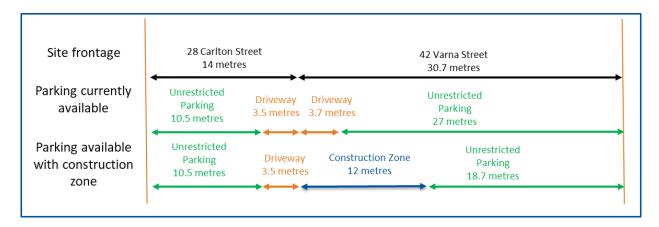


Figure 3. On-street parking for site and adjacent properties.

Table 1. Application details.

Applicant	Hannah Galvin
Development application	DA-232/2021/1
Works	Partial demolition, alterations and additions to the existing semi-
	detached dwelling.
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday
Frontage length	30.7 metres
Road	Carlton Street
Existing parking	Unrestricted parking
Length requested by applicant	12 metres
Length to be signposted	8.3 metres
Effective construction zone - Total	12 metres
length available for construction	
Duration	30 weeks
Fee area	Low-density residential

Signage

The proposed signage is shown in Figure 4.

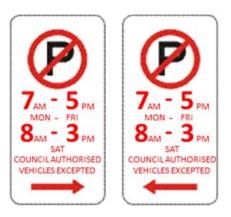


Figure 4. Proposed signage.

Notification

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

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



Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 12 metres made available for construction vehicles will be \$930 per week during the 2023-24 financial year. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees (2023-24 financial year).

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Weekly Fee
Fee (Areas zoned low, medium, or high density residential) - Parallel parking - Angle parking	per metre per week	12	\$77.50 \$156.00	\$930.00 \$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use) - Parallel parking - Angle parking	per metre per week	0	\$107.50 \$210.00	\$0.00 \$0.00
Occupation of metered parking spaces (in addition to the above fees) - 5.5 metres per unmarked parallel space - 2.8 metres per unmarked angle parking space	per space per week	0	\$430.00	\$0.00
			Weekly Fee	\$930.00

5. Attachments

Nil.

REPORT TC/V.01/23.11

Subject: Hall Street, Bondi - Closure and Improvement Works

TRIM No: A23/0506

Author: Arusha Bhowmik, Project Officer, Major Projects

Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Permanently closes Hall Street, Bondi, at the intersection of Old South Head Road.
- 2. Approves the design attached to the report to formalise the road closure.
- 3. Delegates authority to Executive Manager, Infrastructure Services, to modify the design should onsite circumstances warrant changes.

1. Executive Summary

For decades, there has been a road closure of Hall Street at Old South Head Road. The closure has taken the form of bollards installed in alignment with the Old South Head Road kerb.

Funds have been allocated in this year's Capital Works Program to upgrade this location, formalising the road closure, and improving the streetscape at the intersection.

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

2. Introduction/Background

The existing intersection geometry of Hall Street and Old South Head Road remains largely unchanged since the road closure via bollards was enacted.

Formalisation of the road closure provides the opportunity to improve pedestrian movements within the area, plant additional trees and greenery, as well as improve the overall amenity of the area.

Council endorsed proceeding with the community consultation in August 2023, during the Councillor briefing session held.

The formalisation of the closure will also address issues with motor scooter riders illegally accessing Hall Street and Old South Head Road through the bollards.



Figure 1. Aerial image of the Hall Street, Bondi Beach.

Further to the standard Waverley Traffic Committee and Council approval process, the road closure will also activate the *Roads Act* process including requiring formal notification to adjoining landowners and notifiable authorities. This process would be activated once the detailed design has been prepared.

3. Technical Analysis

Community consultation

Council held one round of community consultation between 16 August and 13 September 2023, where feedback was sought to formalise the existing cul-de-sac. The community was largely supportive of the updated designs, with 96% of respondents supportive of the concept designs.

The concept design for presented to the community consultation is shown in Figure 2.

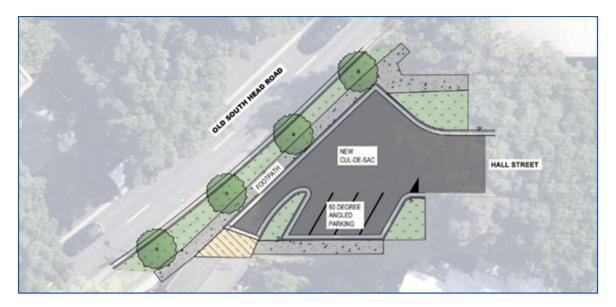


Figure 2. Concept design presented to the community consultation.

Among the 96% of individuals who endorsed the concept design, 24% did so with specific requests for design modifications. Notably, two properties were directly affected by the proposed changes. In response to this feedback, Council made the decision to incorporate the primary requested alterations and subsequently engaged in further discussions exclusively with these two affected properties.

The amendments that were presented to the residents included:

- No installation of angled parking.
- Installation of inset parking bay with parallel parking for three cars.
- Net parking loss of one spot.
- Narrower median strip to be maintained.
- Installation of sandstone or concrete seating blocks or benches.
- Removal of two trees with new plantings of seven native trees, providing a net gain of five trees.
- Free parking maintained as per existing restrictions.
- Installation of 'No Stopping' signage and yellow lines to deter illegal parking.

The amended design as per the community consultation is shown in Figure 3.

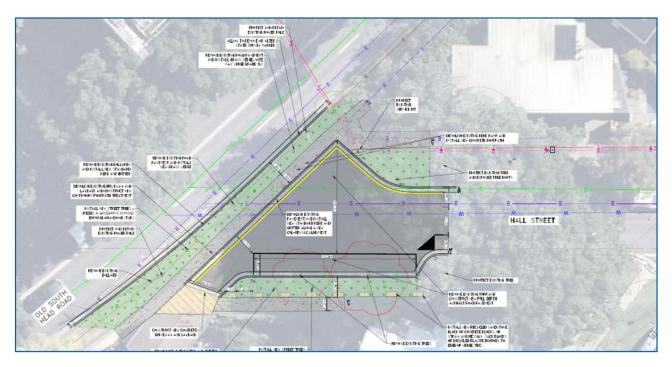


Figure 3. Amended concept design.

The feedback from residents regarding the implemented changes were mixed and reflected a range of opinions. In response to this varied feedback, Council officers decided to revert to the original design and only making minor adjustments.

The amended original design is shown in Figure 4.

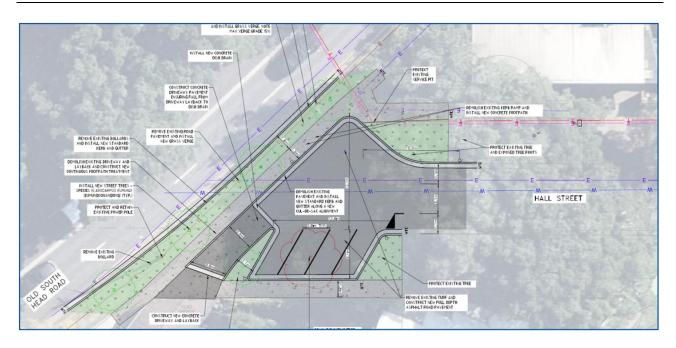


Figure 4. Amended original concept design.

Further detail and breakdown of the engagement methods implemented have been detailed in the attached consultation report (Attachment 2).

The recommendation of the consultation reports were as follows:

- That Waverley consider all feedback related to the proposed concept design for Hall Street Improvements and incorporate into final design where possible.
- Consider other design amendments such as narrowed median strip, additional trees, and seating into the final design as per community feedback to the consultation.
- That the community is informed of any changes to the design.

Parking

The design retains overall number of existing on street parking spaces, with introduction of four angled parking spaces to compensate for existing kerbside parking removed by new arrangement.

Traffic flow

The existing intersection arrangement prevents passenger vehicles (and larger) from exiting or entering Hall Street at Old South Head Road. Currently, the existing bollard arrangement does not physically prevent motorbikes, scooters and bicycles from entering and exiting Hall Street at Old South Head Road. However, there is a 'No Entry' sign preventing these movements.

The concept design therefore has no impact to existing traffic flow for passenger vehicles and larger. Motorbikes, scooters and the like, who currently enter Hall Street at Old South Head Road in contradiction of the 'No Entry' sign will now be physically prevented from doing so. This is not expected to cause negative effects on adjoining streets in the area.

Pedestrian movements

Pedestrians walking along the eastern side of Old South Head Road currently traverse kerb ramps and walk along the asphalt road surface of Hall Street. The footpath and kerb ramp furthest south are essentially combined with the existing driveway of 285A Old South Head Road.

The concept design incorporates construction of new footpath along the eastern side of Old South Head Road. Pedestrians will no longer have to cross along the asphalt road surface of Hall Street. The footpath section and kerb ramp furthest south are essentially combined with the existing driveway of Old South Head Road.

Service vehicle access

No waste collection is carried out in the section of Hall Street between Simpson Street and Old South Head Road. Swept paths have therefore been shown for the standard 5.2 metre passenger vehicle.

Driveway Access

The driveway of Old South Head Road is the only driveway access in the section of Hall Street between Simpson Street and Old South Head Road.

The existing driveway and layback on site acts as a combined footpath kerb ramp and driveway layback. Adjustments to the driveway and layback are proposed to suit the new kerb alignments and horizontal geometry of the road closure.

Trees

One tree is proposed for removal to facilitate the new angled parking. A further four new trees are proposed along Old South Head Road, resulting in an overall net increase of three trees.

4. Financial Information for Council's Consideration

Funds have been allocated in this year's Capital Works Program to upgrade this location.

5. Attachments

- 1. Concept design and swept paths <a>J
- 2. Consultation report <u>J</u>.

C1061

XXXX

HALL STREET AT OLD SOUTH HEAD ROAD

LAYOUT PLAN

HALL STREET AT OLD SOUTH HEAD ROAD STREET IMPROVEMENT CONCEPT DESIGN

- SERVICES:

 SERVICES SHOWN ON THE PLAN ARE FOR REFERENCE ONLY.

 SERVICES SHOWN ON THE PLAN HAVE BEEN PREPARED ON THE BASIS OF INFORMATION PROVIDED VIA Before/oudligalastration by DA.

 LOCATION OF SERVICES INDICATIVE ONLY. CONTRACTOR TO CONFIRM THE EXACT LOCATION OF THE SERVICES BEFORE EXCAVATION.

NOTE:

EXTENT OF EXISTING TREE ROOTS TO BE COORDINATED WITH WAVERLEY COUNCIL'S OPEN SPACES SUPERVISOR. NO TREE ROOTS TO BE CUT WITHOUT IND IREE ROOTS TO BE CUT WITHOUT PRIOR APPROVAL OF COUNCIL'S PROJECT MANAGER AND OPEN SPACES OFFICER.

NOTE:

DIMENSIONS AND CHAINAGE SHOWN ON THE PLAN ARE FOR REFERENCE ONLY. EXACT DIMENSIONS TO BE DETERMINED ON SITE.

NOTE:

PLEASE REFER TO WAVERLEY COUNCIL STANDARD DRAWINGS AND PUBLIC DOMAIN TECHNICAL MANUAL FOR DETAILS UNLESS OTHERWISE ADVISED.

EXISTING SERVICES STORMWATER

IN CASE OF EMERGENCY, CONTACT THE FOLLOWING UTILITIES IF THEIR SERVICES ARE INVOLVED: 132203

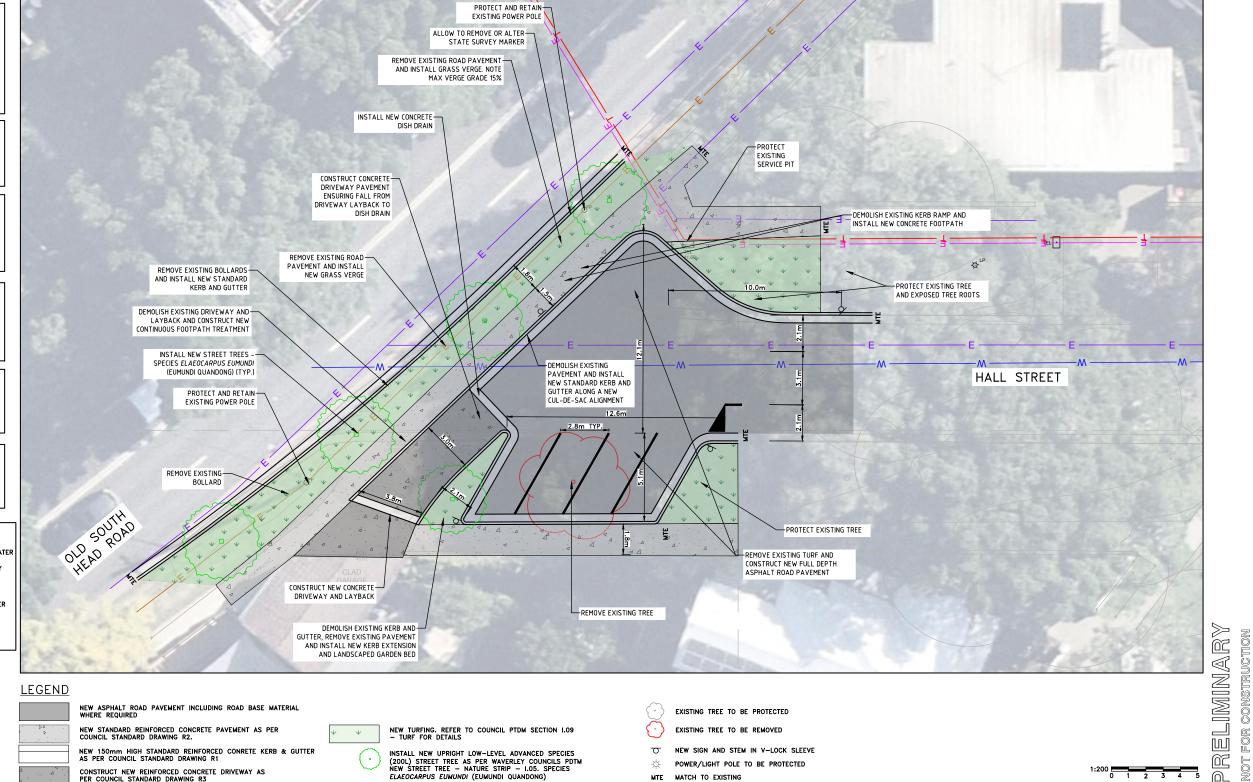
JEMENA (GAS) SYDNEY WATER AUSGRID

C CONCEPT PLAN

CONSTRUCT NEW REINFORCED CONCRETE DRIVEWAY AS PER COUNCIL STANDARD DRAWING R3

 28/06/23
 AM
 AM
 RH

 DATE
 DRN
 DES
 VER
 ISSUE ISSUE DESCRIPTION



MTF MATCH TO EXISTING

DATE SIGNED:

