WAVERLEY TRAFFIC COMMITTEE MEETING

AGENDA

10.00AM, THURSDAY, 26 JUNE 2014

APOLOGIES: Contact Michael Simmons, Governance and Integrated Planning Officer on 9369 8054 or email Michael.simmons@waverley.nsw.gov.au

Minas Kassiou
Acting Divisional Manager, Technical Services
For and on behalf of the Chair,
Waverley Traffic Committee.

18 June 2014
AGENDA
WAVERLEY TRAFFIC COMMITTEE MEETING

A meeting of the WAVERLEY TRAFFIC COMMITTEE will be held on Level 3, Waverley Council Chambers, Cnr. Paul Street and Bondi Road, Bondi Junction at:

10.00am Thursday, 26 June 2014

1. Apologies

2. Declarations of Interest

The Chair will call for Declarations of Interest.

Adoption of previous Minutes by Council – 22 May 2014

The recommendations contained in Part 1 – Matters Proposing That Council Exercise its Delegated Functions – of the Minutes of the Waverley Traffic Committee meeting held on 22 May 2014 are scheduled to be adopted by Council at its meeting on 17 June 2014.

Council’s adoption of the recommendations contained in Part 1 of the WTC minutes will be reported to the Committee at the meeting.

Council’s Proposal: That the Committee receive and note this information.

3. Part 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

NOTE: The matters listed under this part of the Agenda propose that Council either does or does not exercise the traffic related functions delegated to it by the RMS. The recommendations made by the Committee under this part of the Agenda will be submitted to Council for adoption.
Report dated 16 June, 2014 from the Acting Divisional Manager, Technical Services about a request for a Construction / Works Zone contained within a Construction Vehicle and Pedestrian Plan of Management (CVPPM) for the AQUA development site at 241-247 Oxford Street and 2-2A Waverley Street, Bondi Junction.

The CVPPM covers all stages of the development from demolition of the existing buildings through to excavation, piling, shoring, building construction and finishes and includes a request for a construction/works zone outside the site on Hollywood Avenue.

Council Officer’s Proposal: That:

1. The “Construction Vehicle and Pedestrian Plan of Management” (CVPPM) reference 14.004r01v03 dated 13 June, 2014 prepared by traffic consultant, Traffix for the demolition through to finish stages of the development site at 241-247 Oxford Street and 2-2A Waverley Street be approved.

2. Council install a 23 m long ‘No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted’ zone in Hollywood Avenue outside the site from the northern side of the existing driveway to the southern boundary.

3. Council delegate authority to the Divisional Manager, Technical Services to extend the duration of the Construction Zone as necessary.

4. The Works/ Construction Zone be installed following the submission to Council of the required application form and payment of fees.

5. The existing “Mail Zone” across and to the north of the existing driveway on Hollywood Avenue be reduced in length to cater for and to adjoin the proposed Works /Construction Zone.

6. No materials shall be placed, dumped or left on any Council road or footpath area at any time.

7. Trucks and other vehicles associated with the site are not to double park or park in any “No Stopping” ; “No Parking” zone or any “Mail Zone” , metered parking zone or across any neighbouring driveway.

8. The footpaths outside the site shall remain in a safe condition for use by pedestrians at all times.

9. All traffic and pedestrian control shall be in accordance with the RMS “Traffic Control at Work Sites” manual.

10. Traffic controllers shall be in place on the footpath on both sides of trucks to control pedestrian movements along the footpath when trucks are entering and exiting the site.
11. Separate approval is required from the Waverley Traffic Committee, Waverley Council, the NSW Police, Roads and Maritime Services and Sydney Buses before any roads are temporarily fully or partially closed to traffic.

12. Separate approval is required from Waverley Council for the standing of any concrete pump, crane or hoist on a public roadway.

13. All vehicular movements into and out of the site will be restricted to left in/ left out unless approved otherwise by Council.

**TV STATE ELECTORATE OF VAUCLUSE**

**TV.26/14**

**Kippara Road, Dover Heights – No Stopping 7.30am-9.30am School Days**  
(A02/0225)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the installation of 'No Stopping 7.30am-9.30am School Days' in Kippara Road, Dover Heights.

**Council Officer’s Proposal:** That Council:

1. Receive and note the contents of this report.

2. Install 95 m of ‘No Stopping 7.30am-9.30am School Days’ on the southern side of Kippara Road, between Wallangra Road and Loombah Road, Dover Heights, as shown in Figure 1.

**TV.27/14**

**Wellington Street, Bondi Beach – Traffic Islands**  
(A02/0042)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the replacement of existing traffic islands in Wellington Street at Edward Street, Bondi Beach.

**Council Officer’s Proposal:** That Council replace the existing traffic islands in Wellington Street at Edward Street, Bondi Beach, as per Drawing 8718, attached.
**Blair Street, North Bondi; Stewart Street, North Bondi; Eastern Avenue, Dover Heights – ‘P Disability Only’ Zones (A02/0273-02)**

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the provision of ‘P Disability Only’ zones in Blair Street, North Bondi, Stewart Street, North Bondi and Eastern Avenue, Dover Heights.

**Council Officer’s Proposal:** That Council:

1. Install 5.5 m of ‘P Disability Only’ in Blair Street, east to the existing driveway, outside 79 Blair Street, North Bondi.

2. Install 5.5 m of ‘P Disability Only’ in Stewart Street, outside 16 Stewart Street, North Bondi.

3. Remove the existing ‘P Disability Only’ zone outside 31 Eastern Avenue, Dover Heights.

**George Street at Peel Street, Rose Bay; Lancaster Road at Gilbert Street, Rose Bay; Military Road at Hastings Parade, North Bondi – Installation of No Stopping (A02/0637-02)**

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about installing ‘No Stopping’ zones to improve sight distance and manoeuvrability at the intersections of George Street and Peel Street, Rose Bay; Lancaster Road and Gilbert Street, Rose Bay; and Military Road and Hastings Parade, North Bondi.

**Council Officer’s Proposal:** That Council install 10 m of ‘No Stopping’ at:

1. **George Street at Peel Street, Rose Bay:**
   a) on the western side of Peel Street, north of George Street,
   b) on the northern side of George Street, east of Peel Street
   c) on the southern side of George Street, west of Peel Street, and
   d) on the southern side of George Street, east of Peel Street.

2. **Lancaster Road at Gilbert Street, Rose Bay:**
   a) on the southern side of Lancaster Road, west of Gilbert Street,
   b) on the southern side of Lancaster Road, east of Gilbert Street,
   c) on the western side of Gilbert Street, south of Lancaster Road, and
   d) on the eastern side of Gilbert Street, south of Lancaster Road.

3. **Military Road at Hastings Parade, North Bondi:**
   a) on the western side of Military Road, north of Hastings Parade.
TV.30/14

Mitchell Street, North Bondi and Warners Avenue, North Bondi – No Parking zone across the driveway of 37 Mitchell Street and the driveway of 11 Warners Avenue (A02/0637-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the installation of a ‘No Parking’ zone across the driveway of 37 Mitchell Street, North Bondi and the driveway of 11 Warners Avenue, North Bondi.

Council Officer's Proposal: That Council:

1. Install ‘No Parking’ signs in Mitchell Street, either side of the driveway to 37 Mitchell Street, North Bondi, at the cost of the resident.

2. Install ‘No Parking’ signs in Warners Avenue, either side of the driveway to 11 Warners Avenue, North Bondi, at the cost of the resident.

TV.31/14

Paul Street, Bondi Junction – Resident Parking Scheme (A02/0637-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about converting the existing ‘No Parking’ in Paul Street, Bondi Junction, to two-hour parking with RPS permit holders excepted.

Council Officer's Proposal: That Council remove 20.8 m of the existing ‘No Parking’ zone and install ‘2P 8am-6pm Mon-Sat Permit Holders Excepted Area 26’ on the eastern side of Paul Street, between the existing car share space and the driveway to 66 Bondi Road.

TV.32/14

Penkivil Street, Bondi; Curlewis Street, Bondi Beach – ‘P Motor Bikes Only’ Zones (A02/0637-2)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services regarding the installation of ‘P Motor Bikes Only’ zones in Penkivil Street, Bondi and Curlewis Street, Bondi Beach.

Council Officer’s Proposal: That Council:

1. Install 3.5 m of ‘P Motor Bikes Only’ between the driveways of 40-46 Penkivil Street and 48-50 Penkivil Street, Bondi.

2. Install 2.5 m of ‘P Motor Bikes Only’ between the driveways of 37 Curlewis Street and 39 Curlewis Street, Bondi Beach.
Queen Elizabeth Drive, Bondi Beach – Area Parking Control Signs  (A03/1214)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about adjusting the area parking control signs in Queen Elizabeth Drive, Bondi Beach.

Council Officer's Proposal: That Council remove the two existing ‘Bondi Beach Parking Area, P Ticket 7am-12Midnight Except As Signed’ signs in Queen Elizabeth Drive, Bondi Beach and replace them with the single ‘Bondi Beach Parking Area, P Ticket 7am-12Midnight Except As Signed’ sign shown in Figures 3A & 3B, attached.

City to Surf 2014 – Special Event with Temporary Road Closures  (A02/0216)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about application for a temporary closure of a number of roads in the Waverley Council Local Government Area, to hold the annual City to Surf Event.

Council Officer's Proposal: That Council approves the City to Surf 2014 event and associated road closures on Sunday, 10 August 2014, in accordance with the attached Transport Management Plan, subject to the following conditions:

1. Closures are to take place during the following periods:

5am to 7am

- Closure of Military Road, eastbound, between Old South Head Road and Winifred Avenue.
- Closure of Military Road, between Blake Street and Lancaster Road, with local access from the Blake Street and Lancaster Road ends.
- Military Road, northbound, between Wallis Parade and Blair Street.

7am to 2pm

- Complete closure of Military Road, between Old South Head Road and Blair Street, including all side streets, with local access across Military Road at Liverpool Street. Military Road to re-open at Blair Street after last runner.
- Closure of Oceanview Avenue, between Old South Head Road and Military Road, with local access from Old South Head Road.

7.30am to Last Runner

- Complete closure of Old South Head Road, between Village High Road and Military Road, including all side streets. Young Street may be egressed to the north under Police supervision.
- Closure of Old South Head Road, between Military Road and Oceanview Avenue, with local access from Oceanview Avenue end.
7am to 4pm

- Complete closure of Military Road, Campbell Parade and Bondi Road, between Blair Street and Dudley Street, including all side streets, with local access across Military Road at Hastings Parade after last runner. Campbell Parade to open north of Curlewis Street after last runner. Notts Avenue may be egressed to the south under Police supervision. Sandridge Street may be egressed to the west at Bondi Road.
- Closure of Beach Street, between Gould Street and Campbell Parade, with local access from Gould Street end.
- Closure of Roscoe Street, between Gould Street and Gould Lane, with local access from Gould Street end.
- Closure of Hall Street, eastbound, between Glenayr Avenue and Campbell Parade.
- Closure of Chambers Avenue, Consett Avenue and Jaques Avenue, between Lamrock Avenue and Hall Street, with local access from Hall Street end.
- Closure of Lamrock Avenue, eastbound, between Knoll Avenue and Sir Thomas Mitchell Road and Campbell Parade, buses excepted.
- Un-manned closure of Francis Street, eastbound, at Denham Street / Ormond Street.
- Un-manned closure of Wairoa Avenue, southbound, at Blair Street.
- Closure of Wairoa Avenue, between Wallis Parade and Hastings Parade, and between Hastings Parade and Brighton Boulevard.
- Closure of Sandridge Street at Fletcher Street.
- Closure of Rowland Avenue at Fletcher Street.

7am to Last Runner

- Closure of Curlewis Street, between Gould Street and Campbell Parade, with local access from Gould Street end.

9am to 2pm

- Barricade parking spaces on the southern side of Oxford Street, between Bondi Road and Hollywood Avenue / Adelaide Street.

9am to TBA

- Closure of Grafton Street, westbound, buses excepted.
- Closure of Grosvenor Lane, between Newland Street and Grosvenor Street, with local access from Newland Street end for deliveries and pickups only.

2. The Event Organiser shall:

- provide Public Liability Insurance for the event,
- obtain NSW Police Force approval,
- notify the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven days prior to the event,
- notify local residents and businesses seven days prior to the event,
- only use RMS-accredited Traffic Controllers, and
- cover all costs associated with Traffic Control.

3. The Council shall:
consider all other impacts on the surrounding environment and issue a Schedule of Conditions, with additional conditions to be placed by the NSW Police Force and RMS.

4. The Divisional Manager, Technical Services and the Divisional Manager, Parking Services and their representative(s) are Delegated Authority to:
   - inspect the TMP,
   - audit the implementation of the TMP, and
   - cancel this approval, without notice or refund.

TL ITEMS WITHOUT NOTICE

4. 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).

TEAC STATE ELECTORATE OF COOGEE

There are no technical engineering advice matters affecting the electorate of Vaucluse.

TEAV STATE ELECTORATE OF VAUCLUSE

There are no technical engineering advice matters affecting the electorate of Vaucluse.

TEACV ELECTORATES OF COOGEE AND VAUCLUSE

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about major traffic projects in the Waverley LGA.

Council Officer’s Proposal: That:

1. Council receive and note the contents of the report.
2. The Major Traffic Projects List becomes a Standing Item of the Waverley Traffic Committee, with reporting on a quarterly basis.
Voting Members Present:

Cr B Mouroukas  Waverley Council (Chair)
Mr S Brown      Roads and Maritime Services – Traffic Management (South)
Sgt L. Barrett  NSW Police – Traffic Services, Eastern Suburbs Local Area Command
Mr J Morrison   Representing Gabrielle Upton, MP, Member for Vaucluse and also representing Bruce Notley-Smith, MP, Member for Coogee

Also Present:

Mr D Joannides  Waverley Council – Divisional Manager, Technical Services
Mr G Garnsey    Waverley Council – Manager, Transport and Development
Ms Q Liu        Waverley Council – Traffic Engineer, Technical Services
Mr E Graham     Sydney Buses (Eastern Region)

Administrative Support:

Mrs J Reid      Waverley Council – Acting Governance Manager
Mr M Simmons    Waverley Council – Secretary / Governance & Integrated Planning Officer

At the commencement of proceedings at 10.07am, those present were as listed above.

1. Apologies

Cr Kay was previously granted a leave of absence by Council for this meeting.

2. Declarations of Interest

The Chair called for Declarations of Interest and none were received.

3. Adoption of Previous Minutes by Council – 24 April 2014

The recommendations contained in Part 1 – Matters Proposing That Council Exercise its Delegated Functions – of the Minutes of the Waverley Traffic Committee Meeting held on 24 April 2014 were adopted by Council at its meeting held on 20 May 2014

Council’s Proposal: That the Committee receive and note this information.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That Council’s proposal be supported.
Voting members present for this item: Representative of the Member for Vaucluse also representing the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).

PART 1 – MATTERS PROPOSING THAT COUNCIL EXERCISE ITS DELEGATED FUNCTIONS

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

TC

STATE ELECTORATE OF COOGEE

TC.18/14
Sandridge Street at Bondi Road, Bondi – Pedestrian Refuge (A02/0042)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the replacement of an existing pedestrian refuge in Sandridge Street at Bondi Road, Bondi.

Council Officer’s Proposal: That Council replace the existing pedestrian refuge in Sandridge Street at Bondi Road, Bondi, as per Drawing 8730, attached.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TC.19/14
23 Macpherson Street, Waverley – P10 Minute Zone (DA-372/2013)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the installation of a short-term parking outside the site of a proposed childcare centre at 23 Macpherson Street, Waverley to assist with dropping-off and picking-up children during the morning and afternoon childcare centre peak periods.

Council Officer’s Proposal: That:

1. Council installs a 6 m long ‘P10 Minute 7am-9am 5pm-7pm Mon-Fri’ zone on the western side of the driveway to 23 Macpherson Street, Waverley.

2. The applicant meets the cost of supplying and installing the posts and signs associated with the ‘P10 Minute’ zone.
WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported subject to the addition of clause 3 to read as follows:

“3. A report be presented to the Waverley Traffic Committee 3 months after the installation of the zone, on traffic implications”

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

TC.20/14
Clifton Lane, Bronte – No Parking Opposite Driveway (A02/0637-02)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about parking opposite driveways in Clifton Lane, Bronte.

Council Officer’s Proposal: That Council installs 7 m of ‘No Parking’ in Clifton Lane, opposite the driveway to 21 Busby Parade, Bronte, as shown in Figure 1, attached, at the resident’s expense.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TC.21/14
Manning Street at Arnold Street, Queens Park – Installation of No Stopping (A02/0637-02)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about installing ‘No Stopping’ zones to improve sight distance and manoeuvrability at the intersection of Manning Street and Arnold Street, Queens Park.

