



## **WAVERLEY TRAFFIC COMMITTEE MEETING**

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

**10.00 AM, THURSDAY 23 MAY 2024**

Waverley Council  
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## AGENDA

### Apologies

### Declarations of Interest

#### **Adoption of Previous Minutes by Council - 18 April 2024..... 6**

The recommendations contained in Part 1 - Matters Proposing that Council Exercise its Delegated Functions - of the minutes of the Waverley Traffic Committee meeting held on 18 April 2024 are scheduled to be adopted by Council at its meeting on 21 May 2024.

### **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.01/24.05        Newland Street, Bondi Junction - Raised Pedestrian Crossing (A20/0069)..... 11**

#### **COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Removes the pedestrian refuge and islands in Newland Street, Bondi Junction, north of Walter Street.
2. Installs a raised pedestrian crossing in Newland Street and kerb extensions, 'Give Way' line markings and signs at the intersection with Walter 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.

#### **TC/V        STATE ELECTORATE OF VAUCLUSE**

#### **TC/V.01/24.05        Bondi Festival - Gould Street Party - Special Event (A24/0156) ..... 21**

#### **COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary traffic and parking changes for the street party in Gould Street, Gould Lane and Roscoe Street, Bondi Beach, on 20 July 2024 as shown in Figure 1 of the report, subject to the event organisers:
  - (a) Obtaining NSW Police approval.

- (b) Notifying NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick fire stations) seven days prior to the event.
  - (c) Notifying local residents and businesses via a series of notification letters and engagement sessions prior to the event.
- 2. Issues a schedule of conditions, with any additional conditions to be imposed by NSW Police and Transport for NSW.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the temporary traffic and parking arrangements should on-site circumstances warrant changes, including ongoing coordination with the Curlewis Street Streetscape Upgrade project.

**TC/V.02/24.05                      Bondi Festival - Ferris Wheel and Ice Rink - Special Event (A24/0156) ..... 41**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

- 1. Approves the temporary traffic and parking changes for Bondi Festival in Park Drive South, Bondi Beach, as shown in Figure 1 of the report, subject to the event organisers:
  - (a) Obtaining NSW Police approval.
  - (b) Notifying NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick fire stations) seven days prior to the event.
  - (c) Notifying local residents and businesses seven days prior to the event.
- 2. Issues a schedule of conditions, with any additional conditions to be imposed by NSW Police and Transport for NSW.
- 3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the temporary traffic and parking arrangements should on-site circumstances warrant changes.

**TC/V.03/24.05                      Francis Street, Bond Beach - Electric Vehicle Charging Station (A17/0586) ..... 45**

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

- 1. Installs '2P, 8 am–10 pm, Electric Vehicles Only While Charging' parking restrictions, including signs and line marking, for one car space in Francis Street, Bondi Beach, as shown in Figure 1 of the report.
- 2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

**TC/V.04/24.05            54 Hastings Parade, North Bondi - Construction Zone (A24/0156) ..... 48****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 54 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.

**TC/V.05/24.05            232-234 Campbell Parade, Bondi Beach - Construction Zone (A24/0156) ..... 52****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 13 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Ramsgate Avenue, Bondi Beach, adjacent to 232–234 Campbell Parade.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

**TC/CV            ELECTORATES OF COOGEE AND VAUCLUSE**

Nil



**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

**TC/TEAC.01/24.05      Charing Cross Streetscape Upgrade - Left Turn from Bronte Road into Carrington Road (SF24/1816) ..... 56**

**COUNCIL OFFICER’S PROPOSAL:**

That Council notes the feasibility analysis of a left turn from Bronte Road into Carrington Road as part of the Charing Cross Streetscape Upgrade Project, as set out in the report.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil

**TC/TEACV    ELECTORATES OF COOGEE AND VAUCLUSE**

Nil

**MINUTES OF THE WAVERLEY TRAFFIC COMMITTEE  
MEETING HELD BY EMAIL ON  
THURSDAY, 18 APRIL 2024**



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

**Also Present:**

Mr B Gidiess	Transdev John Holland – Traffic and Events Manager
Mr R Mucciacciaro	Transdev John Holland
Ms T Islam	Transport for NSW
Mr N Zervos	Waverley Council – Executive Manager, Infrastructure Services
Mr S Mueller	Waverley Council – Manager, Integrated Transport

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*This meeting was held by email between 18 May 2024 and 23 April 2024, in accordance with clause 5.4 of the Waverley Traffic Committee Charter.*

**Apologies**

Apologies were received from Cr T Kay (Deputy Chair) and Ms K Lewis (Transport for NSW).

**Declarations of Interest**

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

**Adoption of Previous Minutes by Council - 28 March 2024**

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 March 2024 were adopted by Council at its meeting on 16 April 2024 with the following change.

1. TC/V.02/24.03 – Ray O’Keefe Reserve, North Bondi – Parking Restrictions.

Council adopted the recommendation of the Traffic Committee subject to an amendment to clause 1(b) and the deletion of clause 2 such that the recommendation now reads as follows:

That Council:

1. Installs the following parking restrictions and area signage at Ray O’Keefe Reserve, North Bondi:
  - (a) ‘2P, 6 am–10 pm, Permit Holders Excepted, Area 6 and Beach Parking.’
  - (b) ‘No Stopping, 10 pm–6 am, Permit Holders Excepted, Area 6 and Beach Parking.’
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the location of signs and parking restrictions as necessary.

#### **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.01/24.04      28 Pacific Street, Bronte - Construction Zone (A03/2514-04)**

##### **COUNCIL OFFICER’S PROPOSAL:**

That Council:

1. Installs a 10.1 metre ‘No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted’ construction zone in front of 28 Pacific Street, Bronte.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove, the construction zone as necessary.

##### **WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer’s Proposal be adopted.

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

#### **TC/C.02/24.04      395 Bronte Road, Bronte - Construction Zone (A03/2514-04)**

##### **COUNCIL OFFICER’S PROPOSAL:**

That Council:

1. Installs a 14 metre ‘No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted’ construction zone in front of 395 Bronte Road, Bronte.

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

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V        STATE ELECTORATE OF VAUCLUSE****TC/V.01/24.04        Lag BaOmer Parade - Bondi Park to Barracluff Park, Bondi Beach - Special Event (A24/0156)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Treats the attachments to the report as confidential as they contain information that would, if disclosed, prejudice the maintenance of law.
2. Approves Option B and associated Traffic Management Plan, as set out in the report, for the route of the Lag BaOmer Parade on 26 May 2024, subject to the event organiser satisfying the conditions set out in section 3 of the report.
3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the Traffic Management Plan in consultation with Transport for NSW and NSW Police.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):**

That the Council Officer's Proposal be adopted.

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

**TC/V.02/24.04        23 Beaumont Street, Rose Bay - 'No Parking' Zone (A24/0156)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 3.4 metre 'No Parking' zone between the driveways of 23 and 25 Beaumont Street, Rose Bay.
2. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length, location, and duration of, or remove, the 'No Parking' 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.03/24.04            58 Campbell Parade, Bondi Beach - Construction Zone (A03/2514-04)****COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 15 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–5 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 58 Campbell Parade, Bondi Beach.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Temporarily relocates the bus zone in front of 58 Campbell Parade for the duration of the construction zone, as shown in Figure 4 of the report.
4. Delegates authority to the Executive Manager, Infrastructure Services to adjust the length and duration of, or remove, the construction zone and relocated bus 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            ELECTORATES OF COOGEE AND VAUCLUSE**

Nil.

**PART 2 – TRAFFIC ENGINEERING ADVICE**

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

**TC/TEAC    STATE ELECTORATE OF COOGEE**

Nil.

**TC/TEAV    STATE ELECTORATE OF VAUCLUSE**

Nil.

**TC/TEACV    ELECTORATES OF COOGEE AND VAUCLUSE**

Nil.

**THE MEETING ENDED ON 23 APRIL 2024.**

.....  
**SIGNED AND CONFIRMED**  
**MAYOR**  
**21 MAY 2024**

**REPORT**  
**TC/C.01/24.05**

**Subject:** Newland Street, Bondi Junction - Raised Pedestrian Crossing

**TRIM No:** A20/0069

**Author:** Alice McCosker, Senior Design Engineer  
Hao Wu, Senior Transport Planner  
Simon Mueller, Manager, Integrated Transport

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Removes the pedestrian refuge and islands in Newland Street, Bondi Junction, north of Walter Street.
2. Installs a raised pedestrian crossing in Newland Street and kerb extensions, 'Give Way' line markings and signs at the intersection with Walter 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 removal of the existing pedestrian refuge islands on Newland Street at the intersection with Walter Street.

Council officers have undertaken an investigation into improving safety for pedestrians navigating the intersection of Newland Street and Walter Street. Two treatments have been explored:

- Option A – Installation of a raised pedestrian crossing on the north approach of Newland Street, at the intersection with Walter Street and kerb extensions on Walter Street.
- Option B – Kerb extensions at the north approach of Newland Street, at the intersection with Walter Street and kerb extensions on Walter Street.

The key difference between the two options is the raised pedestrian crossing. Common to both treatments are the introduction of a 'Give Way' line marking and signage on Walter Street at the intersection, and upgrades to kerb alignments, landscaping, gutters, pavements, signage, and lighting.

Option A – a raised pedestrian crossing is recommended for its anticipated effectiveness in materially slowing down vehicle speeds at this location.

This project is intended to be submitted for grant funding from Transport for NSW's (TfNSW) 'Get NSW Active' Program or other grant opportunities as they arise.

Delegation of authority to the Executive Manager, Infrastructure Services, to modify the designs should on-site circumstances warrant changes is also proposed.  
Council will need to exercise its delegated functions to implement the proposal.

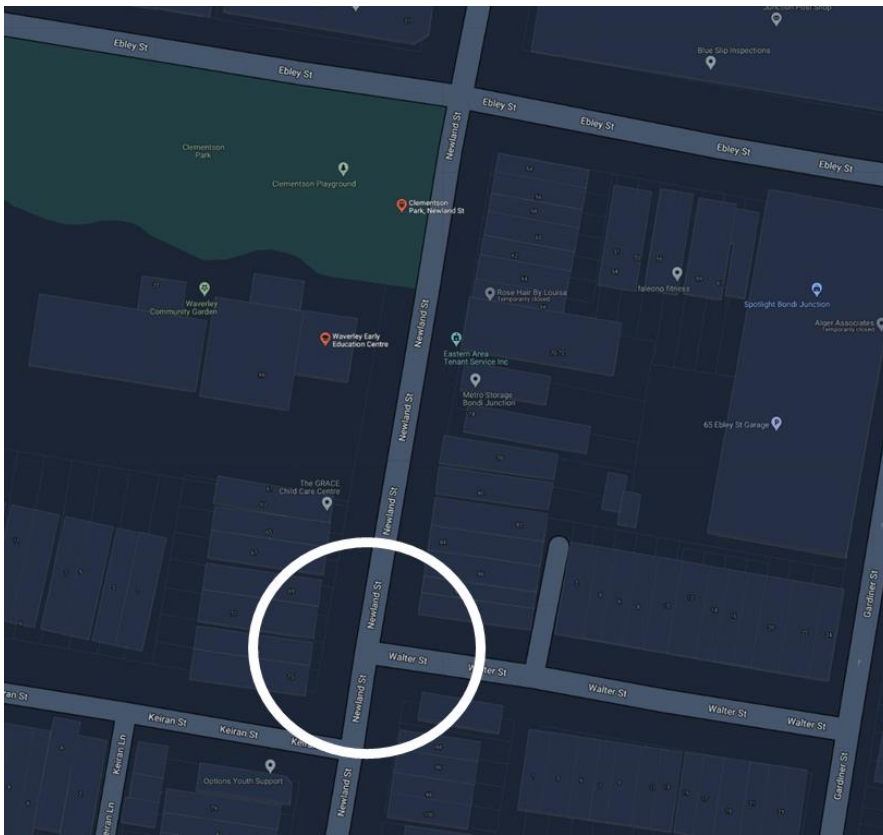


Figure 1. Location and context of the proposed raised pedestrian crossing.

## 2. Introduction/Background

The existing pedestrian refuge islands on Newland Street have been identified as needing an upgrade. The existing islands do not satisfy Transport for NSW (TfNSW) refuge island guidelines and safety issues have been identified with the crossing in its current configuration. Council has received input from community members and local parents attending the nearby Childcare and Education centres. Council has also resolved to introduce an area speed limit of 40 km/h and continues to work with partners on implementing that change.

Traffic Committee endorsement and Council approval of the upgrade will enhance the case once 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 2024, with application outcomes being determined by early 2025.





*Figure 2. The existing pedestrian refuge islands on Newland Street, Bondi Junction, north of Walter Street.*

### **3. Technical Analysis**

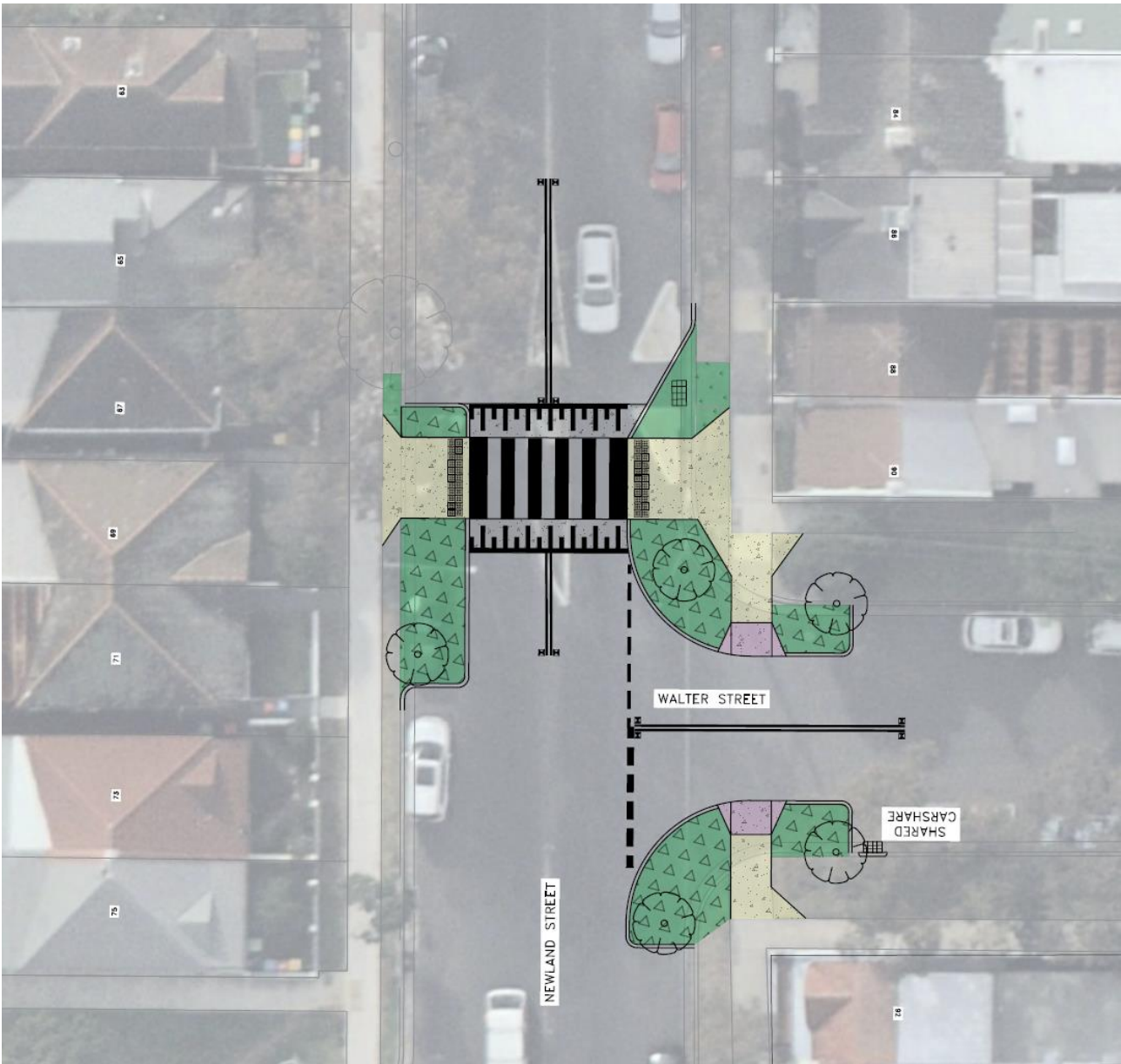
#### **Option A – Proposed raised pedestrian crossing on Newland Street and kerb buildouts on Walter Street**

The conversion of the existing pedestrian refuge islands to a raised pedestrian crossing ensures vehicles slow down as they approach the designated crossing and provide pedestrians with increased safety and priority when crossing Newland Street.