PLAN: 1:200

SCALE AS SHOWN @ A3

HORIZ: N/A
LONG-SECTION VERT: N/A CROSS-SECTION VERT: N/A

CIVIL DESIGN, MAJOR PROJECTS

Tel. (02) 9083 8000

WAVERLEY Email: info@waverley.nsw.gov.a Web: www.waverley.nsw.gov.au

Page 24 TC/V.01/23.11- Attachment 1

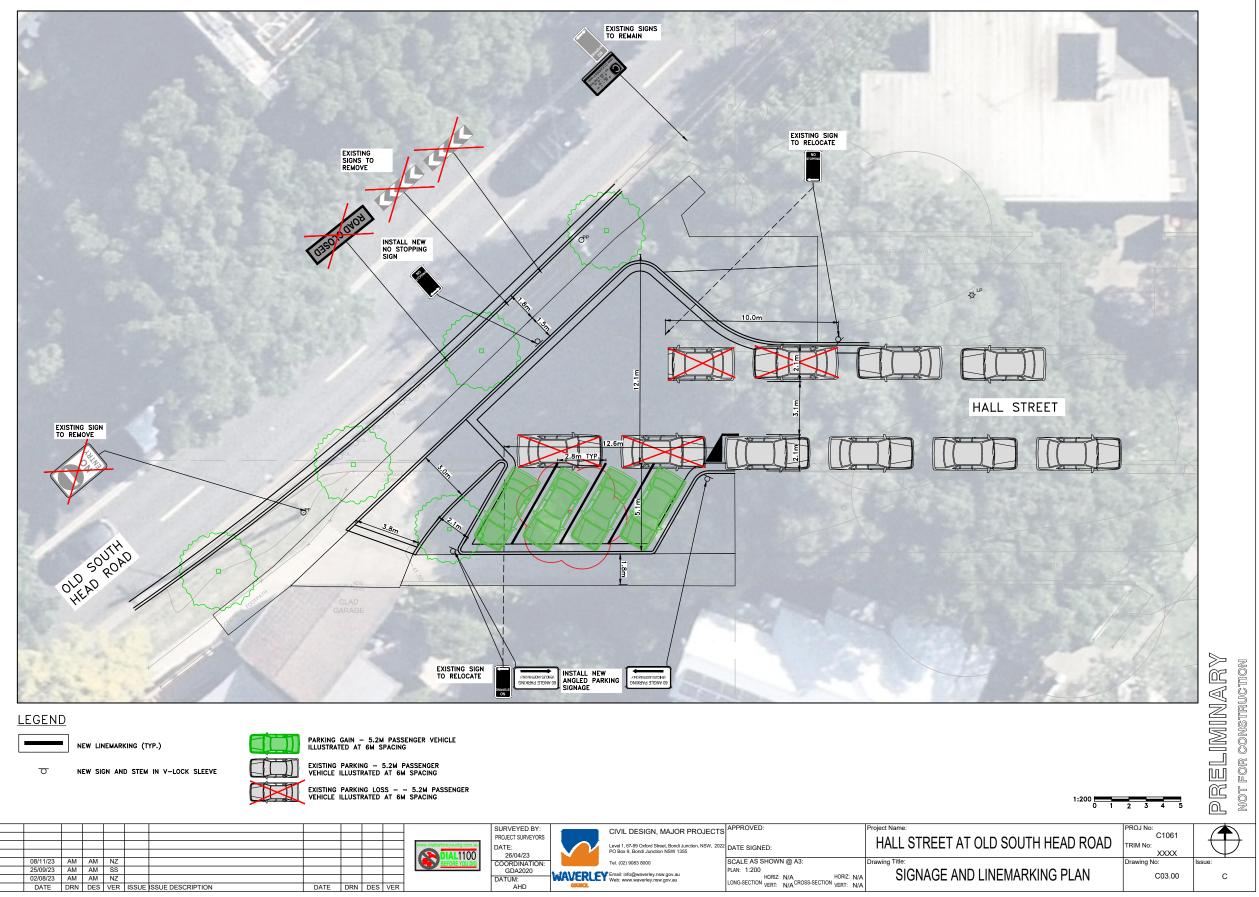
SURVEYED BY

IAL1100

PROJECT SURVEYORS

COORDINATION: GDA2020

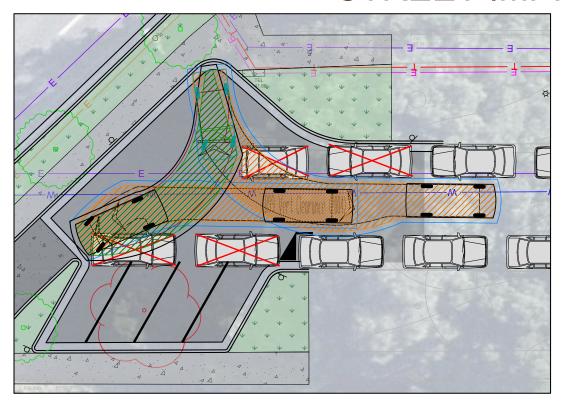
HALL STREET AT OLD SOUTH HEAD ROAD STREET IMPROVEMENT CONCEPT DESIGN

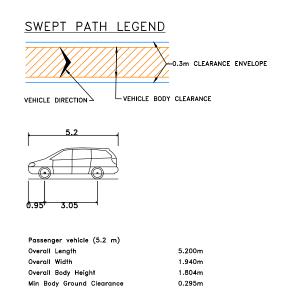


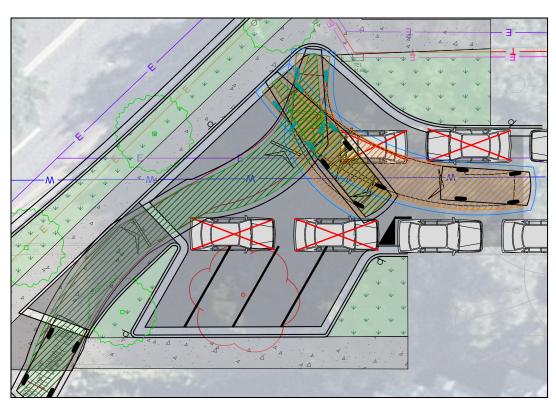
HALL STREET AT OLD SOUTH HEAD ROAD STREET IMPROVEMENT CONCEPT DESIGN

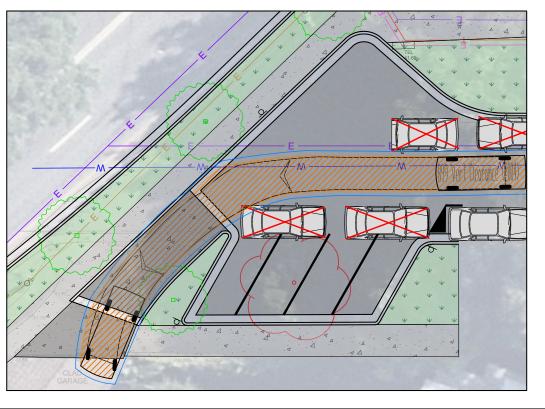


HALL STREET AT OLD SOUTH HEAD ROAD STREET IMPROVEMENT CONCEPT DESIGN







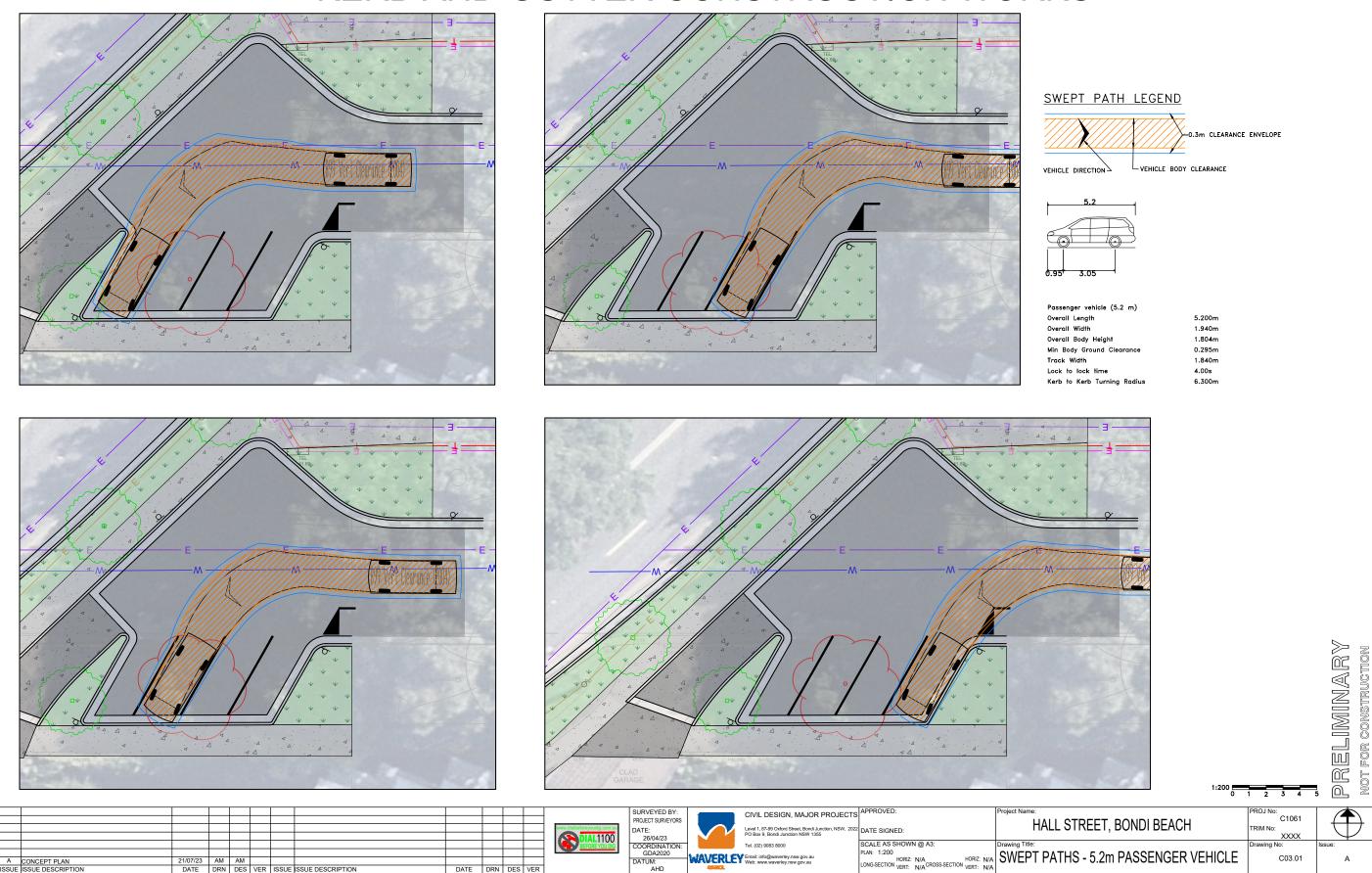


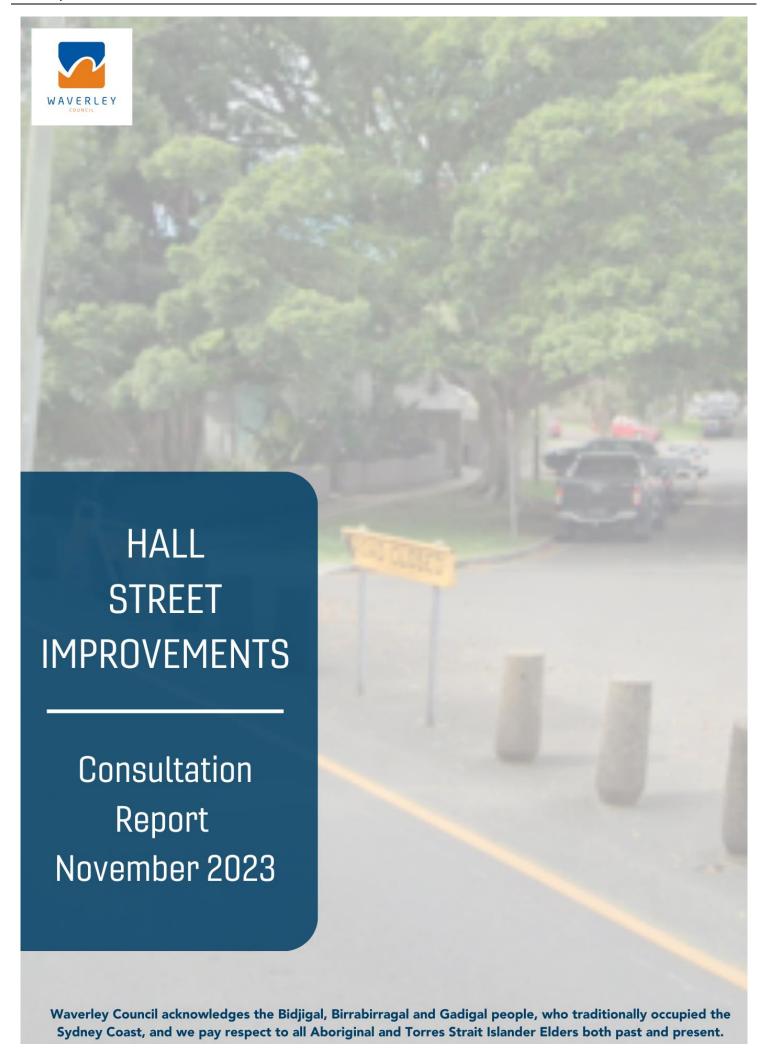
PRELIMINARY

HALL STREET AT OLD SOUTH HEAD ROAD PLAN: 1:200 HORIZ: N/A HORIZ: N/A CROSS-SECTION VERT: N/A CROSS-SECTION VERT: N/A

Waverley Traffic Committee 23 November 2023

HALL STREET AT OLD SOUTH HEAD ROAD KERB AND GUTTER CONSTRUCTION WORKS





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Executive summary

Waverley Council is seeking to formalise the long-standing closure at Hall Street and Old South Head Road, to enhance community safety for pedestrians and improve the overall amenity of the area. The original proposal included:

- Formalising the cul-de-sac
- Construction of a new footpath along the Old South Head Road kerb alignment
- Increased greenery with new trees planted.
- Introduction of four angled parking places.

The Community Consultation commenced on Wednesday 16 August and closed on Wednesday 13 September 2023 and sought community feedback on the proposed design to formalise the existing cul-de-sac. Several engagement methods were implemented to provide opportunities for community members to submit feedback in a way that was easy and convenient including:

- Dedicated page on the Have Your Say website
- Online survey
- Letterbox drop to approx. 50 properties in close proximity to the proposed project location.
- Door knocking site visit
- In person and online meetings with residents
- Onsite signage with QR code to direct community members to the Have Your Say page.

Overview of feedback

A total of 27 submissions were received during the consultation period between Wednesday 16 August and closed on Wednesday 13 September 2023. 25 were survey submissions and two (2) were email submissions. There were also two (2) initial in-person meetings held with residents of the properties adjoining the proposed design site. Additional meetings and communications between Council and community members took place in October and November to look at amended design options.

Overall, there was strong support for the proposed concept design with 72% of survey respondents approving the design.

- 19/27 of all submissions supported the proposed design.
- 1/27 of all submissions did not support the proposed design.
- 7/26 of all submissions supported the proposed design with changes. These included 2 properties adjoining the proposed design.

Approximately half of the seven (7) respondents who supported the proposed design with changes do not want angled parking.

There was significant support for formalisation of the cul-de-sac with many submissions stating that residents have been looking forward to this development for a long time. Some key concerns and suggestions were also highlighted by the community, particularly by residents who live in the properties adjoining the proposed improvements. These concerns centred around the relative disadvantages of the angled parking at the expense of the median strip, the narrowing of access to driveways, privacy issues and discussions around resident versus non-resident parking on the street.

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Two (2) residents who voiced opposition to the proposed design requested a left-hand turn either for motorbikes or for all vehicles traffic turning from Hall Street into Old South Head Road.

Four (4) of the survey respondents were residents of the street. One (1) out of the four (4) residents supported the proposed improvements as is and three (3) out of the four (4) residents supported the proposed improvements with changes. The word cloud below highlights some of the frequent sentiments received from respondents. The larger the font, the more frequent the sentiment.



Background

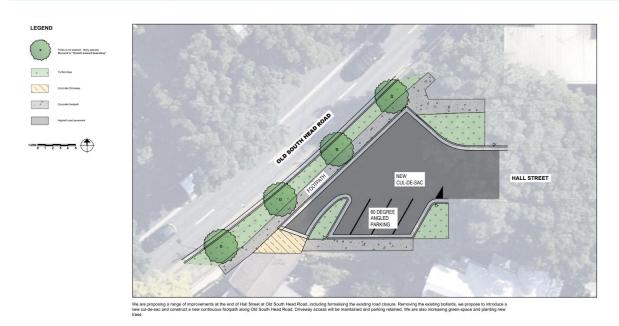
For several decades, the end of Hall Street at Old South Head Road has been closed off to traffic with bollards. The closure has taken the form of pebblecrete bollards installed in a continuation of the Old South Head Road kerb alignment.

Funds have been allocated in this year's Capital Works program to upgrade this location by formalising the road closure and improve the streetscape. The upgrade will allow the opportunity to improve pedestrian movements within the area, plant additional trees and greenery, as well as improve the overall amenity of the area.

A concept design was developed to facilitate community consultation.

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HALL STREET AT OLD SOUTH HEAD ROAD STREET IMPROVEMENT CONCEPT DESIGN



Overview of Proposed Concept Design

Parking: design retains overall number of existing on street parking spaces, with introduction of four angled parking spaces to compensate for existing kerbside parking removed by new arrangement.

Traffic Flow: design has no impact to existing traffic flow for passenger vehicles and larger. Motorbikes and scooters who currently enter Hall Street at Old South Head Road in contradiction of the 'No Entry' sign will no longer be able to do so. This is not expected to cause negative effects on adjoining streets.

Pedestrian Movements: design incorporates construction of new footpath along the eastern side of Old South Head Road. Pedestrians will no longer have to cross along the asphalt road surface of Hall Street. The footpath section and kerb ramp furthest south are essentially combined with the existing driveway of Old South Head Road.

Trees: one (1) tree is proposed for removal to facilitate the new angled parking. A further four new trees are proposed along Old South Head Road, resulting in an overall net increase of three (3) trees.

Driveway Access: the driveway of Old South Head Road is the only driveway access in the section of Hall Street between Simpson Street and Old South Head Road. The existing driveway and layback on site acts as a combined footpath kerb ramp and driveway layback. Adjustments to the driveway and layback are proposed to suit the new kerb alignments and horizontal geometry of the road closure.

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Engagement Approach

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

The consultation objectives were:

- 1. To inform the community about the proposed concept design and obtain overall feedback
- 2. To gather community feedback on what amendments might be needed to the design

Engagement methodology

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

- Creating a dedicated Have Your Say webpage to house information regarding the project and to exhibit relevant plans and documentation. This will also facilitate tracking engagement and community feedback.
- Usage of social media channels such as Facebook, Instagram and e-newsletter to further make the community aware of the consultation.
- On site signage displayed at the intersection. The signage included a QR code directing users to the Have Your Say page and survey.
- Door knocking

Method	Overview	Date	Response
Have Your Say page and survey	Council dedicated a Have Your Say page and survey to get feedback on the key elements of the proposed renewal. See Appendix A for survey questions.	HYS page- August 2023- ongoing Survey-	280 visits to the page by 228 unique visitors during consultation period
	URL: https://haveyoursay.waverley.nsw.gov.au/hall-street-improvements	August 16 to September 13 2023	25 submissions
Letterbox drop	Letter issued to approx. 50 properties in close proximity to the proposed project location. to notify of the consultation and encourage feedback.	16 August 2023	N/A
Resident door knock visit and bespoke letters	Door knock adjoining location of proposed design. Residents issued with bespoke letters. See Appendix C for map.	16 August 2023	Residents at one address were home. Bespoke letters were left at all properties inviting them to inperson meetings
Stakeholder outreach	Emailed key stakeholders to advise of the consultation and encourage feedback, including: • Precincts • Councillors	16 August 2023	N/A

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Social media posts	Facebook (1 post)	Post one - 18	Total accounts
	See Appendix E.	August 2023	reached: 234.
			Total accounts
			engaged: 13.
	Instagram (1 post)	Post one- 21	Total accounts
	See Appendix E.	August 2023	reached: 2,366.
			Total accounts
			engaged: 33
Waverley Weekly	Story in Council's weekly e-newsletter.	August 2023	Recipients: 6,303
e-Newsletter	See Appendix E.		Clicked: 544
Onsite signage	Signage poster with linked QR code was put up	August 2023	Individuals prompted
	on site.		to submit feedback
			via online survey
Meetings with	Council officers held a face-to-face meeting with		Residents had the
residents	residents of two properties: Old South Head		opportunity to raise
	Road and Simpson Street.		issues and concerns
	There were also follow up meetings on the		regarding the
	design amendments		upgrade
Council website	Dedicated page on the Waverley Council		N/A
	website: Hall Street Improvements		

Data overview

Have Your Say Online	There was a total of 309 views, 280 visits and 228 visitors to the Hall Street
survey	Improvements Have Your Say page during consultation period.
	25 submissions were received.
	Respondent demographics:
	• 57% identified as female
	• 43% identified as male
	Respondent support for proposed design to formalise cul de sac: • 73% support the proposed design • 4% oppose the proposed design • 11% support the proposed design with changes

Resident Door Knocks and Meetings	Concerns and suggestions raised by residents were noted and included in the consultation process and used to inform the amended design
QR codes	QR codes on onsite signage and letters were scanned 27 times
Resident meetings	Council officers held face to face meeting with residents Old South Head Road and Simpson Street.

Email feedback	Two (2) feedback emails were received.

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Detailed results – Online survey

The Have Your Say survey received a total of 25 submissions to the questions below:

What is the connection of the respondents to Hall Street:

- 16% (4) live on the street
- 0% work at a business on the street
- 4% (1) cycle along the street
- 0% park their motor vehicles on the street
- 44% (11) walk through the street
- 12% (3) live close to the street and may be affected by construction and/or upgrade
- 20% (5) live in Waverley Council and are interested in these issues.

Do respondents support the proposed concept design:

- 72% (18) of respondents support the proposed concept design
- 4% (1) of respondents oppose the proposed concept design
- 24% (6) of respondents support the proposed concept design with changes.

It should be noted that the respondents who supported the proposed concept design *with changes* included the residents who would be most impacted by the proposed design.

Two (2) respondents requested that the design incorporate a left-hand turn for motorbikes or that the street be re-opened for left turning traffic.

If respondents support the proposed design "with changes" what are some of the changes they want to see in the proposed concept design:

Seven (7) respondents answered this question, and eighteen (18) respondents skipped this question.

The word cloud below highlights some of the frequent sentiments of respondents who supported the design with changes. The larger the font, the more frequent the sentiment.



The most common issues raised in relation to this question were:

- Concerns regarding the added value of angled parking
- Suggestions to keep the existing median strip and add benches instead of parking
- Support for the greening of the area and the planting of more trees
- Requests for further bike connectivity
- Debated support for free or timed parking.

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Do respondents support the introduction of four angled parking spots with no net loss of parking?

- 71% (17) of respondents support the introduction of four angled parking spots
- 21% (5) of respondents oppose the introduction of four angled parking spots
- 8% (2) of respondents responded other.

The issues raised by respondents who opposed angled parking were the following:

- Extra parking not required for residents
- Median strip should not be sacrificed just to provide 1 extra parking spot
- Angled parking makes turning difficulty
- Installing benches better than increased parking.

Additional comments and feedback

At the conclusion of the survey, respondents were asked if they had any further comments or suggestions to the proposed design to formalise the closure of Hall Street. The following comments are based on this. For detailed comments and concerns raised in meetings with residents in adjoining properties see the section on **Detailed Results: Meeting with residents**.