Council Officer’s Proposal: That Council installs 10 m of ‘No Stopping’ at:

1. Manning Street at Arnold Street, Queens Park:
   a) on the eastern side of Manning Street, north of Arnold Street,
   b) on the western side of Manning Street, north of Arnold Street,
   c) on the eastern side of Manning Street, south of Arnold Street,
   d) on the western side of Manning Street, south of Arnold Street,
   e) on the northern side of Arnold Street, east of Manning Street,
   f) on the northern side of Arnold Street, west of Manning Street,
   g) on the southern side of Arnold Street, east of Manning Street, and
   h) on the southern side of Arnold Street, west of Manning Street.
WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TC.22/14
Victoria Street, Waverley – Signage Improvement (A03/0042-04)

Report dated 12 May 2014 from the Divisional Manager, Technical Services detailing a proposal to improve signage in Victoria Street, Waverley.

Council Officer’s Proposal: That Council installs signage and linemarking in Victoria Street, Waverley as shown in Figure 4, attached.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TV STATE ELECTORATE OF VAUCLUSE

TV.21/14
Ray O’Keefe Reserve, North Bondi – Parking Restrictions (A02/0637)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the installation of parking restrictions in Ray O’Keefe Reserve, North Bondi.

Council Officer’s Proposal: That Council:

1. Notes the contents of the report.

2. Signposts the existing 16 unrestricted parking spaces in Ray O’Keefe Reserve, North Bondi, with ‘60° Angle Parking Front to Kerb, No Stopping 11pm-6am’.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).
TV.22/14
Hardy Street and Lyons Road, Dover Heights – Bus Zones  (A02/0225)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about a request from Sydney Buses to install additional Bus Zones in Lyons Road and Hardy Street, Dover Heights.

Council Officer’s Proposal: That Council:

1. Installs a 30 m long ‘Bus Zone 3.30pm-4.30pm School Days’ on the southern side of Lyons Road, midblock between Wallangra Road and Hardy Street, Dover Heights.

2. Installs a 30 m long ‘Bus Zone 3.30pm-4.30pm School Days’ on the eastern side of Hardy Street, opposite Rose Bay Secondary College, Dover Heights.

3. Installs a 18.5 m long ‘Bus Zone 3.30pm-4.30pm School Days’ on the eastern side of Hardy Street, south of the existing ‘No Stopping’ zone, south of Clyde Street, North Bondi.

4. Notifies local residents of the changes.

WTC RECOMMENDATION  (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

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TV.23/14
Blair Street, Bondi Beach – Construction Zone  (A03/2514-03)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about a request for a Construction Zone in Blair Street, Bondi Beach.

Council Officer’s Proposal: That Council:

1. Installs a 12 m long ‘No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted’ zone in Blair Street, outside 7 Blair Street, Bondi Beach, for a period of 13 weeks.

2. Delegates Authority to the Divisional Manager, Technical Services to extend the duration of the Construction Zones, as necessary.

WTC RECOMMENDATION  (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

Voting members present for this item: Representative of the Member for Vaucluse, NSW Police representative, RMS representative and Waverley Council representative (Chair).
TV.24/14
Ocean Street, Bondi – No Parking zone across the Driveway of 10 Ocean Street (A02/0637-02)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the installation of a ‘No Parking’ zone across the driveway of 10 Ocean Street, Bondi.

Council Officer’s Proposal: That Council installs ‘No Parking’ signs in Ocean Street, either side of the driveway to 10 Ocean Street, Bondi, at the cost of the residents.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TV.25/14
Onslow Place, Rose Bay – Footway Parking Scheme (A002/0637)

Report dated 24 September 2013 from the Divisional Manager, Technical Services about a Footway Parking Scheme in Onslow Place, Rose Bay.

Council Officer’s Proposal: That the Waverley Traffic Committee considers the final concept designs and recommends one for community consultation.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Waverley Traffic Committee:

1. Recommends Option 2 – ‘Install a Footway Parking Scheme and 10 km/h Shared Zone in Onslow Place using existing kerb and gutter’, for community consultation.

2. Notes that RMS approval is required.

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

TCV ELECTORATES OF COOGEE AND VAUCLUSE

TCV.7/14
Sculpture by the Sea 2014 Special Event – Transport Management Plan (A02/0216)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the Traffic and Transportation Management for the annual Sculpture by the Sea Special Event.

Council Officer’s Proposal: That Council approves the Traffic and Transport changes for the Sculpture by the Sea 2014 Special Event, as per the attached Transport Management Plan, subject to the following conditions:
1. Council shall:
   - forward the Transport Management Plan to the RMS for TfNSW approval of the
temporary closures and implementation of one-way movements,
   - undertake the Traffic Control for The Event, and
   - develop and implement a Communications Strategy, in conjunction with the
Event Organiser, to notify the local residents of the above changes to traffic
conditions.

2. The Event Organiser shall:
   - Provide registration plate details for the parking permits,
   - apply for permits and pay for any additional traffic control associated with The
Event,
   - provide evidence of Public Liability insurance for the event, and
   - obtain NSW Police Force approval.

3. The Divisional Manager, Technical Services and the Divisional Manager, Parking
Services and their representative(s) are Delegated Authority to:
   - inspect the TMP,
   - audit the implementation of the TMP, and
   - cancel this approval, without notice or refund.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal
be supported subject to the addition of clause 1:

1. The Draft TMP attached to this report to be amended as follows:
   a) At the heading Parking – Bump-In, subheading ‘Marks Park Bump-in’, to read:
      “20 transferable permits will be provided to the Event Organiser for the use by
Staff, Volunteers and Participants (artists) to park in Mark Park from 13
October to 22 October 2014”
      
   b) At the heading Parking – During the Event, subheading ‘Notts Avenue, Fletcher
Street, Kenneth Street & Marks Lane’, to read:
      “10 transferable day-only parking permits will be provided for use by The
Event Organiser’s VIPs, Media Personnel and Staff to park in the existing
‘ Permit Holders Excepted’ zones in Notts Avenue, Kenneth Street and
Fletcher Street from 23 October to 9 November 2014, and in Marks Lane
from 20 October to 13 November 2014. This will require 180 permits in total.

Three spaces of ‘ No Parking Council Authorised Vehicles Excepted’ will be
installed on the eastern side of Marks Lane for this use.”
   
   c) At the heading Parking – During the Event, subheading ‘Marks Park’, to read:
      “5 transferable permits will be provided for The Event Organisers to park in
Marks Park from 23 October to 9 November 2014.”
   
   d) At the heading Parking – Bump-Out, subheading ‘Marks Park Bump-Out’, to
read:
      “20 transferable permits will be provided to The Event Organiser for the use
by Staff, Volunteers and Participants (artists) to park in Marks Park from 10
November to 15 November 2014

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

J Walker (Waverley Council - Bondi Events & Venue Coordinator) and P Wadds (event organiser) addressed the meeting.

TCV.8/14
Bonus Street, North Bondi; Jackaman Street, Bondi – ‘P Disability Only’ Zones (A02/0273-02)

Report dated 12 May 2014 from the Divisional Manager, Technical Services about the provision of ‘P Disability Only’ zones in Bonus Street, North Bondi and Jackaman Street, Bondi.

Council Officer’s Proposal: That Council:

1. Install 6 m of ‘P Disability Only’ in Bonus Street, outside 4 Bonus Street, North Bondi.
2. Install 10 m of ‘No Stopping’ on the eastern side of Jackaman Street, north of Mason Lane, Bondi.
3. Install 5.5 m of ‘P Disability Only’ in Jackaman Street, outside 3 Jackaman Street, Bondi, north of the proposed ‘No Stopping’ zone, subject to the consultation with residents at 3 Jackaman Street.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported.

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

TL
ITEMS WITHOUT NOTICE

TL.6/14
253-255 Oxford Street, Bondi Junction – Construction Vehicle and Pedestrian Plan of Management (DA 386/2012)

Report dated 19 May, 2014 from the Divisional Manager, Technical Services about a further Construction Vehicle and Pedestrian Plan of Management (CVPPM) received for the development site at 253-255 Oxford Street, Bondi Junction.

A CVPPM was submitted to Council and approved in October 2013 for the initial demolition and stage 1 excavation works now being undertaken at the site.
The CVPPM currently with Council for assessment covers the remaining phases of work to be undertaken with that being piling, bulk excavation, building construction and fit out phases.

Council Officer’s Proposal: That:

(1) The “Construction Vehicle and Pedestrian Plan of Management” (CVPPM) dated May 2014 (Rev B) prepared by consultant, Transport and Traffic Planning Associates for the piling, bulk excavation, building construction and fit out phases of the development site at 253-255 Oxford Street be approved by Council subject to:

(i) There being no exit of trucks from the site onto Oxford Street at any time other than for one off type activities such as floating equipment into and out of the site.

(ii) There being no crossing of the Oxford Street footpath by trucks other than between the hours of 9.30am and 3.00pm on the approved days of work except for one off type deliveries such as floating equipment into and out of the site.

(iii) Figure 6A and SP1 in the CVPPM showing trucks exiting the site to Oxford Street are not approved. Exiting for trucks from the site during piling and stage A excavation works is to via Pine Lane with all movements out of the site being in a westerly and forward direction to Hollywood Avenue.

(iv) Trucks exiting the site to Pine Lane during stage B excavation works shall travel west along Pine Lane in a forward direction to Hollywood Avenue.

(v) There being no truck movements along Pine Lane east of the site or along Waverley Crescent as shown on figure 6C and SP3 until the suitability of that route for trucks has been assessed by the Divisional Manager, Technical Services. In this regard, a trial run of the 16.5m long truck and trailer along the route shall be carried out with Council’s officers present. The route is not to be used by trucks until written approval is given to do so by the Divisional Manager, Technical Services.

(vi) Prior to the commencement of piling works, details of truck holding area(s) required for the development shall be submitted to Council for the approval of the Divisional Manager, Technical Services.

(vii) No materials shall be placed, dumped or left on any Council road or footpath area at any time.

(viii) The footpaths outside the site shall remain in a safe condition for use by pedestrians at all times.

(ix) An application being made to Council for approval to install a temporary driveway across the Oxford Street footpath. Only one driveway will be approved on the Oxford Street frontage.

(x) Trucks, on arriving at the site, will be required to enter the site or an approved Construction/Works Zone immediately. Oxford Street and Pine Lane are not be used at any time as truck holding areas.

(xi) All traffic and pedestrian control shall be in accordance with the RMS “Traffic Control at Work Sites” manual.
(xii) Separate approval is required from the Waverley Traffic Committee, Waverley Council, the NSW Police, Roads and Maritime Services and Sydney Buses before any roads are temporarily fully or partially closed to traffic.

(xiii) Traffic Control Plans (TCP’s) for both traffic and pedestrian control at the worksite relevant to the various stages of the development and works on Oxford Street shall be submitted to Council for the approval of the Divisional Manager, Technical Services prior to piling works commencing.

(xiv) Separate approval is required from the Waverley Traffic Committee and Council for the installation of any Works/Construction Zone.

(xv) Separate approval is required from Waverley Council for the standing of any concrete pump, crane or hoist on a public roadway.

(xvi) Trucks travelling to the site along Pine Lane shall do so in an easterly direction only from the Hollywood Avenue intersection.

(2) Prior to works commencing on the realignment of the kerb and gutter on Oxford Street, detailed engineering drawings, including adjustments to the lane line markings and traffic and parking control sign shall be submitted to the Divisional Manager, Technical Services for approval.

(3) The realignment of the kerb and gutter and associated footpath and road carriageway on Oxford Street shall be undertaken during the stage B excavation works and completed to the satisfaction of the Divisional Manager, Technical Services prior to Stage C excavation works commencing.

WTC RECOMMENDATION (UNANIMOUS SUPPORT): That the Council Officer’s proposal be supported subject to the following changes:

a) Clause 1 (iii) is amended to read as follows:

“Figure 6A and SP1 in the CVPPM showing trucks exiting the site to Oxford Street are not approved. Exiting for trucks from the site during piling and stage A excavation works is to via Pine Lane.”

b) Clause 1 (iv) in the report to Council is deleted.

c) Clause 1 (v) in the report to Council is amended to read as follows:

“There being no truck movements along Pine Lane east of the site or along Waverley Crescent until the suitability of that route for trucks has been assessed by the Divisional Manager, Technical Services. In this regard, a trial run of the 16.5m long truck and trailer along the route shall be carried out with Council’s officers present. The route is not to be used by trucks until written approval is given to do so by the Divisional Manager, Technical Services.”

d) Clause 1 (xvi) in the report to Council is deleted.

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

T Jolly and L Menassa (on behalf of the applicant) addressed the meeting
TEAC.3/14
344 - 354 Oxford Street, Bondi Junction – Mixed Use Development (DA 101/2014)

Report dated 9 May, 2014 from the Divisional Manager, Technical Services about a development application (DA 101/2014) received for a mixed use development on a site bounded by Oxford Street, Vernon Street and Hegarty Lane at Bondi Junction.

Council Officer’s Proposal: That there be no objections on traffic and parking grounds to development application 101/2014 for a mixed use development at 344-354 Oxford Street, Bondi Junction subject to the following:

1. The northern, rear boundary of the site being setback and the road reserve widened to cater for a footpath outside the site of minimum clear width of 1.5m. All costs associated with the adjustment of the Hegarty Lane boundary and widening of the roadway and footpath construction is to be borne by the applicant.

2. The existing vehicle crossings on the Hegarty Lane frontage shall be demolished and new kerb and gutter and footpath be constructed in accordance with Council’s standards and specifications.

3. Provision be made for the parking and signposting of six (6) bicycles for visitors in an accessible on-grade location near a major public entrance to the development.

4. The commercial/retail carparking spaces being clearly signposted and linemarked to Council’s satisfaction.

5. Vehicles accessing the site shall do so in a forward direction at all times.

6. Stop signs and a white painted holding line being installed on the driveway inside the site at the Hegarty Lane boundary.

7. Convex mirrors being installed inside the site at the Hegarty Lane boundary to allow drivers exiting the site to view pedestrians on the footpath approaching from the east and the west.

8. Having regard to the narrow carriageway in Hegarty Lane and full time parking restrictions on both side outside the site and to the west, waste collection and loading and unloading of goods shall take place from within the site. In this regard, basement 1 carpark shall be redesigned and constructed to cater for the movement into and out of the site in a forward direction at all times of the medium rigid vehicle (MRV) as described in AS/NZS 2890.2 – 2002 Part 2: Off Street Commercial Vehicle Facilities.

9. The footpaths surrounding the site are to be upgraded in accordance with Council’s Public Domain Technical Manual Bondi Junction/WDCP 2006-Part F5 – Local Village Centres. In this regard, the applicant is to confer with Council prior to commencement of the works.

10. The single width car ramps within the basement carparks being fitted with an electronically operated vehicle control system that will allow for only one vehicle to be on a ramp at any time.
11. A "Construction Vehicle and Pedestrian Plan of Management" (CVPPM) is to be approved by Council prior to the issue of a Construction Certificate and the undertaking of any demolition, excavation, remediation or construction on the site.

The CVPPM shall provide details of the following:

(a) The proposed route to be taken by demolition/construction vehicles in the Waverley Council area when accessing and exiting the site.

(b) The type and size of demolition/construction vehicles. Trucks with dog trailers and semi trailers may not be approved for use if it is considered with the information submitted that such vehicles cannot adequately and safely gain access to and from the site or where access into or out of the site may not be possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site.

(c) The location of truck holding areas remote from the site should Council not give approval for demolition/construction vehicles to stand on the roadway in the vicinity of the site.

(d) Traffic control measures to be put in place when trucks, manoeuvring in the vicinity of the site, will interfere with the free flow of traffic.

(e) The location and materials of construction of temporary driveways providing access into and out of the site.

(f) The location and length of any proposed Works/Construction Zones. Note: such zones require the approval of the Waverley Traffic Committee and Council prior to installation.

(g) The hours of operation of demolition/construction vehicles.

(h) The number of and where it is proposed to park light vehicles associated with staff/employees/contractors working on the site.

(i) How it is proposed to cater for the safe passage of pedestrians past the site. The details shall include:
   - the route required to be taken by pedestrians including signage and any other control measures that will need to be put in place to direct and keep pedestrians on the required route;
   - any obstructions such as street furniture, trees and bollards etc., that may interfere with the safe passage of pedestrians;
   - the type(s) of material on which pedestrians will be required to walk;
   - the width of the pathway on the route;
   - the location and type of proposed hoardings;
   - the location of existing street lighting.

**WTC RECOMMENDATION (UNANIMOUS SUPPORT):** That the Council Officer’s proposal be supported subject to the addition of clause 12, to read as follows:

“12. Quantum of visitor parking is to be increased to 12, in accordance with the WDCP 2012.”

*Voting members present for this item: Representative of the Member for Vaucluse also representing the Member for Coogee, NSW Police representative, RMS representative and Waverley Council representative (Chair).*
TEAV  STATE ELECTORATE OF VAUCLUSE

There were no technical engineering advice matters affecting the electorate of Vaucluse.

TEACV  ELECTORATES OF COOGEE AND VAUCLUSE

There were no technical engineering advice matters affecting the electorates of Coogee and Vaucluse.