Kerb buildouts reduce the crossing distances and exposure of pedestrians to traffic, improving the level of safety. It further assists in slowing vehicles. It provides the opportunity to modify parking restrictions, providing additional on-street parking within the vicinity. It also provides the opportunity to increase greenspace within the Waverley local government area (LGA) with garden beds and street trees assisting in urban shading and user comfort.

#### **Option B – Proposed kerb buildouts on Newland Street and Walter Street**

Replacing the existing refuge islands on Newland Street with kerb buildouts reduces the crossing distance and exposure of pedestrians to traffic, improving the level of safety. It provides the opportunity to modify parking restrictions, providing additional on-street parking within the vicinity. It also provides the opportunity to increase greenspace within Waverley LGA with garden beds and street trees assisting in urban shading and user comfort.



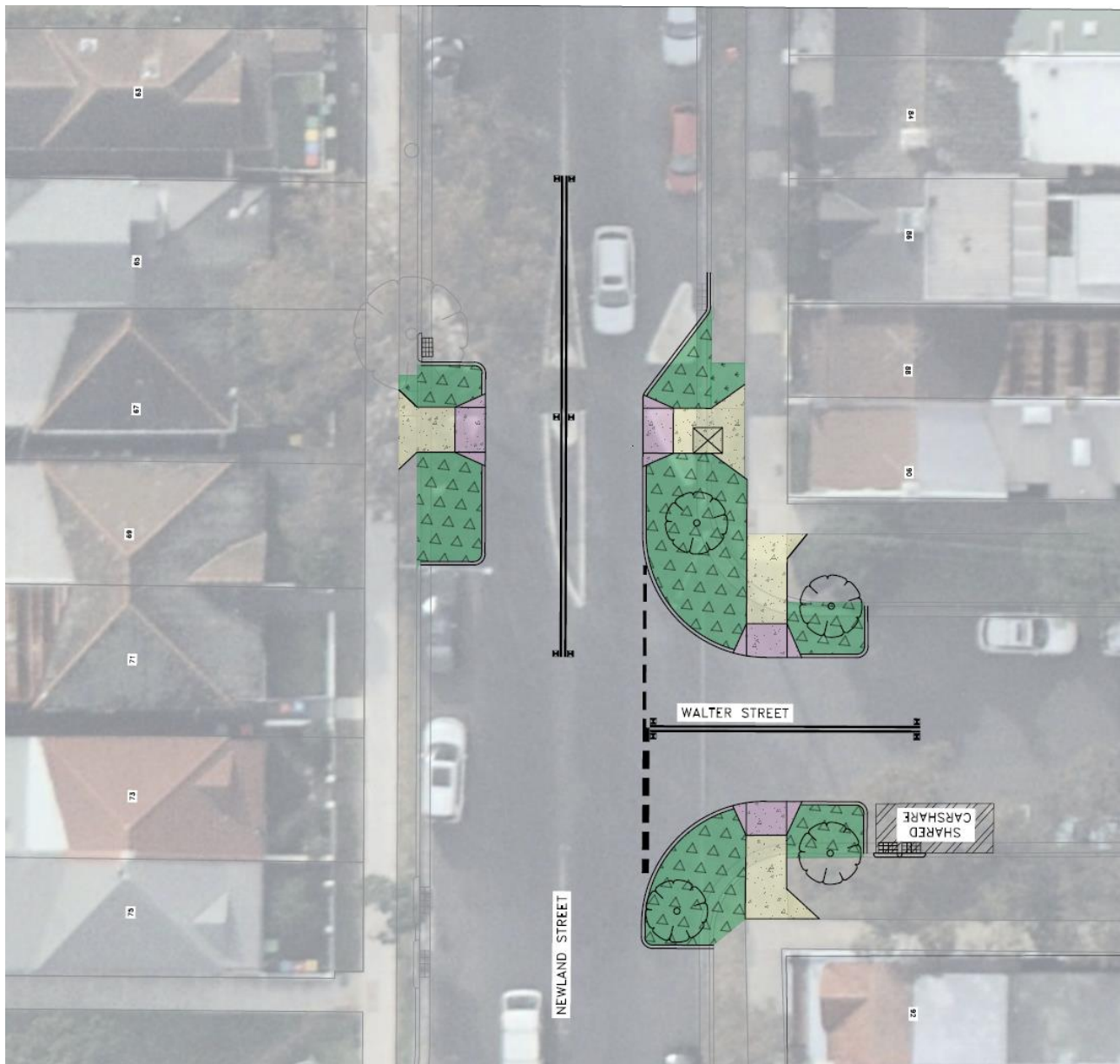


Figure 4. Option B concept plan.

### Recommendation

The technical analysis recommends the installation of a raised pedestrian crossing (Option A) for its effectiveness in materially slowing down vehicle speeds.

There is notable pedestrian volume and heavy vehicular traffic at the location of interest, despite its current classification as a local street. Figure 5 shows the relative traffic volume on Newland Street and other nearby roads. This crowd-sourced traffic volume data is consistent with a previous traffic count showing the Newland Street currently being used as vehicle movement corridor. Bidirectional Annual Average Daily Traffic (AADT) was measured at approximately 10k on Newland Street near Queens Park Road (2013), which was much higher than other local streets nearby. High traffic volumes typically make existing formal crossings more difficult. Other formal street crossings are located either 100 metres to the north on Ebley Street, or alternatively 120 metres to the south on Birrell Street; the need to reduce vehicle speeds at this location is further heightened by the nearby childcare centres cluster, and playgrounds.

Adequately slowing down traffic on Newland Street may also help divert some through traffic (i.e. vehicles that neither originated from, nor destined towards the Bondi Junction area) onto nearby movement



corridors (such as York Road, which is a regional road), and allow signal timing to prioritise pedestrians in high pedestrian areas over the longer term.

A kerb extension is anticipated to have a limited effect in reducing speeds. The current speed profile (table 1) suggests vehicle speeds at this location are generally below the existing 50 km/h speed limit, but higher than the proposed 40 km/h area speed limit change. The speed data is generally consistent with a previous measurement near this location (47 km/h, further down south from this location). However, the existing pedestrian refuge island (with small kerb extensions) appears to have limited effect in reducing vehicle speeds (Figure 6). No significant change in speed is observed near the existing refuge island. On the other hand, the presence of a raised speed bump has been previously shown to significantly reduce speeds at other locations in the Waverley LGA.



Figure 5. Vehicle traffic volume based on Compass IoT data. Location of the pedestrian refuge island marked with a red dot.

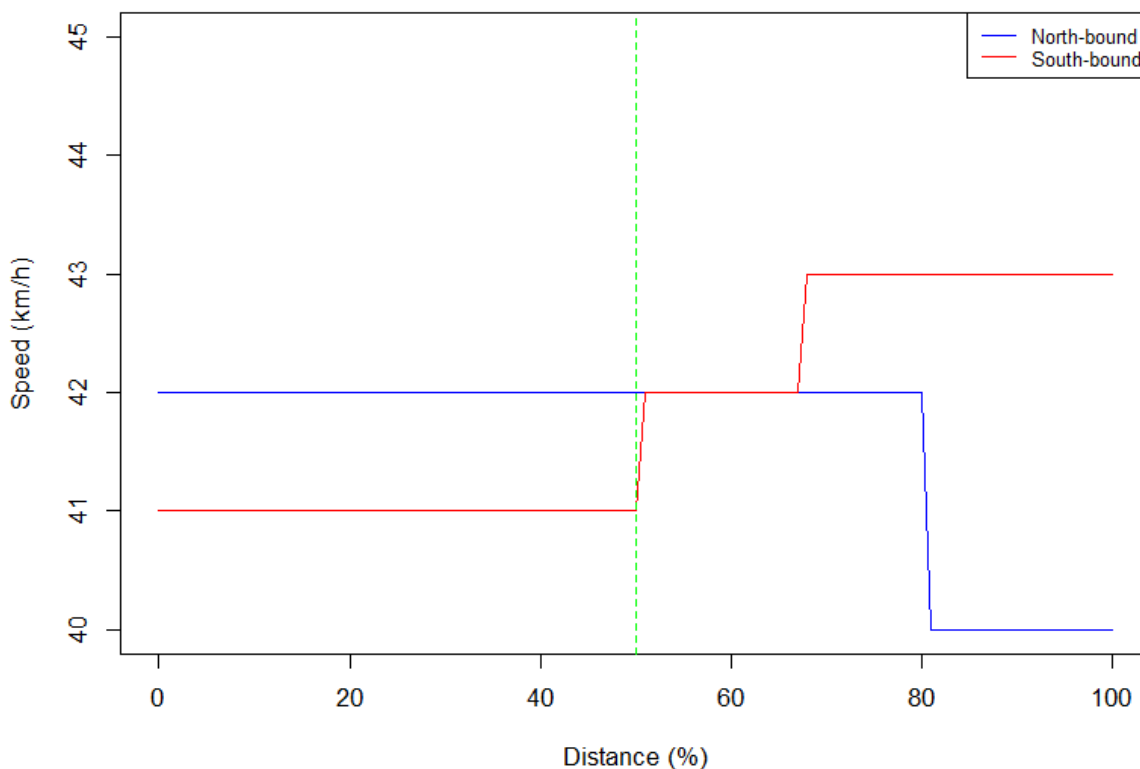


Figure 6. Vehicle speed profile (85th speed) near the existing ped refuge island (shown with a vertical green line) (traffic direction is from left to right)

	Average	Median	85th Percentile
North-bound	23.47 km/h	34.50 km/h	41.52 km/h
South-bound	28.92 km/h	35.60 km/h	42.65 km/h

Table 1. Vehicle speeds at the pedestrian refuge island location (Feb-Apr 2024)

### ‘No Stopping’ setback distance variations

The developed treatments propose the shifting of ‘No Stopping’ conditions within the vicinity of the intersection. All setbacks satisfy the required minimum sightline assessment undertaken, as seen in Attachment 1. The reduced distances of the ‘No Stopping’ signages deviate from the TfNSW guidelines recommended standard distances for intersections and pedestrian crossings, while aligning with those from Australian Standards.

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 options presented have adopted the above clauses. The designs show kerb extensions that make fully indented parking which will make the above conditions apply.

Attachment 1 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 7 shows the calculated stopping sight distance. The illustration shows that vehicles have clear sight lines of pedestrians who will be using the crossing well in advance of the crossing.



Figure 7. Sight stopping distance.

#### 4. Financial Information for Council's Consideration

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

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

#### 5. Attachments

1. Warrants - Intersection No Stopping Distance - Calculations - Newland Street at Walter Street [↗](#)



Stopping Sight Distance

No Stopping Distance - Calculations-Newland ST at Walter ST.xlsx

Also called minimum gap sight distance

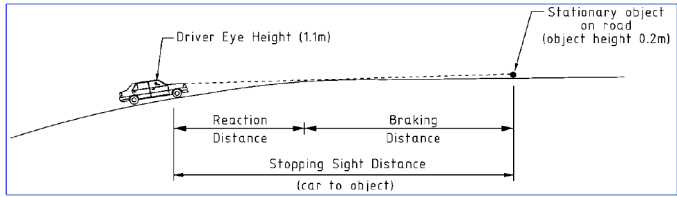
Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead. The formula is the same as for the approach sight distance.

Input Data		
R <sub>T</sub> , reaction time	1.5	seconds
V, 85 <sup>th</sup> ile speed	40	km/hr
d, coefficient of deceleration	0.15	km/hr
a = longitudinal grade on approach (%) (positive for uphill,negative for downhill)	9%	
Calculations		
Stopping sight distance (SSD)	58.4	metres

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

where

- R<sub>T</sub> = 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

Rt, Reaction time (seconds)	Typical road conditions	Typical use
2.5	<ul style="list-style-type: none"><li>Unaltered driving conditions due to the road only having isolated geometric features to maintain driver interest</li><li>Areas with high driver workload/complex decisions</li><li>High speed roads with long distances between towns "</li></ul>	Absolute minimum value for high speed roads with unaltered driving conditions.  General minimum value for: <ul style="list-style-type: none"><li>high speed rural freeways</li><li>high speed rural intersections</li><li>isolated alignment features</li></ul>
2.0	<ul style="list-style-type: none"><li>Higher speed urban areas</li><li>Few intersections</li><li>Alerted driving situations in rural areas</li><li>High speed roads in urban areas comprising numerous intersections or interchanges where the majority of driver trips are of relatively short length</li></ul>	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	<ul style="list-style-type: none"><li>Alert driving conditions e.g.:<ul style="list-style-type: none"><li>high expectancy of stopping due to traffic signals</li><li>consistently tight alignments for example, mountainous roads</li><li>restricted low speed urban areas</li><li>built-up areas – high traffic volumes</li><li>interchange ramps when sighting over or around barriers.</li></ul></li></ul>	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 Type	Coefficient of deceleration (d)	Driver/road capability	Typical use
Cars	0.61	Braking on dry, sealed roads	Specific applications where the normal stopping sight distance criteria applied to horizontal curves produce excessive lateral offsets to roadside barriers/structures
	0.46	Mean value for braking on wet, sealed roads for a hazard. Maximum values when decelerating at an intersection	Maximum value for calculating absolute minimum stopping sight distance. Only to be used in constrained locations, typically on: <ul style="list-style-type: none"><li>lower volume roads</li><li>less important roads</li><li>mountainous roads</li><li>lower speed urban roads</li><li>sighting over or around barriers</li><li>tunnels</li></ul>
	0.36	About a 90th percentile value for braking on wet, sealed roads. Maximum value allowed for deceleration lanes at intersections	Desirable value for calculating minimum stopping sight distance for most urban and rural road types, and level crossings
	0.26	Comfortable deceleration on sealed roads. Normal driving event	Not to be used without the approval of the relevant road agency  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 roads	Used to determine stopping sight distance on unsealed roads. This value is very dependent on the surface material and should be verified where possible
Trucks	0.29	Braking by single unit trucks, semi-trailers and B-doubles on dry, sealed roads. Minimum value required by vehicle standards regulations	Maximum value for calculating truck stopping sight distance for most urban and rural road types, and level crossings
Buses	0.15		Desirable braking to ensure passenger comfort approaching a bus stop.