General comments

- Maintain free unlimited parking.
- Support for further greening of the area
- Four (4) angled parking spots makes the turn too narrow and difficult
- Mixed response to angled parking and removal of median strip (17 support, 5 oppose)
- Suggestions for adding seating instead of or in addition to parking
- Desire for improved bike connectivity request for a cut through for bikes from Hall St to Old South Head Road and incorporation of two-way bicycle traffic on Hall Street between Wellington and Glenayr streets with "Bicycles Excepted" sign
- One (1) request for wheel stops on angled parking.

Additional comments by community members included the request for possum poxes to alleviate loss of possum habitat, putting in a separated uphill bike lane along Old South Head Road, a general request to upgrade all of Hall Street and concern that proposed trees will eventually clash with overhead power lines.

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Detailed results - Email and Merit

Two (2) forms of feedback were received via email from residents in properties adjoining the proposed improvements:

- One email submission from a resident on Old South Head Road
- One merit submission from a resident on Hall Street

The resident submission from Old South Head Road raised the following issues:

- Support for formalising closure of the cul de sac
- Reservations regarding the impact of current design to their driveway. See detailed results for comments raised by resident during in-person meeting.

The merit request submission Hall St raised the following issues:

- Support for formalising closure of the cul-de-sac
- Angled parking makes turning more difficult
- Maintaining free parking.

Detailed results - Meetings with Residents

Old South Head Road - comments

- As part of the proposed design, the footpath is being returned to the public domain, however
 consequently a resident has noted that their available width narrows and shortens. A preference was
 noted for a driveway width change to be considered to extended in line with the 'No Stopping' sign
- Currently delivery vehicles, trucks, vans etc, illegally park in front of their driveway restricting access at times
- General signage to stop non-resident parking in the street.

Simpson Street - comments

- Leave parking as per existing layout
- Angled parking is redundant given the loss of the nature strip merely for one extra parking spot.
- Increase to trees along the Old South Head Road alignment to absorb pollution and assist with noise control
- Removal of existing tree impedes on privacy and creates sightline into a residents bedroom.
- The proposal should include installing a bin, and seating
- Remove the free parking zone given the number of non-residents who park there and create a resident only zone
- Concerned development will compromise integrity of a resident's retaining wall.

Summary of steps taken so far

- We responded to the feedback and developed a second design
- We re-engaged with local residents
- · Acknowledging feedback from residents we have reverted to the original design with amendments

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Conclusion and recommendations

Community feedback indicates that there is significant support for Option one concept design.

The main concerns and requests for adjustments to the proposed option one concept design came from the residents of adjoining properties. These requests were reviewed to ascertain their viability and will be incorporated into the amended design being submitted to Waverley Traffic Committee on the 23 November 2023.

As a result of feedback from the community, particularly from residents in adjoining properties, the proposed design has been amended to incorporate their input while maintaining the formalization of cul-de-sac and new footpath construction along Old South Head Road alignment, which were strongly supported. These amendments were presented to residents in adjoining properties for their perusal and include the following key points:

- Cul-de-sac formalised as per proposed design
- No installation of angled parking
- Installation of inset parking bay with parallel parking for three (3) cars
- Net parking loss of one (1) parking spot
- Narrower median strip maintained
- Installation of sandstone or concrete seating blocks or benches
- Removal of two (2) trees with new plantings of seven (7) native trees, providing a net gain of five (5)
 trees
- Free parking maintained as per existing restrictions
- Installation of 'No Stopping' signage and yellow lines to deter illegal parking.

The feedback from residents regarding the implemented changes was mixed, reflecting a range of opinions. Please refer to Appendix G for Option two Proposed Concept Design, and compilation of community feedback received through Appendices H, I and J. It is important to note, that these responses are encapsulated in the three (3) emails received from resident of Hall Street, OSHR, and Simpson Street.

In response to this varied feedback, Council decided to revert to the original design of option one, making minor adjustments. For details on the revised design, please refer to Appendix K.

It should be noted that following the standard Waverley Traffic Committee and Council approval process, the road closure will also activate the Roads Act process, requiring notification to adjoining landowners and notifiable authorities. This process will commence once the detailed design has been prepared.

Recommendation

Proceed with proposed formalisation of the cul-de-sac and submit amended design based on community feedback to the Waverley Traffic Committee for approval before taking the Engagement Report before Council with detailed design.

The recommendations are as follows:

- 1. That Waverley consider all feedback related to the proposed concept design for Hall Street Improvements and incorporate into final design where possible
- 2. Consider other design amendments such as narrowed median strip, additional trees, and seating into the final design as per community feedback to the consultation
- 3. That the community is informed of any changes to the design.

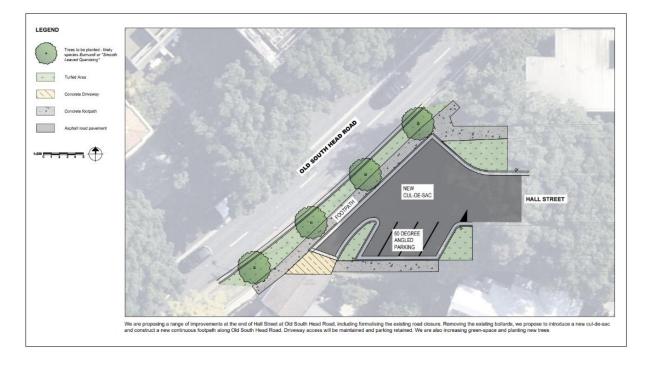
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Appendix A – Have Your Say Proposed Design and Survey Questions

Hall Street Improvements - Proposed Design

We are exhibiting the following Hall Street Improvements concept design for community feedback. Please see the proposed design below and answer the survey questions.

The proposal involves removing the existing bollards in order to construct a new cul de sac at the end of Hall St and a new continuous footpath along Old South Head Rd. Driveway access will be maintained and parking retained. We will also be maximising the green space by planting new turf, garden beds, and 3 new trees.



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Open

Hall Street Improvements Survey Questions

What is your connection to Hall Street, Bondi? Required
☐ I live on the street.
I work on the street
I cycle along the street
I park my motor vehicle on the street
I walk through the street
None of the above, but I live close to the street and may be affected by the construction and/or results of the upgrade
None of the above, but I live in the Waverley Council area and am interested in these issues
Other (please specify)
Do you cuppert the proposed concept design? Designed
Do you support the proposed concept design? Required
○ Yes
○ No
Yes, with changes
If you selected the "Yes, with changes" option above, could you let us know what changes you would like to see to the proposed design?
Do you support the introduction of four angled parking spots resulting in no net loss of parking?
○ Yes ○ No
Other (please specify)
Do you have any further comments or suggestions on the proposed concept design for Hall Street?
Submit

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Appendix B – Notification letter



Waverley Council
PO Box 9, Bondi Junction NSW 1355
DX 12006, Bondi Junction
Customer Service Centre
S5 Spring Street, Bondi Junction NSW 2022
ABN: 12 502 583 608

Our ref: D23/91243

15 August 2023

To the Resident/Business Owner

Re: Community Consultation - Hall Street Improvements @ Old South Head Road

Dear Resident/Business Owner.

Waverley Council is seeking community feedback on our proposed Hall Street Improvements concept design and has launched the community consultation on our Have Your Say page. The community consultation will be open for feedback from 16 August – 13 September 2023.

An informal closure has been in place at the Old South Head Road end of Hall Street for a few decades. The closure has taken the form of bollards installed in a continuation of the Old South Head Road kerb alignment.

In order to improve the streetscape and formalise the Hall Street closure at the intersection, Council is proposing to introduce a cul de sac and construct a new continuous footpath along Old South Head Road. The improvements will also include planting additional trees and greenery, and improving the overall amenity of the area to facilitate safer access for pedestrians. Please see concept graphic overleaf.

Proposed works will include:

- Installation of a permanent cul de sac
- Construction of a new footpath along the Old South Head Road kerb alignment
- Plantings of new turfed areas and three additional trees
- Introduction of four angled parking spaces with no net loss of parking

To provide feedback on the proposed concept design for Hall Street Improvements: -Visit haveyoursay.waverley.nsw.gov.au/hall-street-improvements -Scan the QR Code



If you have any questions or require further information, please email majorprojects@waverley.nsw.gov.au or call 9083 8000.

Kind regards

Arusha Bhowmik Project Officer, Waverley Council

> Contact us 9083 8000

9083 8000 info@waverley.nsw.gov.au waverley.nsw.gov.au Connect with us

f waverleycouncilofficial

waverleycouncil

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Appendix C – Letter distribution map



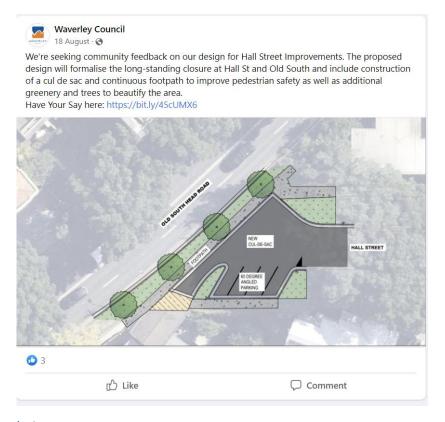
Appendix D – Map of door-knocked properties (in blue)



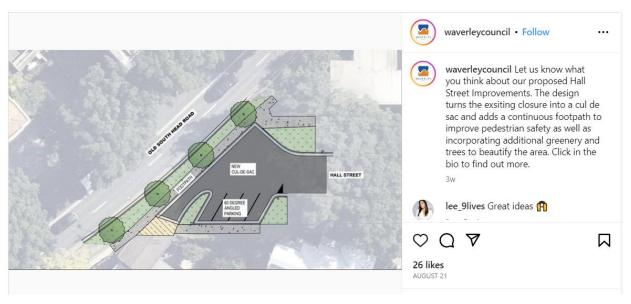
Consultation report template Page 16 of 22

Appendix E – Social media posts

Facebook:



Instagram:



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Appendix F – Waverley Weekly e-newsletter



Feedback on Hall Street improvements

For many years, the end of Hall Street at Old South Head Road has been blocked off to traffic with bollards.

To help improve pedestrian safety and beautify the streetscape, we want your feedback on a proposal to formalise the existing closure by constructing a cul de sac, continuous footpath and planting new trees.

Share your feedback below.

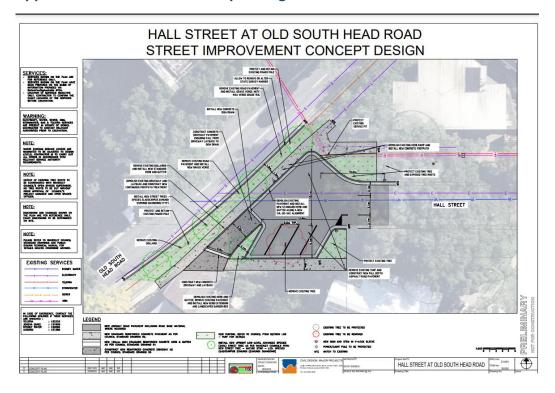


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Appendix G - Amended Concept Design



Appendix H – Amended Concept Design



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Appendix I - Resident Email Submission on Amended Design

Simpson Street resident email received 13 October 2023 in response to meeting on amended design:

"Our house is located on the corner of Hall and Simpson Street, meaning our privacy and use of our house and garden will be directly impacted by any changes to the street.

We note that the impact from the street redevelopment will largely be borne by our house. We are very keen to retain the trees on Hall street outside our house to form a privacy shield (line redacted for privacy).

Changes we request to the updated plans:

- The nature strip on our side of Hall street is proposed to be significantly reduced to make way for a setback (which supports the neighbors driveway access). This new setback results in the loss of two trees and impacts our privacy, as the road will get closer to our house.
- You could achieve the access to the neighbors drive and have enough room for cars to turn around by
 halving the setback. I have placed an orange box where I propose you could reduce this set back in the
 image below. This would result in one less tree being lost and mean that more of the nature strip is
 retained. It would also reduce the privacy impact on our house as the curb setback would begin past our
 house
- To support turning space at the end of the street we note that we are losing nature strip on our side of Hall street and this is not balanced on the other side of the road. In the diagram below I have proposed a reduction in the nature strip on the other side of Hall street which would create balance in the streetscape and enable a tree to be retained on our side.
- The proposal is to place 8 sandstone seating blocks on the nature strip on our side of Hall Street. We are worried that this will reduce our privacy as people will be sitting outside our house and looking into our bedrooms, living room and garden. We are also worried this would encourage antisocial behavior outside our house (we have young children). We request that this sitting spaces/ blocks be reduced to 1 or two blocks and be located on the other side of Hall Street where there will be a wider nature strip. It makes sense for the seating to be on the side that has a wider nature strip. If it is on our side then it will encourage litter and impact our privacy (as our house is below street level so people can directly look into our house.

Our suggested changes to the updated plans



Consultation report template Page 20 of 22

Appendix J - Email From Resident

From:

Sent: Tuesday, October 24, 2023 3:16 PM

To: Major Projects <majorprojects@waverley.nsw.gov.au>

Cc:

Subject: [EXTERNAL]Re: Waverley Council - Meeting regarding Hall St Improvements



Not a problem...

I think it was beneficial to have a site meeting.

Hopefully we are getting closer to a resolution.

To be honest losing one car space on the Northern side (my side) is fine.

This should allow be larger turning bay for all cars in the future.

The sandstone blocks in my opinion aren't really necessary but from my understanding would be reduced in numbers. Obviously can trial this.

The real changes are actually occurring on the Southern side & obviously along Old South Head rd.

I have mentioned to _____, her husband & sons that they need to be very clear on the proposed changes & they fully understand the new drawings completely.

Obviously their concerns will be more significant because of their driveway access.

The beautification of pedestrian walkway & nature strip along Old South Head rd is very positive.

So, they are my thoughts.

With thanks & kind regards.



Appendix K – Email Outlining Residents Concerns

From:

Sent: Wednesday, October 25, 2023 6:39:42 AM

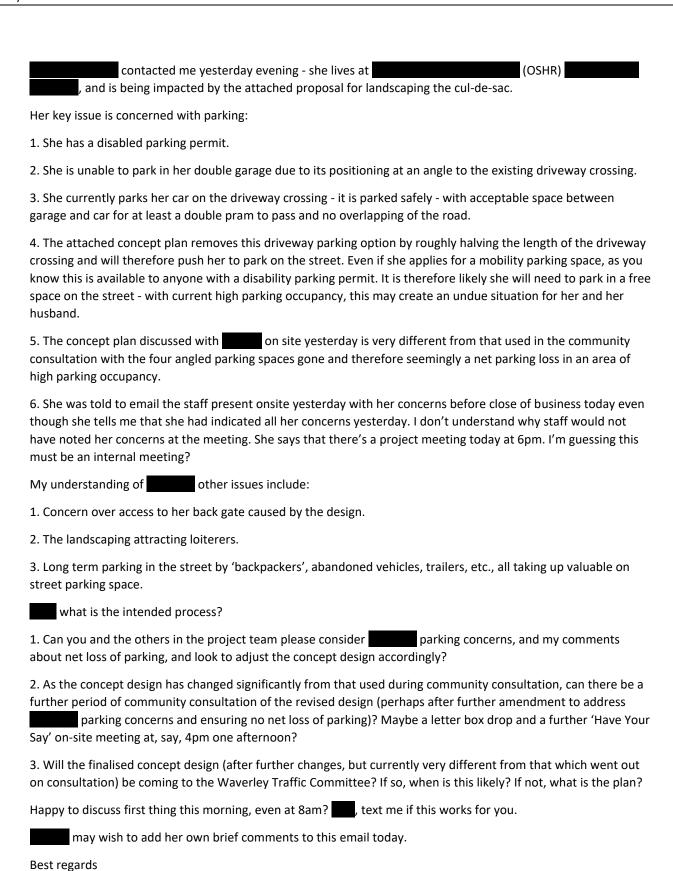
To:

Subject: [EXTERNAL]Fwd: Waverley Council - Meeting regarding Hall St cul-de-sac landscaping Improvements at OSHR - parking concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello

Consultation report template Page 21 of 22



Consultation report template Page 22 of 22

REPORT TC/V.02/23.11

Subject: Blair Street, North Bondi - Raised Pedestrian Crossings

TRIM No: A20/0069

Author: Alice McCosker, Senior Design Engineer

Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs a raised pedestrian crossing in Blair Street, North Bondi, on the eastern side of the intersection with Mitchell Street, as shown in Figure 2 of the report.
- 2. Upgrades the raised pedestrian crossing in Blair Street on the western side of the intersection with Mitchell Street, as shown in Figure 3 of the report.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

This report seeks approval of the installation of one raised pedestrian crossings in Blair Street, North Bondi, east of Mitchell Street and an upgrade to an existing raised pedestrian crossing in Blair Street, west of Mitchell Street (both shown in Figure 1).

The existing zebra crossing in Blair Street, North Bondi located on the eastern side of the intersection with Mitchell Street would be modified and upgraded to a raised pedestrian crossing. This also includes upgrades to kerb alignments, gutters, pavements, signage, and lighting.

The existing wombat crossing in Blair Street, North Bondi located on the western side of the intersection with Mitchell Street would also be upgraded. This includes upgrades to kerb islands, gutters, pavements, and lighting.

This project will be part of the Bondi Beach Walk to School Route and will be submitted for grant funding from Transport for NSW's (TfNSW) 'Get NSW Active' Program.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should onsite circumstances warrant changes is also proposed.

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

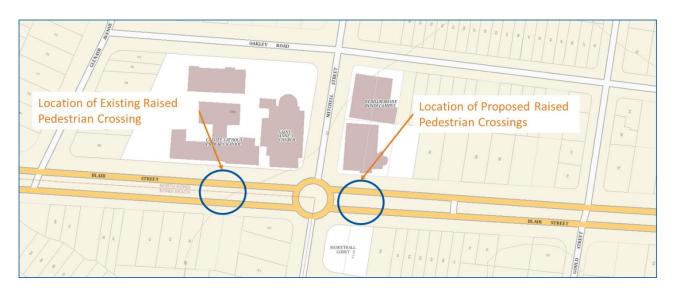


Figure 1. Location of the two proposed raised pedestrian crossings.

2. Introduction/Background

The two pedestrian crossings on Blair Street have been identified as needing upgrades to support active transportation use around the local schools. Safety issues have been identified with the crossings in their current configuration. Council has received representation from residents, local parents, and the local schools.

Traffic Committee and Council endorsement of the upgrade will present a stronger case when officers apply for the TfNSW's 'Get NSW Active' program grant funding. This program's application period is expected to be open between November and December 2023, with application outcomes being determined by early 2024.

3. Technical Analysis

Blair Street, east of the intersection with Mitchell Street

The conversion of the existing crossing to a raised pedestrian crossing will ensure vehicles slow down as they approach the designated crossing and provide drivers more reaction time in comparison to the existing zebra crossing. Restriction of the width on both sides of the crossing will also shorten the distance of crossing for the pedestrians and will also encourage cars to slow down.

Refer to Attachment 1 for the detailed design.

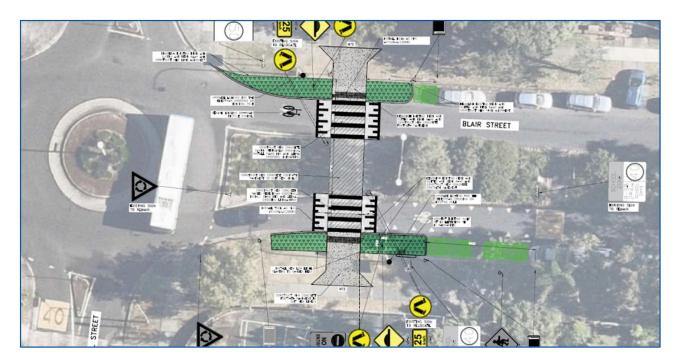


Figure 2. Proposed raised pedestrian crossing on Blair Street, North Bondi, East of the intersection with Mitchell Street.