TEAL  ITEMS WITHOUT NOTICE

There were no technical engineering advice matters without notice.

THE MEETING CLOSED AT 12.00PM

SIGNED AND CONFIRMED  MAYOR
17 JUNE 2014
REPORT TO WAVERLEY TRAFFIC COMMITTEE

241-247 Oxford Street; 2-2A Waverley Street, Bondi Junction – Construction Zone and Construction Vehicle and Pedestrian Plan of Management (DA 81/2013)

Report dated 16 June, 2014 from the Divisional Manager, Technical Services about a request for a Construction /Works Zone contained within a Construction Vehicle and Pedestrian Plan of Management (CVPPM) for the AQUA development site at 241-247 Oxford Street and 2-2A Waverley Street, Bondi Junction.

The CVPPM covers all stages of the development from demolition of the existing buildings through to excavation, piling, shoring, building construction and finishes and includes a request for a construction/works zone outside the site on Hollywood Avenue.

Council Officer's Proposal: That:

1. The “Construction Vehicle and Pedestrian Plan of Management” (CVPPM) reference 14.004r01v03 dated 13 June, 2014 prepared by traffic consultant, Traffix for the demolition through to finish stages of the development site at 241-247 Oxford Street and 2-2A Waverley Street be approved.

2. Council install a 23 m long ‘No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted’ zone in Hollywood Avenue outside the site from the northern side of the existing driveway to the southern boundary.

3. Council delegate authority to the Divisional Manager, Technical Services to extend the duration of the Construction Zone as necessary.

4. The Works/ Construction Zone be installed following the submission to Council of the required application form and payment of fees.

5. The existing “Mail Zone” across and to the north of the existing driveway on Hollywood Avenue be reduced in length to cater for and to adjoin the proposed Works/Construction Zone.

6. No materials shall be placed, dumped or left on any Council road or footpath area at any time.

7. Trucks and other vehicles associated with the site are not to double park or park in any “No Stopping”; “No Parking” zone or any “Mail Zone”, metered parking zone or across any neighbouring driveway.

8. The footpaths outside the site shall remain in a safe condition for use by pedestrians at all times.

9. All traffic and pedestrian control shall be in accordance with the RMS “Traffic Control at Work Sites” manual.

10. Traffic controllers shall be in place on the footpath on both sides of trucks to control pedestrian movements along the footpath when trucks are entering and exiting the site.

11. Separate approval is required from the Waverley Traffic Committee, Waverley Council, the NSW Police, Roads and Maritime Services and Sydney Buses before any roads are temporarily fully or partially closed to traffic.

12. Separate approval is required from Waverley Council for the standing of any concrete
pump, crane or hoist on a public roadway.

13. All vehicular movements into and out of the site will be restricted to left in/ left out unless approved otherwise by Council.

Purpose of Report

Council has received a Construction Vehicle and Pedestrian Plan of Management (CVPPM) from building company, Hindmarsh for works soon to commence on the development site at 241-247 Oxford Street and 2-2A Waverley Street, Bondi Junction. Included in the CVPPM is a request for the installation of a 23m long Construction/Works Zone on Hollywood Avenue towards the southern end of the site.

Council will need to exercise its delegated functions in relation to the Construction Zone.

Introduction

Development Application (DA) 81/2013 was approved by Council on 4 December, 2013 for the demolition of existing commercial buildings on lands at 241-247 Oxford Street and 2-2A Waverley Street, Bondi Junction and construction of a new, mixed use development involving basement car parking, retail floor space at the ground floor/street level and some 19 floors of 1, 2 and 3 bedroom apartments above.

Location Map

The development consent was issued subject to conditions.
Condition 58 required the following:
58. CONSTRUCTION VEHICLE AND PEDESTRIAN PLAN OF MANAGEMENT

A "Construction Vehicle and Pedestrian Plan of Management" (CVPPM) is to be approved by Council prior to the issue of a Construction Certificate and the undertaking of any demolition, excavation, remediation or construction on the site.

The CVPPM shall provide details of the following:

(a) The proposed route to be taken by demolition/construction vehicles in the Waverley Council area when accessing and exiting the site.

(b) The type and size of demolition/construction vehicles. Trucks with dog trailers and semi trailers may not be approved for use if it is considered with the information submitted that such vehicles cannot adequately and safely gain access to and from the site or where access into or out of the site may not be possible without the need to remove an unsatisfactory number of vehicles parked on the roadway adjacent to or opposite the site.

(c) The location of truck holding areas remote from the site should Council not give approval for demolition/construction vehicles to stand on the roadway in the vicinity of the site.

(d) Traffic control measures to be put in place when trucks, manoeuvring in the vicinity of the site, will interfere with the free flow of traffic.

(e) The location and materials of construction of temporary driveways providing access into and out of the site.

(f) The location and length of any proposed Works/Construction Zones. Note: such zones require the approval of the Waverley Traffic Committee and Council prior to installation.

(g) The hours of operation of demolition/construction vehicles.

(h) The number of and where it is proposed to park light vehicles associated with staff/employees/contractors working on the site.

(i) How it is proposed to cater for the safe passage of pedestrians past the site. The details shall include:

- the route required to be taken by pedestrians including signage and any other control measures that will need to be put in place to direct and keep pedestrians on the required route;
- any obstructions such as street furniture, trees and bollards etc., that may interfere with the safe passage of pedestrians;
- the type(s) of material on which pedestrians will be required to walk;
- the width of the pathway on the route;
- the location and type of proposed hoardings;
- the location of existing street lighting.

(j) Vehicular access to or from the site will not be permitted at any time from the bus only section of Oxford Street west of Hollywood Avenue.

The CVPPM has been prepared for Hindmarsh by traffic and transport planning consultant, Traffix and submitted to Council for approval – see copy attached to this report.

Technical Analysis

The development site at 241-247 Oxford Street and 2-2A Waverley Street, Bondi Junction is located on the south-western corner of Oxford Street and Hollywood Avenue close to the Westfield Shopping Centre.

The site is irregular in shape, has an area of 1,309.7sqm and currently accommodates retail uses in one to storey buildings.
REPORT TO WAVERLEY TRAFFIC COMMITTEE

It has a northern frontage of approximately 34.8m to the bus only section of Oxford Street; a western frontage of some 20.94m to the Waverley Street Mall; a southern boundary some 40.1m long adjoining “The Stanford” residential apartments and an eastern boundary some 49m long to Hollywood Avenue.
Hollywood Avenue and Oxford Street are local roads under Council control.
Oxford Street along the northern boundary of the site is limited to bus, bicycle and emergency vehicle only usage. It is a condition of development consent that there be no access to or from the site at any time to this limited use section of Oxford Street.

- Vehicular access

Vehicular access to the existing buildings on the site is achieved via a single vehicle width footpath crossing/driveway located on the Hollywood Avenue frontage approximately 30m to the south of the traffic signals at Hollywood Avenue and Oxford Street.
The builder proposes to utilise this existing driveway for all movements into and out of the site during the demolition, excavation, piling and shoring works stages of the development. The builder then proposes to demolish this driveway and construct a new driveway approved under the DA for access once vehicles can utilise the proposed loading dock area. The new driveway is further to the south and adjacent to the southern boundary some 40m from the Oxford Street/ Hollywood Avenue intersection.

Trucks will approach the site from the south along Council Street, turn left into Waverley Street, right into Hollywood Avenue and left into the site.
Trucks exiting the site will turn left (to the north) out of the site, turn right at the traffic signals at the Hollywood Avenue/Oxford Street intersection and left onto Syd Einfeld Drive.
A central median island is in place on Hollywood Avenue outside the site which restricts vehicular movements for both the existing driveway and the future driveway to left in/left out.
General view of the development site looking north along from Hollywood Avenue with the signals at Hollywood Avenue and Oxford Street in the distance.

View of development site looking north along Hollywood Avenue with existing driveway on left of picture
View of development site on the south-western corner of Hollywood Avenue and Oxford Street looking south from Oxford Street along Hollywood Avenue. Oxford Street to the right is the start of the restricted use/bus only section.

- Development Schedule

The CVPPM provides the following information in regard to works to be carried and timelines to take the development from demolition works to completion:

**Stage 1:** Demolition of existing Buildings: - **4 weeks** commencing in July, 2014  
**Stage 2:** Excavation, Piling and Shoring: - **16 weeks** commencing in August, 2014  
**Stage 3:** Building construction and fitout / finishes:- **75 weeks** commencing March 2015

**STAGE 1: DEMOLITION**

*Duration:* 4 weeks- commencing in July, 2014  

*Daily Workforce on Site:* 10-15 persons max  

*Truck Numbers:* 5-8 max per day

*Truck Type:* Initial demolition of 1-2 storey buildings utilises smaller bogey trucks to remove debris followed by trucks up to 12.5m length (HRV) once able to enter an stand fully within the site.

*Site Access:* Via the existing driveway on Hollywood Avenue, in and out in a forward direction at all times, under supervision of a traffic controller.  
Trucks will be held remote from the site at a suitable location to the south west and be called
REPORT TO WAVERLEY TRAFFIC COMMITTEE

to the site so as to be able to access the site on arrival.

Access Times: As per development consent 7.00am- 5.00pm Mon-Fri; 8.00am-3.00pm Sat

Material Loading: Fully within the site

Works / Construction Zone: Not proposed for this stage of work. Trucks will access the site on arrival.

Comment by Manager Transport and Development.

No objections to operational procedures for stage 1 - demolition works.

STAGE 2: EXCAVATION, PILING and SHORING

Duration: 16 weeks - commencing in August 2014

Daily Workforce: 10-20 persons max

Truck Numbers: Very few during piling works. During bulk excavation works, excavated materials will be stockpiled on site with materials being taken out with some 30 truck arrivals/departures occurring on average once a week.

Truck Type: Various with the maximum size being truck and dog trailer up to 18m length

Site Access: Via the existing driveway on Hollywood Avenue in and out in a forward direction at all times under supervision of a traffic controller. Trucks will be held remote from the site at a suitable location to the south west and be called to the site to either enter on arrival or stand temporarily in a Works/Construction outside the site on the southern side of the existing driveway.

Access Times: As per development consent 7.00am- 5.00pm Mon-Fri; 8.00am-3.00pm Sat

Material Loading: Fully within the site

Works Zone: 23m long outside the site extending from the southern boundary to the northern side of the existing driveway for the full 16 weeks.

Comment by Manager Transport and Development

No objections to operational procedures for stage 2 - excavation, piling and shoring works.

STAGE 3: BUILDING STRUCTURE and FINISHES

Duration: 75 weeks commencing March, 2015

Daily Workforce: up to 200 persons

Truck Numbers: Varies from day to day. Up to 20 concrete trucks on concrete pour days approximately once every 2 weeks
*Truck Type:* varies from small up to semi trailer size depending on materials being delivered.

*Site Access:* On completion of the building allowing for use of the loading dock area, the existing driveway will be demolished and a new driveway approved for access under the DA will be installed adjacent to the southern boundary for access to and from the site—see “Material Loading” below.

*Access Times:* As per development consent 7.00am- 5.00pm Mon-Fri; 8.00am- 03.00pm Sat

*Material Loading:*

(i) Light Materials: small to medium sized trucks will utilise the new driveway and unload in the proposed loading dock area. Movements into and out of the site will be in a forward direction under the supervision of a traffic controller.

(ii) Heavy Materials: Semi trailers will utilise the 23m long works/construction zone on Hollywood Avenue with materials to be lifted into the site via a tower crane over a “B” class hoarding. Site managers will be in communication with trucks prior to arrival to prevent the possibility of trucks queuing outside the site.

*Works/Construction Zone:* Length and location the same as per stage 2 works

*Comment by Manager Transport and Development*

No objections to operational procedures for stage 3 – building structure and finishes works.

**WORKS/CONSTRUCTION ZONE**

A 23m long Works/Construction Zone has been requested by the builder to be installed outside the site between the northern side of the existing driveway and the southern boundary. The zone is requested to be in place following completion of stage 1 works and before commencement of stage 2 works for a period of some 91 weeks.

The zone, which is to include the full length of the existing driveway layback will require an adjustment/shortening in length of an existing full time “Mail Zone” located across and to the north of the exiting driveway.

The length of the “Mail Zone” when shortened to cater for the Construction Zone will still be adequate at around 8m in length to cater for vehicles servicing the mail box.

The Works/Construction Zone does not encroach into or require any adjustment to the “No Stopping” zones associated with the traffic signals at Hollywood Avenue and Oxford Street intersection.
REPORT TO WAVERLEY TRAFFIC COMMITTEE

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

Comment by Manager Transport and Development

No objections to the length and installation scheduling of the Works/Construction Zone.

HOARDINGS

A variety of hoarding types will be installed at different stages of the development.

The hoardings will be the subject of separate applications to Council’s Building Compliance Division.

Guidelines used in this report:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
Financial Information for Council's Consideration

The applicant is responsible for the costs associated with implementing all aspects of the Construction Vehicle and Pedestrian Plan of Management and kerb and gutter realignment and associated works on Oxford Street.

Recommendation: That:

1. The “Construction Vehicle and Pedestrian Plan of Management” (CVPPM) reference 14.004r01v03 dated 13 June, 2014 prepared by traffic consultant, Traffix for the demolition through to finish stages of the development site at 241-247 Oxford Street and 2-2A Waverley Street be approved.

2. Council install a 23 m long ‘No Parking 7am-5pm Mon-Fri 8am-3pm Sat Council Authorised Vehicles Excepted’ zone in Hollywood Avenue outside the site from the northern side of the existing driveway to the southern boundary.

3. Council delegate authority to the Divisional Manager, Technical Services to extend the duration of the Construction Zone as necessary.

4. The Works/ Construction Zone be installed following the submission to Council of the required application form and payment of fees.

5. The existing “Mail Zone” across and to the north of the existing driveway on Hollywood Avenue be reduced in length to cater for and to adjoin the proposed Works / Construction Zone.

6. No materials shall be placed, dumped or left on any Council road or footpath area at any time.

7. Trucks and other vehicles associated with the site are not to double park or park in any “No Stopping”; “No Parking” zone or any “Mail Zone”, metered parking zone or across any neighbouring driveway.

8. The footpaths outside the site shall remain in a safe condition for use by pedestrians at all times.

9. All traffic and pedestrian control shall be in accordance with the RMS “Traffic Control at Work Sites” manual.

10. Traffic controllers shall be in place on the footpath on both sides of trucks to control pedestrian movements along the footpath when trucks are entering and exiting the site.

11. Separate approval is required from the Waverley Traffic Committee, Waverley Council, the NSW Police, Roads and Maritime Services and Sydney Buses before any roads are temporarily fully or partially closed to traffic.

12. Separate approval is required from Waverley Council for the standing of any concrete pump, crane or hoist on a public roadway.

13. All vehicular movements into and out of the site will be restricted to left in/ left out unless approved otherwise by Council.
REPORT TO WAVERLEY TRAFFIC COMMITTEE

Dan Joannides
Divisional Manager, Technical Services

Author: Geoff Garnsey – Manager Transport and Development.
Kippara Road, Dover Heights – No Stopping 7.30am-9.30am School Days (A02/0225)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the installation of ‘No Stopping 7.30am-9.30am School Days’ in Kippara Road, Dover Heights.

**Council’s Proposal:** That Council:

1. Receive and note the contents of this report.
2. Install 95 m of ‘No Stopping 7.30am-9.30am School Days’ on the southern side of Kippara Road, between Wallangra Road and Loombah Road, Dover Heights, as shown in Figure 1.

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**Purpose of Report**

Council has received representation from Sydney Buses requesting consideration be given to installing parking restrictions in Kippara Road, in order to provide enough travel-lane width for existing school bus routes in the morning. Council will need to exercise its delegated functions to implement the proposal.

**Introduction**

Sydney Buses has stated that buses are frequently blocked by vehicles parked on both sides of Kippara Road. The matter has been referred to the Waverley Traffic Committee a number of times. However, Council has not supported proposals to install ‘No Stopping 7.30am-9.30am School Days’ in Kippara Road. Subsequently, Council officers have investigated alternatives, including the re-routing of Kippara Road bus routes to:

- Lyons Road, or
- Liverpool Street, or
- Blair Street, Wairoa Avenue and Murrerrie Road, or
- Wallangra Road and Raleigh Street.

Council hosted a meeting between Council, Sydney Buses, Transport for NSW, NSW Police Force, the Member for Vaucluse, Rose Bay Secondary School and Rose Bay Public School on 24 April 2014 to discuss these alternatives. The consensus from the group was that these alternatives are not suitable for the reasons outlined in the **Technical Analysis** of this report.