Warrants - Intersection No Stopping Distance - Calculations-Newland ST at Walter ST

Printed: 13/11/2023



**REPORT**  
**TC/V.01/24.05**

**Subject:** Bondi Festival - Gould Street Party - Special Event

**TRIM No:** A24/0156

**Author:** Eashan Sharma, Senior Traffic Engineer  
Corey O'Malley, Coordinator, Events

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary traffic and parking changes for the street party in Gould Street, Gould Lane and Roscoe Street, Bondi Beach, on 20 July 2024 as shown in Figure 1 of the report, subject to the event organisers:
  - (a) Obtaining NSW Police approval.
  - (b) Notifying NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick fire stations) seven days prior to the event.
  - (c) Notifying local residents and businesses via a series of notification letters and engagement sessions prior to the event.
2. Issues a schedule of conditions, with any additional conditions to be imposed by NSW Police and Transport for NSW.
3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the temporary traffic and parking arrangements should on-site circumstances warrant changes, including ongoing coordination with the Curlewis Street Streetscape Upgrade project.

**1. Executive Summary**

Council is in the planning stages of the inaugural Gould Street Street Party, to be held on Gould Street and Roscoe Street (east) on Saturday, 20 July 2024, from 11 am to 4 pm. This event will be part of the broader Bondi Festival program, which will run from Friday 5 July until Sunday 21 July 2024.

Bondi Festival is an annual arts and place activation event hosted in the Bondi Pavilion, Park Drive South and Bondi Park, including the Dolphin Court on the southern end of the Pavilion. This year, Gould Street and Roscoe Streets will be added to this, to activate the precinct, enliven the community and provide, economic benefits for the local business community.

Approval is sought for the closure of Gould Street and Roscoe Street (east) and the temporary reversal of the one-way direction along Gould Lane from 6 am until 7pm on Saturday, 20 July.

Parking and vehicular access will not be available to residents, businesses, visitors, or non-emergency Police business during the closure period. Plans are in place to offset these parking changes. Council will need to exercise its delegated functions to implement the proposal.

### Event Layout for Traffic Management and Patron Safety

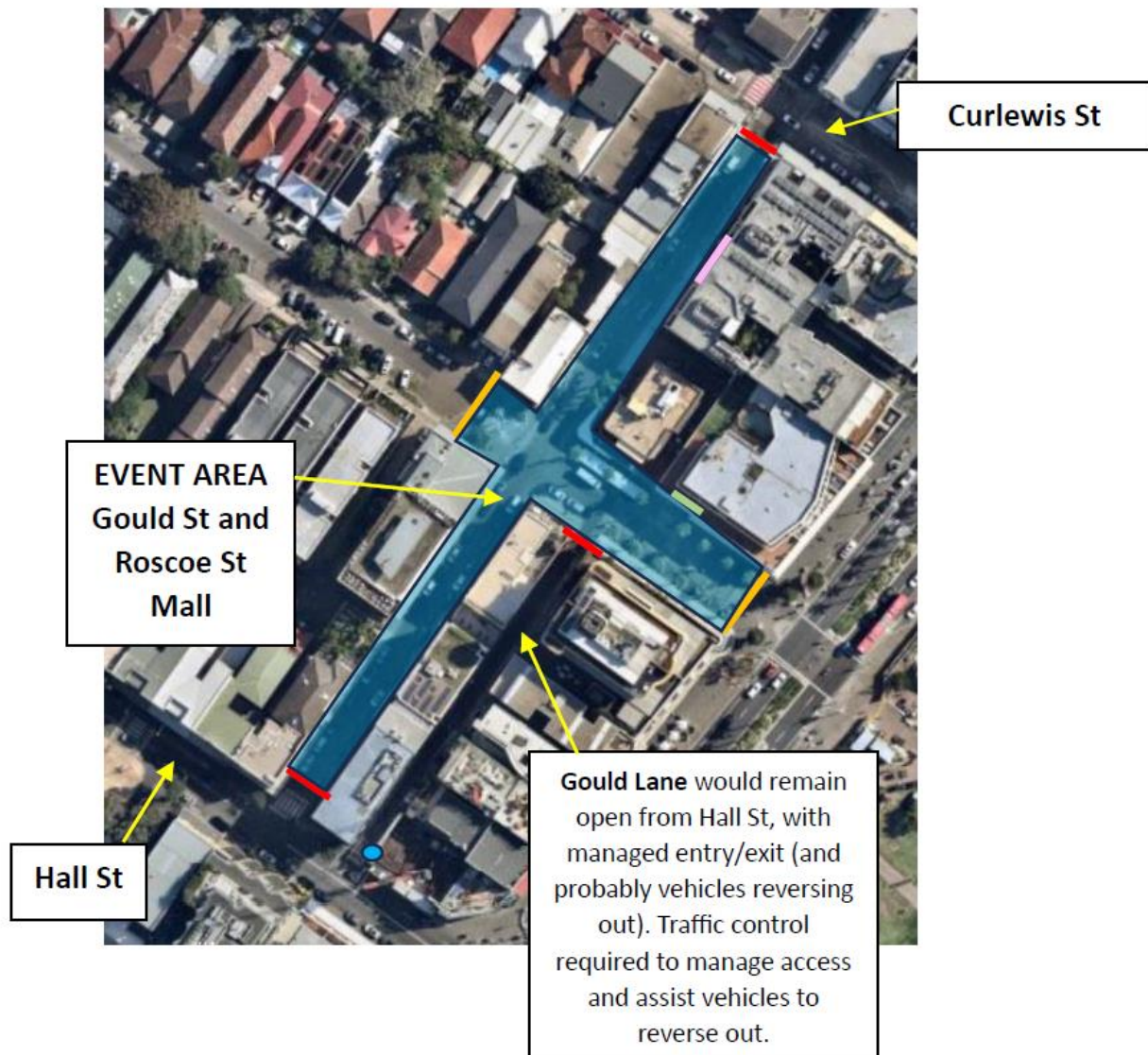


Figure 1. Event location.

## 2. Introduction/Background

Bondi Festival is a Council event that is planned and delivered by the Arts and Culture and Events teams in partnership with the Bondi and Districts Chamber of Commerce.

In 2020, the event merged two standalone Council events, Bondi Feast and Bondi Winter Magic, into one arts and culture and place activation event. The event aims to support local businesses in Bondi Beach by providing entertainment activities for residents and attract visitation during the winter school holidays.

This year, the Gould St Street Party will broaden the footprint and reach of Bondi Festival and provide a fun and novel experience for residents and visitors to enjoy, whilst providing benefits for local businesses during the low season.

The event will require the closure of Gould Street between Curlewis Street and Hall Street from 7 am until 7 pm on Saturday 20 July, with parking spaces in the street being progressively claimed from 5pm on Thursday 18 July to ensure that the spaces are available for the event build and the event itself.

The primary event build will commence once this road closure is in place. A stage build on Gould Street, that straddles the kerb at Roscoe Street adjacent to the Police station will take place on Friday, 19 July. This will not require a road closure; the build area will be within water-filled barriers. Some temporary reallocation of Police parking will be required for this. See below for details of alternative arrangements for police vehicle parking.

### **3. Technical Analysis**

#### **Road closures and other changes**

Gould Street will be closed to all traffic between 7 am and 7 pm on Saturday, 20 July. Resident vehicles will, however, be permitted to leave until 9 am.

From 9 am onwards, hard closures will be in place across resident driveways. These closures will be removable, however, in a genuine emergency.

A four-metre emergency access corridor will be retained along Gould Street during the event, for the duration of the closure period, with emergency vehicle access available if required under escort from the Curlewis Street end of Gould Street.

Both ends of Gould Street will be secured with high order hard closures (i.e. vehicles) from 9 am until 7 pm.

Roscoe Street (east) will also be closed from 7 am until 7 pm on Saturday, 20 July.

Gould Lane will remain open, but entry and exit will be via managed access from Hall Street. There will be no through access into Roscoe Street.

Ten parking spaces at the eastern end of Roscoe Street (west) will be set aside for police detective vehicles that will be unable to park on Gould Street for the duration of the road closure period.

For details, refer to the attached traffic guidance schemes (TGSs) (Attachment 1) and traffic management plan (Attachment 2).

#### **Arrangements for removing parked vehicles from the closure area**

Gould Street is not a designated resident parking zone. Metered parking is in place from 8 am until 9 pm, with no overnight parking restrictions in place.

A Special Event Clearway (SEC) will not be implemented to clear Gould Street. It is therefore necessary to take steps ahead of the event to ensure that Gould Street (and the police parking area on Roscoe Street (west) is vehicle-free when the road closure is activated and the event build commences at 7 am on Saturday, 20 July. The operation to achieve this will commence on the afternoon/evening of Thursday, 18 July.

#### *Thursday 18 July*

40 bollards will be placed at Gould Street at 3 pm on Thursday, 18 July.

Council staff will be on site from 5 pm on this date to progressively deploy these bollards in parking spaces as they become vacant. Overnight security will be in place overnight from 18–19 July to monitor the area to ensure that vehicles do not park and to continue to claim parking spaces throughout the night.

*Friday 19 July*

Council event staff and the stage building crew will be onsite (time TBC) to commence the stage build on Gould Street, straddling the kerb at Roscoe Street adjacent to the police station. The build area will be protected with water-filled barriers.

Traffic controllers will be onsite from 8 am-8 pm to progressively enforce the no parking procedure and claim any further parking spots as they become available.

Security will again be in place overnight from 8 pm until 6 am on Saturday, 20 July (event day), when traffic controllers and event staff arrive on site.

The above parking restrictions will not prevent vehicles from driving along Gould Street, nor will residents with parking spaces within property boundaries be prevented from parking.

*Saturday 20 July*

The full road closure will then be put in place at 7 am and lifted at 7 pm, when all arrangements will return to normal.

**Alternative parking arrangements – Residents and businesses**

Temporary parking permits will be provided to all residents and businesses within the closure who ordinarily have parking spaces on private properties within the closure area. These will be valid from Friday, 19 July, until Sunday, 21 July. Due to the hours of the closure on 20 July, it may not be convenient for people to move and/or return their vehicle to their premises on event day itself.

The temporary parking permits will allow people to park on Park Drive North or Queen Elizabeth Drive for this period. Spaces will not be set aside or guaranteed, but it is anticipated that at this time of year enough spaces will be available.

**Alternative parking arrangements – Police**

Bondi Beach Police Station is within the Gould Street road closure area. The police vehicles that park here are primarily detectives' vehicles, not operating marked police vehicles.

As stated above, ten parking spaces at the eastern end of Roscoe Street (west) will be set aside for police detective vehicles that will be unable to park on Gould Street for the duration of the road closure period.

**Notification processes and messaging**

An extensive resident and business notification and engagement process is already underway.

Initial resident and business notification letters were hand-delivered to all residents and businesses within the road closure area (and beyond) by Events and Arts and Culture staff on Monday, 22 April. This process will be ongoing, with at least two more resident letters to be delivered ahead of event day.

The initial resident notification letter and business engagement flyer is attached to this report (Attachment 3).

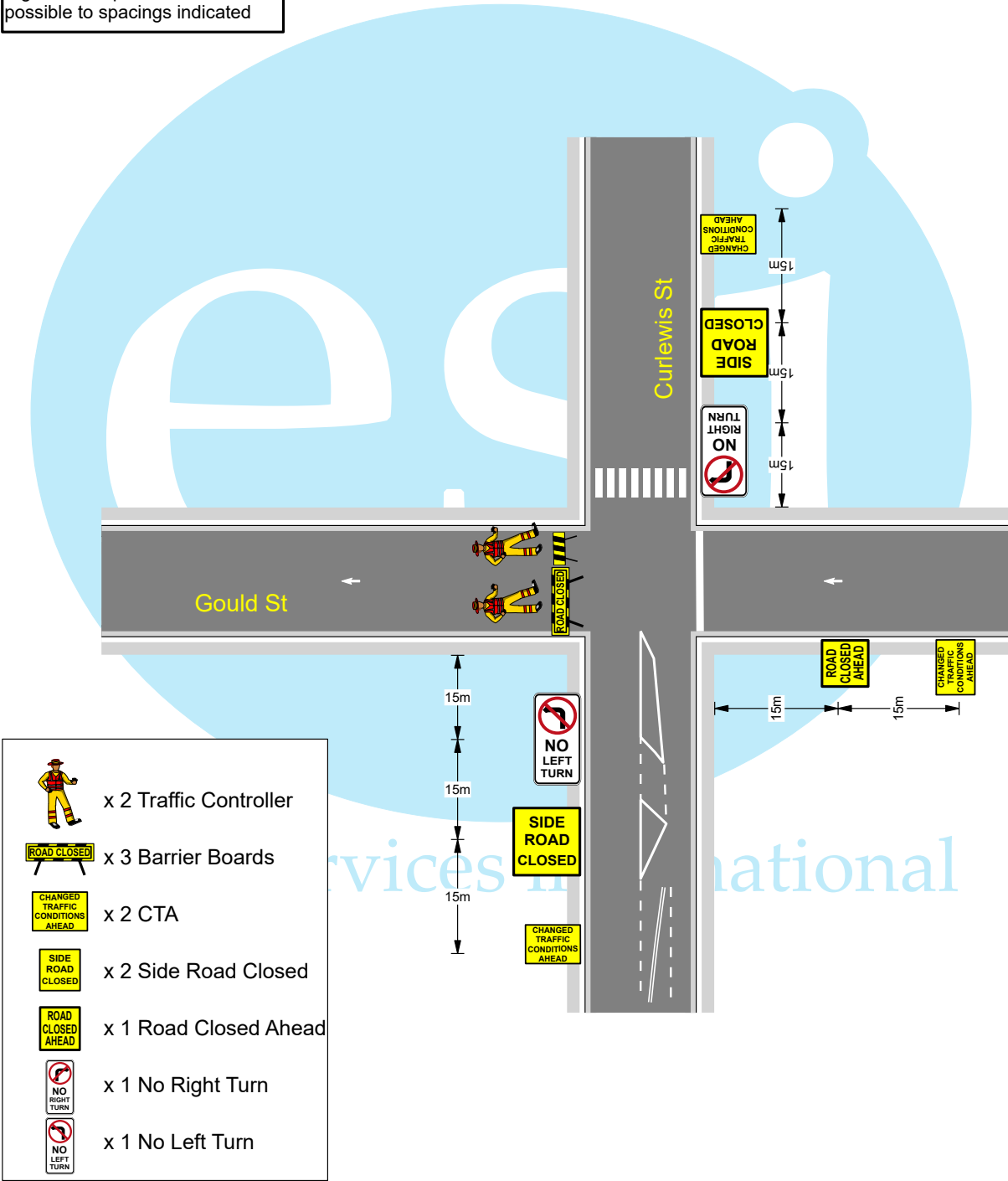
A visual messaging system (VMS) board will be deployed at the northern (entry) end of Gould Street two weeks before the event to ensure that all residents are fully aware of the pending event and its impacts



upon their parking access. An additional VMS board will also be placed near the corner of Roscoe Street Mall and Campbell Parade.