'No Stopping' setback distance variation

The proposed design retains the existing 'No Stopping' conditions on the western side of the crossing but adopts reduced crossing distances in line with the sightline assessment undertaken (Attachment 3). The reduced distances of the 'No Stopping' signages on the westbound approach and eastbound departure deviate from the TfNSW guidelines recommended standard distance of 20 metres and 10 metres respectively.

The justifications for the reduced 'No Stopping' are listed below:

Appendix C of the Pedestrian Crossing Guidelines states the following:

- C2. NSW Supplements to the Australian Standards The NSW supplements to the Australian Standards have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the supplements.
- C3. Austroads guides The Austroads guides are national guidelines established by state road authorities (or equivalent) in Australia and New Zealand and are skewed towards state road application. However, there are several guides that are applicable to the design and management of main streets, local roads and civic spaces and include guidelines relevant to pedestrian crossings.
- C4. NSW Supplements to Austroads Guides The Supplements to the Austroads Guides have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the supplements but, where appropriate, adoption of enhance practice is encouraged.
- C5. TfNSW Technical directions The following technical directions provide some technical guidance related to pedestrian crossings as well as illustrating some alternate treatments that may be considered when exploring treatment options for a specific location.

The excerpts listed above shows that the guides and technical directions listed above are not required for local roads. This implies that only Australian Standards AS1742 would need to be applied for the location.

Furthermore, Appendix D.2 of the Guidelines states that 'depending on the width of the kerb blisters or kerb extensions, and therefore the effect on sight distances, the statutory no stopping distances may be reduced by permitting parking closer to the crossing.'

The Australian Standard AS1742-2009 - Manual for uniform traffic control devices (Part 10 - Pedestrian control and protection), provides the required framework for setting out the crossing and providing no stopping setbacks. AS1742.10 shows that the standard 'No Stopping' zone should be implemented 20 metres from both sides of the crossing.

However, deviations could be allowed in accordance with the following excerpts from AS1742.10-2009:

- 6.2 The length of the no-stopping zones shown in Figures 1, 3, 4 and 7 are a minimum and may need
 to be extended if sight distance between approaching drivers and pedestrians about to use the
 crossing or refuge is inadequate for vehicles to stop in time to avoid a collision. If there is fully
 indented parking close to the crossing, the no-stopping zone may be foreshortened to exclude the
 indented parking area.
- 6.3a(ii) There shall be adequate sight distance between approaching vehicles and pedestrians about to use the crossing for the former to be able to stop in time to give way to the latter. This shall be achieved primarily by means of parking restrictions near the crossing (see Figure 1). Kerb extensions (Clause 9.3) may also be required.
- 9.3 Kerb extensions can be constructed at any point along a kerb where the kerbside lane is required
 neither for moving traffic nor as a cycle lane but are most common at intersections and at mid-block
 sites where a crossing facility exists. They minimize the width of roadway to be crossed, and they
 usually place the pedestrian in a position where visibility of approaching traffic is not impeded by
 kerbside obstacles or parked vehicles. It is not normally necessary to sign kerb extensions unless the
 signs are required for an associated pedestrian facility. However, they should be suitably delineated
 to avoid vehicles colliding with them.

The option presented has adopted the above clauses. The design shows kerb extensions that make fully indented parking which will make the above conditions apply.

Attachment 3 also provides a technical analysis of the required safe stopping distance for a vehicle on approach to the intersection, and the line of sight to a pedestrian about to cross indicating the safe stopping distance has been achieved.

Figure 3 shows the calculated 30 metres of stopping sight distance. The illustration shows that vehicles going west bound have a clear sight lines of pedestrians who will be using the crossing.

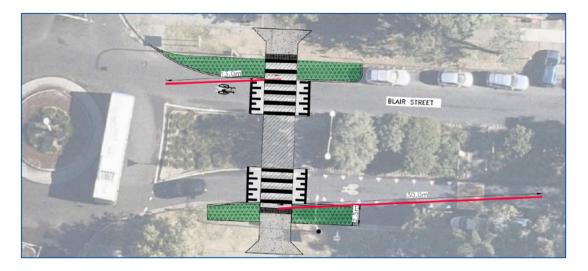


Figure 3. Stopping sight distance.

Blair Street, west of the intersection with Mitchell Street

An upgraded raised pedestrian crossing is proposed in this location. Upgrades include rebuilding the existing pedestrian cross, new line markings, kerb ramps and kerb islands are proposed. The proposed upgrades further improve the sight visibility on both the drivers and pedestrians.

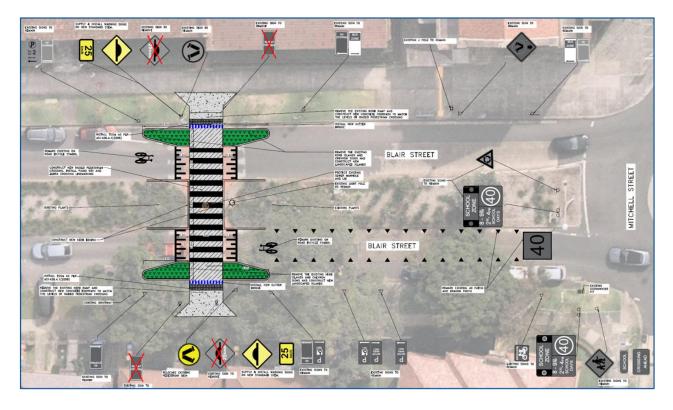


Figure 4. Proposed upgrade to raised pedestrian crossing on Blair Street, North Bondi, West of the intersection with Mitchell Street.

Refer to Attachment 2 for the detailed design.

'No Stopping' setback distance variation

The proposed design retains the existing 'No Stopping' conditions on all sides. The 'No Stopping' signages on all sides of the raised pedestrian crossing are less than the recommended standard distance of 20 metres, as per TfNSW guidelines. The same justifications listed above apply on this proposed upgrade.

Attachment 4 also provides a technical analysis of the required safe stopping distance for a vehicle on approach to the intersection, and the line of sight to a pedestrian about to cross indicating the safe stopping distance has been achieved.

Figure 5 shows the calculated 30 metres of stopping sight distance for both approaches. The illustration shows that vehicles on both approaches have clear sight lines of pedestrians who will be using the crossing.

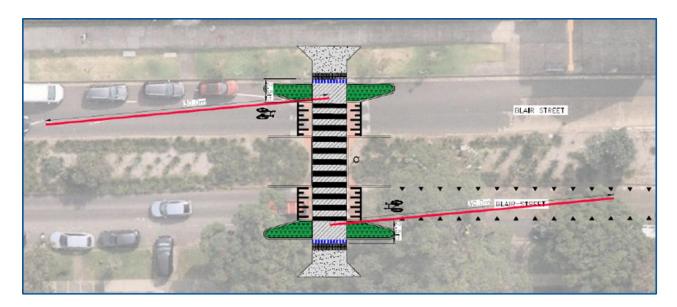


Figure 5. Stopping sight distance

4. Financial Information for Council's Consideration

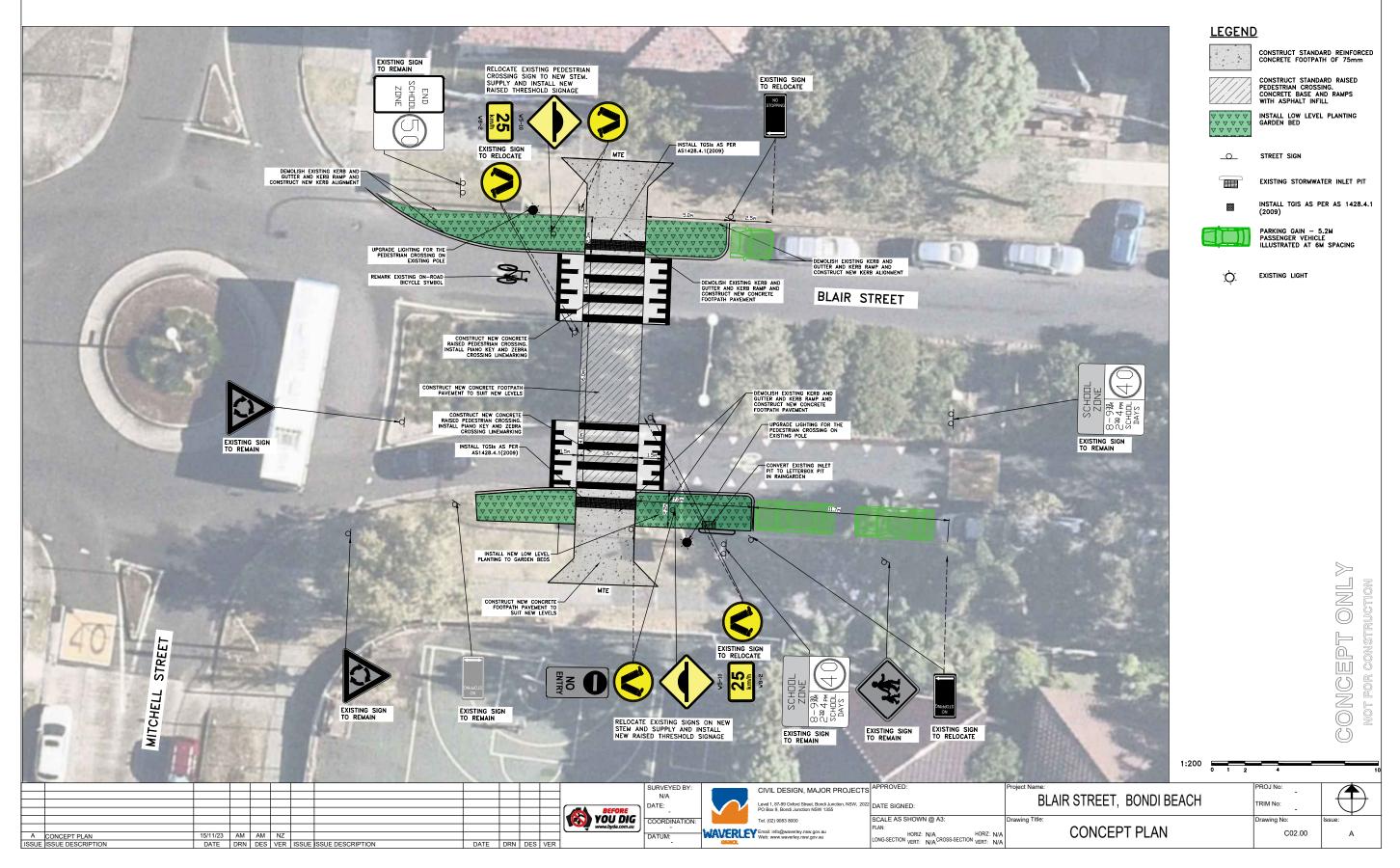
The project will be submitted to TfNSW's 'Get NSW Active' program for grant funding.

5. Attachments

- 1. Design Blair Street, east of Mitchell Street J
- 2. Design Blair Street, west of Mitchell Street &
- 3. Stopping sight distance Blair Street, east of Mitchell Street &
- 4. Stopping sight distance Blair Street, west of Mitchell Street <a>J .

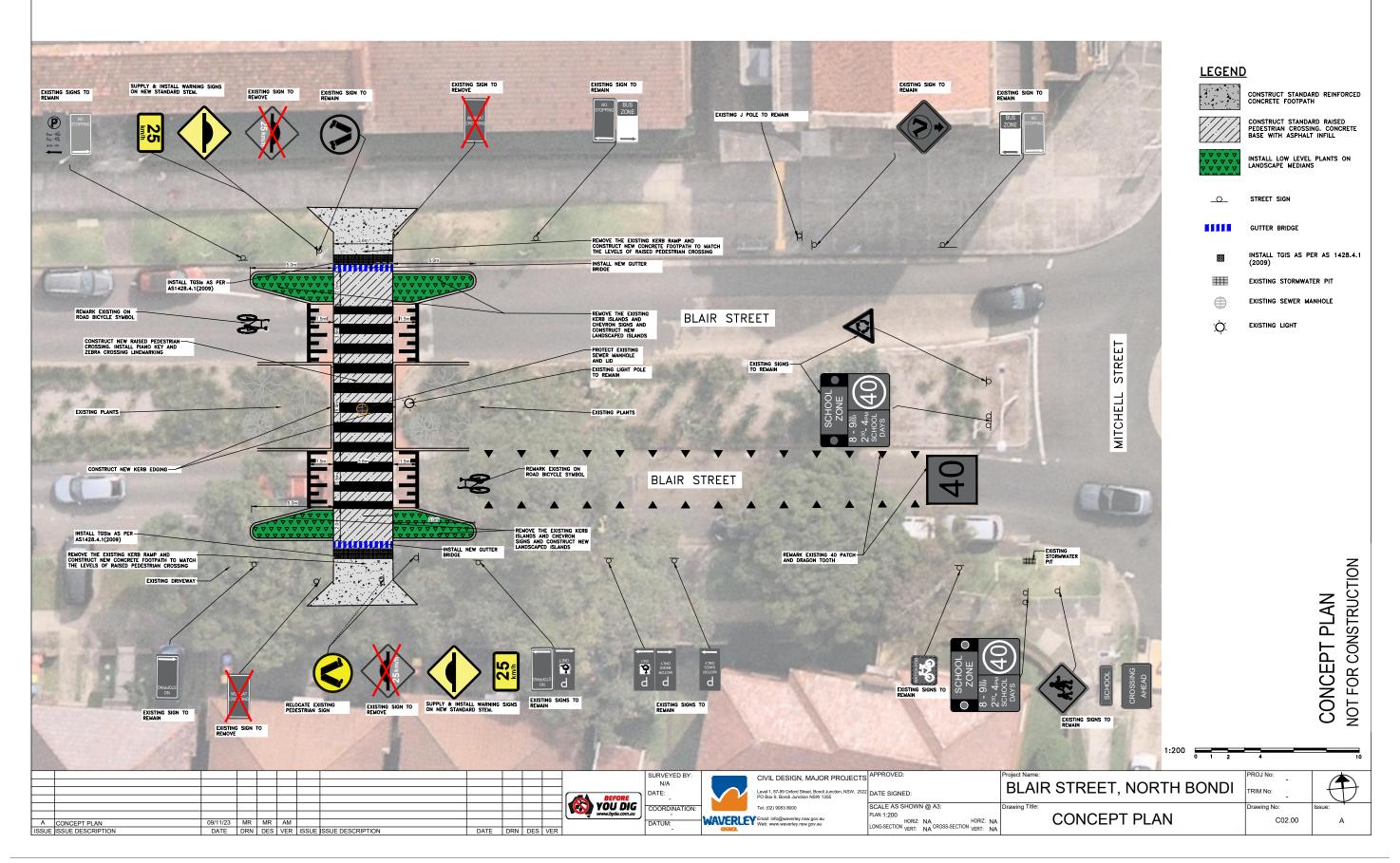
Waverley Traffic Committee 23 November 2023

BLAIR STREET EAST OF MITCHELL STREET, BONDI BEACH RAISED PEDESTRIAN CROSSING UPGRADE



Waverley Traffic Committee 23 November 2023

BLAIR STREET WEST OF MITCHELL STREET, NORTH BONDI RAISED PEDESTRIAN CROSSING UPGRADE



TC/V.02/23.11- Attachment 2

Stopping Sight Distance

Warrants - Intersection No Stopping Distance - Calculations.xlsx

Also called minimum gap sight distance

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. The formula is the same as for the approach sight distance.

Input Data			
Rt, reaction time	1.5	seconds	
V, 85%ile speed	12	km/hr	
d, coefficient of deceleration	0.36	km/hr	
a = longitudinal grade on approach (%)	7%		approximate
(positive for uphill,negative for downhill)			
Calculations			
Stopping sight distance (SSD)	6.6	metres	
		2	

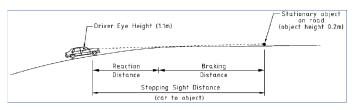
SSD = $\frac{R_T V}{3.6} + \frac{V^2}{254(d+0.01a)}$

where

 R_T = reaction time (sec) V = operating speed (km/h)

d = coefficient of deceleration (longitudinal friction factor)

a = longitudinal grade (%, + for upgrades and – for downgrades)



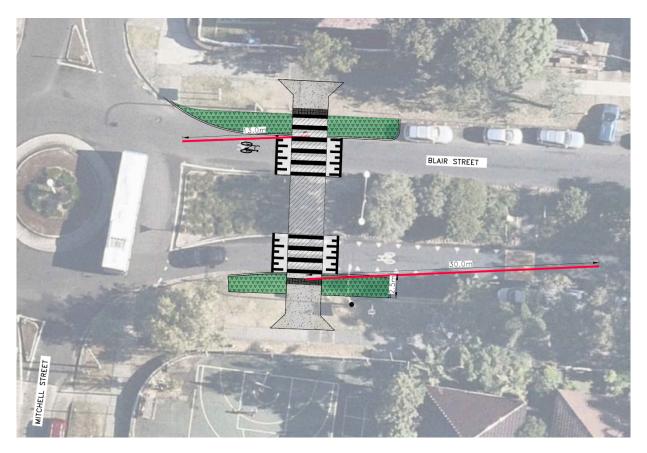
Source: AUSTROADS Guide to Road Design

Part 3 - Geometric Design Section 5.3 Stopping Sight Distance (SSD) Part 3 - Geometric Design

Table 5.3

Rt, Reaction time (seconds)	Typical road conditions	Typical use
2.5	Unalerted driving conditions due to the road only having isolated geometric features to maintain driver interest Areas with high driver workload/complex decisions High speed roads with long distances between towns	Absolute minimum value for high speed roads with unalerted driving conditions. General minimum value for: high speed rural freeways high speed rural intersections isolated alignment features
2.0	Higher speed urban areas Few intersections Alerted driving situations in rural areas High speed roads in urban areas comprising numerous intersections or interchanges where the majority of driver trips are of relatively short length	Absolute minimum value for the road conditions listed in this road General minimum value for most road types, including those with alert driving
1.5	Alert driving conditions e.g.: high expectancy of stopping due to traffic signals consistently tight alignments for example, mountainous roads restricted low speed urban areas built-up areas — high traffic volumes interchange ramps when sighting over or around barriers.	Absolute minimum value. Only used in very constrained situations where drivers will be alert $ \text{Can be considered only where the maximum operating speed} \\ \text{is} \leq 90 \text{km/h} $ Should not be used where other design minima have been used

Vehicle Type	Coefficient of deceleration (d)	Driver/road capability	Typical use
Cars	0.61	Braking on dry, sealed	Specific applications where the normal stopping sight
		roads	distance criteria applied to horizontal curves produce
			excessive lateral offsets to roadside barriers/structures
	0.46	Mean value for braking	Maximum value for calculating absolute minimum stopping
		on wet, sealed roads for a	sight distance. Only to be used in constrained locations,
		hazard. Maximum values	typically on:
		when decelerating at an	lower volume roads
		intersection	less important roads
			mountainous roads
			lower speed urban roads
			sighting over or around barriers
			tunnels
	0.36	About a 90th percentile	Desirable value for calculating minimum stopping sight
	0.30	value for braking on wet.	distance for most urban and rural road types, and level
		sealed roads. Maximum	crossings
		value allowed for	crossings
		deceleration lanes at	
		intersections	
	0.26	Comfortable deceleration	Not to be used without the approval of the relevant road
	0.26	on sealed mads. Normal	agency
		driving event	agency
		ariving event	This value may be adopted for stopping sight distance for
			major highways and freeways in flat terrain, and for
			deceleration in turn lanes at intersections
			deceleration in turn lanes at intersections
			Its use can lead to an unnecessarily high standard and expensive design in undulating or hilly terrain.
			expensive design in undulating or nilly terrain.
			Maximum value for calculation of horizontal curve
_	0.27	Braking on unsealed	perception sight distance. Used to determine stopping sight distance on unsealed
	0.27	mads made	used to determine stopping sight distance on unsealed roads. This value is very dependent on the surface materia
		roads	
	0.29	0 1: 1 : 1 ::	and should be verified where possible
Trucks	0.29	Braking by single unit	Maximum value for calculating truck stopping sight distance
		trucks, semi-trailers and B-doubles on dry, sealed	for most urban and rural road types, and level crossings
		roads. Minimum value	
		required by vehicle	
	0.15	standards regulations	
Buses	0.15		Desirable braking to ensure passenger comfort approaching
			a bus stop.