**Technical Analysis**

*Lyons Road*

In order to re-route Kippara Road buses to Lyons Road, a number of extra bus stops would need to be installed in Lyons Road and Hardy Street. One of these stops would drop-off school students directly opposite Rose Bay Secondary School, requiring students to cross Hardy Street. It is likely that students will not use the existing pedestrian crossing in Hardy Street and this increases the likelihood of a student being hit by a motor vehicle. Therefore, the use of Lyons Road is not supported.
Liverpool Street

In order to re-route Kippara Road buses to Liverpool Street, a number of extra bus stops would need to be installed in Liverpool Street and Hardy Street. One of these stops would drop-off school students directly opposite Rose Bay Secondary School, requiring students to cross Hardy Street. It is likely that students will not use the existing pedestrian crossing in Hardy Street and this increases the likelihood of a student being hit by a motor vehicle. Therefore, the use of Liverpool Street is not supported.

Blair Street, Wairoa Avenue and Murrriverie Road

The buses that are used for Kippara Road routes are then used for other routes in the area. Sydney Buses has reported that the extra time needed to re-route Kippara Road buses to Blair Street, Wairoa Avenue and Murriverie Road during the AM peak would delay these other routes by an estimated five minutes per trip. The flow-on effect of all Kippara Road routes being re-routed summates to an extra two AM peak bus routes. This would require an additional two buses that would need to be purchased, requiring Transport for NSW approval. Furthermore, the additional congestion caused by additional buses Wairoa Avenue and Murriverie Road is likely to cause delays to the existing 389 and X89 routes in the AM peak. Therefore, the use of Blair Street, Wairoa Avenue and Murriverie Road is not supported.

Wallangra Road and Raleigh Street

The re-routing of Kippara Road buses to Wallangra Road and Raleigh Street would bypass the section of Kippara Road that requires parking restrictions. However, a site inspection has revealed that Wallangra Road and Raleigh Street carriageways are both 7.3 m wide. In order to maintain a travel lane suitable for a bus, parking would need to be restricted. This would involve the installation of:

- 130 m of ‘No Stopping 7.30am-9.30am School Days’ on the eastern side of Wallangra Road, and
- 70 m of ‘No Stopping 7.30am-9.30am School Days’ on the southern side of Raleigh Street.

Therefore, the use of Wallangra Road and Raleigh Street is not supported.

Kippara Road

Sydney Buses has reported that vehicles parked on both sides of Kippara Road continue to block the travel path of buses in Kippara Road during the AM peak. Given the increased risk of a collision when buses are reversing, drivers must wait for parked vehicles to be moved.

Sydney Buses and Council officers have inspected the site and found that only a 95 m length of the southern side of Kippara Road is needed to be restricted, in order to provide a relatively free travel path for the buses. Given that alternatives are not considered suitable, it is recommended that 95 m of ‘No Stopping 7.30am-9.30am School Days’ be installed on the southern side of Kippara Road, between Wallangra Road and Loombah Road.
Figure 1 Proposed ‘No Stopping 7.30am-9.30am School Days’ in Kippara Road, Dover Heights.

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database

Financial Information for Council’s Consideration

If changes to signs are approved, the RMS will be requested to undertake the installation of signs at their cost.

Minas Kassiou
**Acting Divisional Manager, Technical Services**

Author: Greg Holding, Senior Traffic Engineer
REPORT TO WAKERLEY TRAFFIC COMMITTEE

Wellington Street, Bondi Beach – Traffic Islands (A02/0042)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the replacement of existing traffic islands in Wellington Street at Edward Street, Bondi Beach.

Council Officer's Proposal: That Council replace the existing traffic islands in Wellington Street at Edward Street, Bondi Beach, as per Drawing 8718, attached.

Purpose of Report

Council's Sustainable Assets team has undertaken a design to replace the existing traffic islands in Wellington Street at Edward Street, Bondi Beach. Council will need to exercise its delegated functions to implement the proposal.

Introduction

A copy of the design has been attached.

Technical Analysis

The traffic island is not located on any regular bus routes, operated by Sydney Buses.

The traffic island is located on a future bi-directional bike route, southwest along Wellington Street, then northwest along Edward Street. The Waverley Bike Plan 2013 indicates the route to consist of a mixed-traffic treatment. As such, travel lane widths between 3.2 m and 3.7 m have been avoided.

The design features:

- a larger traffic island.

Having regard to the large number of pedestrians that cross Wellington Street at this location, the use of a traffic island at this location helps to improve safety by:

- providing a location for pedestrians to cross one direction of moving traffic at a time,
- providing a physical barrier to vehicles cutting the corner,
- providing space between pedestrians waiting to cross and moving vehicles,
- reducing the travel distance for pedestrians to cross the road,

Guidelines used:

- Transport Administration Act 1988
- RMS's Delegation to Councils; Regulation of Traffic
- RMS's Signs Database
- [NSW] Road Rules 2008

Financial Information for Council's Consideration

Council will fund the installation of the roundabout from existing budgets.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Greg Holding, Senior Traffic Engineer
TRAFFIC COMMITTEE DISCUSSION

NOTES
1. All dimensions are in millimeters unless otherwise shown.
2. Unless a period is indicated, use standard font.
3. Letters are in capital letters, unless otherwise indicated.
4. Scale bars to be shown in top right corner.
5. Edges to be shown in black.
6. Evidences are to be shown in white.
7. Dimensions to be shown in millimeters.
8. Edges to be shown in black.
9. Scale bars to be shown in top right corner.
10. Dimensions to be shown in millimeters.

REPORT TO WAVERLEY TRAFFIC COMMITTEE

Blair Street, North Bondi; Stewart Street, North Bondi; Eastern Avenue, Dover Heights – ‘P Disability Only’ Zones (A02/0273-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the provision of ‘P Disability Only’ zones in Blair Street, North Bondi, Stewart Street, North Bondi and Eastern Avenue, Dover Heights.

Council Officer’s Proposal: That Council:

1. Install 5.5 m of ‘P Disability Only’ in Blair Street, east to the existing driveway, outside 79 Blair Street, North Bondi.
2. Install 5.5 m of ‘P Disability Only’ in Stewart Street, outside 16 Stewart Street, North Bondi.
3. Remove the existing ‘P Disability Only’ zone outside 31 Eastern Avenue, Dover Heights.

Purpose of Report

Council has received representation from residents requesting consideration be given to the installation of a ‘P Disability Only’ zone to improve access to their premises at

1. 79 Blair Street, North Bondi, and
2. 16 Stewart Street, North Bondi.

Council has also received representation from the resident requesting the removal of ‘P Disability Only’ zone located at 31 Eastern Avenue, Dover Heights. It is understood that this dedicated parking space is no longer required.

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

Introduction

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

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

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

Technical Analysis

*Table 1. Requests for new ‘P Disability Only’ zones*

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>79 Blair Street, North Bondi</td>
<td>Yes</td>
<td>No</td>
<td>90% (afternoon)</td>
<td>5.5 m (end bay)</td>
<td>Yes</td>
<td></td>
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<td>2</td>
<td>16 Stewart Street, North Bondi</td>
<td>Yes</td>
<td>No</td>
<td>85% (morning)</td>
<td>5.5 m (end bay)</td>
<td>Yes</td>
<td></td>
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*Table 2. Requests for ‘P Disability Only’ zones to be removed*

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<tr>
<th>Item</th>
<th>Address</th>
<th>WTC Approval</th>
<th>Surrounding Parking Restrictions</th>
<th>Recommend Removal?</th>
<th>Comments</th>
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<tbody>
<tr>
<td>1</td>
<td>31 Eastern Avenue, Dover Heights</td>
<td>September 2011</td>
<td>unrestricted</td>
<td>Yes</td>
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Guidelines used:

- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database

Financial Information for Council’s Consideration

If changes to signs are approved, Council will undertake the installation of the signs, funded from existing budgets.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Qian Liu, Traffic Engineer
REPORT TO WAVERLEY TRAFFIC COMMITTEE

George Street at Peel Street, Rose Bay; Lancaster Road at Gilbert Street, Rose Bay; Military Road at Hastings Parade, North Bondi – Installation of No Stopping (A02/0637-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about installing ‘No Stopping’ zones to improve sight distance and manoeuvrability at the intersections of George Street and Peel Street, Rose Bay; Lancaster Road and Gilbert Street, Rose Bay; and Military Road and Hastings Parade, North Bondi.

Council Officer’s Proposal: That Council install 10 m of ‘No Stopping’ at:

1. George Street at Peel Street, Rose Bay:
   a) on the western side of Peel Street, north of George Street,
   b) on the northern side of George Street, east of Peel Street
   c) on the southern side of George Street, west of Peel Street, and
   d) on the southern side of George Street, east of Peel Street.

2. Lancaster Road at Gilbert Street, Rose Bay:
   a) on the southern side of Lancaster Road, west of Gilbert Street,
   b) on the southern side of Lancaster Road, east of Gilbert Street,
   c) on the western side of Gilbert Street, south of Lancaster Road, and
   d) on the eastern side of Gilbert Street, south of Lancaster Road.

3. Military Road at Hastings Parade, North Bondi:
   a) on the western side of Military Road, north of Hastings Parade.

Purpose of Report

Council has received representation from local residents requesting consideration be given to improving the sight distance and manoeuvrability for vehicles at the following intersections:

1. George Street at Peel Street, Rose Bay,
2. Lancaster Road at Gilbert Street, Rose Bay, and
3. Military Road at Hastings Parade.

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

Introduction

Residents have reported that sight distance and manoeuvrability is restricted by vehicles parked close to the intersections at several locations.
Technical Analysis

1. George Street at Peel Street, Rose Bay

There is currently a ‘No Stopping’ restriction on the northern side of George Street, west of Peel Street.

A number of inspections have taken place during the day, revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at these locations significantly reduce driver sight distances and block pedestrian access.

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

Figure 1.1 Aerial photograph of intersection of George Street and Peel Street, Rose Bay
2. **Lancaster Road at Gilbert Street, Rose Bay**

There is currently a no signposted parking restriction on the corners of Lancaster Road and Gilbert Street, Rose Bay.

A number of inspections have taken place during the day, revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at these locations significantly reduce driver sight distances.

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

*Figure 2.1 Aerial photograph of intersection of Lancaster Road and Gilbert Street, Rose Bay*
3. **Military Road at Hastings Parade, North Bondi**

There are currently ‘No Stopping’ restrictions on all legs of the intersection, with the exception of the western side of Military Road, north of Hastings Parade.

A number of inspections have taken place during the day, revealing that vehicles are often parked close to this intersection. Vehicles parked illegally at these locations significantly reduce driver sight distances and block pedestrian access.

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

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**Figure 3.1** Aerial photograph of intersection of Military Road and Hastings Parade, North Bondi
Legislative Requirements

Under the [NSW] Road Rules 2008:

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

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

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

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

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
- [NSW] Road Rules 2008
- RMS’s TDT 2002/12.

Financial Information for Council’s Consideration

If changes to signs are approved, the Roads and Maritime Service of NSW will be requested to undertake the installation of the signs, at their cost.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Qian Liu – Traffic Engineer
Mitchell Street, North Bondi and Warners Avenue, North Bondi – No Parking zone across the driveway of 37 Mitchell Street and the driveway of 11 Warners Avenue (A02/0637-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about the installation of a ‘No Parking’ zone across the driveway of 37 Mitchell Street, North Bondi and the driveway of 11 Warners Avenue, North Bondi.

Council Officer’s Proposal: That Council:

1. Install ‘No Parking’ signs in Mitchell Street, either side of the driveway to 37 Mitchell Street, North Bondi, at the cost of the resident.

2. Install ‘No Parking’ signs in Warners Avenue, either side of the driveway to 11 Warners Avenue, North Bondi, at the cost of the resident.

Purpose of Report

Council has received representation from residents requesting consideration be given to the installation of ‘No Parking’ across their driveway to improve vehicular access at:

1. 37 Mitchell Street, North Bondi, and
2. 11 Warners Avenue, North Bondi.

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

Introduction

The residents have requested the ‘No Parking’ zone in order to keep vehicles sufficiently clear of the driveway to help vehicular access.

Waverley Council and the Traffic Committee have previously not been in favour of installing ‘No Parking’ restrictions across driveways. Under the existing [NSW] Road Rules 2008, the following applies with regards to parking at driveways:

198 Obstructing access to and from a footpath, driveway etc

(1) A driver must not stop on a road in a position that obstructs access by vehicles or pedestrians to or from a footpath ramp or a similar way of access to a footpath, or a bicycle path or passageway unless:
   (a) the driver is driving a public bus that is dropping off, or picking up, passengers, or
   (b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.

(2) A driver must not stop on or across a driveway or other way of access for vehicles travelling to or from adjacent land unless:
   (a) the driver:
      (i) is dropping off, or picking up, passengers, and
      (ii) does not leave the vehicle unattended, and
      (iii) completes the dropping off, or picking up, of the passengers, and drives on, as soon as possible and, in any case, within 2 minutes after stopping, or
   (b) the driver stops in a parking bay and the driver is permitted to stop in the parking bay under these Rules.

(3) For this rule, a driver leaves a vehicle unattended if the driver leaves the vehicle so that the driver is over 3 metres from the closest point of the vehicle.

Council in the past resolved not to proceed with installing ‘No Parking’ restrictions at residential
driveways as there were insufficient resources to meet the demand received for compliance. Council resolved to approve the installation of white painted perpendicular lines at driveway wings in an attempt to control how close vehicles should park to a driveway.

Technical Analysis

1. 37 Mitchell Street, North Bondi

The subject driveway is located on the western side of Mitchell Street where unrestricted paralleled parking is allowed. Access/egress difficulties are being experienced when vehicles park right up to the edge of the driveway or partly overhanging the layback. White lines have been painted perpendicular to the driveway; however, act ineffectively.

Therefore, it is recommended that a ‘No Parking’ zone be installed across the driveway of 37 Mitchell Street.

Figure 1.1 Proposed ‘No Parking’ across the driveway to 37 Mitchell Street, North Bondi
2. 11 Warners Avenue, North Bondi

The subject driveway is located on the south-western side of Warners Street where unrestricted paralleled parking is allowed. Access/egress difficulties are being experienced when vehicles park right up to the edge of the driveway or partly overhanging the layback. White lines have been painted perpendicular to the driveway; however, act ineffectively.

Therefore, it is recommended that a ‘No Parking’ zone be installed across the driveway of 11 Warners Avenue.

Figure 2.1 Proposed ‘No Parking’ across the driveway to 11 Warners Avenue, North Bondi
Under the existing [NSW] Road Rules 2008, the following applies with regards to ‘No Parking’ zones:

168 No parking signs

1. The driver of a vehicle must not stop on a length of road or in an area to which a no parking sign applies, unless the driver:
   (a) is dropping off, or picking up, passengers or goods, and
   (b) does not leave the vehicle unattended, and
   (c) completes the dropping off, or picking up, of the passengers or goods, and drives on, as soon as possible and, in any case, within the required time after stopping.

2. For this rule, a driver leaves a vehicle unattended if the driver leaves the vehicle so the driver is over 3 metres from the closest point of the vehicle.

3. In this rule:
   required time means:
   (a) if information on or with the sign indicates a time—the indicated time, or
   (b) if there is no indicated time—2 minutes, or
   (c) if there is no indicated time, or the indicated time is less than 5 minutes, and rule 206 applies to the driver—5 minutes.

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
- [NSW] Road Rules 2008

Financial Information for Council’s Consideration

The applicant will be required to meet the cost of supplying and installing the signs. Once payment has been received, Council can proceed with installation.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Qian Liu, Traffic Engineer
Paul Street, Bondi Junction – Resident Parking Scheme (A02/0637-02)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about converting the existing ‘No Parking’ in Paul Street, Bondi Junction, to two-hour parking with RPS permit holders excepted.

Council Officer’s Proposal: That Council remove 20.8 m of the existing ‘No Parking’ zone and install ‘2P 8am-6pm Mon-Sat Permit Holders Excepted Area 26’ on the eastern side of Paul Street, between the existing car share space and the driveway to 66 Bondi Road.

Purpose of Report

Cr Kay has requested consideration be given to converting the existing ‘No Parking’ to RPS restrictions in Paul Street, Bondi Junction. Council will need to exercise its delegated functions to implement the proposal.

Introduction

Paul Street is a two-way local road with a carriageway width of 7.9m between Bondi Road and Paul Lane. There is a permanent half road closure installed in Paul Street, north of Bondi Road, which only allows traffic to enter Paul Street from Bondi Road but prohibits traffic from exiting into Bondi Road. A car share space has been installed on the eastern side of Paul Street, just north of Bondi Road. The ‘No Parking’ in question is also located on the eastern side of Paul Street, between the car share space and a driveway, outside 66 Bondi Road. On the opposite side, paralleled parking is permitted with ‘2P 8am-6pm Mon-Sat Permit Holders Excepted Area 26’ restriction applied.

Technical Analysis

Parking demand in this area is generally high due to limited off-street parking available and its close locality to Bondi Junction. Converting the existing ‘No Parking’ to RPS spaces, offers additional on-street parking opportunities to both residents and visitors.

54-64 Bondi Road has its off-street parking access via the vehicular crossing on the western side of Paul Street. It is confirmed via a swept path analysis that this access will not be impeded if parking is to be allowed on the eastern side. Details are shown in Figure 2, attached.