#### **4. Attachments**

1. TGS - Gould Street - Street Party - Bondi Festival [↓](#)
2. TMP - Gould Street - Street Party - Bondi Festival [↓](#)
3. Resident Notification Letter - Gould Street - Street Party - Bondi Festival [↓](#)

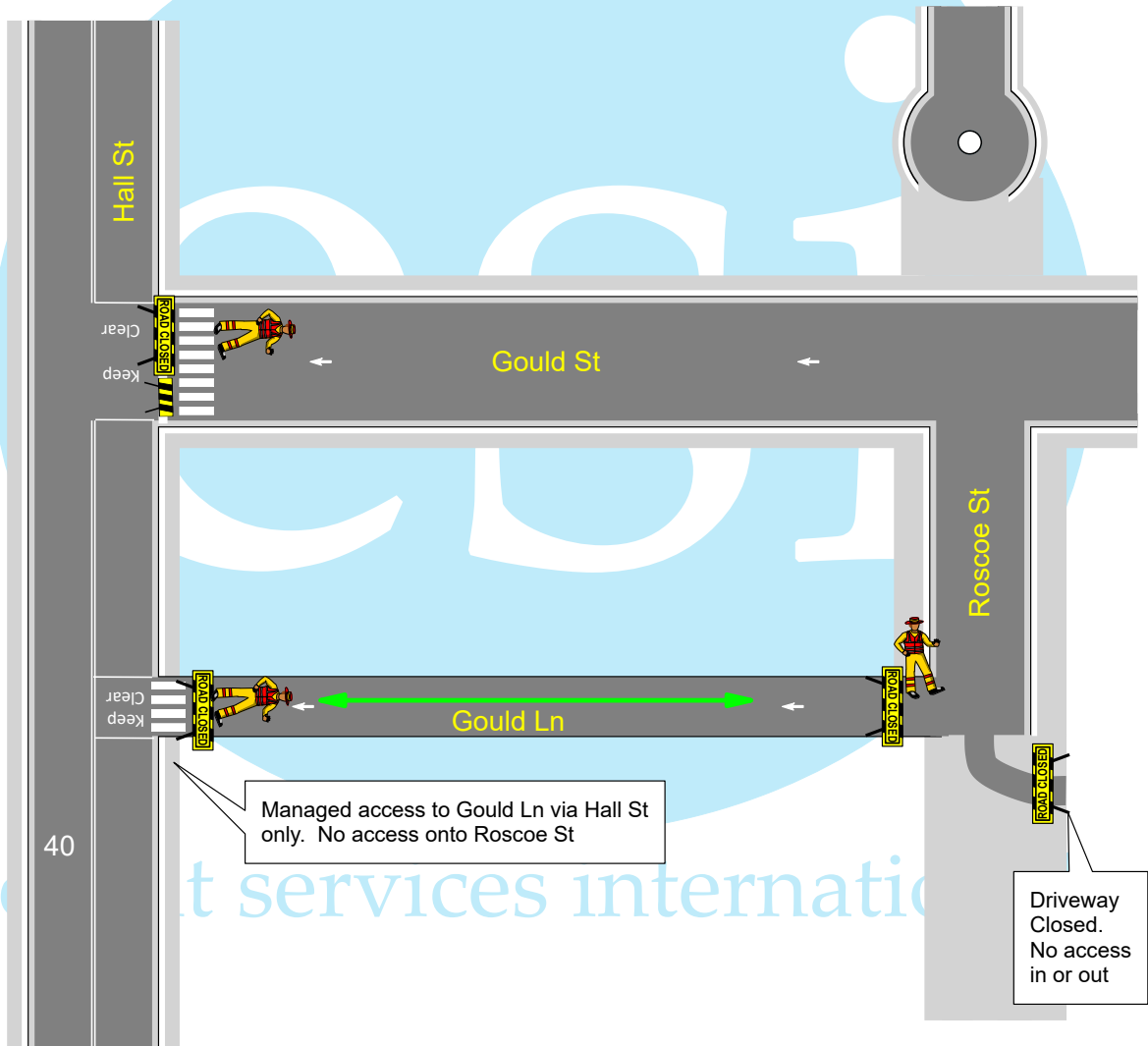
Local Restraints apply, signage may not be able to be placed exactly in accordance with TGS. Signs will be placed as close as possible to spacings indicated







 event services international	Gould St at Curlew St - Road Closure					N.B. NOT TO SCALE	
	Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TGS 1
	esi	Supply Signs, Implement Infrastructure	Staff Closure	2	20 July 2024	Install- 06:00	
						Remove- 19:00	
	Gould St Street Party - Saturday 20th July 2024						
Drawn By: Matt Giles Work Health & Safety Traffic Control Work – Card No. TCT 0048323				Standard TCP Reference: N/A Custom TCP Implemented By:			

event services international Pty Ltd accepts no liability for the implementation or execution of this document unless undertaken by authorised esi personnel.  
This document is COMMERCIAL IN CONFIDENCE in accordance with section 127(1) of the Corporations Act 2001 (Cth) and is NOT TRANSFERABLE UNLESS AUTHORISED BY event services international Pty Ltd.

Local Restraints apply, signage may not be able to be placed exactly in accordance with TGS. Signs will be placed as close as possible to spacings indicated



-  x 3 Traffic Controller
-  x 6 Barrier Boards

 event services international	Gould St at Hall St - Road Closure					N.B. NOT TO SCALE	
	Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TGS 2
	esi	Supply Signs, Implement Infrastructure	Staff Closure Managed access	3	20 July 2024	Install- 06:00  Remove- 19:00	
							
	Gould St Street Party - Saturday 20th July 2024						
Drawn By: Matt Giles Work Health & Safety Traffic Control Work – Card No. TCT 0048323				Standard TCP Reference: N/A Custom TCP Implemented By:			

# **BONDI FESTIVAL**

## **Gould St Street**

### **Party 2024**

#### TRAFFIC MANAGEMENT PLAN

Saturday, 20<sup>th</sup> July 2024

Version 1: 08/05/24

**Document Prepared By:**

Matt Giles – event services international Pty Ltd

Work Health & Safety Traffic Control Work

Card No. TCT 0048323



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## 1. SPECIAL EVENT TRAFFIC MANAGEMENT PLAN

The Gould St Street Party event in Bondi Beach requires the temporary changes to normal road conditions for the delivery of the activities at designated event site. The following Traffic and Transport Management Plan, known as the TMP, outlines the intended management of Traffic and Transport for all aspects of the Gould St Street Party event held at Bondi Beach.

### 1.1 Event Summary

Event Name	Gould St Street Party
Event Organisers	Waverley Council
Event Category	<b>Category E Minor Cultural/Sporting Events</b> —one-off or recurring events that generally attracts less than 20 000 people and/or have an impact on the traffic and transport network as per the <b>NSW Major and Special Events categories Class 2 Event</b> – Transport for NSW RMS
Event Location	Gould Street Bondi Beach
Event Date	Saturday, 20 <sup>th</sup> July 2024
Event Capacity	TBC
Event Setup	18 <sup>th</sup> – 19 <sup>th</sup> July 2024
Events Start	11:00 – 20 <sup>th</sup> July 2024
Event Finish	16:00 – 20 <sup>th</sup> July 2024
Event Dismantle	21st July 2024

### 1.2 Description of Event

Bondi Festival's newest event, bringing festival action to the doorstep of Gould St at the Gould St Street Party. Waverley Council are bringing festival audiences to Gould Street with staged and roaming performances, local artists, drop-in activities and the opportunity for all Gould St businesses to trade or activate outdoors.

### 1.3 Objectives of the Traffic Management Plan

- Provide an overview of the Gould St Street Party event, primary event site, associated activities, event timing and key event contacts
- Provide a detailed description and operational plan of the traffic management elements involved with delivering the identified Gould St Street Party event activities
- Provide a structure within which the organisers and the respective agencies can use to develop their own plans for Gould St Street Party event
- Serve as the key document that is agreed to by all parties, and receives final approvals from relevant authorities
- Serve as the reference document for “on the ground” use by road crews, Police, TfNSW personnel and event personnel

#### 1.4 Authority of the TMP

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic and transport management arrangements under which an event is to proceed.

Changes to the final version of the TMP require approval by the Police, TfNSW and where necessary local traffic authorities. All functional or single agency supporting plans are to be developed and recognise the primacy of the TMP, and nothing contained in those plans should contravene any aspect of the TMP.

Signatories to this TMP should normally be the event organisers and agencies.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.

#### 1.5 Approvals

Approvals will be sought by the event organiser from the following organisations:

- **NSW Police**  
Central Metropolitan Region – Eastern Suburbs (ES) PAC
- **Local Government Councils**  
Waverly Council
- **Transport for NSW**  
Customer Journey Planning

#### 1.6 Key Agency Notification and Coordination

The following key agencies are to be notified and consulted as required, to ensure coordination of public, private and corporate sector services, directly and indirectly involved are adequately maintained.

- **NSW Health**  
Ambulance Service of NSW
- **NSW Fire Brigade**

#### 1.7 TMP Distribution List

The Traffic Management Plan will be distributed in part or full as required to:

Agency	Contact
NSW Police – Eastern Suburbs PAC	Sergeant Anthony Leeson
Waverly Council	Corey O'Malley

Other Agencies, Authorities and interested parties as required.

1.8 Event Planning Contacts

Event Organisers

**Corey O’Malley, Coordinator, Outdoor Events, Waverley Council**

Mobile: 0424 129 501

Email: [corey.omalley@waverley.nsw.gov.au](mailto:corey.omalley@waverley.nsw.gov.au)

**Matthew Giles, Traffic Manager, event services international Pty Ltd**

Mobile: 0408 202 118

Email: [mgiles@eventservicesinternational.com.au](mailto:mgiles@eventservicesinternational.com.au)

Government Agencies

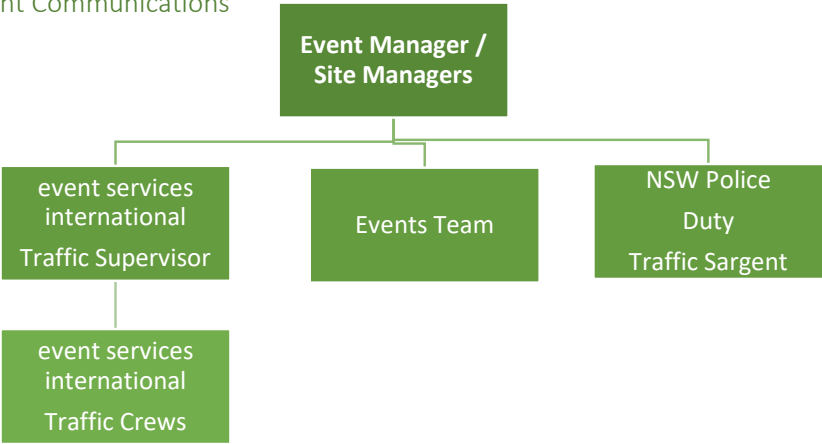
**Sergeant Anthony Leeson - NSW Police**

Phone:                      Mobile: 0458 131 736

Email: [lees1ant@police.nsw.gov.au](mailto:lees1ant@police.nsw.gov.au)

2. SUMMARY OF EVENT DAY ACTIVITIES & OPERATIONS

2.1 Event Communications



2.2 Event Day Contact List

The event day contact list will be incorporated into event manuals which will available to Agencies on request.

### 2.3 Key Agency Roles & Responsibilities

Agency	Responsibility
Event Organiser – Site Manager – Waverley Council Events Team	Develop and coordinate the TMP with respect to the activities that are to be held and in accordance with the guidelines set down by the Police and local traffic authorities
NSW Police	Endorse TMP and advise of issues relating to these closures for the event
Waverly Council - Traffic	Add value to and approve traffic / parking arrangements for Gould St Street Party.
event services international Pty Ltd	Develop TGS's, assist with coordination of TMP, and oversee implementation of TGS's on the event day

### 2.4 Event Run Sheets and Site Production Schedules

Specific Event Run Sheets and Production Schedules are still to be developed in relation to the event

### 2.5 Radios

Event staff and supervisors will be contactable by 2-way radio. Re-charged batteries will be available as required during the day.

## 3. RISK ASSESSMENT & MANAGEMENT PLANS

### 3.1 Risk Management – Event

A comprehensive set of risk management plans are being developed to cover the program of events.

### 3.2 Risk Management – Traffic

A risk assessment and management plan is incorporated into the TMP approval process whereby this plan will be discussed with the key agencies to identify any issues with the TMP.

All TGS's are created, and implemented in accordance with Australian Standard AS 1742.3 and the Work Health & Safety Traffic Control manual.

All staff for this event will have copies of the event Traffic Guidance Scheme (TGS's) with them at all times.

All Staff used in traffic control will have appropriate training and qualifications, as per SafeWork NSW guidelines. Appropriate qualifications completed by staff will have a SafeWork NSW Traffic Control Work Training Card to work in traffic control.

### 3.3 Workplace Health & Safety

All agencies and their personnel rostered to work on this event must work in accordance with the Workplace Health & Safety guidelines that are relevant to the working environment and the tasks they are asked to perform.

Personnel involved with the management of traffic and transport must be appropriately trained and attired and will include:

- NSW Police personnel
- event services international Pty Ltd
- Security

### 3.4 Public Liability Insurance

Waverley Council has in place public liability insurance to the value of AU\$20,000,000, to cover the risks of its activities associated with the Gould St Street Party Bondi Beach Party.

### 3.5 Notification Process to Affected Residents and Businesses

The following channels will be used to give notification of altered traffic conditions:

- **Waverley Council website**
- Letter to Residents and Businesses within the road closure area
  - This letter contains instructions on how to access the affected area during closures
- Letter to Neighbours around the road closure area;

### 3.6 Variable Message Boards – event warnings

Two weeks prior to the event, two temporary Variable Message Boards (VMS) will be installed in key locations surrounding the event area. Pre warning messages will be broadcast on temporary VMS continuously, to increase event notability, to warn for increase traffic volume and advise on detour routes if needed.

VMS 1 – Gould Street (west side )near Curlewis Street

VMS 2 – Roscoe Street Mall (north side) at Campbell Parade

4. TRAFFIC CONTROL PLAN

Temporary road closures and managed vehicle operations will be in effect around Gould Street Bondi to establish event precinct.

4.1 Summary of Change Conditions

Changed Traffic Conditions

- **Bump In – 18<sup>th</sup> – 19<sup>th</sup> July 2024**
- **Event – 20<sup>th</sup> July 2024**

Bump In

Gould St, Bondi Beach	Between Hall St and Curlewis St	Parking Removal
--------------------------	---------------------------------	-----------------

Event

Gould St, Bondi Beach	Between Hall St and Curlewis St	Road Closure
--------------------------	---------------------------------	--------------

Re-opening roads

Traffic controllers will communicate when it’s safe for roads to reopen.

Operations around Gould Street will be progressively re-instated to normal conditions by esi after clearing of patrons and event infrastructure.

See section 4.4 for greater detail

4.2 Special Event Clearways / Parking Removal

No special event clearways are proposed for the area, any vehicle parked inside the closure at the time of implementation will be managed by Event Staff and onsite Traffic Controllers.

Parking along Gould Street will be gradually taken offline to allow for the event footprint as listed below.

### 4.3 Summary of Restricted Access Points

Restricted Access points will be managed by esi Traffic controllers and not open to through traffic.

#### Bump In

18<sup>th</sup> – 19<sup>th</sup> July 2024

- **Restricted access to parking on Gould Street**
  - Parking removal will be taken offline by Waverley Council to set event footprint

Thursday 18<sup>th</sup> July

- Waverley Council event staff will remove any available parking spaces on Gould Street with T Top Bollards to take the parking offline to set the event footprint.
- This will be Managed by Waverley Council event staff 5am – 8.30pm
- 2 x Overnight security from 8pm-8am to continue to monitor the parking removal on Gould Street and further maintain/enforce/removal of parking spots as they become available.

Friday 19<sup>th</sup> July

- 2 x Traffic Controllers onsite from 8am-8pm to continue to monitor the parking removal on Gould Street and further maintain/enforce/removal of parking spots as they become available.
- 2 x Overnight security from 8pm-6am to continue to monitor the parking removal on Gould Street and further maintain/enforce/removal of parking spots as they become available.