Warrants - Intersection No Stopping Distance - Calculations

Printed: 09/11/2023

Stopping Sight Distance

Neo called minimum gan sight distance

Warrants - Intersection No Stopping Distance - Calculations.xlsx

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. The formula is the same as for the approach sight distance.

Input Data			
Rt, reaction time	1.5	seconds	
V, 85%ile speed	34	km/hr	
d, coefficient of deceleration	0.36	km/hr	
a = longitudinal grade on approach (%)	7%		approximat
(positive for uphill,negative for downhill)			
Calculations			
Stopping sight distance (SSD)	26.8	metres	
		-	

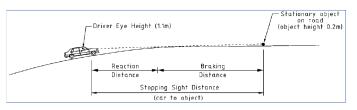
SSD =
$$\frac{R_T V}{3.6} + \frac{V^2}{254(d+0.01a)}$$

where

 R_T = reaction time (sec) V = operating speed (km/h)

d = coefficient of deceleration (longitudinal friction factor)

a = longitudinal grade (%, + for upgrades and – for downgrades)

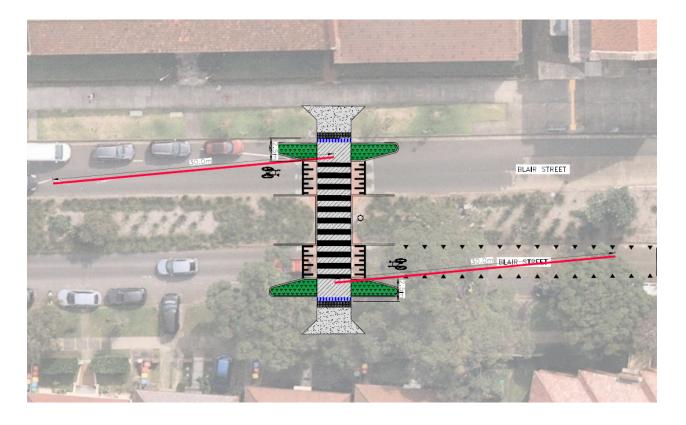


Source: AUSTROADS Guide to Road Design

Part 3 - Geometric Design Section 5.3 Stopping Sight Distance (SSD) Part 3 - Geometric Design Table 5.3

Rt, Reaction time (seconds)	Typical road conditions	Typical use
2.5	Unalerted driving conditions due to the road only having isolated geometric features to maintain driver interest Areas with high driver workload/complex decisions High speed roads with long distances between towns	Absolute minimum value for high speed roads with unalerted driving conditions. General minimum value for: high speed rural freeways high speed rural intersections isolated alignment features
2.0	Higher speed urban areas Few intersections Alerted driving situations in rural areas High speed roads in urban areas comprising numerous intersections or interchanges where the majority of driver trips are of relatively short length	Absolute minimum value for the road conditions listed in this road General minimum value for most road types, including those with alert driving
1.5	Alert driving conditions e.g.: high expectancy of stopping due to traffic signals consistently tight alignments for example, mountainous roads restricted low speed urban areas built-up areas – high traffic volumes interchange ramps when sighting over or around barriers.	Absolute minimum value. Only used in very constrained situations where drivers will be alert $Can \ be considered only where the maximum operating speed is \le 90 \ km/h Should not be used where other design minima have been used$

Vehicle Type	Coefficient of deceleration (d)	Driver/road capability	Typical use
Cars	0.61	Braking on dry, sealed	Specific applications where the normal stopping sight
		roads	distance criteria applied to horizontal curves produce
			excessive lateral offsets to roadside barriers/structures
	0.46	Mean value for braking	Maximum value for calculating absolute minimum stoppin
		on wet, sealed roads for a	sight distance. Only to be used in constrained locations,
		hazard, Maximum values	typically on:
		when decelerating at an	lower volume roads
		intersection	less important roads
			mountainous roads
			lower speed urban roads
			sighting over or around barriers
			• tunnels
	0.36	About a 90th percentile	Desirable value for calculating minimum stopping sight
		value for braking on wet,	distance for most urban and rural road types, and level
		sealed roads. Maximum	crossings
		value allowed for	
		deceleration lanes at	
		intersections	
	0.26	Comfortable deceleration	Not to be used without the approval of the relevant road
		on sealed roads, Normal	agency
		driving event	
		_	This value may be adopted for stopping sight distance for
			major highways and freeways in flat terrain, and for
			deceleration in turn lanes at intersections
			Its use can lead to an unnecessarily high standard and
			expensive design in undulating or hilly terrain.
			Maximum value for calculation of horizontal curve
			perception sight distance.
	0.27	Braking on unsealed	Used to determine stopping sight distance on unsealed
		roads	roads. This value is very dependent on the surface materia
			and should be verified where possible
Trucks	0.29	Braking by single unit	Maximum value for calculating truck stopping sight distant
		trucks, semi-trailers and	for most urban and rural road types, and level crossings
		B-doubles on dry, sealed	
		roads. Minimum value	
		required by vehicle	
		standards regulations	
Buses	0.15		Desirable braking to ensure passenger comfort approaching
			a bus stop.



Warrants - Intersection No Stopping Distance - Calculations

Printed: 09/11/2023

REPORT TC/V.03/23.11

Subject: Gould Street and Warners Avenue, Bondi Beach -

Continuous Footpath Treatment

TRIM No: A20/0069

Author: Alice McCosker, Senior Design Engineer

Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs continuous footpath treatments on the north-east and south-west leg of the intersection of Gould Street and Warners Avenue, Bondi Beach, as shown in Figure 2 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes.

1. Executive Summary

This report seeks approval of the installation of continuous footpath treatments on the northeast and southwest left of the intersection between Gould Street and Warners Avenue, Bondi Beach (both shown in Figure 1).

The instalment of the continuous footpath treatments would also include upgrades to the existing traffic medians, kerb alignments, and signages.

This project will be part of the 'Bondi Beach Walk to School Route' and will be submitted for grant funding from Transport for NSW's (TfNSW) 'Get NSW Active' Program.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should onsite circumstances warrant changes is also proposed.

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



Figure 1. Location of the Continuous Footpath Treatments.

2. Introduction/Background

The two legs of the intersection between Gould Street and Warners Avenue have been identified as needing upgrades to support active transportation use around the local schools. Safety issues have been identified with the crossings in their current configuration. Council has received representation from residents, local parents, and the local schools.

Traffic Committee and Council endorsement of the upgrade will present a stronger case when officers apply for the TfNSW's 'Get NSW Active' program grant funding. This program's application period is expected to be open between November and December 2023, with application outcomes being determined by early 2024.

3. Technical Analysis

The conversion of the existing crossings on Gould Street to continuous footpath treatments will reinforce pedestrian priority and will ensure vehicles slow down as they approach the designated crossing.

Upgrades are also proposed to the existing median and kerb alignment to provide pedestrians crossing on Gould Street more cover mid-crossing and shorten the distance required to cross. Width restrictions also encourage car to slow down on the location.

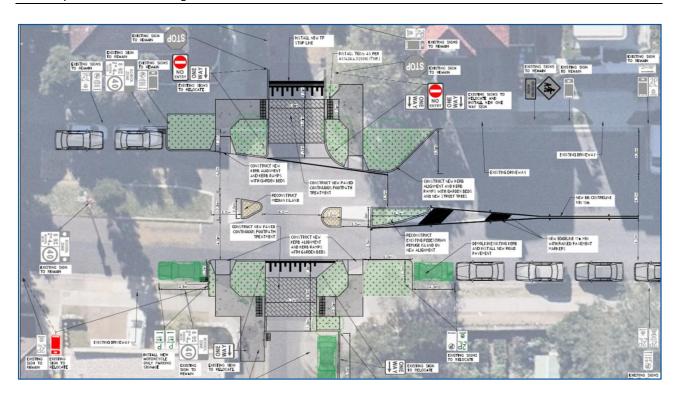


Figure 2. Proposed continuous footpath treatments on the intersection of Gould Street and Warners Avenue.

See Attachment 1 for the detailed design.

'No Stopping' and 'No Parking' setback distance variation

The proposed design retains the existing 'No Stopping' conditions on the southbound and eastbound approach of the intersection but adopts reduced crossing distances in line with the sightline assessment undertaken (Attachment 2). The reduced distances of the 'No Parking Signage' on the westbound approach and the No Stopping on the westbound departure deviate from the TfNSW guidelines.

The justifications for the reduced 'No Stopping' and 'No Parking' Distance are listed below:

Appendix C of the Pedestrian Crossing Guidelines states the following:

- C2. NSW Supplements to the Australian Standards The NSW supplements to the Australian Standards have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the supplements.
- C3. Austroads guides The Austroads guides are national guidelines established by state road authorities (or equivalent) in Australia and New Zealand and are skewed towards state road application. However, there are several guides that are applicable to the design and management of main streets, local roads and civic spaces and include guidelines relevant to pedestrian crossings.
- C4. NSW Supplements to Austroads Guides The Supplements to the Austroads Guides have been written expressly for use by Transport for NSW on state roads. Local governments are not required to adhere to the supplements but, where appropriate, adoption of enhance practice is encouraged.
- C5. TfNSW Technical directions The following technical directions provide some technical guidance related to pedestrian crossings as well as illustrating some alternate treatments that may be considered when exploring treatment options for a specific location.

The excerpts listed above shows that the guides and technical directions listed above are not required for local roads. This implies that only Australian Standards AS1742 would need to be applied for the location.

Furthermore, Appendix D.2 of the Guidelines states that 'depending on the width of the kerb blisters or kerb extensions, and therefore the effect on sight distances, the statutory no stopping distances may be reduced by permitting parking closer to the crossing.'

The Australian Standard AS1742-2009 - Manual for uniform traffic control devices (Part 10 - Pedestrian control and protection), provides the required framework for setting out the crossing and providing no stopping setbacks. AS1742.10 shows that the standard 'No Stopping' zone should be implemented 20 metres from both sides of the crossing.

However, deviations could be allowed in accordance with the following excerpts from AS1742.10-2009:

- '6.2 The length of the no-stopping zones shown in Figures 1, 3, 4 and 7 are a minimum and
 may need to be extended if sight distance between approaching drivers and pedestrians about to
 use the crossing or refuge is inadequate for vehicles to stop in time to avoid a collision. If there is
 fully indented parking close to the crossing, the no-stopping zone may be foreshortened to exclude
 the indented parking area.'
- 6.3a(ii) There shall be adequate sight distance between approaching vehicles and pedestrians about to use the crossing for the former to be able to stop in time to give way to the latter. This shall be achieved primarily by means of parking restrictions near the crossing (see Figure 1). Kerb extensions (Clause 9.3) may also be required.
- 9.3 Kerb extensions can be constructed at any point along a kerb where the kerbside lane is required
 neither for moving traffic nor as a cycle lane but are most common at intersections and at mid-block
 sites where a crossing facility exists. They minimize the width of roadway to be crossed, and they
 usually place the pedestrian in a position where visibility of approaching traffic is not impeded by
 kerbside obstacles or parked vehicles. It is not normally necessary to sign kerb extensions unless the
 signs are required for an associated pedestrian facility. However, they should be suitably delineated
 to avoid vehicles colliding with them.

The option presented has adopted the above clauses. The design shows kerb extensions that make fully indented parking which will make the above conditions apply.

Attachment 2 also provides a technical analysis of the required safe stopping distance for a vehicle on approach to the intersection, and the line of sight to a pedestrian about to cross indicating the safe stopping distance has been achieved.

Figure 3 shows the calculated 26.8 metres of stopping sight distance. The illustration shows that vehicles going westbound and eastbound have a clear sight lines of pedestrians who will be crossing Gould Street.

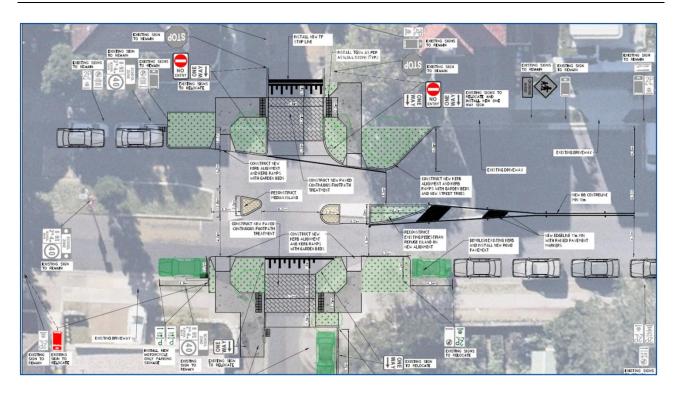


Figure 3. Stopping sight distance.

4. Financial Information for Council's Consideration

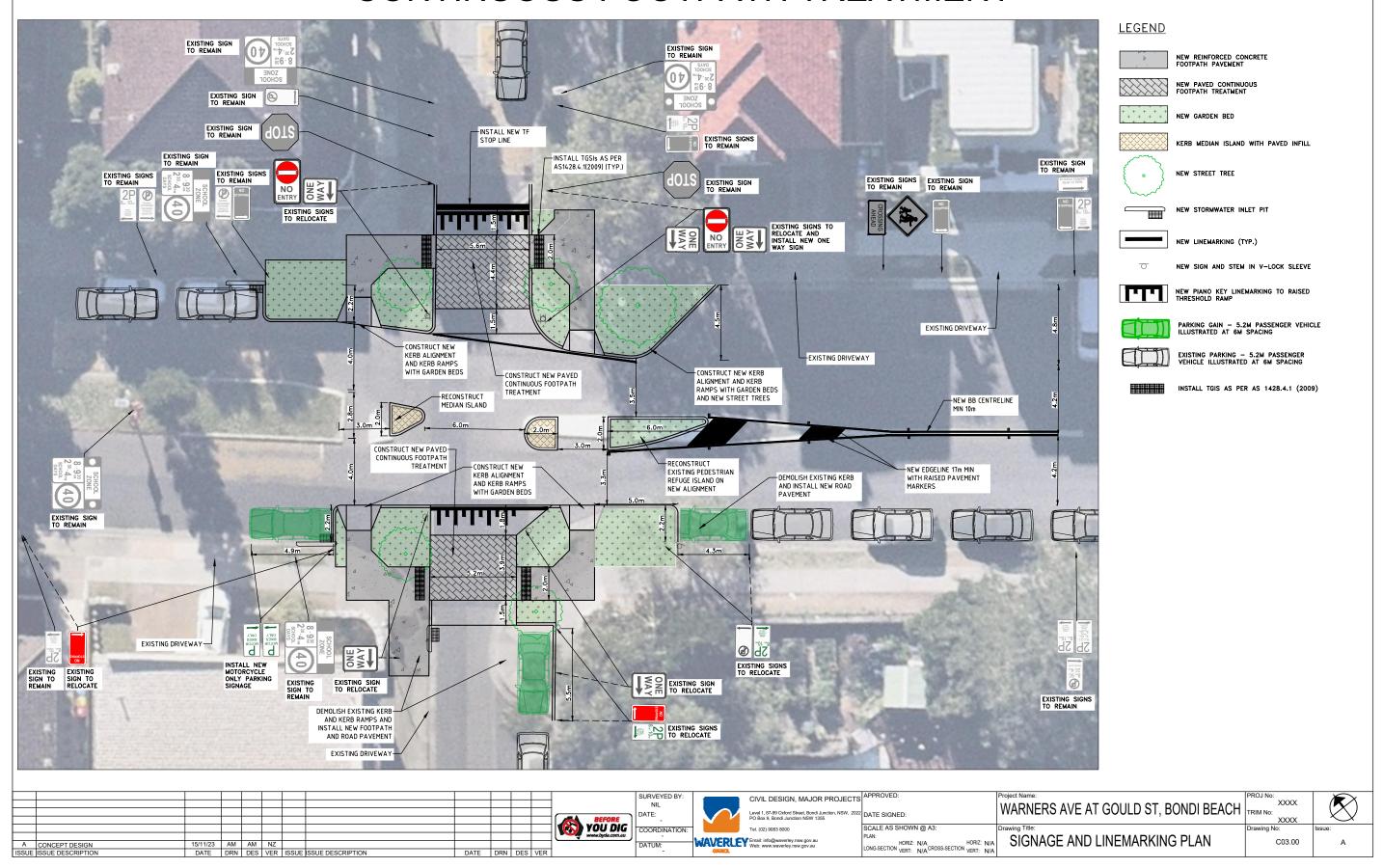
The project will be submitted to TfNSW's 'Get NSW Active' program for grant funding.

5. Attachments

- 1. Gould Street at Warners Avenue Design <a>J
- 2. Gould Street at Warners Avenue Stopping sight distance $\underline{\mathbb{Q}}$.

Waverley Traffic Committee 23 November 2023

WARNERS AVENUE AT GOULD STREET, BONDI BEACH CONTINUOUS FOOTPATH TREATMENT



TC/V.03/23.11- Attachment 1

Stopping Sight Distance

Warrants - Intersection No Stopping Distance - Calculations.xlsx

Also called minimum gap sight distance

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. The formula is the same as for the approach sight distance.