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
- RMS’s Permit Parking
- [NSW] Road Rules 2008
Financial Information for Council's Consideration

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

Minas Kassiou  
**Acting Divisional Manager, Technical Services**

Author: Qian Liu, Traffic Engineer

*Figure 1 Proposed additional RPS restrictions in Paul Street, Bondi Junction*
Figure 2  Paul Street, Bondi Junction - Proposed RPP (1:200 in A4)
Penkivil Street, Bondi; Curlewis Street, Bondi Beach – ‘P Motor Bikes Only’ Zones (A02/0637-2)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services regarding the installation of ‘P Motor Bikes Only’ zones in Penkivil Street, Bondi and Curlewis Street, Bondi Beach.

Council Officer’s Proposal: That Council:

1. Install 3.5 m of ‘P Motor Bikes Only’ between the driveways of 40-46 Penkivil Street and 48-50 Penkivil Street, Bondi.

2. Install 2.5 m of ‘P Motor Bikes Only’ between the driveways of 37 Curlewis Street and 39 Curlewis Street, Bondi Beach.

Purpose of Report

Council has received representation from residents requesting consideration be given to the installation of a ‘P Motor Bikes Only’ zone to improve access to their premises at:

1. 40-46 and 48-50 Penkivil Street, Bondi, and

2. 37 and 39 Curlewis Street, Bondi Beach/

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

Introduction

Residents indicated that they had often experienced difficulty in accessing the driveways because vehicles park along the short section of kerb, overhanging their driveways.
Technical Analysis

1. 40-46 and 48-50 Penkivil Street, Bondi

A site inspection has revealed that the length of kerb in between the driveways to 40-46 & 48-50 Penkivil Street is 3.5 m long. This is insufficient to park a B85 vehicle (4.9 m long), without overhanging at least one of the driveways. Parking is generally unrestricted along this section of Penkivil Street.

Figure 1.1 Photograph of 40-46 & 48-50 Penkivil Street, Bondi
2. 37 and 39 Curlewis Street, Bondi Beach

A site inspection has revealed that the length of kerb in between the driveways to 37 & 39 Penkivil Street is 2.5 m long. This is insufficient to park a B85 vehicle (4.9 m long), without overhanging at least one of the driveways. Parking is generally signposted ‘2P 8am-10pm PHE Area 4’ along this section of Curlewis Street.

Austroads’ Guide to Traffic Management - Part 11: Parking states that motorcycle parking provision can be achieved by utilising under-size spaces. The Waverley Traffic Committee and Council have supported this principal and previously been in favour of installing ‘P Motor Bike Only’ zones in short sections of kerb, where other vehicles would obstruct property access.

Figure 2.1 Photograph of 37 & 39 Curlewis Street, Bondi Beach
Guidelines used:
- Transport Administration Act 1988
- RMS's Delegation to Councils; Regulation of Traffic
- RMS's Signs Database
- [NSW] Road Rules 2008
- Austroads’ GTM – Part 11

Financial Information for Council's Consideration

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

Minas Kassiou
**Acting Divisional Manager, Technical Services**

Author: Qian Liu – Traffic Engineer
Queen Elizabeth Drive, Bondi Beach – Area Parking Control Signs (A03/1214)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about adjusting the area parking control signs in Queen Elizabeth Drive, Bondi Beach.

Council Officer's Proposal: That Council remove the two existing ‘Bondi Beach Parking Area, P Ticket 7am-12Midnight Except As Signed’ signs in Queen Elizabeth Drive, Bondi Beach and replace them with the single ‘Bondi Beach Parking Area, P Ticket 7am-12Midnight Except As Signed’ sign shown in Figures 3A & 3B, attached.

Purpose of Report

Council has received representation from a number of local residents requesting consideration be given to changing the recently installed ‘Bondi Beach Parking Area, P Ticket 7am-12Midnight Except As Signed’ signs in Queen Elizabeth Drive, Bondi Beach. Council will need to exercise its delegated functions to implement the proposal.

Introduction

The matter of removing the pre-existing “Pay on Exit” parking system in Queen Elizabeth Drive and Park Drive and installing Ticket machines was discussed at the Waverley Traffic Committee meeting held on 26 September 2013. Subsequently, Council resolved:

That Council proceed with the installation of ‘Bondi Beach Parking Area, P Ticket, Except As Signed’ parking in Queen Elizabeth Drive and Park Drive, Bondi Beach, as per attached Drawing 8706A, featuring:

1. Removal of the existing “Pay on Exit” parking system.
2. Installation of 15 new ‘Bondi Beach Parking Area, P Ticket, Except As Signed’ marked bays.
   1. Conversion of the existing 518 marked bays of “Pay on Exit” parking to ‘Bondi Beach Parking Area, P Ticket, Except As Signed’.
3. Installation of 18 Ticket machines, and
4. Retention of all other existing parking restrictions.

A copy of the approved plan has been attached.

The ‘7am to 12Midnight’ hours of operation were considered by the Waverley Traffic Committee meeting, held on 24 October 2013 and approved at the subsequent Council meeting.

Since the installation of the area parking control signs in Queen Elizabeth Drive, at Campbell Parade, local residents have expressed that the signs impede and detract from the vista of Bondi Beach.
Figure 1 Existing area parking control signs in Queen Elizabeth Drive, Bondi Beach.

Technical Analysis

The size, layout, colour, location and duplication of the signs are specified in:
- the RMS’s signs database,
- Australian Standard AS 1742.11-1999 MUTCD – Part 11: Parking Controls, and

A copy of the relevant parts of these specifications have been attached. If these specifications are not met, it is likely that the SDRO may waive Council-issued infringements, making the parking restrictions unenforceable.

There is a clear conflict between keeping regulatory signs conspicuous to road users and displaying them in such a manner so as not to contribute to visual pollution. A review of the specifications has revealed that some changes can be made to the signs, whilst keeping within the Australian Standards. Diagrams showing the standard and proposed sign size, layout, colour and location have been attached.

An alternative measure would be to remove the parking area signs and install linear parking signs. Australian Standard Australian Standard AS 1742.11-2009 MUTCD – Part 11: Parking Controls specifies a minimum distance of 75 m between signs. Given the high occurrence of vandalism in the area, this would need to be reduced to 37.5 m between signs.
Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
- [NSW] Road Rules 2008
- Australian Standard AS 1742.11-1999 MUTCD – Part 11: Parking Controls
- Australian Standard AS 1743-2001 Road Signs – Specifications

Financial Information for Council’s Consideration

If changes are approved, Council will undertake the installation of the signs to be funded from existing budgets.

Minas Kassiou
**Acting Divisional Manager, Technical Services**

Author: Greg Holding, Senior Traffic Engineer
Green 2P, black letters, numerals and border on white retroreflective ground
SECTION 5 AREA PARKING CONTROL SIGNS

5.1 GENERAL Area parking control signs are used to provide a uniform parking control over a large area. Whereas the linear parking control signs specified in Section 3 control a single line of stopping or parking along a kerb or roadway edge by using arrows to point to the next sign or other legal device, area parking control signs operate using an entry and exit signing system which defines the boundary of a controlled area. Within the boundary of each parking control area statutory no-stopping restrictions remain in force. Exceptions within the signed parking control area or to the statutory restrictions are effected by use of linear parking control signs.

When used appropriately, area parking controls offer the advantages of reduced total signing costs and improved amenity, compared with the exclusive use of linear parking controls.

The types of areas most suitable for such application are:

(a) Large areas encompassing a network of streets over which the same general restrictions are to apply.

(b) Off-street carparks and other areas where positioning of parking control signs may be difficult.

(c) Extended lengths of individual streets.

Three types of parking control areas are used:

(i) Parking areas.

(ii) No-stopping areas.

(iii) No-parking areas.

Signs used to denote these types of parking areas and details of the application are set out in Clauses 5.2 and 5.3.

NOTE: Guidelines for the use and placement of area parking control signs are given in Appendix E.

5.2 SIGN SIZE AND LAYOUT Examples of the various types of area parking control signs and their application are given in Table 5.1.

Sign sizes and layouts will vary, depending on the type of application, the extent of the controlled area, and the constraints of each site. The type of control symbol and legends for method of payment, times of operations and user limitations shall follow the principles set out in the relevant Clauses referenced in the last column of Table 5.1. Sizes shall be larger than on linear parking control signs. A name for the parking control area may be included at the top of the entry sign.

The word ‘END’ shall be prominently displayed on signs at the exit from the parking control area.

The words ‘YOU ARE WITHIN A …’ shall be used on any reminder signs within the parking control area.

If there are any kerbside locations to be excepted from the general area requirements by means of linear parking control signs, other than signs reminding users of statutory restrictions, the words ‘EXCEPT AS SIGNED’ shall be shown on all area control signs except END signs.
### TABLE 5.1
\**EXAMPLES OF AREA PARKING CONTROL SIGNS***

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<tr>
<th>Sign</th>
<th>Sign number</th>
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<th>Layout</th>
<th>Colour specifications</th>
<th>Component reference</th>
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**NOTES:**

1. The method of payments, times of application and user limitation components are used as appropriate.
2. No-parking area signs R5-80, R5-81, R5-82 and R5-83 are the same dimensions and basic design as signs R5-70, R5-71, R5-72 and R5-73 but the symbol ‘P’ replaces the symbol ‘S’.
3. The area name, if any, is not included in the internal signs. Internal signs should be smaller than the area entry signs.
5.3 SIGN APPLICATION

5.3.1 Area entry signs  Signs in the Series R5-60, R5-61, R5-70, R5-71, R5-80 or R5-81 as appropriate, shall be erected at each entry point into a parking control area. Signs may be needed on both sides of the roadway. The larger signs, e.g. R5-60 shall be used where a more conspicuous sign is required such as on high speed, wide or heavily trafficked arterial roads. Where advance warning of the entry to a parking control area is needed, typically on arterial roads where approach speeds are high, the sign AREA PARKING CONTROL AHEAD should be used.

Consistent with the need for signs to be conspicuous, they should be located at or beyond important intersections.

It is essential that every vehicular entry point into a parking control area is signposted.

5.3.2 Area exit signs  Signs in the Series R6-63, R5-73 or R5-83 as appropriate shall be located at each exit point from a parking control area. On a two-way road these will normally be placed at the same longitudinal location as the entry signs.

5.3.3 Signs within the parking control area  The following signs shall be used or considered for use within a parking control area:

(a) Statutory restriction signs  Linear parking control signs reminding drivers of overriding statutory restrictions on stopping or parking, e.g. No-stopping signs close to an intersection, should be used wherever infringement of these restrictions is likely to be a problem.

(b) Exception to the general area control  Wherever it is necessary to vary the general area control at a particular location, e.g. a No-stopping area with a user limitation, linear parking control signs, confined to that length of kerbside to which the exception or variation applies, shall be used.

Special purpose zone signs (see Clause 3.3.2(b)) applying to a particular length of kerb may be used within a parking control area. However, special purpose zoning shall not be applied to an area as a whole.

(c) Reminder signs  Signs in the Series R5-62, R5-72 and R5-82 shall be used within a parking control area as reminder signs where required. They shall be used in large parking control areas encompassing a network of streets where a high proportion of drivers makes only occasional visits and it might not otherwise be apparent that there is area control of parking.

(d) Parking in marked bays  Where it is desired to restrict the parking of vehicles within a parking area to marked bays, the PARK IN BAYS ONLY sign (R5-65) shall either be installed under signs R5-61 or R5-62 or it may be incorporated in the design of the R5-60, R5-61 or R5-62 signs.
APPENDIX B

INSTALLATION OF SIGNS

(Normative)

B1 SCOPE This Appendix sets out general principles for the uniform installation and location of parking control signs and parking direction and information signs. It also provides guidelines on the mounting angles required to ensure maximum effectiveness of signs.

B2 LINEAR PARKING CONTROL SIGNS

B2.1 Longitudinal placement Linear parking control signs shall be erected at the extremities of the restriction indicated, unless regulations permit otherwise. Where the extremities are more than 75 m apart or where obscuring of signs or other operating difficulties are likely, intermediate signs should be provided. In typical urban streets the spacing should not normally exceed 75 m. In areas of intense parking demands, statutory restrictions (e.g. close to intersections) may also require signing. Care is needed in locating signs to ensure that they do not obscure one another, are not obscured by vegetation or do not otherwise generally obscure visibility, particularly at intersections. Where two or more different types of linear control operate along a common section of carriageway, except as permitted in Clause 4.3.3, all controls shall be included in every linear control sign (e.g. clearway panels shall be installed in conjunction with every parking and zone panel along a clearway).

B2.2 Lateral placement The lateral clearance between the edge of the sign and the edge of the carriageway should take account of likely paths of large vehicles such as delivery vehicles. In typical urban streets a clearance to the face of the kerb of 300 mm is normally necessary. Where a parking control sign post located some 300 mm from the face of kerb is likely to obstruct a narrow footpath, alternative installation techniques should be used. These may include using posts with offset elbows above head height; affixing the signs to existing posts or other property with the permission of the owner or locating the posts at the rear of the footpath, if this can be done while maintaining conspicuity of the sign. In rural areas, the distances given in Paragraph B3.3.2 may be more appropriate. All linear parking control signs in a section of road should be erected at a similar distance from the carriageway.

B2.3 Height Parking control signs shall be mounted with the following clearances to the bottom edge of the sign:

(a) A minimum of 2.0 m above the footpath—to avoid obstruction to pedestrians.
(b) 2.2 m above the road surface—to reduce interference from parked vehicles.

All parking control signs in a section of road should be mounted at approximately the same height and should not be so high that motorists may not notice them.

B2.4 Orientation Linear parking control signs are designed so that each panel has an arrow which points to the length of roadway edge to which the control applies. In typical locations where signs are installed close to a kerb they should not be mounted parallel to the kerb but turned through 30° ±10° to partially face oncoming traffic (on the near side on a two-way roadway).

B3 AREA PARKING CONTROL AND OTHER SIGNS

B3.1 General Signs shall be erected on the left side unless conditions would make signs placed on the right side more visible, or mounted over the carriageway. Signs may be duplicated on the other side of the carriageway.

Care is needed in locating signs to ensure that they do not obscure one another or otherwise generally obscure visibility, particularly at intersections.
If the sign is located in an exposed position, consideration may need to be given to the use of a frangible or break-away type of construction of the sign supports or other means of safety protection for the road user.

B3.2 Longitudinal placement The longitudinal placement of certain signs is fixed by the nature of their message or their characteristic use. Special care is required in the siting of such signs to ensure that they are prominently displayed to approaching drivers. Signs which give advance warning or information should be located sufficiently in advance to enable the driver to react appropriately.

Generally, there should be not more than one sign of a particular type on each post, except where one sign supplements another, or where route or directional signs must be grouped. Where it becomes necessary to convey two or more different messages at the one location, separate signs located a minimum of \(0.6V\) m apart (where \(V\) is the 85th percentile speed in km/h) should be used.

B3.3 Lateral placement and height

B3.3.1 General The following are general rules for the lateral location of roadside signs and overhead sign structure supports, and for the mounting heights of roadside and overhead signs. The lateral placement is measured from the edge of the sign nearest the road, and the height from the underside of the sign or the lowest sign in an assembly of signs.

The rules apply to all signs which are mounted on posts set into the ground. There may, however, be exceptions where conditions do not permit these rules to be applied. In these cases the placement or height is adjusted to meet these special conditions, e.g. the height of a sign may be increased or decreased to avoid obstructing sight distance at an intersection.

B3.3.2 Lateral placement—rural On unkerbed roads in rural areas the sign should be at least 600 mm clear of the outer edge of road shoulder, line of guide posts or face of guard rail. The clearance should be between 2 m and 5 m from the edge of the travelled way.

B3.3.3 Lateral placement—urban On kerbed roads in urban areas signs should be located back from the face of the kerb not less than 300 mm. Where mountable or semi-mountable kerbs are used, e.g. on traffic islands, the minimum clearance should be 500 mm. On urban roads which are unkerbed, or on certain arterial roads designed for express traffic movement the distances given in Paragraph B3.3.2 may be more appropriate.

B3.3.4 Height—rural In rural areas roadside signs should be mounted clear of roadside vegetation and clearly visible under headlight illumination by night. The height of the sign should normally be not less than 1.5 m above the nearest edge of travelled way.

B3.3.5 Height—urban In urban areas on kerbed roads the sign should be set a minimum of 2 m above the top of the kerb to prevent obstruction to occasional pedestrians, or to reduce interference from parked vehicles. Where neither pedestrians nor parked vehicles have to be considered, e.g. on some traffic islands or medians, the height given in Paragraph B3.3.4 may be more appropriate. Signs which overhang a footway should have a minimum height of 2.5 m above the level of the footway.

B3.3.6 Overhead mounting Overhead signs should be mounted a minimum of 5.3 m above the highest level of the carriageway; this is particularly important if there is no alternative route for occasional high loads. The height may be reduced to 4.6 m if the sign projects over a shoulder or lane which is used only for parking or emergency stopping. The greater height is preferred where possible.