#### Event

07:00 20<sup>th</sup> July 2024

- **Restricted access to Gould Street**
  - Road Closure Gould Street from Hall St to Curlewis St
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles only
- **Restricted access to Gould Lane**
  - Managed Road Closure of Gould Lane from Hall St to Roscoe St
  - Gould Lane will be converted into two way flow with access only with genuine need from Hall Street only
  - Authorized vehicles access will be granted via a traffic control managed access point to the following;
    - Emergency Services Vehicles
    - Any vehicle with genuine need requiring access to Gould Lane
- **Restricted access to parking on Roscoe Street**
  - Parking removal will be taken offline by Waverley Council for event parking and additional spaces for Police Parking;
    - North Side – From #116 to #120
    - South side – From #87 to #89



### Overview of Precinct

#### Traffic

**Stage 1:** Event site bump-in will commence on 18<sup>th</sup> July with managed access to suppliers on Gould Street and various parking removal bays on Gould Street as required by Site.

**Stage 2:** Event external traffic management will commence at 07:00 on Saturday 20<sup>th</sup> July 2024 with the installation of event traffic control infrastructure, and commencement of traffic management as per TGSs with the closure of Gould Street from Hall Street to Curlewis Street.

**Stage 3:** Bump out will commence post event on Saturday 20<sup>th</sup> July with the pack-down all event infrastructure. Bump out concludes as per the TGS's with the removal of all traffic control infrastructure and personnel.

TCP Number	Notes	Staffed
TGS 1	- Closure of Gould Street at Curlewis Street	Gould Street at Curlewis Street Staffed by 2 x esi Traffic Controllers
TGS 2	- Closure of Gould Street at Hall Street - Managed closure of Gould Lane at Hall Street - Gould Lane managed two way flow	Gould Street & Gould Lane at Hall Street Staffed by 3 x esi Traffic Controllers

#### Event Patrons

Walking is the only available means of accessing / egressing the event site. Main entry point is via Roscoe St from Campbell Parade.

#### Vehicle Access Permits

Vehicles requiring access to event site will receive event vehicle access passes (VAP), to ensure only accredited vehicles enter the restricted access areas. There will be no vehicle movement on Gould Street during event phase. Limited event parking bays will be reserved on Roscoe Street and managed by Waverley Council.

#### 4.4 Event Parking

There is limited on street parking space around Bondi Beach.

Patrons will be advised via information on the event website, the best way to attend the Gould St Street Party is by public transport.

#### 4.5 Towing & Car Removal

It is not envisaged that towing of vehicles will be required.

#### 4.6 Contingency Planning

Proposed Traffic changes as contingency measures will be discussed and finalised closer to the event. These decisions will be at the discretion of the Police, Waverley Council and event services international (traffic control company) on site, or via telephone with field officers as and when required.

5. PUBLIC TRANSPORT

It is not envisaged that any public transport agencies will be affected by activities that will take place in the delivery of this event. Public transport agencies will be notified via Waverley Council traffic committee.

Patrons planning to utilise public transport will be directed to visit <http://www.transportnsw.info/> or consult apps for public transport information.

6. EMERGENCY SERVICES ACCESS

**EMERGENCY SERVICES VEHICLES** – will have a 4m access corridor through the event site during the event.

7. WET WEATHER PLAN

All traffic management plans will continue irrespective of weather.

8. LIST OF ATTACHMENTS

ATTACHMENT TITLE	DESCRIPTION
TGS	Traffic Guidance Scheme Version 1
	Resident notification letter and map
	VMS Overview

APPROVAL

TMP Approved by.....Event Organiser.....Date

9. AUTHORITY TO \*REGULATE TRAFFIC

Council’s traffic management requirements have been met. Regulation of traffic is therefore authorised for all non-classified roads described in the risk management plans attached to this TMP.

Regulation of Traffic authorised by:.....Council .....Date

The RMS’s traffic management requirements have been met. Regulation of traffic is therefore authorised for all classified roads described in the risk management plans attached to this TMP.

Regulation of Traffic authorised by:.....RMS .....Date

*“Regulate Traffic” means restrict or prohibit the passage along a road of persons or vehicles or animals (Road Act 1993). Council and RMS require traffic to be regulated as described in the risk management plans with the layouts installed under the direction of a qualified person.*



Our ref: A24/0014  
22 April 2024

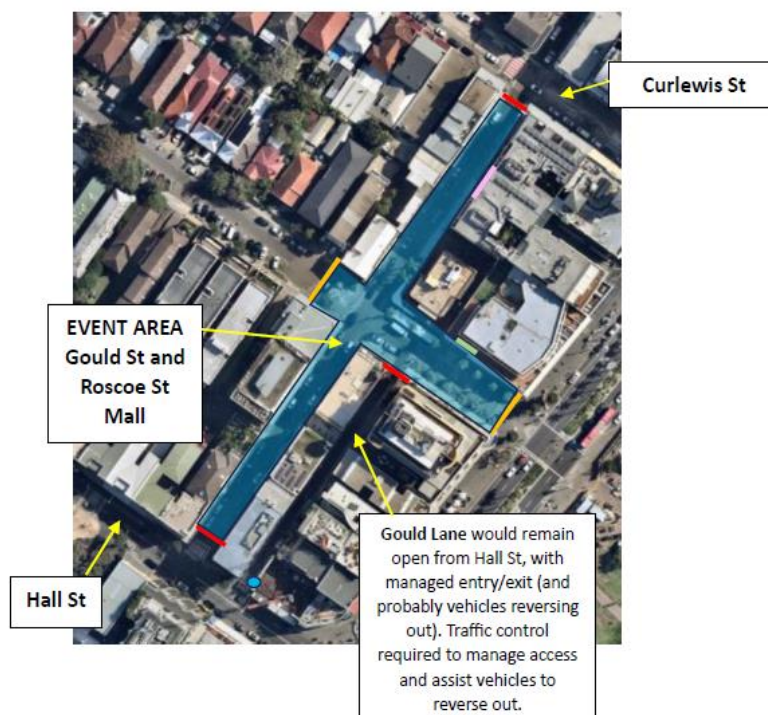
Dear Resident,

**Re: Gould St Street Party & Road Closure – Local Resident Notification**

Waverley Council will host a street party on Gould Street on Saturday 20 July as part of its annual arts festival, Bondi Festival. For this community event, Gould Street will be closed to traffic from Curlewis Street to Hall Street from approximately 7:00am – 7:00pm AEST.

The Gould St Street Party will activate a two-block area and will also incorporate the Roscoe St Mall. There will be a variety of entertainment, market stalls and free family-friendly activities from 11am - 4pm.

The event will require temporary traffic diversions and road closures. Please refer to the map below for impacted areas.



Traffic and pedestrian safety measures will be implemented during this time to ensure the smooth movement of people and vehicles.

**Waverley Council**  
PO Box 9, Bondi Junction NSW 1355  
ABN: 12 502 583 608

**Customer Service Centre**  
55 Spring Street, Bondi Junction NSW 2022  
**Bondi Pavilion Customer Service (Welcome Centre)**  
Queen Elizabeth Drive, Bondi Beach NSW 2026

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

**Connect with us**  
f waverleycouncilofficial  
@ waverleycouncil

Waverley Council will also provide temporary parking permits to local residents and businesses to minimise the disruption to any permanent parking areas. More information will be provided about this in due course.

Waverley Council will work to mitigate the event's impact on local residents and businesses. Further event information and notifications will be distributed in the coming weeks.

If you have any questions, please email [streetparty@waverley.nsw.gov.au](mailto:streetparty@waverley.nsw.gov.au) or call 9083 8000.

Yours sincerely



Tanya Goldberg  
Executive Manager, Arts, Culture and Events  
Waverley Council

**REPORT**  
**TC/V.02/24.05**

**Subject:** Bondi Festival - Ferris Wheel and Ice Rink - Special Event

**TRIM No:** A24/0156

**Author:** Eashan Sharma, Senior Traffic Engineer  
Corey O'Malley, Coordinator, Events

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

---

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Approves the temporary traffic and parking changes for Bondi Festival in Park Drive South, Bondi Beach, as shown in Figure 1 of the report, subject to the event organisers:
  - (a) Obtaining NSW Police approval.
  - (b) Notifying NSW Ambulance Service and NSW Fire and Rescue (Bondi, Woollahra and Randwick fire stations) seven days prior to the event.
  - (c) Notifying local residents and businesses seven days prior to the event.
2. Issues a schedule of conditions, with any additional conditions to be imposed by NSW Police and Transport for NSW.
3. Delegates authority to the Executive Manager, Infrastructure Services, to modify the temporary traffic and parking arrangements should on-site circumstances warrant changes.

**1. Executive Summary**

Council is in the planning stages of the annual Bondi Festival to be hosted between Friday, 5 July, and Sunday, 21 July 2024.

Bondi Festival is an annual arts and place activation event hosted at the Bondi Pavilion, Park Drive South and Bondi Park including the Dolphin Court on the southern end of the Pavilion.

Two integral and long-standing components of the event are a temporary outdoor ice rink located at the southernmost end of Park Drive South and a 27 metre Ferris wheel on the Dolphin Court at the southern end of the Pavilion.

Approval is sought for the occupation of parking spaces and temporary signage associated with the event.

There will be 50 parking spaces reallocated during the seven-day bump in and five-day bump out period for the ice rink. During the three-week ice rink operation at Park Drive South 35 parking spaces will be reallocated (see Figure 1). These spaces and associated aisles will be occupied by the ice rink, a generator and a turning area for drivers to make a three-point turn.



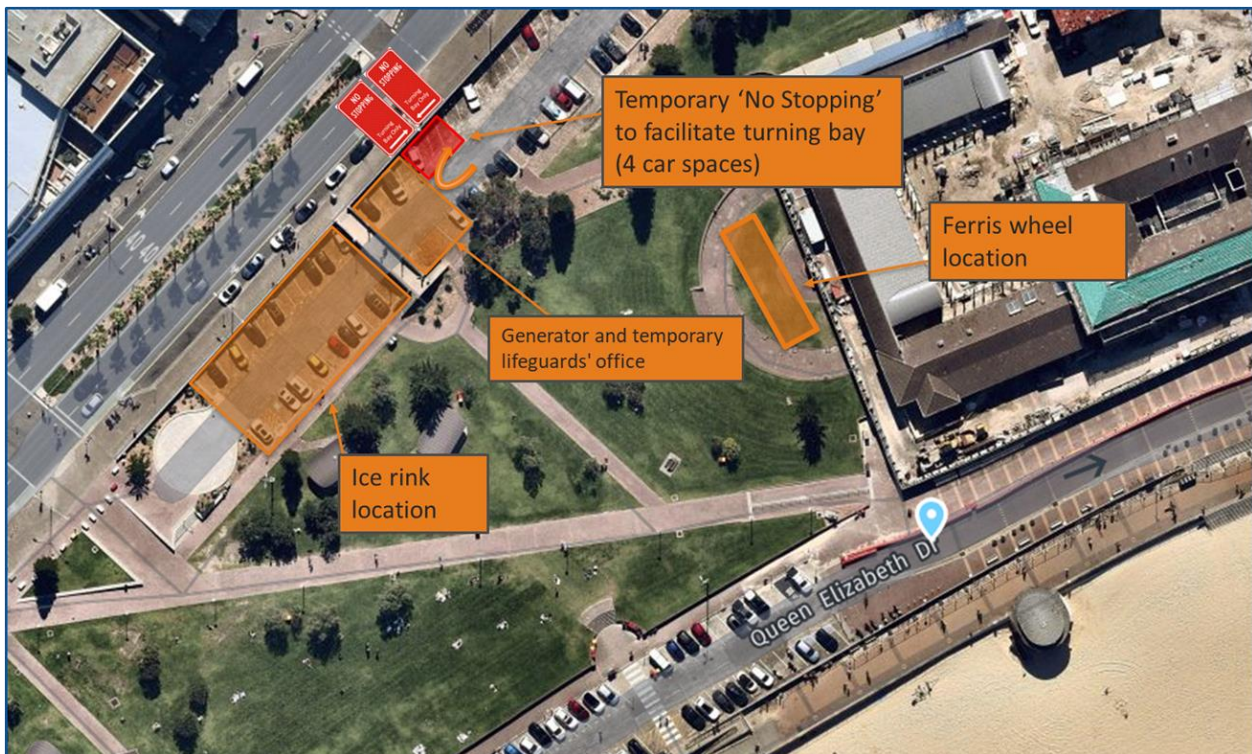


Figure 1. Event location.

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

## 2. Introduction/Background

Bondi Festival is a Council event that is planned and delivered by the Arts and Culture and Events Teams in partnership with the Bondi and Districts Chamber of Commerce.

In 2020, the event merged two standalone Council events, Bondi Feast and Bondi Winter Magic, into one arts and culture and place activation event. The event aims to support local businesses in Bondi Beach by providing entertainment activities for residents and attract visitation during the winter school holidays.

2024 will be the 14th year an ice rink has been installed at Bondi Beach and the sixth year for a Ferris wheel. The combination of these two activities attracts up to 60,000 visitors to Bondi Beach, providing an opportunity to bring the community together, economic benefit to businesses and revenue for Council.

The Events team, in consultation with Integrated Transport, Open Spaces, Major Projects, Parking, and Infrastructure Services has previously considered several locations for both activities.

Key guiding considerations for identifying locations were risk and safety, minimising disruptions to park operations and park users, ensuring access to three-phase power, and the need to bring all Festival activities together in one central Festival hub, ideally focussed near local businesses.

## 3. Technical Analysis

### Alternative location investigations

The following alternative locations have been previously assessed for the Ferris wheel and ice rink.

- North Bondi Park. This location has level ground to accommodate the ice rink and Ferris wheel, but it is too far from the Festival hub and has no access to three-phase power. Major damage to the park would also occur.
- Bondi Park (between Hall and Roscoe Street). The ice rink was located in a section of this park several years ago. The sloped gradient of the park created considerable site challenges. It also resulted in damages to the grass and irrigation lines. The same gradient and damage issues apply to the Ferris wheel. A small flat section of Bondi Park near the Campbell Parade bus stop between Hall and Roscoe Street was considered for the Ferris wheel. It was ruled out due to risks related to privacy for residents on the other side of Campbell Parade and potential traffic issues for motorists.
- South Bondi Park. This location presents the same issues as Bondi Park regarding gradient and damages. It is also too far from the Festival hub and has no access to three-phase power.
- Bondi Beach Promenade. A potential location on the promenade next to the Skate Park was identified for the Ferris wheel. However, it is too far from the Festival hub and has no access to three-phase power.

## Timeline

Table 1. Schedule of activities.