			_	
Input Data				
Rt, reaction time	1.5	seconds		
V, 85%ile speed	34	km/hr		34
d, coefficient of deceleration	0.36	km/hr		
a = longitudinal grade on approach (%)	0%		approximate	
(positive for uphill,negative for downhill)				
Calculations				
Stopping sight distance (SSD)	26.8	metres		
R V	V	2		

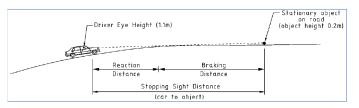
SSD = $\frac{R_T V}{3.6} + \frac{V^2}{254(d+0.01a)}$

where

 R_T = reaction time (sec) V = operating speed (km/h)

d = coefficient of deceleration (longitudinal friction factor)

a = longitudinal grade (%, + for upgrades and – for downgrades)

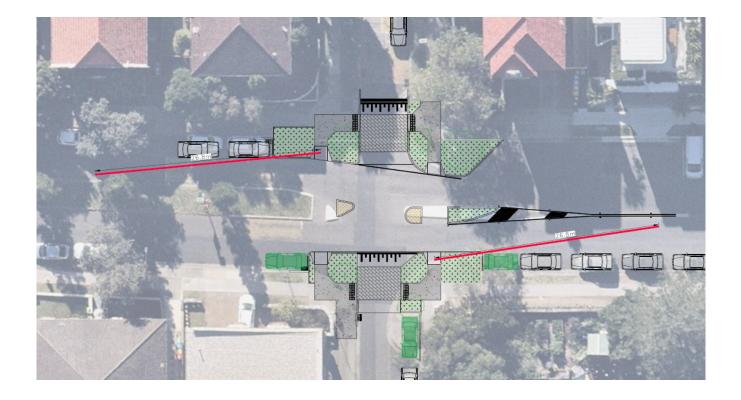


Source: AUSTROADS Guide to Road Design

Part 3 - Geometric Design Section 5.3 Stopping Sight Distance (SSD) Part 3 - Geometric Design Table 5.3

Rt, Reaction time (seconds)	Typical road conditions	Typical use
2.5	Unalerted driving conditions due to the road only having isolated geometric features to maintain driver interest Areas with high driver workload/complex decisions High speed roads with long distances between towns"	Absolute minimum value for high speed roads with unalerted driving conditions. General minimum value for: high speed rural freeways high speed rural intersections isolated alignment features
2.0	Higher speed urban areas Few intersections Alerted driving situations in rural areas High speed roads in urban areas comprising numerous intersections or interchanges where the majority of driver trips are of relatively short length	Absolute minimum value for the road conditions listed in this road General minimum value for most road types, including those with alert driving
1.5	Alert driving conditions e.g.: high expectancy of stopping due to traffic signals consistently tight alignments for example, mountainous roads restricted low speed urban areas built-up areas — high traffic volumes interchange ramps when sighting over or around barriers.	Absolute minimum value. Only used in very constrained situations where drivers will be alert Can be considered only where the maximum operating speed is \$ 90 km/h Should not be used where other design minima have been used

Vehicle	Coefficient of	Driver/road capability	Typical use
Type	deceleration (d)		
Cars	0.61	Braking on dry, sealed	Specific applications where the normal stopping sight
		roads	distance criteria applied to horizontal curves produce
			excessive lateral offsets to roadside barriers/structures
	0.46	Mean value for braking	Maximum value for calculating absolute minimum stopping
		on wet, sealed roads for a	sight distance. Only to be used in constrained locations,
		hazard. Maximum values	typically on:
		when decelerating at an	lower volume roads
		intersection	less important roads
			mountainous roads
			lower speed urban roads
			sighting over or around barriers
			• tunnels
_	0.36	About a 90th percentile	Desirable value for calculating minimum stopping sight
		value for braking on wet,	distance for most urban and rural road types, and level
		sealed roads. Maximum	crossings
		value allowed for	Crossings
		deceleration lanes at	
		intersections	
	0.26	Comfortable deceleration	Not to be used without the approval of the relevant road
		on sealed roads. Normal	agency
		driving event	-07
			This value may be adopted for stopping sight distance for
			major highways and freeways in flat terrain, and for
			deceleration in turn lanes at intersections
			Its use can lead to an unnecessarily high standard and
			expensive design in undulating or hilly terrain.
			coperate design in anadotting or may terrom.
			Maximum value for calculation of horizontal curve
			perception sight distance.
_	0.27	Braking on unsealed	Used to determine stopping sight distance on unsealed
		roads	roads. This value is very dependent on the surface materia
			and should be verified where possible
Trucks	0.29	Braking by single unit	Maximum value for calculating truck stopping sight distance
		trucks, semi-trailers and	for most urban and rural road types, and level crossings
		B-doubles on dry, sealed	
		roads. Minimum value	
		required by vehicle	
		standards regulations	
Buses	0.15	starradi as regulations	Desirable braking to ensure passenger comfort approaching



Warrants - Intersection No Stopping Distance - Calculations

Printed: 16/11/2023

REPORT TC/V.04/23.11

Subject: Dudley Page Reserve New Year's Eve - Traffic

Management Plan

TRIM No: A23/0539

Author: Alex Karki, Professional Engineer, Traffic and Development

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

COUNCIL OFFICER'S PROPOSAL:

That Council:

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

1. Executive Summary

Council has prepared a Traffic Management Plan (TMP) for the New Year's event to be held at Dudley Page Reserve on 31 December 2023 (see Figure 1). The event is an annual event that was last held in 2022.

The Traffic Management Plan is similar to the 2022 event, with Military Road again remaining open. Temporary event clearways will remain in place along Military Road to ensure traffic flow and access for buses.

It is recommended that the Traffic Management Plan (TMP) attached to this report be endorsed.

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





Figure 1. Event location.

2. Introduction/Background

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

3. Technical Analysis

The attached Traffic Management Plan (TMP) proposes that road closures and clearways are undertaken at the locations shown in the table below. The only change to last year's Traffic Management Plan is the removal of partial closures and a temporary clearway on Portland Street and the addition of a Special Event Clearway on Military Road between Eastern Avenue and Oceanview Avenue. This additional clearway is to provide a location for buses to lay over.

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

Special Event 1 - Dudl	Special Event 1 - Dudley Page Reserve closures			
Description	Locations			
Primary Road	Victory Street between Portland Street & Gilbert Street			
Closures				
	Blake Street between Portland Street & Gilbert Street			
Partial Road Closures	Partial Closure - Gilbert Street (South) closed to southbound traffic at			
	Victory Street			
	Partial Closure - Blake Street (westbound) from Military Road to Portland			
	Street			
	Partial Closure - Blake Street (eastbound) from Old South Head Road to			
	Gilbert Street			
Note: Transdev/ John Holland buses and Emergency vehicles exc				
	Note: Resident access will be allowed at the discretion of police while it is			
	safe to do so.			
Clearways	Both sides of Military Road between Blake Street and Kobada Road			
_	Lancaster Road (South Side) between Military Road and Portland Street			
	Blake Street (North Side) between Military Road and Portland Street			

Both sides of Military	Road between Eastern	Avenue and Oceanview A	Avenue.

4. Financial Information for Council's Consideration

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

5. Attachments

1. Dudley Page Reserve - Traffic Management Plan 2023 $\underline{\mathbb{J}}$.



TRAFFIC MANAGEMENT PLAN

Waverley Council Community New Year's Eve Events

Dudley Page Reserve and viewing corridors.

Sunday 31st December 2023



Contents

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Traffic Management Plan Details

Event Date: Sunday 31st December 2023

Event Time: 6pm Sunday 31/12/2023 to 12:30am Monday 1/1/2024

Event Organiser: Waverly Council

Road Closures and Special Event Clearways

Special Event 1 - Dudley Page Reserve closures					
Description	Locations				
Primary Road Closures	Victory Street between Portland Street & Gilbert Street				
	Blake Street between Portland Street & Gilbert Street				
Partial Road Closures	Partial Closure - Gilbert Street (South) closed to soutbound traffic at Victory Street				
	Partial Closure - Blake Street (westbound) from Military Road to Portland Street				
	Partial Closure - Blake Street (eastbound) from Old South Head Road to Gilbert Street				
	Note: Transdev/ John Holland buses and Emergency vehicles excepted				
	Note: Resident access will be allowed at the discretion of police while it is safe to do so.				
Clearways	Both sides of Military Road between Blake Street and Kobada Road				
	Lancaster Road (South Side) between Military Road and Portland Street				
	Blake Street (North Side) between Military Road and Portland Street				
	Both sides of Military Road between Eastern Avenue and Oceanview Avenue.				



Approvals

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

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

Waverly Council: Date: t.b.a.

Authority of the TMP

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

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

Planning Contacts

Organisation	Contact	Email
Waverley Council	Johnathan Thompson	johnathan.thompson@waverley.nsw.gov.au
Eastern Suburbs Police Area Command	Duty Officer	eastsubtraffic@police.nsw.gov.au
Eastern Region, State Transit	Bushara Gidies	Bushara.Gidies@transdevjohnholland.com.au
Transport for NSW	Tamara Holmes	tamara.holmes@transport.nsw.gov.au



Special Event Overview

1) Objectives

- a) To ensure that special event road closures and clearways in the Traffic Management Plan are conducted safely with minimum disruption to the community.
 The special events and areas are:
 - i) Dudley Page Reserve
 - ii) Caffyn Park
- b) To comply with requirements of Occupational Health & Safety Act 2000.
- c) To manage reduced capacity of road system.
- d) To minimise traffic impact on non-event community & emergency services.

2) Description

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

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

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

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

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

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



3) **Public Transport**

- a) An additional Special Event Clearway (SEC) has been provided on Military Rd between Eastern Avenue and Oceanview Avenue for additional bus layovers.
- b) Council, Transport for NSW, Transdev, John Holland, and Police require the TCP's shown in the TMP to aid in the safe management of the public and public transport.
- 4) Traffic Control Police and contractors will implement the Traffic Control Plans.
- **5) Detours** Detours will be in place along roads accessing Gilbert Street, Portland Street, Blake Street and Victory Street.
- 6) Clearways Clearway zones will be in place around Dudley Page Reserve, Military Road and Blake Street.
- 7) Security Security will always be on site.
- **8)** Execution This Traffic Management Plan has been developed in consultation with Waverly Council, NSW Police and Transport for NSW. It will be implemented on the night under the supervision of NSW Police.
- 9) Roads and Maritime Services authorisation of road closures is required.
- **10) Waverley Council** is to approve the final event arrangements via the Local Traffic Committee and impose appropriate conditions to conduct the event.
- **11) Notification of Road Closures** Road closures will be advertised through:
 - a) Local Newspapers.
 - b) Resident and Business Letterbox drop.
 - c) Temporary Variable Message Sign boards

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

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



6

Physical Survey of the Route

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

Contingency Plan Checklist

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



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

Types of closures

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

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

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

Variable message sign locations and messages

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

Location	Variable Message Sign Board				
Location	Sign message prior to event	Sign message during event			
Old South Head Road (Northbound) opposite Blake Street. Military Road and Dover Road (North Western Corner)	11)11)1EY PAGE NYE 31 DEC 6PM	No Right Turn into Blake Street DUDLEY PAGE EVENT AHEAD			
Military Road and George Street (South Eastern Corner)	I DUDLEY PAGE NYE 31 DEC 6PM	DUDLEY PAGE EVENT AHEAD			

Figures

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



Variety Stores George St Cat and Kitty Cat Sitting ORIGINAL Police TATTOO WEAR Lancaster Rd Kadimah 👩 Event nagogue Staff Frankie Martini Jnr -Lancaster Rd Jazz singer in Sydney Northcote St Fernleigh Ave rediATM Hunter St B'Nai B'Rith Retirement Villages Myuna Rd Hammock Bliss Austral Weonga Rd Roberts St Consulate General of the Czech Republic. Blake St NO RIGHT TURN Caffyn Park Body Express | Times of Team Based Fitness Operation: 6pm - 2am **LEGEND** Saint Therese Catholic Church High order closure sites Dover He Half Road Closure

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

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

Figure 2: Special Event 1 - Dudley Page Reserve — Road Clearways Separate/ New clearways on Military Rd between Eastern Ave & Oceanview Ave (4pm — 2am)

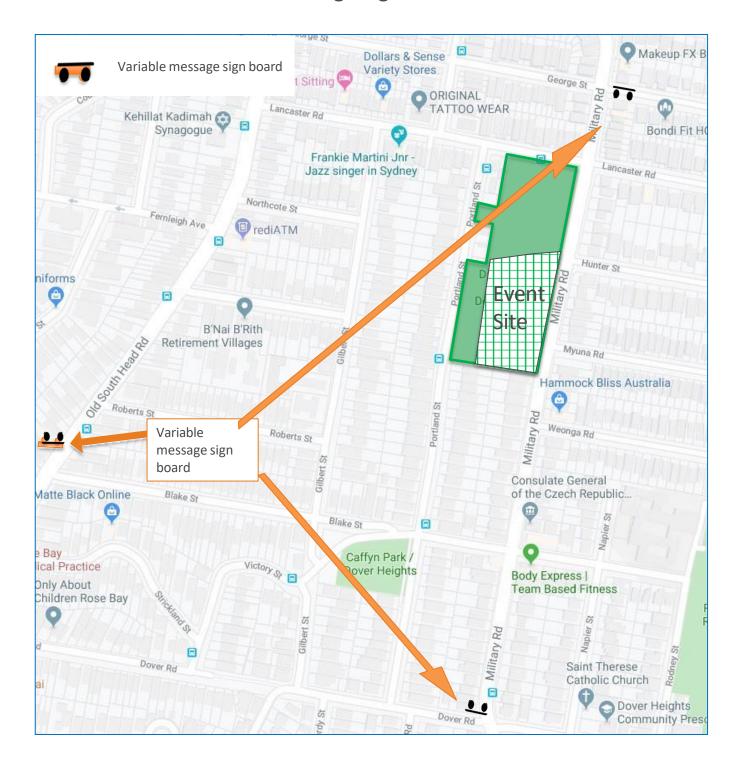


LEGEND Military Rd **Event Vehicles** Bulga Rd **BUS** Makeup F Dollars & Sense Variety Stores George St ORIGINAL TATTOO WEAR Bondi F ankie Martini Jnr -Lancaster Rd z singer in Sydney Authorized **Event Vehicles** Hunter St **Bus Storage** Myuna Rd Area Hammock Bliss Australia Weonga Rd Consulate General of the Czech Republic... Blake St Caffyn Park /

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

Note: Additional bus storage area on Military Road between Eastern Eastern Avenue and Oceanview Avenue.

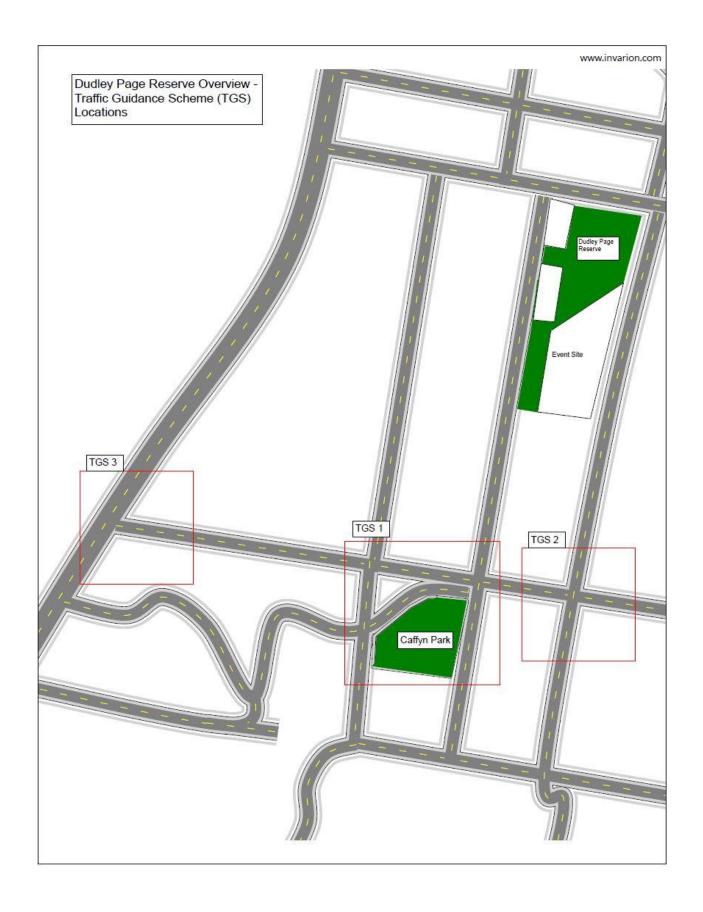
Figure 4: Special Event 1 - Dudley Page Reserve Variable Message Sign Board Locations

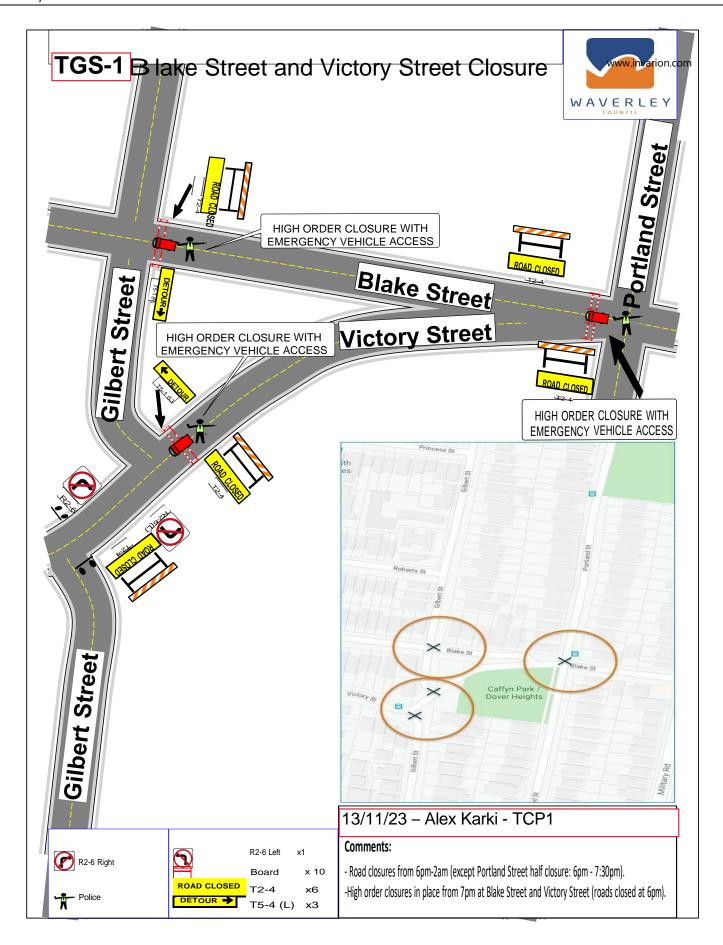


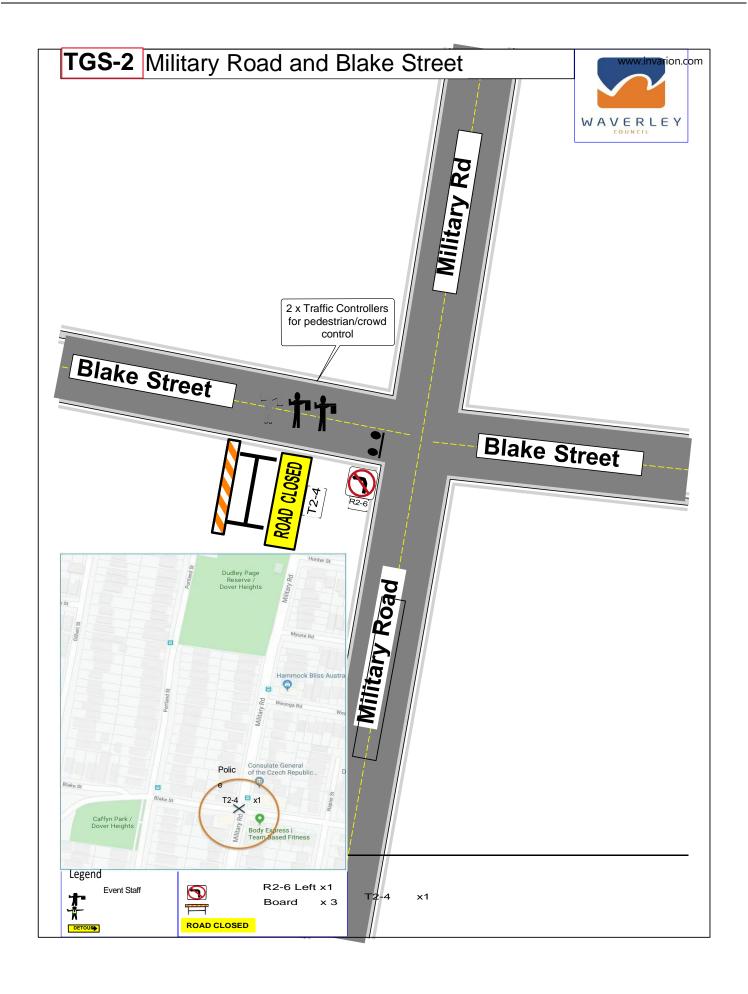
Special Event 1 - Traffic Guidance Scheme and Clearways