B3.4 Sign orientation Signs should be oriented at approximately right angles to, and facing, the traffic they are intended to serve. At curved alignments, the angle of placement should be determined by the course of approaching traffic rather than by the road edge at the point where the sign is located.
To eliminate possible and undesirable specular reflection from the surface of the sign, it should be turned about 5 degrees away from the normal to the headlight beam as shown in Figure B1. On left hand curves the angle should be measured relative to a 200 m chord as illustrated in Figure B1(b). After signs are installed it is good practice to test them by trial approach runs in a motor vehicle both by day and night.

The requirements of environmental aesthetics should not be overlooked when installing signs.

NOTES:
1. Sign is rotated away from the normal approximately 5 degrees or one tenth of the width of the sign.
2. On RIGHT-HAND curves the sign is placed ON the normal to the road at the sign position.

DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE SHOWN

FIGURE B1 METHOD OF AVOIDING SPECULAR REFLECTION ON A ROAD SIGN

COPYRIGHT
APPENDIX E

GUIDELINES FOR THE USE AND PLACEMENT OF AREA CONTROL PARKING SIGNS

(Informative)

E1 GENERAL This Appendix gives recommendations for the use and placement of area control parking signs. These recommendations are additional to the requirements and recommendations given in Section 5 of this Standard. An example illustrating the application of on-street area control parking signs is shown in Figure E1.

E2 SELECTING A BOUNDARY FOR THE CONTROLLED AREA The boundary for a controlled area should be selected to align with people’s expectations as to where it might be, why it is there and its extent. In particular—

(a) a boundary along an arterial road will make sense to drivers;
(b) a boundary which cuts across a local area will not be expected by drivers unless perhaps it follows an obvious feature like a major road, a railway or a creek; and
(c) a boundary which zig-zags across an area, not treating parallel streets in the same way and including some streets but not other adjacent streets, will be confusing to drivers.

Homogeneity of the road type and environment such as an area which is all non-arterial residential streets, all non-arterial commercial streets or a clearly delineated off-street car park, will lead to a better understanding of the reason for and extent of the area control.

Localized variations from the area control can be treated as indicated in Paragraph E6.

E3 SIGN LOCATION AND NUMBERS Along public roads, drivers generally expect to see parking controls being indicated by linear parking control signs. Where these are not present, there can be a natural conclusion that no restrictions apply. An area parking control scheme must include a sufficient number of signs, appropriately located, so that it is reasonably certain a driver will—

(a) see a parking control entry sign when driving into the controlled area;
(b) be alerted to or reminded of the restrictions at appropriate intervals within the area; and
(c) receive clear advice about where the scheme ends (and equally importantly in large areas, where it continues and does not end).

Similarly, where linear signs are in place along one side of a street, it is a natural conclusion that if the other side is unsigned, then it has no restrictions. In this type of location, it is inappropriate to rely on area parking controls.
FIGURE E1  EXAMPLE OF ON-STREET AREA PARKING CONTROL SIGNING
NOTES TO FIGURE E1

1 All area parking control signs should be aligned to face oncoming traffic.

2 Every street or street block longer than 30 m should have at least one reminder sign (see also Note 5), unless it has an entry sign at the beginning and is less than 200 m long.

3 Signs at a joint boundary between two parking control areas with different forms of control, need to incorporate both entry and exit signs for each area. Signs may be mounted side by side, one above the other or take the form of a single composite signboard.

4 Duplicate entry signs are normally required. Where vehicles only turn left to enter or they all approach the signs straight on rather than turning into the controlled area, a single entry sign may be adequate.

5 Reminder signs should be installed beyond major features such a collector roads or roundabouts, generally within 30 m of the feature. Additional reminder signs should be placed no further apart than 200 m.

6 Where linear parking control signs have been used, it is essential that reminder signs are placed so as to immediately remind road users that the areas not covered by the linear signs are subject to area parking control.

7 Area boundaries should be left simple, for example in this case, by including the two cul-de-sacs in the area. A cul-de-sac shorter than 30 m need not be signed.
E4 SIGNS AT THE BOUNDARIES OF AN AREA

E4.1 General At least one entry sign is required at each entry point and at least one END sign is required at each exit point.

E4.2 On-street parking control areas In on-street locations, drivers may be concentrating on traffic conditions and not be expecting area controls. Entry signs need to be readily seen, taking account of traffic conditions and background conditions. They should be located as follows:

(a) Entry sign These should be placed in a prominent location at or close to the boundary of the controlled area, noting that the controls do not commence until the sign is passed. Where traffic turns both left and right into the controlled area, there needs to be an entry sign visible for each possible approach manoeuvre. Where the signing is located within 30 m of the left and right turns, a sign should be placed on both sides of the street. Where traffic can only turn left into the street, the sign should be located on the right side of the street to face that traffic, unless exiting traffic may block the view of the sign.

(b) END signs Even where the end of the controlled area is obvious (e.g. where a local street meets an arterial road) it is essential that the END sign is located in a prominent position at or near the end of the area to face traffic leaving the area. On two way streets, the END sign should be located on the back of the entry sign.

E4.3 Off-street car parks At off-street car parks, entry and END signs should be located as follows:

(a) Entry signs These should be placed in a prominent location at or close to the obvious boundary of the controlled area, e.g. at the entry driveway, fence line or other obvious boundary features. Where traffic turns both left and right into the controlled area there needs to be an entry sign visible for each possible approach manoeuvre, e.g. by placing a sign on both sides of the driveway.

(b) END signs Where the end of the controlled area is obvious, e.g. where a multi-level car park connects with the street system, the END sign is principally required for legal purposes. Where the boundary is not obvious, there needs to be more care in locating the sign in a prominent position to face traffic leaving the area. On two way access roads/driveways, the END sign should be located on the back of the entry sign.

E5 REMINDER SIGNS

E5.1 On-street parking control areas For effective control of large on-street parking control areas, reminder signs should be installed as follows:

(a) As a general requirement, at a spacing no greater than 200 m along a road, and in particular, within 200 m of an entry sign.

(b) Within 50 m of the start of any internal street, i.e. a street which is not crossed by the area boundary. Streets less than 30 m long may not need to be signed.

(c) Within 20 m of any section of linear parking control, unless it is obvious from the application of other signposting that the area control applies elsewhere.

(d) Where drivers may mistakenly assume the controlled area ends. This may include locations on the far side of a collector road, a roundabout or a set of intersection signals. At these locations, a reminder sign should be installed just beyond (i.e. within 30 m) that street or feature.

(e) Any other location where experience shows a significant number of drivers fail to recognize the application of area controls to that location.
If there is a facility in the area which attracts significant numbers of unfamiliar drivers or people who are likely to be mentally distracted (e.g. a hospital or funeral parlour), it would be prudent to consider additional signs at the pedestrian entrance to the facility. These signs may not necessarily be in the form of parking control signs.

**E5.2 Off-street car parks** The number and location of reminder signs required in an off-street car park which is to be designated as a parking control area will depend on the size of the car park and whether it is multi-level. Where a car park has regular, familiar users, e.g. parking at a tertiary campus, a lesser provision of reminder signs can be justified. As a general guide, reminder signs should be considered for public car parks with more than 100 car spaces, as follows:

(a) On any one level of a car park, at least one sign in a prominent position within each discrete section bounded by a circulation roadway.

(b) In multi-level car parks, at least one per floor, facing traffic approaching each level or in a prominent position to face traffic circulating within each level.

Alternatively, the columns and walls within multi-level car parks provide the opportunity to remind drivers by means of a greater number of smaller signs. So long as the entry and exit signs for area controls are in place, linear parking control-sized reminder signs (e.g. 225 × 450 mm) can be placed at more frequent intervals throughout a car park indicating the restrictions. It is recommended that although advisory, these signs use standard linear parking control sign colours and format, but without the arrow.

**E6 EXCEPTION SIGNING WITHIN AN AREA CONTROL** Within an area controlled by area signs, statutory restrictions, e.g. no standing near intersections and school crossings, continue to apply. Other exceptions need to be signposted using linear parking control signs. Use of area parking controls to create an exception for a sub-area within a larger parking control area is not permitted. If two parking control areas are adjacent to one another, both must start and end at the common boundary.

Within a parking control area, exceptions may be signposted by means of any of the five types of linear control listed in Table 3.1.

A controlled area should have few linear exceptions applying at similar times to those shown on area control signs. There should not be a significant mixture of both types of controls applying at similar times.

Where new area controls are being considered, a survey of existing linear controls should be undertaken. If the area has anything more than isolated loading zones, bus zones, no standing or similar restrictions, area controls covering similar times are unlikely to be recognized by drivers and should not be installed.

Where, over time, exceptions to area controls become extensive, it is likely that drivers will fail to recognize that area control restrictions apply to unsigned sections of road. In such cases, the area controls should be removed and be replaced entirely by linear parking controls.

**E7 INAPPROPRIATE LOCATIONS FOR AREA PARKING CONTROL** Area parking control is likely to be inappropriate under the following conditions:

(a) **Lack of suitable entry sign positions** Area parking control will not be satisfactory if positions which will provide adequate prominence for side-mounted signs at entry points cannot be found and provision of overhead signs cannot be justified.
(b) **Area and linear controls applying at the same time**  Area parking control will not be satisfactory—

(i) in an area which has extensive sections of linear parking control and the area controls are intended to apply over similar periods, i.e. the area has anything more than isolated loading zones, bus zones, no standing or similar linear restrictions; or

(ii) along any street or readily identifiable section of a street, e.g. between one end of a street and a roundabout, where one side or most of one side is controlled by linear parking control signs and the other side is unsigned, i.e. the area controls are intended to apply only to the other side of the street.

(c) **Area and linear controls applying at the same locations but at different times**  The types of location in Item (b)(i) may not be inappropriate for using area parking control to apply a completely different type of control at different times of day, e.g. an overnight no-stading area applying in streets which have daytime linear two-hour parking signs. Nonetheless, extreme care is required to ensure that the area control is apparent to drivers. Reminder signs will be essential in this type of area and will be required at relatively frequent intervals along the sections of road which have linear controls. Consequently, area controls should not be used where a sufficient number of reminder signs cannot be installed, or where the messages on linear signs read in conjunction with the messages on area signs would be confusing or ambiguous.
Figure 2A - Standard sign placement
BONDI BEACH PARKING AREA

TICKET

7 AM - 12 MID NIGHT
EXCEPT AS SIGNED

Figure 2B - Standard sign layout
Figure 3A - Proposed sign placement
Figure 3B - Proposed sign layout
City to Surf 2014 – Special Event with Temporary Road Closures (A02/0216)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about application for a temporary closure of a number of roads in the Waverley Council Local Government Area, to hold the annual City to Surf Event.

Council Officer's Proposal: That Council approves the City to Surf 2014 event and associated road closures on Sunday, 10 August 2014, in accordance with the attached Transport Management Plan (issued separately), subject to the following conditions:

1. Closures are to take place during the following periods:
   
   **5am to 7am**
   - Closure of Military Road, eastbound, between Old South Head Road and Winifred Avenue.
   - Closure of Military Road, between Blake Street and Lancaster Road, with local access from the Blake Street and Lancaster Road ends.
   - Military Road, northbound, between Wallis Parade and Blair Street.

   **7am to 2pm**
   - Complete closure of Military Road, between Old South Head Road and Blair Street, including all side streets, with local access across Military Road at Liverpool Street. Military Road to re-open at Blair Street after last runner.
   - Closure of Oceanview Avenue, between Old South Head Road and Military Road, with local access from Old South Head Road.

   **7.30am to Last Runner**
   - Complete closure of Old South Head Road, between Village High Road and Military Road, including all side streets. Young Street may be egressed to the north under Police supervision.
   - Closure of Old South Head Road, between Military Road and Oceanview Avenue, with local access from Oceanview Avenue end.

   **7am to 4pm**
   - Complete closure of Military Road, Campbell Parade and Bondi Road, between Blair Street and Dudley Street, including all side streets, with local access across Military Road at Hastings Parade after last runner. Campbell Parade to open north of Curlewis Street after last runner. Notts Avenue may be egressed to the south under Police supervision. Sandridge Street may be egressed to the west at Bondi Road.
   - Closure of Beach Street, between Gould Street and Campbell Parade, with local access from Gould Street end.
   - Closure of Roscoe Street, between Gould Street and Gould Lane, with local access from Gould Street end.
   - Closure of Hall Street, eastbound, between Glenayr Avenue and Campbell Parade.
   - Closure of Chambers Avenue, Consett Avenue and Jaques Avenue, between Lamrock Avenue and Hall Street, with local access from Hall Street end.
   - Closure of Lamrock Avenue, eastbound, between Knoll Avenue and Sir Thomas Mitchell Road and Campbell Parade, buses excepted.
   - Un-manned closure of Francis Street, eastbound, at Denham Street / Ormond Street.
   - Un-manned closure of Wairoa Avenue, southbound, at Blair Street.
   - Closure of Wairoa Avenue, between Wallis Parade and Hastings Parade, and between Hastings Parade and Brighton Boulevard.
   - Closure of Sandridge Street at Fletcher Street.
Closure of Rowland Avenue at Fletcher Street.

7am to Last Runner
- Closure of Curlewis Street, between Gould Street and Campbell Parade, with local access from Gould Street end.

9am to 2pm
- Barricade parking spaces on the southern side of Oxford Street, between Bondi Road and Hollywood Avenue / Adelaide Street.

9am to TBA
- Closure of Grafton Street, westbound, buses excepted.
- Closure of Grosvenor Lane, between Newland Street and Grosvenor Street, with local access from Newland Street end for deliveries and pickups only.

2. The Event Organiser shall:
- provide Public Liability Insurance for the event,
- obtain NSW Police Force approval,
- notify the State Transit Authority, NSW Ambulance Service and NSW Fire & Rescue (Bondi, Woollahra & Randwick Fire Stations) seven days prior to the event,
- notify local residents and businesses seven days prior to the event,
- only use RMS-accredited Traffic Controllers, and
- cover all costs associated with Traffic Control.

3. The Council shall:
- consider all other impacts on the surrounding environment and issue a Schedule of Conditions, with additional conditions to be placed by the NSW Police Force and RMS.

4. The Divisional Manager, Technical Services and the Divisional Manager, Parking Services and their representative(s) are Delegated Authority to:
- inspect the TMP,
- audit the implementation of the TMP, and
- cancel this approval, without notice or refund.

Purpose of Report
Council has received application from SMH John Fairfax Publications requesting consideration be given to approving the temporary closure of the following roads in order to facilitate the annual City to Surf event on Sunday, 10 August 2014:

5am to 7am
- Closure of Military Road, eastbound, between Old South Head Road and Winifred Avenue.
- Closure of Military Road, between Blake Street and Lancaster Road, with local access from the Blake Street and Lancaster Road ends.
- Military Road, northbound, between Wallis Parade and Blair Street.
REPORT TO WAVERLEY TRAFFIC COMMITTEE

7am to 2pm
- Complete closure of Military Road, between Old South Head Road and Blair Street, including all side streets, with local access across Military Road at Liverpool Street. Military Road to re-open at Blair Street after last runner.
- Closure of Oceanview Avenue, between Old South Head Road and Military Road, with local access from Old South Head Road.

7.30am to Last Runner
- Complete closure of Old South Head Road, between Village High Road and Military Road, including all side streets. Young Street may be egressed to the north under Police supervision.
- Closure of Old South Head Road, between Military Road and Oceanview Avenue, with local access from Oceanview Avenue end.

7am to 4pm
- Complete closure of Military Road, Campbell Parade and Bondi Road, between Blair Street and Dudley Street, including all side streets, with local access across Military Road at Hastings Parade after last runner. Campbell Parade to open north of Curlewis Street after last runner. Notts Avenue may be egressed to the south under Police supervision. Sandridge Street may be egressed to the west at Bondi Road.
- Closure of Beach Street, between Gould Street and Campbell Parade, with local access from Gould Street end.
- Closure of Roscoe Street, between Gould Street and Gould Lane, with local access from Gould Street end.
- Closure of Hall Street, eastbound, between Glenayr Avenue and Campbell Parade.
- Closure of Chambers Avenue, Consett Avenue and Jaques Avenue, between Lamrock Avenue and Hall Street, with local access from Hall Street end.
- Closure of Lamrock Avenue, eastbound, between Knoll Avenue and Sir Thomas Mitchell Road and Campbell Parade, buses excepted.
- Un-manned closure of Francis Street, eastbound, at Denham Street / Ormond Street.
- Un-manned closure of Wairoa Avenue, southbound, at Blair Street.
- Closure of Wairoa Avenue, between Wallis Parade and Hastings Parade, and between Hastings Parade and Brighton Boulevard.
- Closure of Sandridge Street at Fletcher Street.
- Closure of Rowland Avenue at Fletcher Street.

7am to Last Runner
- Closure of Curlewis Street, between Gould Street and Campbell Parade, with local access from Gould Street end.