Bondi Festival 2023 – Traffic Controls			
Date	Time	Location (Activity)	Details
Monday 24 June	0700	Park Drive South (ice rink)	Events Team take delivery of water-filled barriers and temp fencing on Park Drive South (PDS).
Monday 24 June	0700	Park Drive South (ice rink)	Parking spaces to the south of pedestrian bridge and ten spaces to the north (both sides) taken out. (Return six spaces to public at 1700 on Friday 5 July. Return all remaining spaces at 1700 on Wednesday 24 July). Events staff to erect temporary fence to protect this area. Install signage. Cars may leave but not enter.
Monday 24 June to Thursday 27 June	All hours	Park Drive South (ice rink)	Events Team to monitor and maintain the area and ensure that no cars are entering restricted area. Events staff to contact resident parking permit holders by phone to ask them to remove any cars still in the restricted area.
Friday 28 June	0700	Park Drive South (ice rink)	Stars on Ice Site Management and rink infrastructure arrives on site. Ice rink bump in commences.
Monday 1 July	1200	Queen Elizabeth Drive to Dolphin Court (Ferris Wheel)	Events Team to facilitate temporary removal of bollards at southern end of Bondi Pavilion forecourt to create access for Ferris wheel semi-trailers and crane truck to enter Dolphin Court

	2100	Queen Elizabeth Drive to Dolphin Court (Ferris Wheel)	Ferris wheel trucks enter Queen Elizabeth Drive to install Ferris wheel in the Dolphin Court.
Monday 1 July – Tuesday 2 July	2100 - 0700	Dolphin Court (Ferris Wheel)	Primary assembly of Ferris wheel commences (overnight)
Tuesday 2 – Thursday 4 July	Business Hours	Queen Elizabeth Drive (Ferris Wheel)	Assembly of Ferris wheel continues
Friday 5 July	0700	Park Drive South (ice rink)	Water-filled barriers to be deployed and filled for turning bay and rink protection.
Friday 5 July	0900	Park Drive South (ice rink)	Ice Rink box office opens
Friday 5 July – Sunday 21 July		Park Drive South (ice rink)	Ice Rink operational
Sunday 21 July	COB	Park Drive South (ice rink)	Empty water-filled barriers
Monday 22 July	0700	Park Drive South (ice rink)	Ice Rink bump out commences
Wednesday 24 July	1700	Park Drive South (ice rink)	Ice Rink bump out concludes. Clean of event area. Events staff remove temporary fencing. All park drive south spaces returned to public. <b>Note – this includes a ‘contingency’ day. May be complete Tuesday 23 July.</b>
<b>Wednesday, 19 July – Traffic and parking changes on Park Drive South return to normal</b>			
Late October Date TBC		Dolphin Court (Ferris Wheel)	Ferris wheel ceases operation
Late October Date TBC		Queen Elizabeth Drive to Dolphin Court (Ferris Wheel)	Events Team to facilitate temporary removal of bollards at southern end of Bondi Pavilion forecourt to create access for Ferris wheel semi-trailers and crane truck to enter Dolphin Court
Late October Date TBC		Dolphin Court (Ferris Wheel)	Ferris wheel dismantled
Late October Date TBC		Queen Elizabeth Drive (Ferris Wheel)	Ferris wheel trucks depart Dolphin Court and exit Queen Elizabeth Drive
Late October Date TBC		Queen Elizabeth Drive (Ferris Wheel)	Ferris wheel bump out concludes. Events Team to facilitate reinstating of bollards at southern end of Bondi Pavilion forecourt. <b>Note – this timeframe will include a contingency day.</b>
	Denotes timeline related to the Ice Rink installation and which impact the transport system		
	Denotes timeline related to Ferris Wheel installation and minimal impact to the transport system		

#### 4. Financial Information for Council’s Consideration

Council will fund the cost of the event from the existing events budget.

#### 5. Attachments

Nil.



**REPORT**  
**TC/V.03/24.05**

**Subject:** Francis Street, Bond Beach - Electric Vehicle Charging Station

**TRIM No:** A17/0586

**Author:** Sam Kelley, Electric Vehicle Project Manager

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs '2P, 8 am–10 pm, Electric Vehicles Only While Charging' parking restrictions, including signs and line marking, for one car space in Francis Street, Bondi Beach, as shown in Figure 1 of the report.
2. Delegates authority to the Executive Manager, Infrastructure Services, to modify the signage should on-site circumstances warrant changes.

**1. Executive Summary**

In May 2023, Ausgrid conducted community consultation on a community battery proposal for Francis Street, Bondi Beach. Ausgrid and Council are now working together to extend the existing kerb to accommodate the battery in the road reserve directly opposite Thomas Hogan Reserve next to the existing Ausgrid kiosk. As part of this project, Ausgrid will be installing a dual port electric vehicle (EV) charger on Francis Street opposite the proposed battery. Council has consulted the 10 nearest residents in the area on the electric vehicle charger and proposes to install 'Electric Vehicle Only While Charging' parking restrictions for one of the two potential electric vehicle locations.

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

**2. Introduction/Background**

In 2023, Council adopted the Leading the Charge Electric Vehicle Infrastructure Strategy, which outlined that a significant increase in EV chargers will be required in the eastern suburbs. The installation of this dual port charger will assist with the implementation of this Strategy and is in a location where there are no public EV chargers nearby, and there is a high density of dwellings with no off-street parking.



Figure 1. Proposed location for the EV charger on Francis Street, Bondi.

### 3. Technical Analysis

#### Consultation

On 11 April 2024, Council letterboxed 10 nearby residents on this proposal and received support for the EV charger and signage from 1 resident and opposition from 2 residents. As a result of this feedback, Council officers amended the proposal so that instead of two parking spaces being reserved for EV charging only one space is proposed to have EV-only regulatory signage. It should be noted that if the adjacent unrestricted space is vacant, a second EV will be able to access this charge point.

#### Parking implications

With the number of electric vehicles in the eastern suburbs doubling year-on-year, there is a need to balance access to public charging infrastructure with access to on-street parking for non-electric vehicles. As such, this report recommends that the street pole EV charging sites include line marking for one parking spot and '2P, 8 am-10 pm, Electric Vehicles Only While Charging' signage as shown in Figure 2 below. The signage is consistent with signage already approved for other EV sites in residential streets.



Figure 2. Proposed signage.

This line marking and signage has been proposed for the following reasons:

- The electric vehicle chargers are 22 kW AC chargers, which will charge an average electric car 30% in around 2 hours and add 150 km of range.
- The average charge time on the public charging network, which comprises of 22 charging stations (22 kW AC), is 2 hours.
- The proposed site is not located where there is paid (metered) parking.

The chargers will be installed by Ausgrid and then owned and managed by Council.

#### **4. Financial Information for Council's Consideration**

The costs associated with signage and line marking are estimated to cost approximately \$2,000 and will be paid for by Ausgrid.

#### **5. Attachments**

Nil.

**REPORT**  
**TC/V.04/24.05**

**Subject:** 54 Hastings Parade, North Bondi - Construction Zone

**TRIM No:** A24/0156

**Author:** Baqir Husain, Traffic Engineer

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

**COUNCIL OFFICER'S PROPOSAL:**

That Council:

1. Installs a 10 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in front of 54 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.

**1. Executive Summary**

Council has received an application for the installation of a construction zone in front of 54 Hastings Parade, North Bondi. The site location is shown in Figure 1. Council officers propose the installation of a 10 metre construction zone as shown in Figure 2.

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



*Figure 1. Site location.*



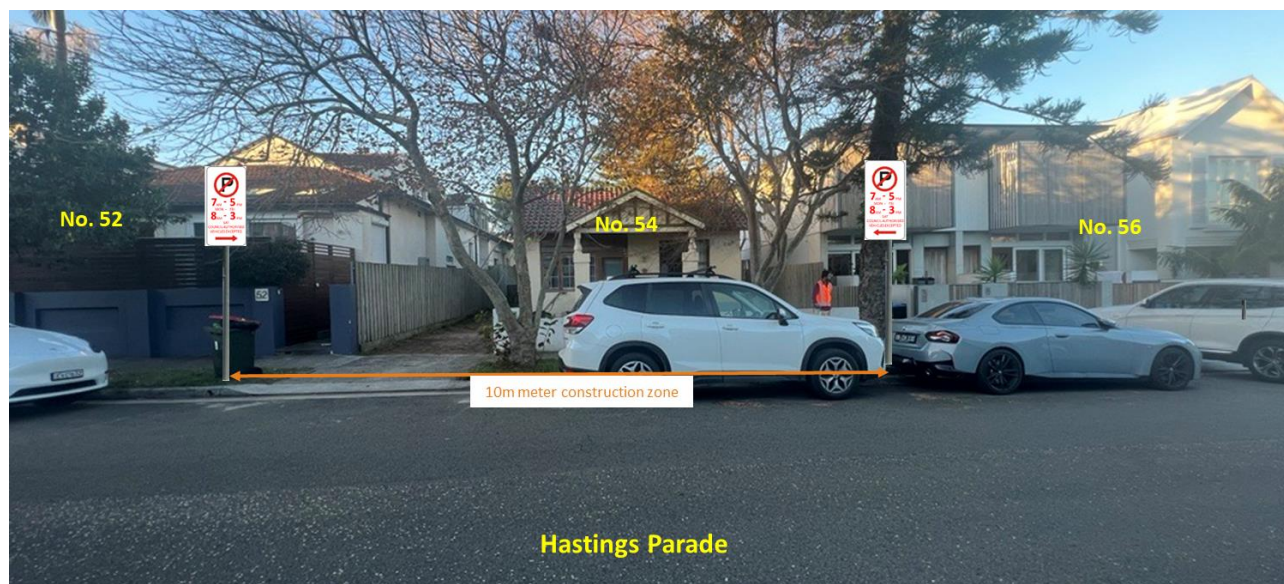


Figure 2. Location to install construction zone signs.

## 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 12.2 metres on Hastings Parade. The applicant has requested a 10 metre construction zone along the frontage on Hastings Parade. Council officers propose to install a 10 metre construction zone. The existing and recommended parking allocation is shown in Figure 3. Parking restrictions revert to unrestricted parking after the prescribed construction hours and during Sundays.

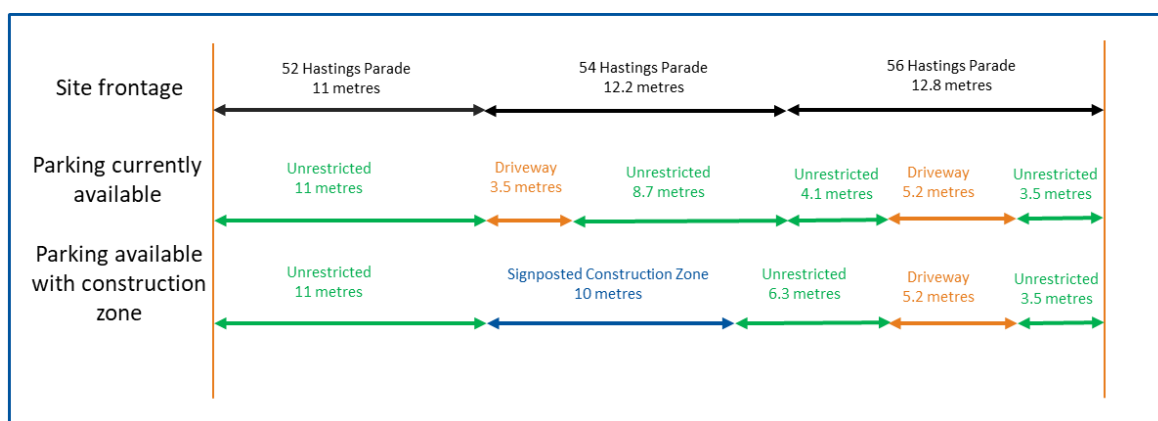


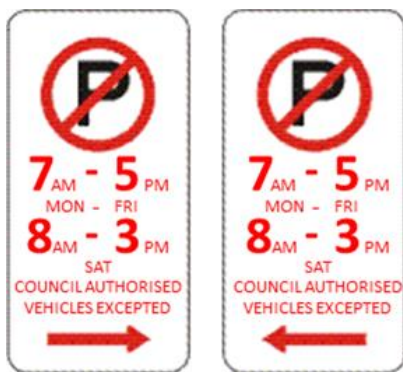
Figure 3. On-street parking for site and adjacent properties.

*Table 1. Application details.*

<b>Applicant</b>	Kevin Le
<b>Development application</b>	DA-186/2020
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage length</b>	12.2 metres
<b>Road</b>	Hastings Parade
<b>Existing parking</b>	Unrestricted
<b>Length requested by applicant</b>	10 metres
<b>Length to be signposted</b>	10 metres
<b>Effective construction zone - Total length available for construction</b>	10 metres
<b>Duration</b>	20 weeks
<b>Fee area</b>	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.

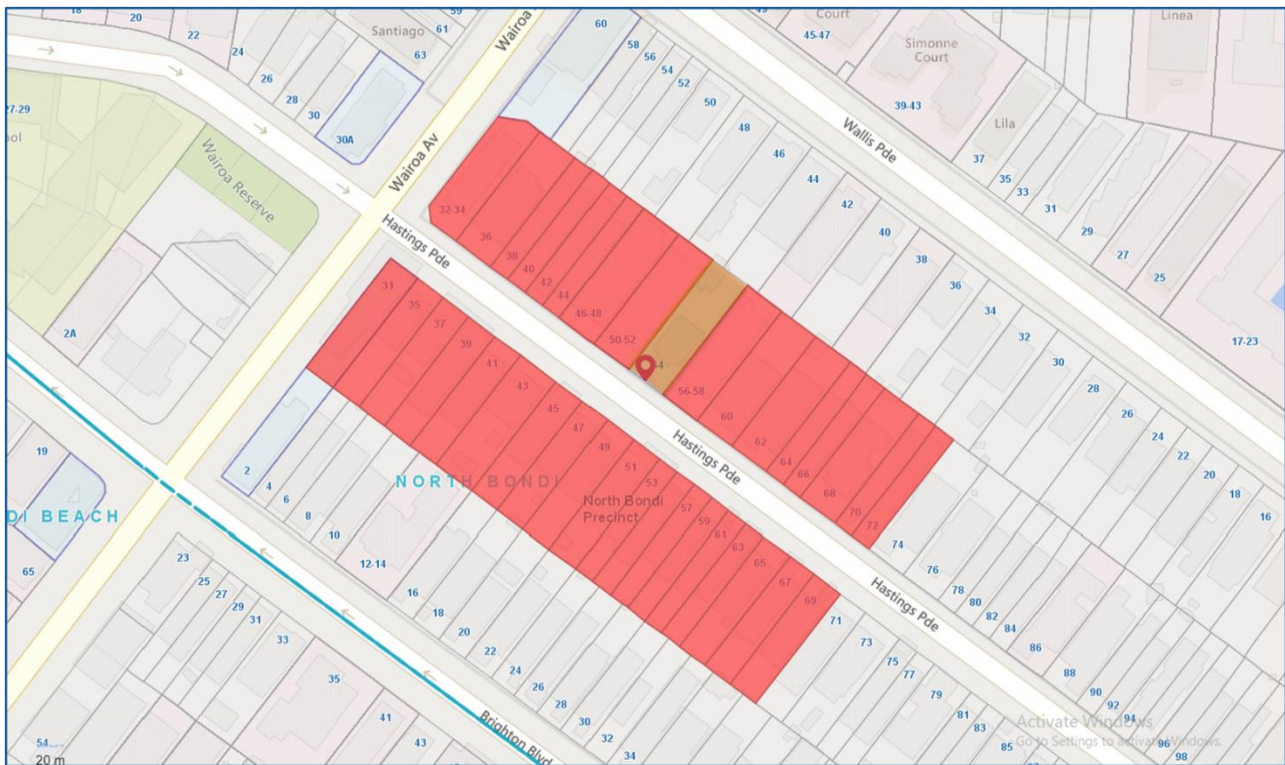


Figure 5. Notification area (hatched).

#### 4. Financial Information for Council's Consideration

The cost to the applicant for the 10 metres made available for construction vehicles will be \$775.00 per week during the 2023-24 financial year. The estimated weekly fees are shown in Table 2.

Table 2. 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	10	\$77.50	\$775.00
- Angle parking	per week	0	\$156.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$107.50	\$0.00
- Angle parking	per week	0	\$210.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)				
- 5.5 metres per unmarked parallel space	per space	0	\$430.00	\$0.00
- 2.8 metres per unmarked angle parking space	per week			
<b>Weekly Fee</b>				<b>\$775.00</b>

#### 5. Attachments

Nil.

## REPORT

### TC/V.05/24.05



**Subject:** 232-234 Campbell Parade, Bondi Beach - Construction Zone

**TRIM No:** A24/0156

**Author:** Baqir Husain, Traffic Engineer

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

#### COUNCIL OFFICER'S PROPOSAL:

That Council:

1. Installs a 13 metre 'No Parking, 7 am–5 pm Mon–Fri, 8 am–3 pm Sat, Council Authorised Vehicles Excepted' construction zone in Ramsgate Avenue, Bondi Beach, adjacent to 232–234 Campbell Parade.
2. Requires the applicant to notify residents in the vicinity of the construction zone prior to it being installed.
3. Delegates authority to the Executive Manager, Infrastructure Services, to adjust the length and duration of, or remove, the construction zone as necessary.