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

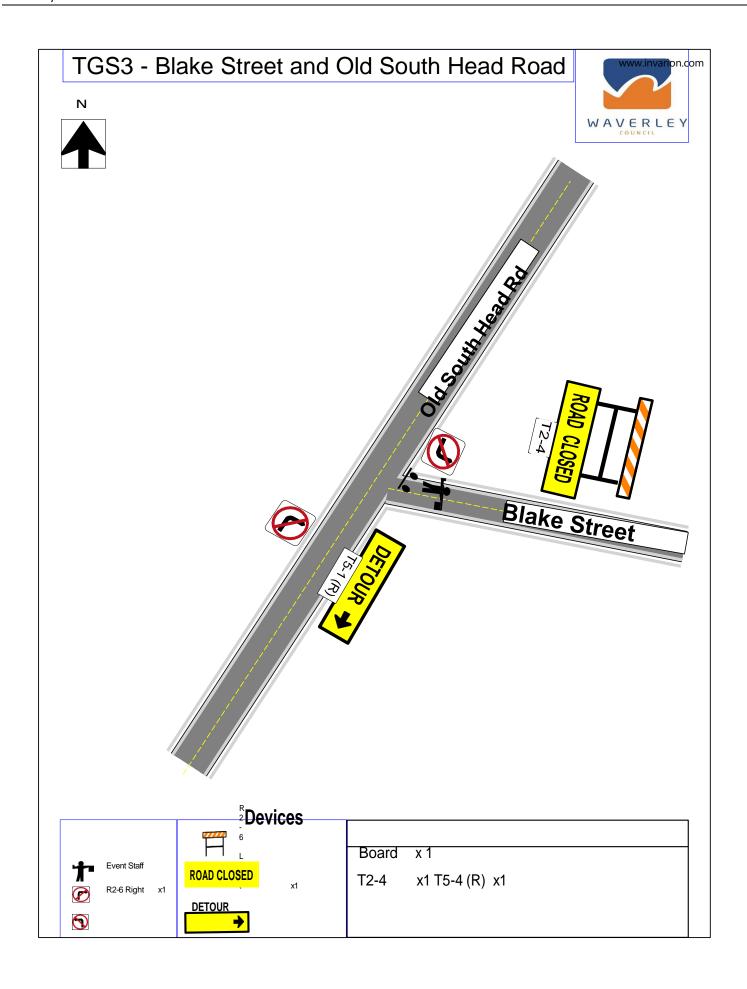








Date: 13/11/2023
Author: Alex
Karki Project: TCP5
Comments: Half Road
Closure at intersection of
Military Road and Blake
Street westbound from
8pm - 2am.



Date: 13/11/2023 Author: Alex Karki Project:

TCP5

Comments: Half Road Closure at intersection of Military Road and Blake Street westbound from 8pm -

2am.

REPORT TC/V.05/23.11

Subject: Resident Parking Scheme Area 6 - Extension

TRIM No: A02/0750

Author: Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P, 8 am–10 pm, All Days, Permit Holders Excepted Area 6' parking restrictions in Hastings Parade, North Bondi, east of Military Road, as shown in Figure 1 of the report.
- 2. Retains unrestricted parking and does not install '2P 8 am—10 pm, All Days, Permit Holders Excepted Area 6' parking restrictions in Military Road, Wallis Parade, Wairoa Avenue and Hastings Parade, west of Military Road, North Bondi, as shown in Figure 1 of the report.
- 3. Retains existing parking restrictions in the rest of Area 6.

1. Executive Summary

Council officers have conducted a survey of streets resident parking scheme Area 6 that currently do not have parking restrictions outside homes (Area F). The area surveyed is shown in Figure 1. The survey was undertaken to determine the level of support to installing restrictions in the streets.

Surveys were delivered to 604 properties in August 2023. 128 responses were received from 604 households (21 %). Of these 128 households:

- 53% (68 responses) were in support of a resident parking scheme in their street.
- 47% (60 responses) were not in support of a resident parking scheme in their street.

For Military Road, only five out of the 90 residences (6%) surveyed had a response. Due to the low turnout of responses, it is recommended that the existing parking restrictions are retained on Military Road.

For Wallis Parade, only 32 out of the 181 residences (18%) surveyed had a response. Due to the low turnout of responses, it is recommended that the existing parking restrictions are retained on Wallis Parade.

Wairoa Avenue also had a low turnout of responses with only one response out of eight residences (12.5%) surveyed. It is also recommended that the existing parking restrictions are retained due to the low turnout of responses.

For Hastings Parade west of Military Road, 39 responses were recorded out of the 121 residences (32%). Out of the 39 responses, 30 responses did not support the resident parking scheme. It is recommended that the existing parking restrictions are retained due to opposition of the responses.

For Hastings Parade east of Military Road, 51 responses were recorded out of the 204 residences (25%). Out of the 51 responses, 37 responses supported the resident parking scheme.

Further analysis shows that the primary beneficiaries of the resident parking scheme, which are the residents with no off-street parking, which had 33 responses on Hastings Parade east of Military Road, have the vast majority supporting the resident parking scheme. 31 responses (94%) out of the 33 responses support the resident parking scheme.

It is recommended that resident parking scheme is installed in Hastings Parade, east of Military Road as shown in Figure 1.

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



Figure 1. Proposed extension of RPS Area 6.

2. Introduction/Background

At its meeting on 23 September 2021, Council resolved to consult residents on whether to extend existing resident parking schemes in specified areas. These areas initially focused on the adjacent areas on Bondi Road. The survey area has since been extended and we are now reaching out to residents within area F that do not already have resident parking. This report presents the results of surveys of Area F.

Residents were provided with a fact sheet including resident parking permit eligibility criteria and associated costs. They were also given the option to choose a preferred restriction time and days if a resident parking scheme was to be implemented. See Attachment 2 for the consultation letter.

3. Technical Analysis

Resident survey results and analysis

Surveys were delivered to 604 properties in August 2023. 128 responses were received from 604 households (21%). Of these 128 households:

- 53% (68 responses) were in support of a resident parking scheme in their street.
- 47% (60 responses) were not in support of a resident parking scheme in their street.

See Attachment 1 for the survey results. Figure 2 shows the responses by street.



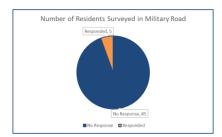
Figure 2. Resident feedback by street.

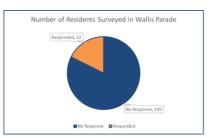
For Military Road, only five out of the 90 residences (6%) surveyed had a response. Due to the low turnout of responses, it is recommended that the existing parking restrictions are retained on Military Road.

For Wallis Parade, only 32 out of the 181 residences (18%) surveyed had a response. Due to the low turnout of responses, it is recommended that the existing parking restrictions are retained on Wallis Parade.

Wairoa Avenue also had a low turnout of responses with only one response out of eight residences (12.5%) surveyed. It is also recommended that the existing parking restrictions are retained due to the low turnout of responses.

Figure 3 shows the resident response on Military Road, Wallis Parade, and Wairoa Avenue.





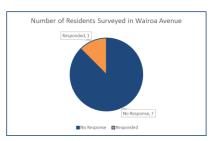


Figure 3. Resident response on Military Road, Wallis Parade, and Wairoa Avenue.

For Hastings Parade west of Military Road, 39 responses were recorded out of the 121 residences (32%). Out of the 39 responses, 30 responses did not support the resident parking scheme. It is recommended that the existing parking restrictions are retained due to opposition of the responses.

For Hastings Parade east of Military Road, 51 responses were recorded out of the 204 residences (25%). Out of the 51 responses, 37 responses supported the resident parking scheme.

Further analysis shows that the primary beneficiaries of the resident parking scheme, which are the residents with no off-street parking, which had 33 responses on Hastings Parade east of Military Road, have the vast majority supporting the resident parking scheme. 31 responses (94%) out of the 33 responses support off-street parking.

Figure 4 shows the resident feedback for the responses of the residents with off-street parking and no off-street parking.

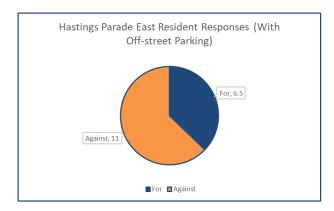




Figure 4. Resident feedback for the responses with no off-street parking and with off-street parking on Hastings Parade East.

This analysis shows that the primary beneficiaries of the resident parking schemes, which are the residents with no off-street parking on Hastings Parade east of Military Road, have the vast majority in support of the implementation of the resident parking scheme.

It is recommended that resident parking scheme is installed in only Hastings Parade, East of Military Road and the existing parking restrictions be retained in Military Road, Wallis Parade, Wairoa Avenue and Hastings Parade, West of Military Road.

Timing of restrictions

Figure 5 shows the responses for the preferred times and days of restrictions for Hasting Parade East of Military Road.

The majority of the responses for Hastings Parade, east of Military Road, preferred the time restriction of 8 am-10 pm with 28.83 responses (63%). There was strong support for the restrictions to be every day. It is recommended that the same times and days used for adjacent streets which already have resident parking are applied. This is 8 am to 10 pm, every day.

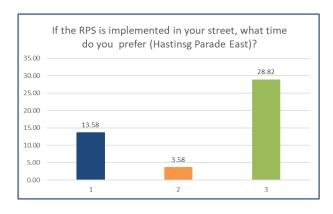




Figure 5. Resident feedback for preferred times and days of restriction.

4. Financial Information for Council's Consideration

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

5. Attachments

- 2. Area 6 extension Consultation letter <a>1.

Survey Results

	Military Road	Wallis Parade	Hastings Parade West	Hastings Parade East	Wairoa Avenue
				•	
Survey Sent	90	181	121	204	8
Survey Responses	5	32	39	51	1
Access to Off-street Parking (Garage.Driveway)					
Yes	4	24	30	18	0
No	1	8	6	33	1
Support the Installation of Resident Parking					
Yes	2	19	9	37	1
No	3	13	30	14	0
Responses with Off-street Parking					
Yes	1	14	7	7	0
No	3	10	23	11	0
Responses Without Off-Street Parking					
Yes	1	6	2	31	1
No	0	2	4	2	0
Time Preference if Resident Parking Scheme is Implemented					
8am-6pm	2	14	23	14	0
8am-8pm	0	5	1	4	1
8am-10pm	3	11	10	29	0
Preference for Enfrocement Days					
Monday to Saturday	1	7	15	8	0
Everyday	4	22	20	37	1



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

Our ref: A02/0750

28 August 2023

Re: Resident Parking Scheme - Survey Area F (extension to RPS Area 6)

Dear Resident,

In September 2021, Council resolved to consult with residents on whether to extend existing resident parking schemes in specified areas. These areas initially focussd on Bondi Road. The survey area has since been extended and we are now reaching out to residents of Military Road, Wallis Parade, Hastings Parade and Wairoa Avenue (see overleaf) to gauge their interest in extending resident parking into their streets, or if they would like to keep the area as is.

The resident parking scheme areas currently in the Waverley Local Governmet Area are shown overleaf. We are only surveying streets which do not currently have resident parking. The area covered by this survey is shown in pink in the second figure (Survey Area F within Resident Parking Scheme Area 6).

If supported, there would be a 2 hour parking restriction for people who do not have a resident parking permit.

We would like to know whether you support the installation of a resident parking scheme in your street and what times/days would you prefer.

Note that Council's Parking Patrol officers do not enforce restrictions after dark in residential areas due to security concerns.

Enclosed with this letter is a resident parking scheme fact sheet and questionnaire. You can email, mail, or drop the completed questionnaire off at Council. Alternatively, you can complete the questionnaire online using the QR code below or going to "haveyoursay.waverley.nsw.gov.au/traffic".

Let us know your preferences by Monday 25 September 2023.

To submit your feedback head to: haveyoursay.waverley.nsw.gov.au/traffic.

You can also scan the QR Code here >

Should you have any questions, please contact me at yourtrafficsurvey@waverley.nsw.gov.au or 9083 8680.

Yours faithfully,

Karl Magistrado

Traffic Engineer, Waverley Council

Contact us Phone: 9083 8000 Fax: 9387 1820 Email: info@waverley.nsw.gov.au Web: www.waverley.nsw.gov.au Connect with us facebook.com/whatsonwaverley twitter.com/waverleycouncil www.youtube.com/user/WavCouncil



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

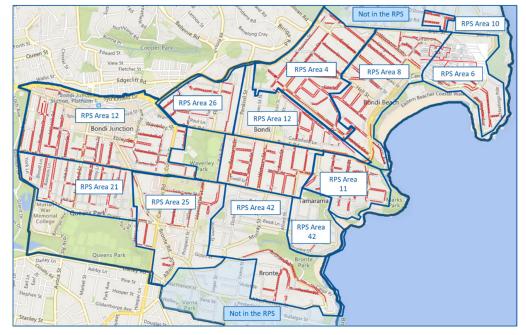


Figure 1. Resident Parking Scheme Areas.



Figure 2. Survey Area.

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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

Questionnaire: Resident Parking Scheme

Submit your response via one of the following methods by Monday 25 September 2023

- Submit online: fill in the survey direct at "haveyoursay.waverley.nsw.gov.au/traffic"
- Scan or take photos of the completed questionnaire and email to: yourtrafficsurvey@waverley.nsw.gov.au
- Drop it into Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours

Name/s	
Address	
Email	
(Your contact or	details are kept confidential. We will contact you only if we have a query in submission).
Do you suppor	t the installation of resident parking in your street ?
□ Yes	2P
□ No, (le	ave as is)
	arking in streets nearby such as Brighton Boulevard is permit holders excepted
What times wo street ?	ould you prefer if resident parking is implemented in your
□ 8am –	6pm
□ 8am –	8pm
□ 8am –	10pm (same as Brighton Boulevard)
Which days wo your street?	ould you like the scheme to cover if resident parking scheme is implemented in
☐ Monda	ay to Saturday
☐ All day	s (same as Brighton Boulevard)
Do you have of	ff-street parking ?
□ Yes →	How many spaces ?

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□ No



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Customer Service Centre

55 Spring Street, Bondi Junction NSW 2022 ABN: 12 502 583 608

If you wish to provide further comments on the proposal, you can do so in the space below and/or send us an email.

What happens next?

We will review the feedback and determine a preferred way forward.

A report will be prepared for Council's Traffic Committee. The Traffic Committee includes representatives from NSW Police, TfNSW, the State MPs, and a Waverley Councillor.

The traffic committee will make a recommendation to Council. Councillors will then determine whether or not to implement resident parking in your street.

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REPORT TC/V.06/23.11

Subject: Resident Parking Scheme Area 12 - Extension

TRIM No: A02/0750

Author: Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services

WAVERLEY

COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Retains unrestricted parking and does not install '2P, 8 am–10 pm, All Days, Permit Holders Excepted Area 12' parking restrictions in Penkivil Street, Martin Avenue, Ocean Street North, Wellington Street, Moore Street, Henderson Street and Edward Street, Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in the rest of Area 12.

1. Executive Summary

Council officers have conducted a survey of resident parking scheme Area 12 that currently does not have parking restrictions outside homes (Area E2). The area surveyed is shown in Figure 1. The survey was undertaken to determine the level of support to installing restrictions in the streets.

Surveys were delivered to 2004 properties in July 2023. 64 responses were received from 2004 households (3%). Of these 64 households:

- 63% (40.5 responses) were in support of a resident parking scheme in their street.
- 37% (23.5 responses) were not in support of a resident parking scheme in their street.

It is recommended that a resident parking scheme is not installed in Penkivil Street, Martins Avenue, Ocean Street North, Wellington Street, Moore Street, Henderson Street, and Edward Street due to the low turnout of responses for all of the street surveyed shown in Figure 1.

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

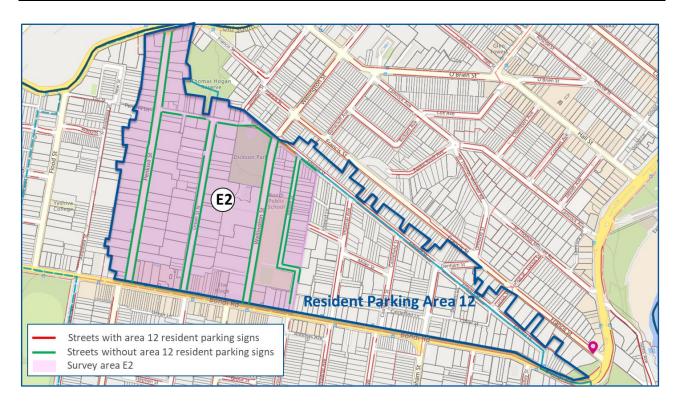


Figure 1. Proposed extension of RPS Area 12.

2. Introduction/Background

At its meeting on 23 September 2021, Council resolved to consult residents in the streets within area 26 and 12 that do not already have resident parking schemes. This report presents the results of surveys of Area E2.

Residents were provided with a fact sheet including resident parking permit eligibility criteria and associated costs. They were also given the option to choose a preferred restriction time and days if a resident parking scheme was to be implemented. See Attachment 2 for the consultation letter.

3. Technical Analysis

Resident survey results and analysis

Surveys were delivered to 2004 properties in July 2023. 64 responses were received from 2004 households (3%).

See Attachment 1 for the survey results. Figure 2 shows the number of resident responses as opposed to the no responses.

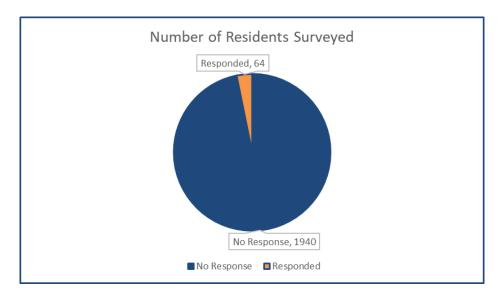


Figure 2. Number of residents surveyed.

The majority of the seven remaining streets in area 12 have not responded and only 3% of the total households on the streets surveyed have submitted responses.

It is recommended that resident parking scheme is not installed in the streets surveyed due to the low turnout of responses. Officers do not consider the response rate adequate to be able to make an accurate assessment.

4. Financial Information for Council's Consideration

No funds will be allocated. Council is recommended not to extend the resident parking scheme to the areas surveyed.

5. Attachments

- 1. Area 12 extension Survey results 😃
- 2. Area 12 extension Consultation letter <u>U</u>.