9am to 2pm
- Barricade parking spaces on the southern side of Oxford Street, between Bondi Road and Hollywood Avenue / Adelaide Street.

9am to TBA
- Closure of Grafton Street, westbound, buses excepted.
- Closure of Grosvenor Lane, between Newland Street and Grosvenor Street, with local access from Newland Street end for deliveries and pickups only.

Council will need to exercise its delegated functions to implement the proposal.
REPORT TO WAVERLEY TRAFFIC COMMITTEE

Introduction

SMH John Fairfax Publications has submitted the attached Transport Management Plan (TMP) for Council’s consideration.

Council has been informed that there are no planned changes from last year’s event.

This is a Class 1 Special Event, with road closures, under the RMS’s Guide to Traffic and Transport Management for Special Events. The Traffic Committee is required to make recommendations to Council regarding the traffic management aspects of the event, advising Council on conditions to set for the use of road space. Council will then consider these recommendations and assess all other impacts on the surrounding environment before issuing a Schedule of Conditions. A draft Schedule of Conditions has been attached.

Technical Analysis

The RMS will need to approve the temporary closures and special event clearways. Once all approvals and conditions have been met, staff from the RMS and Council can sign the TMP to authorise implementation.

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic
- RMS’s Signs Database
- RMS’s Permit Parking
- [NSW] Road Rules 2008
- Australian Standard AS 1742.3
- RMS’s Traffic Control at Work Sites
- RMS’s Guide to Traffic and Transport Management for Special Events

Financial Information for Council’s Consideration

The Event Organiser is to cover all costs associated with the event.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Greg Holding, Senior Traffic Engineer
Draft Schedule of Conditions

1. The following closures are to take place on 10 August 2014:

5am to 7am
- Closure of Military Road, eastbound, between Old South Head Road and Winifred Avenue.
- Closure of Military Road, between Blake Street and Lancaster Road, with local access from the Blake Street and Lancaster Road ends.
- Military Road, northbound, between Wallis Parade and Blair Street.

7am to 2pm
- Complete closure of Military Road, between Old South Head Road and Blair Street, including all side streets, with local access across Military Road at Liverpool Street. Military Road to re-open at Blair Street after last runner.
- Closure of Oceanview Avenue, between Old South Head Road and Military Road, with local access from Old South Head Road.

7.30am to Last Runner
- Complete closure of Old South Head Road, between Village High Road and Military Road, including all side streets. Young Street may be egressed to the north under Police supervision.
- Closure of Old South Head Road, between Military Road and Oceanview Avenue, with local access from Oceanview Avenue end.

7am to 4pm
- Complete closure of Military Road, Campbell Parade and Bondi Road, between Blair Street and Dudley Street, including all side streets, with local access across Military Road at Hastings Parade after last runner. Campbell Parade to open north of Curlewis Street after last runner. Notts Avenue may be egressed to the south under Police supervision. Sandridge Street may be egressed to the west at Bondi Road.
- Closure of Beach Street, between Gould Street and Campbell Parade, with local access from Gould Street end.
- Closure of Roscoe Street, between Gould Street and Gould Lane, with local access from Gould Street end.
- Closure of Hall Street, eastbound, between Glenayr Avenue and Campbell Parade.
- Closure of Chambers Avenue, Consett Avenue and Jaques Avenue, between Lamrock Avenue and Hall Street, with local access from Hall Street end.
- Closure of Lamrock Avenue, eastbound, between Knoll Avenue and Sir Thomas Mitchell Road and Campbell Parade, buses excepted.
- Un-manned closure of Francis Street, eastbound, at Denham Street / Ormond Street.
- Un-manned closure of Wairoa Avenue, southbound, at Blair Street.
- Closure of Wairoa Avenue, between Wallis Parade and Hastings Parade, and between Hastings Parade and Brighton Boulevard.
- Closure of Sandridge Street at Fletcher Street.
- Closure of Rowland Avenue at Fletcher Street.

7am to Last Runner
- Closure of Curlewis Street, between Gould Street and Campbell Parade, with local access from Gould Street end.
Waverley LGA – Major Traffic Projects List (A07/1082)

Report dated 16 June 2014 from the Acting Divisional Manager, Technical Services about major traffic projects in the Waverley LGA.

Council Officer’s Proposal: That:

1. Council receive and note the contents of the report.

2. The Major Traffic Projects List becomes a Standing Item of the Waverley Traffic Committee, with reporting on a quarterly basis.

Purpose of Report

Cr Kay has requested that a list of major traffic projects be produced and updated. Council will NOT need to exercise its delegated functions to implement the proposal.

Introduction

With staff changes and competing priorities, major traffic projects have been typically prioritised in an ad hoc basis. Some Councillors have reported that it is sometimes difficult to access updates of these projects. This often includes RMS projects that Council has an interest in.

Technical Analysis

A comprehensive list of major traffic projects has been produced and is shown in Attachment 1. Prioritisation has been based on the level of safety for road users, with the most vulnerable road users listed as a high priority:

1. Pedestrian Safety
2. Cyclist Safety
3. Vehicle Safety
4. Public Transport
5. Parking
6. Other.

Further information will be added to this list, such as Traffic Committee and Council meeting references, over the next few months.

It is recommended that, in order to facilitate public access to this information, this item becomes a Standing Item, with reporting on a quarterly basis.

Guidelines used:
- Transport Administration Act 1988
- RMS’s Delegation to Councils; Regulation of Traffic.

Financial Information for Council’s Consideration
Major Projects are funded on a project-by-project basis.

Minas Kassiou
Acting Divisional Manager, Technical Services

Author: Greg Holding, Senior Traffic Engineer
<table>
<thead>
<tr>
<th>Location</th>
<th>Ward</th>
<th>Precinct</th>
<th>Project Type</th>
<th>Priority</th>
<th>Project Details</th>
<th>Update</th>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hall Street</td>
<td>Bondi</td>
<td>Bondi</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Improve pedestrian safety outside Adina Hotel</td>
<td>18 m of No-Parking installed for pick-up/drop-off at hotel. Ped counts undertaken - meets RMS warrant for ped crossing. Referred to WTC Jan 2014. Concept design completed, ready for consultation</td>
<td></td>
</tr>
<tr>
<td>Wellington Street</td>
<td>Bondi</td>
<td>Bondi</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facility at Edward Street. Investigate crashes for vehicles heading north in Wellington in wet.</td>
<td>Detailed design currently being undertaken</td>
<td></td>
</tr>
<tr>
<td>Henrietta Street - at Salisbury Street</td>
<td>Waverley</td>
<td>Charing Cross</td>
<td>Contra-flow Bike Lane</td>
<td>2 - Cyclist Safety</td>
<td>Modify the intersection, including a change of priority and install islands / speed humps to improve safety.</td>
<td>State Black Spot 2013/14 funding application successful. Referred to WTC Sep 2013. Council approved detailed design. Issued to PWS for installation. Installation complete</td>
<td></td>
</tr>
<tr>
<td>Bennett Street</td>
<td></td>
<td></td>
<td>Intersection</td>
<td>3 - Vehicle Safety</td>
<td>Improve intersection safety</td>
<td>Referred to WTC Feb 2012. Resolved to consult with residents and Bikeast on design. Concept design for islands complete, ready for consultation</td>
<td></td>
</tr>
<tr>
<td>Brighton Boulevard</td>
<td></td>
<td></td>
<td>Length Limit</td>
<td>3 - Vehicle Safety</td>
<td>Regulate access for long vehicles</td>
<td>Regulate access for long vehicles</td>
<td></td>
</tr>
<tr>
<td>Bronte Road, Bronte Marine Drive, Hewlett Street, Tamarama Marine Drive &amp; Pacific Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate 40km/h HPAA near Bronte Beach</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2013. LATM Study to be undertaken in late 2014.</td>
<td></td>
</tr>
<tr>
<td>Castelfield Street</td>
<td></td>
<td></td>
<td>Traffic Island</td>
<td>3 - Vehicle Safety</td>
<td>Install traffic islands at both ends of new 90 degree angle parking</td>
<td>Design approved by Council. Island at northern end referred to PWS for installation. Design for island at southern end was to be adjusted once driveway at 3 Castelfield Street was installed; however, the DA has been refused.</td>
<td></td>
</tr>
<tr>
<td>Diamond Bay Road, Craig Avenue &amp; Isabel Avenue</td>
<td></td>
<td></td>
<td>One-way</td>
<td>3 - Vehicle Safety</td>
<td>Reduce congestion and improve vehicle safety by making a one-way loop or removing parking to create passing bays</td>
<td>Petition referred to Council Dec 2013. Referred to WTC Jan 2013. Council resolved to pursue installation of one-way. Community consultation to follow shortly. Requires RMS approval.</td>
<td></td>
</tr>
<tr>
<td>Hewlett Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate issues with buses passing in upper section.</td>
<td>Referred to WTC - recommending counts be undertaken once nearby construction work has been completed. Traffic speed &amp; volume counts undertaken in Dec 2013. To be considered by an upcoming WTC meeting. Requires RMS approval.</td>
<td></td>
</tr>
<tr>
<td>O'Dowd Street</td>
<td></td>
<td></td>
<td>Length Limit</td>
<td>3 - Vehicle Safety</td>
<td>Regulate access for long vehicles</td>
<td>Regulate access for long vehicles</td>
<td></td>
</tr>
<tr>
<td>Rickard Avenue</td>
<td></td>
<td></td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Request for traffic calming at either end of Rickard Avenue to prevent vehicles entering so fast</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2013. Results reported to WTC Apr 2014. Speed and volume low midblock. Further site observations needed to check vehicles cutting the corners.</td>
<td></td>
</tr>
<tr>
<td>Campbell Parade</td>
<td>Bondi</td>
<td>Bondi Beach</td>
<td>Bus Zone</td>
<td>4 - Public Transport</td>
<td>Change bus zones and coach parking</td>
<td>Referred to WTC Feb 2012. Council has approved changes to Bus Zone signs. Hired signage currently being designed.</td>
<td></td>
</tr>
<tr>
<td>Kippara Road</td>
<td></td>
<td></td>
<td>Bus Route</td>
<td>4 - Public Transport</td>
<td>Install parking extinctions in Kippara Road to help access for school buses OR re-route buses via Lyons Road</td>
<td>Referred to WTC Oct 2009. May 2013, Sep 2013 &amp; Mar 2014. Meeting between Council, TNWS, Sydney Buses, Police &amp; schools held after WTC Apr 2014. Waverley Council not in favour of installing parking restrictions in Kippara Road - all alternatives being investigated.</td>
<td></td>
</tr>
<tr>
<td>Onslow Place</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Footway Parking</td>
<td>5 - Parking</td>
<td>Investigate feasibility of a Footway Parking Scheme</td>
<td>Referred to WTC Sep 2011 &amp; Sep 2013. Concept plans drafted and sent to RMS for comment Dec 2013. Referred to WTC May 2014 - Option 2 (using existing K&amp;G) preferred. Community consultation to be undertaken shortly.</td>
<td></td>
</tr>
<tr>
<td>Simpson Street</td>
<td></td>
<td></td>
<td>RPS</td>
<td>5 - Parking</td>
<td>Review recently installed RPS in Simpson Street, between Hall Street and Curlewis Street</td>
<td>Petition received</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
<td>Update</td>
<td>Other Comments</td>
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<tr>
<td>Charing Cross</td>
<td>Lawson</td>
<td>Charing Cross</td>
<td>Traffic Signals</td>
<td>1</td>
<td>Install pedestrian leg in Victoria Street</td>
<td>Matter referred to RMS May 2011. RMS currently finalising design of new signals.</td>
<td></td>
</tr>
<tr>
<td>Murray Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>Traffic Signals</td>
<td>1</td>
<td>Improve pedestrian safety and reduce queuing lengths at traffic signals at Hewlett Street</td>
<td>RMS requested to adjust phasing</td>
<td></td>
</tr>
<tr>
<td>Old South Head Road</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>Parking</td>
<td>1</td>
<td>Install No Stopping at pedestrian refuges, as per current RMS Technical Direction</td>
<td>Referred to RMS Oct 2011. Ped refs north of Princess Street - RMS to undertake community consultation shortly. Ped refs south of Owen Street - awaiting further action.</td>
<td></td>
</tr>
<tr>
<td>Old South Head Road</td>
<td>Waverley</td>
<td>Penkivil/Waverley &amp; South Bondi</td>
<td>Intersection</td>
<td>1</td>
<td>Investigate changes to intersection at Flood Street to improve pedestrian and vehicles safety</td>
<td>RMS currently investigating traffic signals.</td>
<td></td>
</tr>
<tr>
<td>Bondi Road</td>
<td>Waverley</td>
<td>Penkivil/Waverley &amp; South Bondi</td>
<td>Crashes</td>
<td>3</td>
<td>Treatment to reduce Right/Near crashes at Wellington Street</td>
<td>RMS considered installing Left in / Left out. RMS currently considering feedback from community consultation.</td>
<td></td>
</tr>
<tr>
<td>Old South Head Road</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>No Right Turn</td>
<td>3</td>
<td>Request from local business to prevent Right/Near Crashes, heading north on Old South Head Road, as they run into 321 Old South Head Road (Service Station).</td>
<td>Referred to RMS Sep 2011. RMS has advised that a central median may be appropriate and that Council will need to undertake the community consultation.</td>
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</tr>
<tr>
<td>Old South Head Road</td>
<td>Bondi</td>
<td>Bondi</td>
<td>Bus Route</td>
<td>4</td>
<td>Install No Parking on southern side, between O’Brien Street &amp; Francis Street to improve bus journey times.</td>
<td>Sydney Buses to provide 389 journey times and stats</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
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<tr>
<td>Birrell Street</td>
<td>Waverley</td>
<td>Bronte &amp; South Bondi</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facility at Murray Street</td>
<td>Detailed survey and design required</td>
<td></td>
</tr>
<tr>
<td>Blair Street</td>
<td>Bondi &amp; Hunter</td>
<td>Bondi, Bondi Beach, North Bondi &amp; Rose Bay</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facilities at various locations along Blair Street (Warina and Glenayr)</td>
<td>Pedestrian counts required</td>
<td></td>
</tr>
<tr>
<td>Campbell Parade</td>
<td>Bondi</td>
<td>Bondi Beach</td>
<td>Pedestrian Fencing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate installation of fencings for flush threshold</td>
<td>Referred to WTC Dec 2011 - Sydney Buses concerned about fencing in Bus Zone.</td>
<td></td>
</tr>
<tr>
<td>Chestfield Parade</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>LATM</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for LATM and upgrade ped crossing</td>
<td>Counts undertaken - referred to WTC - speeds low NFA.</td>
<td>Ped counts undertaken - meets RMS warrant for ped crossing. Referred to WTC Feb 2011 - Sydney Buses concerned about queuing of traffic back through roundabout, causing delay to buses. Queuing and delay analysis required.</td>
</tr>
<tr>
<td>Glenayr Avenue</td>
<td>Bondi &amp; Bondi Beach</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facility at Warners Avenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hewlett Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facility at Alfred Street</td>
<td>Detailed survey and design required</td>
<td></td>
</tr>
<tr>
<td>Macpherson Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>Pedestrian Crossing</td>
<td>2 - Pedestrian Safety</td>
<td>Investigate request for crossing facility at Leichhardt Street</td>
<td>Pedestrian counts required</td>
<td></td>
</tr>
<tr>
<td>O'Brien Street</td>
<td>Bondi</td>
<td>Bondi</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Investigate request for crossing facilities west of Cox Avenue</td>
<td>Pedestrian counts required</td>
<td></td>
</tr>
<tr>
<td>Sandridge Street</td>
<td>Bondi</td>
<td>Bondi Beach</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Request for raised pedestrian crossing at Wilga Street</td>
<td>Ped Count required</td>
<td></td>
</tr>
</tbody>
</table>
| St Thomas Street | Lawson | Bronte Beach | Pedestrian Crossing | 1 - Pedestrian Safety | Investigate the installation of pedestrian facility for students going to Clovelly Public School | Pedestrian counts required | Concept plan to be referred to Precinct Committee for comment on the installation of a pedestrian crossing.