#### 1. Executive Summary

Council has received an application for the installation of a construction zone in Ramsgate Avenue adjacent to 232-234 Campbell Parade, Bondi Beach. The site location is shown in Figure 1. Council officers propose the installation of a 13 metre construction zone as shown in Figure 2.

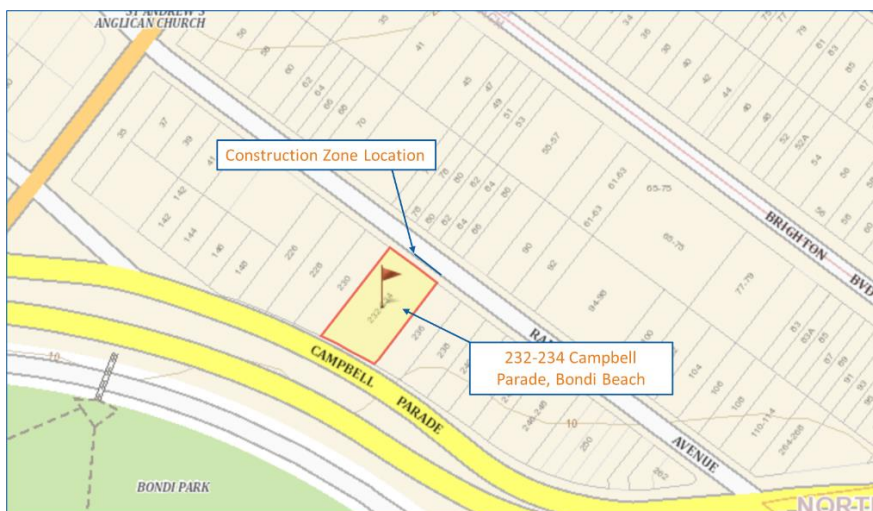


Figure 1. Site location





Figure 2. Location to install construction zone signs.

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

## 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 24.6 metres on Ramsgate Avenue. The applicant has requested a 13 metre construction zone along the frontage on Ramsgate Avenue. Council officers propose to install a 13 metre construction zone. The existing and recommended parking allocation is shown in Figure 3. Parking restrictions revert to unrestricted parking after the prescribed construction hours and during Sundays.

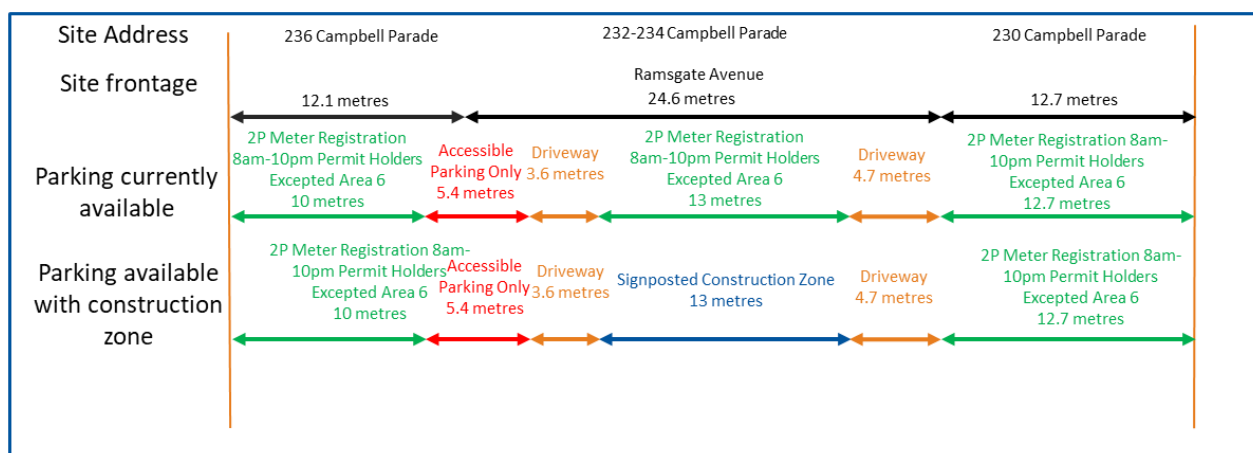


Figure 3. On-street parking for site and adjacent properties

Table 1. Application details.

<b>Applicant</b>	Declan Bitar
<b>Development application</b>	DA-165/2023/A
<b>Approved hours of construction</b>	7 am–5 pm Monday–Friday; 8 am–3 pm Saturday
<b>Frontage length</b>	24.6 metres
<b>Road</b>	Ramsgate Avenue
<b>Existing parking</b>	2P Meter Registration 8am-10pm Permit Holders Excepted Area 6
<b>Length requested by applicant</b>	13 metres
<b>Length to be signposted</b>	13 metres
<b>Effective construction zone - Total length available for construction</b>	13 metres
<b>Duration</b>	36 weeks
<b>Fee area</b>	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.

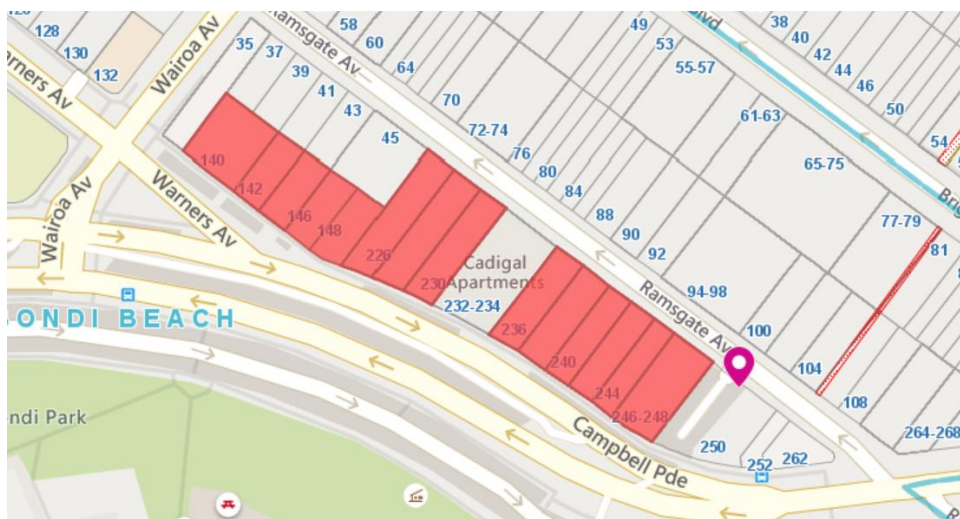


Figure 5. Notification area (hatched).

#### 4. Financial Information for Council's Consideration

The cost to the applicant for the 13 metres made available for construction vehicles will be \$1,007.50 per week during the 2023-24 financial year. The estimated weekly fees are shown in Table 2.

Table 2. 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	13	\$77.50	\$1,007.50
- Angle parking	per week	0	\$156.00	\$0.00
Fee (Areas zoned neighbourhood centre, commercial core, or mixed use)				
- Parallel parking	per metre	0	\$107.50	\$0.00
- Angle parking	per week	0	\$210.00	\$0.00
Occupation of metered parking spaces (in addition to the above fees)				
- 5.5 metres per unmarked parallel space	per space	0	\$430.00	\$0.00
- 2.8 metres per unmarked angle parking space	per week			
<b>Weekly Fee</b>				<b>\$1,007.50</b>

#### 5. Attachments

Nil.

## REPORT

### TC/TEAC.01/24.05



**Subject:** Charing Cross Streetscape Upgrade - Left Turn from Bronte Road into Carrington Road

**TRIM No:** SF24/1816

**Author:** Cameron Eccles, Senior Project Manager

**Authoriser:** Nikolaos Zervos, Executive Manager, Infrastructure Services

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#### COUNCIL OFFICER'S PROPOSAL:

That Council notes the feasibility analysis of a left turn from Bronte Road into Carrington Road as part of the Charing Cross Streetscape Upgrade Project, as set out in the report.

#### 1. Executive Summary

The purpose of this report is to provide further information, as requested by the Traffic Committee at its meeting on 28 March 2024, on the viability of maintaining vehicular left turn movements from the southern Bronte Road arm onto the southern Carrington Road arm as part of the Charing Cross Streetscape Upgrade project.

The project proposes to restrict the above movement to improve the safety and functionality of the Traffic Control Signal (TCS).

#### 2. Introduction/Background

The Charing Cross Streetscape Upgrade project was reviewed by the Traffic Committee at its meeting on 28 March 2024 (TC/C.01/24.03) with the proposal unanimously supported by the Committee. A request for information was raised by the Committee on the functional impact of the Bronte/Carrington/Victoria intersection if the left-turn into Carrington Road southbound from Bronte Road northbound were retained. The Committee requested that Council officers provide more information on the matter as soon as possible. This report summarises the contemplated turning movement's impact.

#### 3. Technical Analysis

##### Swept paths

To achieve an adequate swept path for vehicular traffic, the geometry for the corner will need to change by increasing the kerb return radius. This results in the kerb return moving south from the proposed design by approximately 5.8 m.

Attachment 1 depicts the kerb geometry presented during the concept phase of the project that would have allowed the left-turn movement as well as the current proposal resolved during the detailed design phase for a side-by-side comparison.

### Intersecting crossing points

Due to the required geometry changes to accommodate a vehicle swept path, the resulting pedestrian crossing points on the Bronte Road south and Carrington Road south arms will intersect. When referencing Attachment 1 (and Figure 1 below), the intersecting crossing points do not comply with the design guidelines of Transport for NSW and would not be accepted by this authorising body.

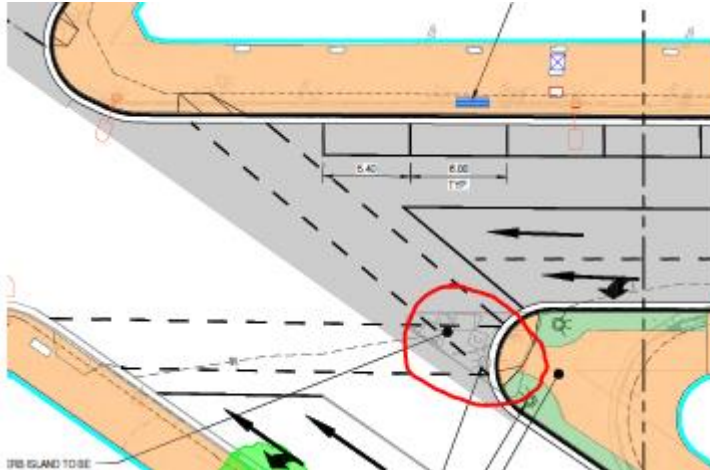


Figure 1. Intersecting Carrington Road south arm and Bronte Road south arm.

The geometry changes would also result in an increased crossing distance for pedestrians, which in turn would cause decreased pedestrian amenity and increase vehicular delays.

### Vehicular delays

With reference to Attachment 2, the SIDRA analysis allowing the left turn from Bronte Road onto Carrington Road shows the following:

- In all instances, the addition of the left turn from Bronte Road to Carrington Road increases the average delay for the Bronte Road south leg.
- In all instances, the addition of the left turn from Bronte Road to Carrington Road increases the degree of saturation for the Bronte Road south leg.
- In all instances, the left turn resulted in no measurable change in 95th percentile queue length (this is because the longest queue is for the through movement in each scenario).

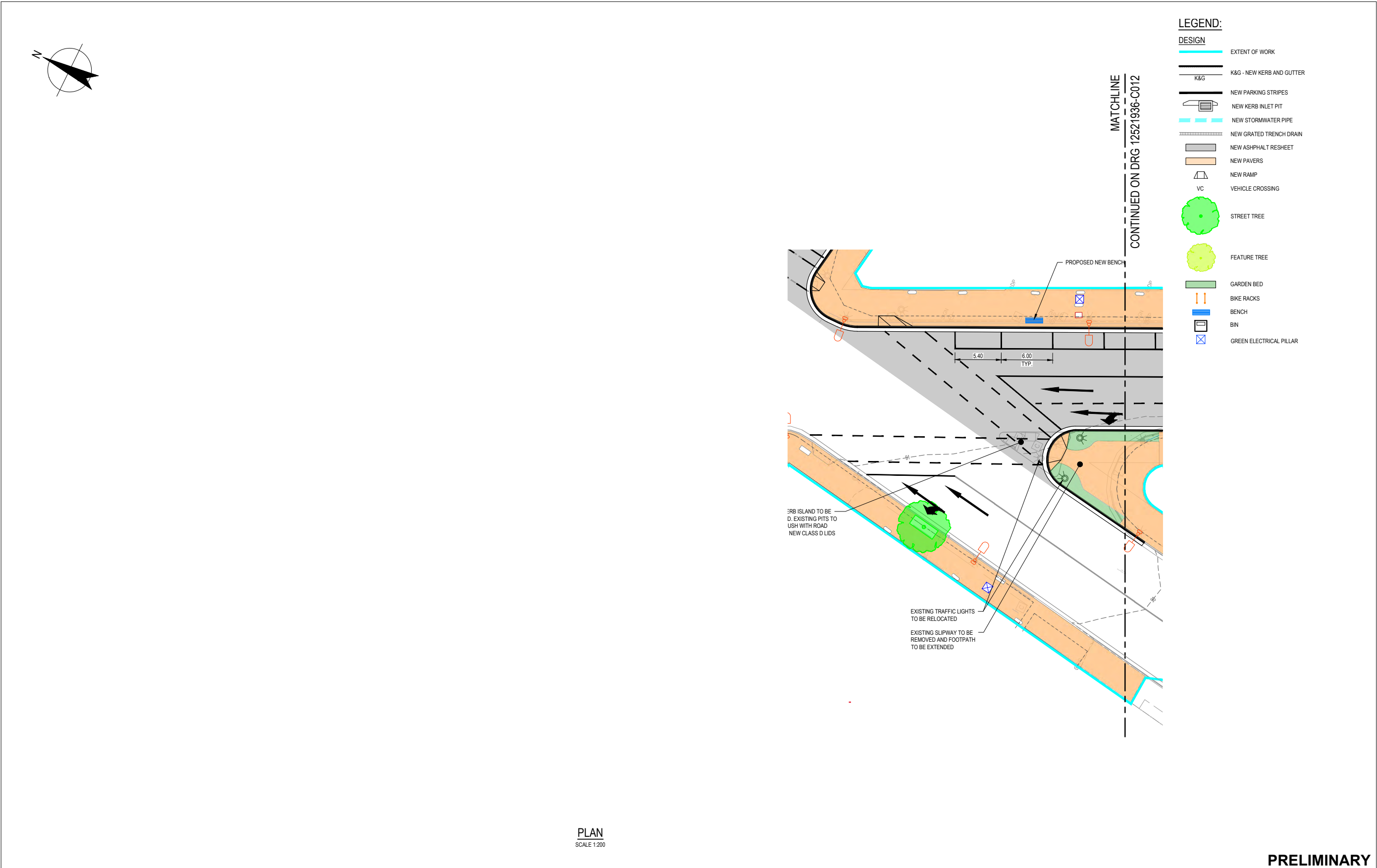
### 4. Financial Information for Council's Consideration

Not applicable.