Waverley Traffic Committee 23 November 2023

Survey Results

	Penkivil Street	Martins Avenue	Ocean Street North	Wellington Street	Moore Street	Henderson Street	Edward Street
Survey Sent	858	99	737	110	99	58	43
Survey Responses	28	6	14	5	6	2	3
	Acces	s to Off-street Parking (Garage.Driveway)				
Yes	22	1	10	2	4	1	1
No	7	5	4	3	2	1	2
	Sup	oort the Installation of I	Resident Parking				
Yes	24	4	13	4	5	1	2
No	4	2	1	1	1	1	1
		Responses with Off-str	reet Parking				
Yes	19	0	10	1	3	0	1
No	3	1	0	1	1	1	0
	R	esponses Without Off-	Street Parking				
Yes	6	4	3	3	2	1	1
No	1	1	1	0	0	0	1
	Time Prefere	ence if Resident Parking	Scheme is Implemente	d			
8am-6pm	7	2	3	2	1	2	2
8am-8pm	7	2	4	1	0	0	0
8am-10pm	14	2	7	3	5	0	1
Preference for Enfrocement Days							
Monday to Saturday	7	2	2	2	2	1	2
Everyday	22	4	12	3	4	1	1



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

Our ref: A02/0750

13 July 2023

Re: Resident Parking Scheme - Survey Area E2

Dear Resident,

In September 2021, Council resolved to consult with residents on whether to extend existing resident parking schemes in specified areas.

We are reaching out to residents to gauge their interest in extending resident parking into their streets, or if they would like to keep the area as is.

The resident parking scheme areas and the area covered by this survey are shown overleaf. Bondi Road will not be signposted with Resident Parking Scheme restrictions as it is a state road managed by Transport for NSW.

If supported, there would be a 2 hour parking restriction for people who do not have a resident parking permit.

We would like to know whether you support the installation of a resident parking scheme in your street and what times/days would you prefer.

The current resident parking scheme in RPS Area 12 between Imperial Avenue and Denham Street is 2 hour parking, 8.00 am to 10.00 pm all days, permit holder excepted.

Note that Council's Parking Patrol officers do not enforce restrictions after dark in residential areas due to personal security concerns.

Enclosed with this letter is a resident parking scheme fact sheet, a questionnaire and a link to our Have Your Say website where you can complete the survey online.

Let us know your preferences by Monday 28 August 2023.

To submit your feedback head to: haveyoursay.waverley.nsw.gov.au/traffic and complete the survey online.

You can also scan the QR Code here >

Should you have any questions, please contact me at yourtrafficsurvey@waverley.nsw.gov.au or 9083 8680.

Yours faithfully,

Karl Magistrado

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Traffic Engineer, Waverley Council

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RPS Area 4 RPS Area 8

Edgetlif R

RPS Area 25

RPS Area 21

RPS Area 42

RPS Area 44

RPS Area

Not in the RPS

Figure 1. Resident Parking Scheme Areas.

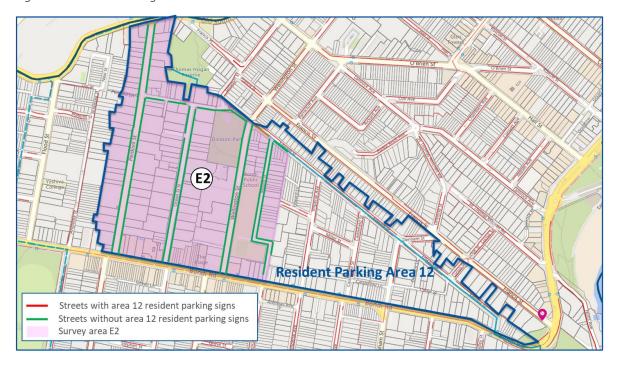


Figure 2. Survey Area.

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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

Questionnaire: Resident Parking Scheme

Submit your response via one of the following methods by Monday 28 August 2023

- Submit online: haveyoursay.waverley.nsw.gov.au/traffic
- Email to: yourtrafficsurvey@waverley.nsw.gov.au
- Drop it into Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours

Name	/s		
Addre	SS		
Email			
		details are kept confidential. We will contact you only if we have submission).	a query in
Do you	suppor	t the installation of resident parking in your street?	
	Yes		2P
	No, (le	ave as is)	? AM - ? PM PERMIT HOLDERS
If the represent		parking scheme is implemented, what time would you	EXCEPTED AREA ##
	8am –	6pm	
	8am –	8pm	
	8am –	10pm	
		parking scheme is implemented, which days would you like the r e enforced?	esident
	Monda	ay to Saturday	
	All day	S	
Do you	have ar	n off-street parking space?	
	Yes		
	No		

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Customer Service Centre

55 Spring Street, Bondi Junction NSW 2022 ABN: 12 502 583 608

If you wish to provide further comments on the proposal, you can do so in the space below and/or send us an email.

What happens next?

We will review the feedback and determine a preferred way forward. A report will be prepared for Council's Traffic Committee. The Traffic Committee includes representatives from NSW Police, TfNSW, the State MPs, and a Waverley Councillor. The traffic committee will make a recommendation to Council. Councillors will then determine whether or not to implement resident parking in your street.

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REPORT TC/V.07/23.11

Subject: Resident Parking Scheme Area 9 - Extension

TRIM No: A02/0750

Author: Karl Magistrado, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs '2P, 8 am–6 pm, All Days, Permit Holders Excepted Area 9' parking restrictions in Glenayr Avenue, North Bondi, as shown in Figure 1 of the report.
- 2. Retains existing parking restrictions in O'Donnell Street and Oakley Road.

1. Executive Summary

Council officers have conducted a survey of streets resident parking scheme Area 9 that currently do not have parking restrictions outside homes (Area G). The area surveyed is shown in Figure 1. The survey was undertaken to determine the level of support to installing restrictions in the streets.

Surveys were delivered to 100 properties in August 2023. 43 responses were received from 100 households (43 %). Of these 100 households:

- 59% (25.5 responses) were in support of a resident parking scheme in their street.
- 41% (17.5 responses) were not in support of a resident parking scheme in their street.

For Oakley Road, five out of the 17 residents surveyed had a response with three of the responses not supporting the resident parking scheme. With the low turnout of responses and with majority of the response not supporting the resident parking scheme, it is recommended that the existing parking arrangements are retained on Oakley Road.

For O'Donnell Street, two out of the six residents surveyed had a response. Only one of the responses supported the resident parking scheme. With the low turnout of responses and the mixed response, it is also recommended that the existing parking arrangements are retained on O'Donnell Street.

For Glenayr Avenue, 36 out of the 77 residents had a response. 23 out of the 36 responses supported resident parking.

Further analysis shows that the primary beneficiaries of the resident parking scheme, which are the residents with no off-street parking, which had 22 responses on Glenayr Avenue, have the vast majority supporting the resident parking scheme. 18 responses (80%) out of the 22 responses support an RPS.

It is recommended that resident parking scheme is installed in Glenayr Avenue, as shown in Figure 1.

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



Figure 1. Proposed extension of RPS Area 8.

2. Introduction/Background

At its meeting on 23 September 2021, Council resolved to consult residents on whether to extend existing resident parking schemes in specified areas. These areas initially focused on the adjacent areas on Bondi Road. The survey area has since been extended and we are now reaching out to residents within area G. This report presents the results of surveys of Area G.

Residents were provided with a fact sheet including resident parking permit eligibility criteria and associated costs. They were also given the option to choose a preferred restriction time and days if a resident parking scheme was to be implemented. See Attachment 2 for the consultation letter.

3. Technical Analysis

Resident survey results and analysis

Surveys were delivered to 100 properties in August 2023. 43 responses were received from 100 households (43%). Of these 100 households:

- 59% (25.5 responses) were in support of a resident parking scheme in their street.
- 41% (17.5 responses) were not in support of a resident parking scheme in their street.

See Attachment 1 for the survey results. Figure 2 shows the responses by street.

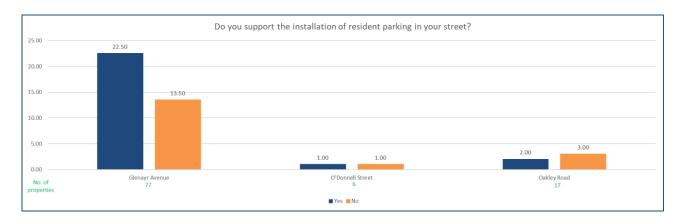


Figure 2. Resident feedback by street.

It could be seen that the overall responses of the three streets in area G are mixed with only one street, Glenayr Avenue, having the majority of responses in support of the resident parking scheme.

For Oakley Road, five out of the 17 residents surveyed had a response with three of the responses not supporting the resident parking scheme. With the low turnout of responses and with majority of the response not supporting the resident parking scheme, it is recommended that the existing parking arrangements are retained on Oakley Road.

For O'Donnell Street, two out of the six residents surveyed had a response. Only one of the responses supported the resident parking scheme. With the low turnout of responses and the mixed response, it is also recommended that the existing parking arrangements are retained on O'Donnell Street.

For Glenayr Avenue, 36 out of the 77 residents had a response. 23 out of the 36 responses supported resident parking.

Further analysis shows that the primary beneficiaries of the resident parking scheme, which are the residents with no off-street parking, which had 22 responses on Glenayr Avenue, have the vast majority supporting the resident parking scheme. 18 responses (80%) out of the 22 responses support an RPS.

For the residents with off-street parking on Glenayr Avenue (13 responses), only five responses (38%) were in support of the proposed resident parking scheme.



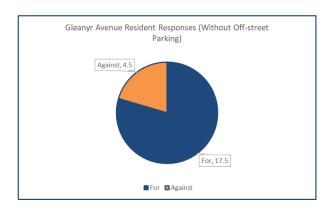


Figure 3. Resident feedback for the responses with no off-street parking and with off-street parking on Glenayr Avenue.

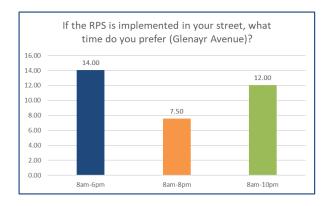
This analysis on Glenayr Avenue shows that the primary beneficiaries of the resident parking schemes, which are the residents with no off-street parking, have the vast majority in support of the implementation of the resident parking scheme.

It is recommended that resident parking scheme is installed in the survey area for Glenayr Avenue and retain the existing parking restrictions in Oakley Road and O'Donnell Street in Area G.

Timing of restrictions

Figure 4 shows the Glenayr Avenue responses for the preferred times and days of restrictions.

There was a mixed response to the times for the restrictions. The responses received show that 42% preferred the time restriction of 8 am-6 pm, while the 8 am-10 pm time were preferred by 36% of the responses. There was strong support for the restrictions to be every day. It is recommended that the restrictions would be as per the vote of the majority which is 8 am to 6 pm, every day.



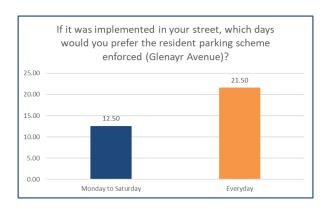


Figure 4. Resident feedback for preferred times and days of restriction.

4. Financial Information for Council's Consideration

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

5. Attachments

- 1. Area G extension Survey results 😃
- 2. Area G extension Consultation letter <a>J .

Survey Results

	Glenayr Avenue	O'Donnel Street	Oakley Road					
Survey Sent	77	6	17					
Survey Responses	36	2	5					
Access to Off-street Parking (Garage/Driveway)								
Yes	13	0	2					
No	22	2	3					
Support the Installation of Resident Parking								
Yes	23	23 1						
No	14	1	3					
Responses with Off-street Parking								
Yes	5	0	1					
No	8	0	1					
Responses Without Off-Street Parking								
Yes	18	1	1					
No	5	1	2					
Time Preference if Resident Parking Scheme is Implemented								
8am-6pm	14	1	5					
8am-8pm	8	0	0					
8am-10pm	12	1	0					
Preference for Enfrocement Days								
Monday to Saturday	13	0	3					
Everyday	22	2	2					

TC/V.07/23.11- Attachment 1 Page 113



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

Our ref: A02/0750

28 August 2023

Re: Resident Parking Scheme - Survey Area G

Dear Resident,

In September 2021, Council resolved to consult with residents on whether to extend existing resident parking schemes in specified areas. These areas initially focussd on Bondi Road. The survey area has since been extended and we are now reaching out to residents of Glenayr Avenue, Oakley Road and O'Donnell Street, north of Blair Street and west of Mitchell Street to gauge their interest in extending resident parking into their streets, or if they would like to keep the area as is.

The resident parking scheme areas currently in the Waverly Local Government Area are shown overleaf. The area covered by this survey is shown in pink in the second figure.

If supported, there would be a 2 hour parking restriction for people who do not have a resident parking permit.

We would like to know whether you support the installation of a resident parking scheme in your street and what times/days would you prefer.

Note that Council's Parking Patrol officers do not enforce restrictions after dark in residential areas due to security concerns.

Enclosed with this letter is a resident parking scheme fact sheet and questionnaire. You can email, mail, or drop the completed questionnaire off at Council. Alternatively, you can complete the questionnaire online using the QR code below or going to "haveyoursay.waverley.nsw.gov.au/traffic".

Let us know your preferences by Monday 25 September 2023.

To submit your feedback head to: haveyoursay.waverley.nsw.gov.au/traffic

You can also scan the QR Code here >

Should you have any questions, please contact me at yourtrafficsurvey@waverley.nsw.gov.au or 9083 8680.

Yours faithfully,

Karl Magistrado

Traffic Engineer, Waverley Council

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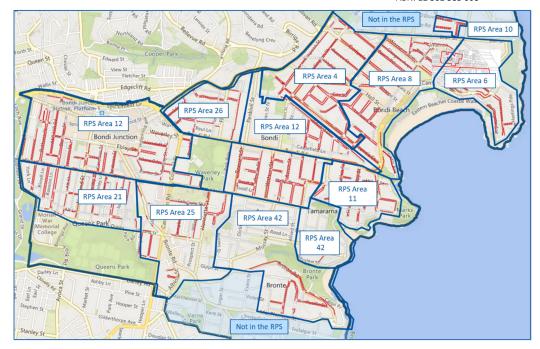


Figure 1. Resident Parking Scheme Areas.



Figure 2. Survey Area.

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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

Questionnaire: Resident Parking Scheme

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- Scan or take photos of the completed questionnaire and email to: yourtrafficsurvey@waverley.nsw.gov.au
- Drop it into Council's Customer Service Centre, 55 Spring Street, Bondi Junction during opening hours

Name/s	
Address	
Email	
	ntact details are kept confidential. We will contact you only if we have a query in your submission).
Do you su	upport the installation of resident parking in your street ?
□ Y	2P
	lo, (leave as is)
	ent parking in streets nearby such as Warners Avenue is currently Bam to 10pm all days. 8 AM 10 PM PERMITDED EXCEPTED
What tim street?	nes would you prefer if resident parking is implemented in your
□ 8	am – 6pm
□ 8	am – 8pm
□ 8	am – 10pm (same as Brighton Boulevard)
Which da	ys would you like the scheme to cover if resident parking scheme is implemented in et?
	Monday to Saturday
□ А	ıll days (same as Brighton Boulevard)
Do you ha	ave off-street parking ?
□ Y	es → How many spaces ?
	In .

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Customer Service Centre

55 Spring Street, Bondi Junction NSW 2022 ABN: 12 502 583 608

If you wish to provide further comments on the proposal, you can do so in the space below and/or send us an email.

What happens next?

We will review the feedback and determine a preferred way forward.

A report will be prepared for Council's Traffic Committee. The Traffic Committee includes representatives from NSW Police, TfNSW, the State MPs, and a Waverley Councillor.

The traffic committee will make a recommendation to Council. Councillors will then determine whether or not to implement resident parking in your street.

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REPORT TC/V.08/23.11

Subject: 246-248 Campbell Parade, Bondi Beach - Construction

Zone

TRIM No: A03/2514-04

Author: Mohammed Soomro, Traffic Engineer

Authoriser: Nikolaos Zervos, Executive Manager, Infrastructure Services



COUNCIL OFFICER'S PROPOSAL:

That Council:

- 1. Installs an 18 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 246–248 Campbell Parade, Bondi Beach.
- 2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
- 3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove the construction zone as necessary.

1. Executive Summary

Council has received an application for the installation of a construction zone along the frontage of Campbell Parade, 246-248 Campbell Parade, Bondi. The site location is shown in Figure 1.

Council officers propose the installation of a 18-metre construction zone as shown in Figure 2.

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



Figure 1. Site location.



Figure 2. Location to install construction zone signs.

2. Introduction/Background

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

3. Technical Analysis

The subject site has a frontage of 18.6 metres on Campbell Parade. The applicant has requested an 18 metre construction zone along the frontage on Campbell Parade. Council officers propose to install 18 metre construction zone. The existing and recommended parking allocation is shown in Figure 3.

Parking restrictions revert to '2P Meter Registration' after the prescribed construction hours and during Sundays.

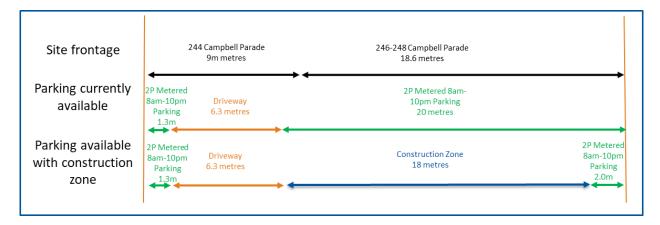


Figure 3. On-street parking for site and adjacent properties.

Applicant	Ray Liu		
Development application	DA-150/2017/C		
Works	Modification to remove the approved car stacker and associated		
	excavation and retention of existing apartment with various other		
	alterations.		
Approved hours of construction	7 am-5 pm Monday-Friday; 8 am-3 pm Saturday		
Frontage length	18.6 metres		
Road	Campbell Parade		
Existing parking	2P Meter Registration, 8 am-10 pm Permit Holders Excepted Area		
	6		
Length requested by applicant	18 metres		
Length to be signposted	18 metres		
Effective construction zone - Total	18 metres		
length available for construction			
Duration	65 weeks		
Fee area	Medium-density residential		

Signage

The proposed signage is shown in Figures 4 and 5.



Figure 4. Proposed signage.





Figure 5. Proposed signage.

Notification

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

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

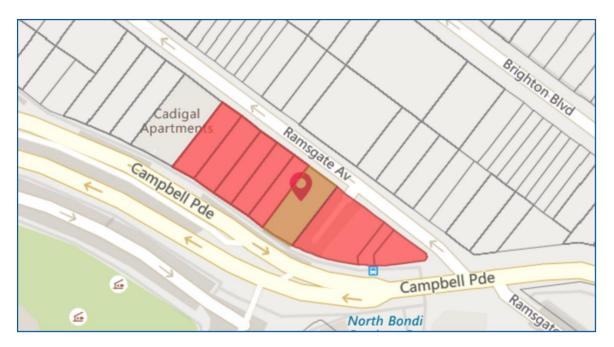


Figure 5. Notification area (hatched).

4. Financial Information for Council's Consideration

The cost to the applicant for the 18 metres made available for construction vehicles will be \$2,801 per week during the 2023-24 financial year. The estimated weekly fees are shown in Table 1.

Table 1. Calculation of estimated fees (2023-24 financial year).

Category	Unit	Number/ Dimensions	Rate (GST Exempt)	Weekly Fee
Fee (Areas zoned low, medium, or high density residential)				
- Parallel parking	per metre per week	18	\$77.50	\$1,395.00
- Angle parking		0	\$156.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)	per metre per week			
- Parallel parking		0	\$107.50	\$0.00
- Angle parking		0	\$210.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees) - 5.5 metres per unmarked parallel space - 2.8 metres per unmarked angle parking space	per space per week	3.27	\$430.00	\$1,406.10
	•	•	Weekly Fee	\$2,801.10

5. Attachments

Nil.