### 5. Attachments

1. Charing Cross Streetscape Upgrade plans [↗](#)
2. Left turn analysis [↗](#)



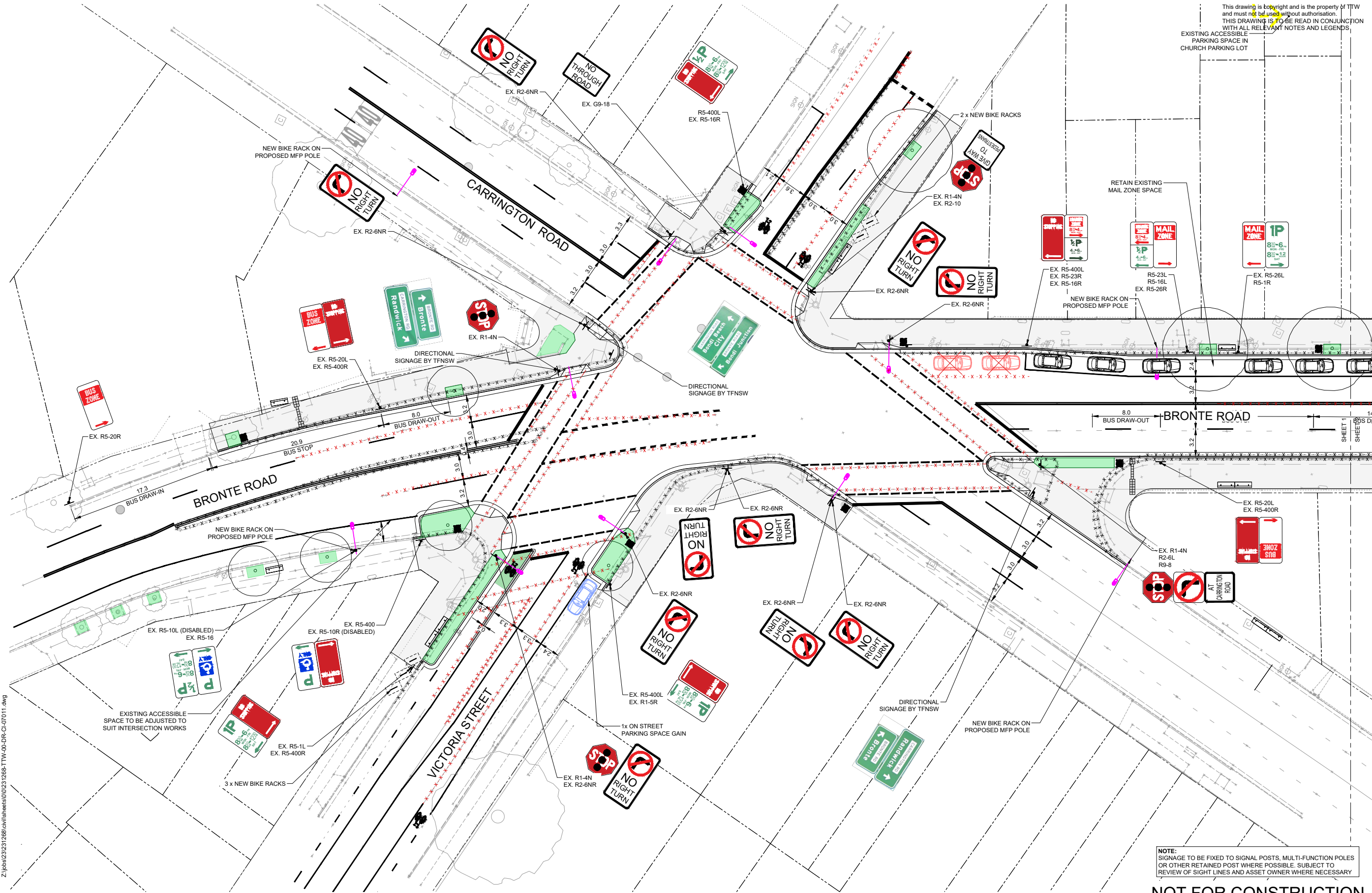


PLAN  
SCALE 1:200

PRELIMINARY

						 SCALE 1:200 AT ORIGINAL SIZE		 Level 15, 133 Castlereagh Street, Sydney NSW 2000 Australia T 61 2 9239 7100 F 61 2 9239 7199 E sydney@ghd.com W www.ghd.com		 WAVERLEY COUNCIL		<b>DO NOT SCALE</b> GHD Pty Ltd Conditions of Use. This document may only be used by GHD's client (and any other person who GHD has agreed can use this document) for the purpose for which it was prepared and must not be used by any other person or for any other purpose.		Drawn N. ALCARAZ Drafting Check S. PATTESON Approved (Project Director) Date	Designer G. de SWARDT Design Check A. RAHMAN	Client Project Title Original Size	WAVERLEY COUNCIL CHARING CROSS STREETScape UPGRADE SITE PLAN SHEET 1 OF 5 A1 Drawing No: 12521936-C011		Rev: D
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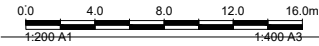
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NOTE: SIGNAGE TO BE FIXED TO SIGNAL POSTS, MULTI-FUNCTION POLES OR OTHER RETAINED POST WHERE POSSIBLE. SUBJECT TO REVIEW OF SIGHT LINES AND ASSET OWNER WHERE NECESSARY

NOT FOR CONSTRUCTION



						ENVIRONMENTAL PARTNERSHIP (NSW) PTY LTD			CHARING CROSS STREETSCAPE UPGRADE			TRAFFIC CONTROL DEVICES - PLAN LINES AND SIGNS SHEET 1			1:200			AS			DM			Approved											
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	AM	PM	SAT
	<div>Vehicle Movement Performance</div> <div><div>Move ID</div><div>Turn</div><div>Move Class</div><div>Demand Flows [ Total HV ]</div><div>Arrival Flows [ Total HV ]</div><div>Deg Satn</div><div>Aver Delay</div><div>Level of Service</div><div>95% Back Of Queue Dist ]</div><div>Prog Que</div><div>E/R Stop Rate</div><div>Aver No. of Cycles</div><div>Aver Speed</div></div> <div><div>veh/h</div><div>%</div><div>veh/h</div><div>%</div><div>v/c</div><div>sec</div><div>veh</div><div>m</div><div></div><div></div><div></div><div>km/h</div></div>	<div>Vehicle Movement Performance</div> <div><div>Move ID</div><div>Turn</div><div>Move Class</div><div>Demand Flows [ Total HV ]</div><div>Arrival Flows [ Total HV ]</div><div>Deg Satn</div><div>Aver Delay</div><div>Level of Service</div><div>95% Back Of Queue Dist ]</div><div>Prog Que</div><div>E/R Stop Rate</div><div>Aver No. of Cycles</div><div>Aver Speed</div></div> <div><div>veh/h</div><div>%</div><div>veh/h</div><div>%</div><div>v/c</div><div>sec</div><div>veh</div><div>m</div><div></div><div></div><div></div><div>km/h</div></div>	<div>Vehicle Movement Performance</div> <div><div>Move ID</div><div>Turn</div><div>Move Class</div><div>Demand Flows [ Total HV ]</div><div>Arrival Flows [ Total HV ]</div><div>Deg Satn</div><div>Aver Delay</div><div>Level of Service</div><div>95% Back Of Queue Dist ]</div><div>Prog Que</div><div>E/R Stop Rate</div><div>Aver No. of Cycles</div><div>Aver Speed</div></div> <div><div>veh/h</div><div>%</div><div>veh/h</div><div>%</div><div>v/c</div><div>sec</div><div>veh</div><div>m</div><div></div><div></div><div></div><div>km/h</div></div>
EXISTING	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>23 0.0</div><div>23 0.0</div><div>0.208</div><div>18.8</div><div>LOS B</div><div>2.9</div><div>20.2</div><div>0.85</div><div>0.78</div><div>0.85</div><div>16.7</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>55 0.0</div><div>54 0.0</div><div>0.208</div><div>46.3</div><div>LOS D</div><div>2.9</div><div>20.2</div><div>0.85</div><div>0.78</div><div>0.85</div><div>22.5</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>405 12.2</div><div>397 12.2</div><div>* 1.038</div><div>109.2</div><div>LOS F</div><div>35.0</div><div>268.7</div><div>1.00</div><div>1.40</div><div>1.61</div><div>16.5</div></div> <div><div>Approach</div><div>483 10.2</div><div>473 10.3</div><div>1.038</div><div>97.8</div><div>LOS F</div><div>35.0</div><div>268.7</div><div>0.97</div><div>1.30</div><div>1.49</div><div>16.8</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>25 0.0</div><div>25 0.0</div><div>0.172</div><div>38.4</div><div>LOS C</div><div>2.7</div><div>19.2</div><div>0.99</div><div>0.76</div><div>0.99</div><div>17.6</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>26 0.0</div><div>26 0.0</div><div>0.172</div><div>58.1</div><div>LOS E</div><div>2.7</div><div>19.2</div><div>0.99</div><div>0.76</div><div>0.99</div><div>23.4</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>273 10.8</div><div>267 11.0</div><div>* 0.860</div><div>76.4</div><div>LOS F</div><div>16.0</div><div>121.8</div><div>1.00</div><div>0.97</div><div>1.13</div><div>23.0</div></div> <div><div>Approach</div><div>324 9.1</div><div>318 9.3</div><div>0.860</div><div>72.0</div><div>LOS F</div><div>16.0</div><div>121.8</div><div>1.00</div><div>0.94</div><div>1.10</div><div>20.3</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>42 0.0</div><div>41 0.0</div><div>0.207</div><div>39.0</div><div>LOS C</div><div>3.3</div><div>23.6</div><div>0.74</div><div>0.68</div><div>0.74</div><div>22.7</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>19 0.0</div><div>19 0.0</div><div>0.207</div><div>51.9</div><div>LOS D</div><div>3.3</div><div>23.6</div><div>0.74</div><div>0.68</div><div>0.74</div><div>28.4</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>364 6.9</div><div>359 7.0</div><div>* 1.033</div><div>120.3</div><div>LOS F</div><div>27.8</div><div>203.9</div><div>0.97</div><div>1.31</div><div>1.55</div><div>17.6</div></div> <div><div>Approach</div><div>425 5.9</div><div>419 6.0</div><div>1.033</div><div>109.2</div><div>LOS F</div><div>27.8</div><div>203.9</div><div>0.94</div><div>1.21</div><div>1.43</div><div>15.6</div></div>
PROPOSED – NO LEFT TURN	<div>SouthEast: Bronte Road (South)</div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>78 0.0</div><div>75 0.0</div><div>0.211</div><div>63.6</div><div>LOS E</div><div>4.3</div><div>30.6</div><div>0.86</div><div>0.73</div><div>0.86</div><div>14.5</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>405 12.2</div><div>393 12.4</div><div>* 1.054</div><div>145.9</div><div>LOS F</div><div>15.9</div><div>122.4</div><div>1.00</div><div>1.50</div><div>1.73</div><div>12.1</div></div> <div><div>Approach</div><div>483 10.2</div><div>468 10.4</div><div>1.054</div><div>132.7</div><div>LOS F</div><div>15.9</div><div>122.4</div><div>0.97</div><div>1.38</div><div>1.59</div><div>11.1</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>52 0.0</div><div>49 0.0</div><div>0.177</div><div>66.9</div><div>LOS E</div><div>3.0</div><div>20.9</div><div>0.89</div><div>0.72</div><div>0.89</div><div>14.9</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>273 10.8</div><div>268 11.0</div><div>* 0.885</div><div>61.3</div><div>LOS F</div><div>16.1</div><div>122.4</div><div>1.00</div><div>1.06</div><div>1.27</div><div>19.7</div></div> <div><div>Approach</div><div>324 9.1</div><div>319 9.3</div><div>0.885</div><div>79.0</div><div>LOS F</div><div>16.1</div><div>122.4</div><div>0.98</div><div>1.01</div><div>1.21</div><div>18.1</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>61 0.0</div><div>60 0.0</div><div>0.231</div><div>71.8</div><div>LOS F</div><div>3.7</div><div>28.4</div><div>0.90</div><div>0.74</div><div>0.90</div><div>13.8</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>364 6.9</div><div>360 7.0</div><div>* 1.155</div><div>229.7</div><div>LOS F</div><div>17.0</div><div>122.4</div><div>1.00</div><div>1.76</div><div>2.21</div><div>8.4</div></div> <div><div>Approach</div><div>425 5.9</div><div>419 6.0</div><div>1.155</div><div>207.7</div><div>LOS F</div><div>17.0</div><div>122.4</div><div>0.98</div><div>1.62</div><div>2.02</div><div>7.8</div></div>
PROPOSED – LEFT TURN	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>23 0.0</div><div>23 0.0</div><div>0.221</div><div>68.9</div><div>LOS E</div><div>4.2</div><div>29.8</div><div>0.87</div><div>0.74</div><div>0.87</div><div>6.0</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>55 0.0</div><div>53 0.0</div><div>0.221</div><div>65.7</div><div>LOS E</div><div>4.2</div><div>29.8</div><div>0.87</div><div>0.74</div><div>0.87</div><div>14.2</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>405 12.2</div><div>394 12.3</div><div>* 1.103</div><div>183.7</div><div>LOS F</div><div>15.9</div><div>122.4</div><div>1.00</div><div>1.67</div><div>1.95</div><div>10.0</div></div> <div><div>Approach</div><div>483 10.2</div><div>470 10.3</div><div>1.103</div><div>164.8</div><div>LOS F</div><div>15.9</div><div>122.4</div><div>0.98</div><div>1.52</div><div>1.78</div><div>9.2</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>25 0.0</div><div>25 0.0</div><div>0.179</div><div>71.0</div><div>LOS F</div><div>2.5</div><div>19.6</div><div>0.89</div><div>0.73</div><div>0.89</div><div>9.9</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>26 0.0</div><div>26 0.0</div><div>0.179</div><div>67.4</div><div>LOS E</div><div>2.9</div><div>19.6</div><div>0.89</div><div>0.73</div><div>0.89</div><div>14.0</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>273 10.8</div><div>269 11.0</div><div>* 0.896</div><div>61.4</div><div>LOS F</div><div>16.1</div><div>122.4</div><div>1.00</div><div>1.09</div><div>1.29</div><div>19.0</div></div> <div><div>Approach</div><div>324 9.1</div><div>318 9.3</div><div>0.896</div><div>81.2</div><div>LOS F</div><div>16.1</div><div>122.4</div><div>0.98</div><div>1.03</div><div>1.23</div><div>18.6</div></div>	<div>SouthEast: Bronte Road (South)</div> <div><div>21b</div><div>L3</div><div>All MCs</div><div>42 0.0</div><div>42 0.0</div><div>0.235</div><div>88.0</div><div>LOS F</div><div>3.5</div><div>26.0</div><div>0.90</div><div>0.75</div><div>0.90</div><div>5.9</div></div> <div><div>21a</div><div>L1</div><div>All MCs</div><div>19 0.0</div><div>19 0.0</div><div>0.235</div><div>76.6</div><div>LOS F</div><div>3.5</div><div>26.0</div><div>0.90</div><div>0.75</div><div>0.90</div><div>13.0</div></div> <div><div>22</div><div>T1</div><div>All MCs</div><div>364 6.9</div><div>360 7.0</div><div>* 1.176</div><div>240.6</div><div>LOS F</div><div>16.9</div><div>122.4</div><div>1.00</div><div>1.84</div><div>2.32</div><div>7.6</div></div> <div><div>Approach</div><div>425 5.9</div><div>420 6.0</div><div>1.176</div><div>225.1</div><div>LOS F</div><div>16.9</div><div>122.4</div><div>0.98</div><div>1.69</div><div>2.12</div><div>7.0</div></div>
NOTES	Left turn increases degree of saturation and average delay of approach by 32 seconds, no change to queue length for approach	Left turn increases degree of saturation and average delay of approach by 2 seconds, no change to queue length for approach	Left turn increases degree of saturation and average delay of approach by 17 seconds, no change to queue length for approach