Blake Street | Hunter | Rose Bay | LATM | 3 - Vehicle Safety | Investigate request for LATM | Traffic speed & volume counts undertaken in Dec 2013. | Referred to WTC Apr 2014 - LATM to be pursued. |
| Bon Accord Avenue | Bondi | North Bondi | Kerb & Gutter | 3 - Vehicle Safety | Kerb and gutter realignment. Central Synagogue to supply lamp, poles and post. | Pedestrian counts required | Concept plan to be referred to Precinct Committee for comment on kerbing and guttering improvements at Bon Accord Avenue. |
| Brighton Boulevard | Bondi | North Bondi | One-way | 3 - Vehicle Safety | Investigate changes to pavement markings and signposting to make it clear that Brighton Boulevard is two-way outside Ambulance Station | Adjustments to signs and lines complete | |
| Dover Road | Hunter | Rose Bay & Dover Heights | LATM | 3 - Vehicle Safety | Investigate request for LATM | Counts undertaken - referred to WTC - speeds high - traffic calming (edge lines, centre lines and flush entry thresholds) to be designed | |
| Glenn Street | Hunter | Rose Bay & Dover Heights | Intersection | 3 - Vehicle Safety | Replace existing painted island at Fletcher Street | Complete | |
| Lamrock Place | Bondi | Bondi Beach | LATM | 3 - Vehicle Safety | Investigate request for 10km/h shared zone | Traffic speed & volume counts undertaken in Dec 2014. | |
| Macpherson Street | Lawson | Bronte Beach | 40 km/h HPAA | 3 - Vehicle Safety | Investigate request for 40 km/h HPAA and associated LATM | Counts and LATM study required. | |
| Military Road | Hunter | Dover Heights & Diamond Bay/Vaucluse | LATM | 3 - Vehicle Safety | Investigate request for LATM between Wentworth Street and Loombah Road and near Kimberley Road and near 255 Military Road | Traffic speed & volume counts undertaken in Dec 2013. | Traffic speed & volume counts undertaken in Dec 2013. Referred to WTC Apr 2014 - LATM to be pursued. |
| Notts Avenue | Bondi | Bondi Beach | LATM | 3 - Vehicle Safety | Investigate request for 10km/h shared zone | Traffic speed & volume counts undertaken in Dec 2014. | |
| Ocean Street North | Waverley | Penkivil/Waverley | Raised intersection | 3 - Vehicle Safety | | |
| Ormond Street | Bondi | Bondi Beach | Curve | 3 - Vehicle Safety | Investigate request to improve safety for vehicles heading north, entering the curve at Sir Thomas Mitchell Road | | Concept plan for raised thresholds and survey required. |
| Pacific Lane | Lawson | Bronte Beach | LATM | 3 - Vehicle Safety | Investigate request for LATM. | | |

Transport and Development Projects.xlsx
<table>
<thead>
<tr>
<th>Location</th>
<th>Ward</th>
<th>Precinct</th>
<th>Project Type</th>
<th>Priority</th>
<th>Project Details</th>
<th>Update</th>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ruthven Street</td>
<td></td>
<td></td>
<td>No Right Turn and/or LATM</td>
<td>3</td>
<td>Investigate request for No Right Turn from Birrell into Ruthven. Being used as a Rat Run in the AM peak</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2013. Referred to WTC Apr 2014 - No Right Turn Bicycles Excepted to be pursued.</td>
<td></td>
</tr>
<tr>
<td>Military Road</td>
<td></td>
<td></td>
<td>Curve</td>
<td>3</td>
<td>Investigate request to improve safety for vehicles heading north, entering the curve at Kimberley</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2013. Referred to WTC Apr 2014 - LATM to be pursued.</td>
<td></td>
</tr>
<tr>
<td>Waverley Crescent at Bondi Road</td>
<td>Bondi &amp; Hunter</td>
<td>Rose Bay, Bondi &amp; Bondi Beach</td>
<td>&quot;Left Turn Only&quot;</td>
<td>3</td>
<td>Install &quot;Left Turn Only&quot; in Waverley Street at Bondi Road.</td>
<td>Approved by RMS, Council and WTC, subject to Community Consultation. WTC resolved to investigate likely delays - needs to be done by a consultant.</td>
<td></td>
</tr>
<tr>
<td>Warners Avenue</td>
<td></td>
<td></td>
<td>LATM</td>
<td>3</td>
<td>Investigate request for LATM</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2013. Referred to WTC Apr 2014 - LATM to be pursued.</td>
<td></td>
</tr>
<tr>
<td>Wellington Place</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>LATM</td>
<td>3</td>
<td>Investigate request for 10km/h shared zone</td>
<td>Traffic speed &amp; volume counts undertaken in Dec 2014.</td>
<td></td>
</tr>
<tr>
<td>York Road</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>LATM</td>
<td>3</td>
<td>Request for double white lines outside 47 York Road</td>
<td>Traffic counts required</td>
<td>Resident of 168 Birrell Street objected to the 'Bus Zone' being lengthened. Council resolved to move the sign to either side of the driveway; however, Police appealed to the Sydney Regional Traffic Committee, who upheld the appeal.</td>
</tr>
<tr>
<td>Bronte Road</td>
<td></td>
<td></td>
<td>Bus Zones</td>
<td>4</td>
<td>Extend Bus Zones near Police station to allow extra bus to stop</td>
<td>Survey of local residents, Police Station and Courthouse required.</td>
<td></td>
</tr>
<tr>
<td>Grafton Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>Bus Zone</td>
<td>4</td>
<td>Reduce Bus Zone at corner of Newland Street</td>
<td>See Dan</td>
<td></td>
</tr>
<tr>
<td>Oxford Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>Bus Lane</td>
<td>4</td>
<td>Extend bus lane for entire length of block, reduce travel lanes to single lane half length, 2 lanes half length</td>
<td>See Dan</td>
<td></td>
</tr>
<tr>
<td>Rodney Street</td>
<td>Hunter</td>
<td>Dover Heights</td>
<td>Bus Route</td>
<td>4</td>
<td>Bus can't get down Rodney St in the AM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Birrell Lane, Haxson Lane, Lynch Avenue, Ashton Lane</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>RPPS</td>
<td>5</td>
<td>Make laneways 2P Area Residents Exected</td>
<td>Survey Required</td>
<td></td>
</tr>
<tr>
<td>Blair Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>School</td>
<td>5</td>
<td>School drop-off &amp; pick-up zone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brown Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>LATM &amp; Boats</td>
<td>5</td>
<td>Investigate request for LATM and remove boats and trailers</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA. Consider parking restrictions to remove boats.</td>
<td></td>
</tr>
<tr>
<td>Campbell Street, Salisbury Street, and Zarita Avenue</td>
<td></td>
<td></td>
<td>RPPS Survey</td>
<td>5</td>
<td>Investigate request from local schools to review recently installed RPPS restrictions</td>
<td>WTC resolved to survey local residents about the removal of some RPPS restrictions</td>
<td></td>
</tr>
<tr>
<td>Curlewies Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Short-term parking</td>
<td>5</td>
<td>Install Disability and Timed Parking at Shops near Old South Head Road</td>
<td>Survey required</td>
<td></td>
</tr>
<tr>
<td>Gilbert Street</td>
<td></td>
<td></td>
<td>Footway Parking</td>
<td>5</td>
<td>Investigate the installation of footway parking</td>
<td>Count undertaken - vehicles are not speeding. Referred to WTC. but RMS's Tech Direction was pulled. Tech Direction re-issued. Concept design required</td>
<td></td>
</tr>
<tr>
<td>Gipps Street</td>
<td>Lawson</td>
<td>Charing Cross</td>
<td>Boat Parking</td>
<td>5</td>
<td>Introduce parking restrictions for boats</td>
<td>Survey Required</td>
<td></td>
</tr>
<tr>
<td>Henrietta Street</td>
<td>Waverley</td>
<td>Charing Cross</td>
<td>School</td>
<td>5</td>
<td>School drop-off &amp; pick-up zone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Leichhardt Street</td>
<td>Lawson</td>
<td>Charing Cross</td>
<td>School</td>
<td>5</td>
<td>School drop-off &amp; pick-up zone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Park Parade</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>One way</td>
<td>5</td>
<td>Request for one way and instat parking</td>
<td>Survey complete - next step? See Dan</td>
<td></td>
</tr>
<tr>
<td>Spring Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>Truck Zone</td>
<td>5</td>
<td>Request from Realestate Agency to remove Truck Zone</td>
<td>Survey required</td>
<td></td>
</tr>
<tr>
<td>Trafalgar Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>Boat Parking</td>
<td>5</td>
<td>Introduce parking restrictions for boats and childcare centre parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Various</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>Disability Parking Review</td>
<td>5</td>
<td>Send letter to each disability parking space tenant, requesting updated copy of RMS MPS card &amp; veh rego.</td>
<td>Works delayed, due to Tesla works in the footpath area. Traffic Signal Design to be redone</td>
<td></td>
</tr>
<tr>
<td>Bondi Road</td>
<td></td>
<td></td>
<td>Footpath</td>
<td>6</td>
<td>Widen footpath at Denham Street</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Isabel Avenue</td>
<td></td>
<td></td>
<td></td>
<td>6</td>
<td>Undertake regular counts in Regional Roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Roads</td>
<td>All</td>
<td>All</td>
<td>Funding</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
<td>Update</td>
<td>Other Comments</td>
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<td>----------------------------------------</td>
</tr>
<tr>
<td>Orr Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>RPPS</td>
<td>5 - Parking</td>
<td>Extend RPS Area 26 to include Orr Street</td>
<td>RPS undertaken in early 2014. RPS parking restrictions installed.</td>
<td></td>
</tr>
<tr>
<td>Campbell Parade</td>
<td>Bondi</td>
<td>North Bondi</td>
<td>Pedestrian Crossing</td>
<td>1 - Pedestrian Safety</td>
<td>Modify existing ped crossing at Brighton Boulevard</td>
<td>WTC and Council approved final design. Island and ped crossing works complete. Lane changes of commence after summer.</td>
<td></td>
</tr>
<tr>
<td>Wellington Place</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>Carpark Counts</td>
<td>-</td>
<td>Undertake counts for James</td>
<td>Counts undertaken - referred to James</td>
<td></td>
</tr>
<tr>
<td>Wellington Street</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>School</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Gardiner Lane</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>One-way</td>
<td>-</td>
<td>Change Gardiner Lane from two-way to one-way</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Botany Street</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>Pedestrian Crossing</td>
<td>-</td>
<td>Investigate request for crossing facility at Waverley Street</td>
<td>Concept design for a ped ref approved by WTC. Detailed design completed by Asfaq and approved by WTC.</td>
<td></td>
</tr>
<tr>
<td>Ebley Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>RPPS</td>
<td>-</td>
<td>Change of hours of parking until later and over the weekend</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Edmund Street and John Street - Area 25</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>RPPS</td>
<td>-</td>
<td>Introduce resident parking restrictions under the existing Area 25 RPPS.</td>
<td>Completed - WTC Dec 2010. Resurvey by Kate completed. Parking restrictions installed.</td>
<td>Henry Street to be surveyed to see flow-on effect</td>
</tr>
<tr>
<td>James Street, Radford Avenue</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>RPPS</td>
<td>-</td>
<td>Extend Res Parking restrictions into James Street and Radford Avenue, under existing RPPS Area</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>View Street, Henry Street, Victoria Street</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>RPPS</td>
<td>-</td>
<td>Expand RPPS parking restrictions to these streets under existing RPPS</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Grafton Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>RPPS</td>
<td>-</td>
<td>Extend Res Parking restrictions into north side of Grafton Street, east of Lowwell Street</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Military Road at Wentworth Street</td>
<td>Hunter</td>
<td>Dover Heights</td>
<td>Dividing lines</td>
<td>-</td>
<td>Request for improving safety</td>
<td>Completed. BB lines installed</td>
<td></td>
</tr>
<tr>
<td>418 Bronte Road</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>Short-term parking</td>
<td>-</td>
<td>Survey shop owners and residents</td>
<td>Completed by Sam</td>
<td></td>
</tr>
<tr>
<td>Liverpool Street at Bangalla Road</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Intersection priority</td>
<td>-</td>
<td>Change the priority at the intersection of Liverpool Street and Bangalla Road and install Give Way signs and linemarkings</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Grafton Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>Sight Distance</td>
<td>-</td>
<td>Install painted islands and bring forward stop line at Vernon Street</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Orr Lane</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>Review parking restrictions</td>
<td>-</td>
<td>Change existing parking restrictions to allow resident to park across driveways</td>
<td>Completed</td>
<td></td>
</tr>
<tr>
<td>Stickland Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Speed Limit</td>
<td>-</td>
<td>Request RMS remove existing 40 km/h School Zone</td>
<td>Complete</td>
<td></td>
</tr>
<tr>
<td>York Road</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>Curve</td>
<td>-</td>
<td>Investigate request to improve safety for vehicles heading south, entering the curve at York Road Gates</td>
<td>Successful for Black Spot funding. Installed high friction seal and bollard barriers</td>
<td></td>
</tr>
<tr>
<td>York Road</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>Curve</td>
<td>-</td>
<td>Investigate request to improve safety for vehicles heading east, entering the curve east of Baronga Avenue</td>
<td>Successful for Black Spot funding. Installed high friction seal</td>
<td></td>
</tr>
<tr>
<td>Various streets in Queens Park</td>
<td>Lawson</td>
<td>Queens Park</td>
<td>LATM</td>
<td>-</td>
<td>Investigate for LATM in Denison Street, All Street, Newland Street, Manning Street, Bouke Street, Queens Park Road, York Road and Baronga Avenue. See Dan</td>
<td>Counts undertaken and referred to Dan Joanides</td>
<td></td>
</tr>
<tr>
<td>Glenayr Avenue</td>
<td>Bondi</td>
<td>Bondi</td>
<td>Pedestrian Fencing</td>
<td>-</td>
<td>Investigate the installation of pedestrian fencing at the frontage to the Beach Road Hotel</td>
<td>WTC and Council approved pedestrian fencing to RMS standard - cost to be borne by Beach Road Hotel</td>
<td></td>
</tr>
<tr>
<td>Area 1 RPPS</td>
<td>Bondi</td>
<td>Bondi</td>
<td>RPPS Survey</td>
<td>-</td>
<td>Extend AREA 1 to include parts of Francis Street, Simpson Street and f/Inn Street</td>
<td>Community Consultation results referred to WTC and Council - approved parking changes in Francis Street and Simpson Street - all installed.</td>
<td></td>
</tr>
<tr>
<td>Area 2 RPPS</td>
<td>Bondi</td>
<td>Bondi</td>
<td>RPPS Survey</td>
<td>-</td>
<td>Extend AREA 2 to include western side of Denham Street</td>
<td>Community Consultation results referred to WTC and Council - approved all Denham Street residents to be eligible for permits</td>
<td></td>
</tr>
<tr>
<td>Area 12 RPPS</td>
<td>Bondi</td>
<td>Bondi</td>
<td>RPPS Survey</td>
<td>-</td>
<td>Create AREA 12 to include parts of Wellington Street, Imperial Avenue, Rockley Street, Henderson Street, Moore Street and Edward Street</td>
<td>Community Consultation results referred to WTC and Council - approved parking changes in Simpson Street and Wellington Street - all installed.</td>
<td></td>
</tr>
<tr>
<td>Area 4 RPPS</td>
<td>Bondi</td>
<td>Bondi</td>
<td>RPPS Survey</td>
<td>-</td>
<td>Extend AREA 4 to include parts of Simpson Street, Wellington Street, Hall Street</td>
<td>Community Consultation results referred to WTC and Council - approved parking changes in Simpson Street and Wellington Street - all installed.</td>
<td></td>
</tr>
<tr>
<td>Area 26 RPPS</td>
<td>Bondi</td>
<td>Bondi</td>
<td>RPPS Survey</td>
<td>-</td>
<td>Extend AREA 26 to include Watkins Street</td>
<td>Community Consultation results referred to WTC and Council - approved angle parking in Castfield - all installed.</td>
<td>Traffic counts revealed low speeds in Castfield - no need to use angleparking as LATM. Community Consultation results referred to WTC and Council - approved angle parking in Castfield - all installed.</td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
<td>Update</td>
<td>Other Comments</td>
</tr>
<tr>
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</tr>
<tr>
<td>Edward Lane</td>
<td>Waverley</td>
<td>South Bondi</td>
<td>&quot;No Parking&quot;</td>
<td>-</td>
<td>Install No Parking along the length of the lane</td>
<td>Survey undertaken after building works complete: No Parking approved by WTC and Council. Installed</td>
<td></td>
</tr>
<tr>
<td>Dellview Lane</td>
<td>Waverley</td>
<td>South Bondi</td>
<td>No Parking</td>
<td>-</td>
<td>Investigate fixing up the No Parking for garbage collection</td>
<td>Drawings approved by Council and WTC: parking changes installed</td>
<td></td>
</tr>
<tr>
<td>Martins Avenue at Penkivil Street</td>
<td>Waverley</td>
<td>Penkivil/Waverley</td>
<td>Sight Distance</td>
<td>-</td>
<td>Install painted islands and bring forward stop line at Martins Avenue</td>
<td>Awaiting installation by RMS</td>
<td></td>
</tr>
<tr>
<td>Birrell Street &amp; Bronte Road</td>
<td>Lawson</td>
<td>Bondi Junction &amp; Charing Cross</td>
<td>Traffic Signals</td>
<td>-</td>
<td>Install right turn phase for both directions in Birrell Street?</td>
<td>Blackspot funding approved: Installed</td>
<td></td>
</tr>
<tr>
<td>Queens Park Road</td>
<td></td>
<td></td>
<td>Pedestrian Crossing</td>
<td>-</td>
<td>Provide crossing facility in Queens Park Road at Moriah College</td>
<td>Pedestrian crossing installed as per WTC and Council approval</td>
<td></td>
</tr>
<tr>
<td>Blair Street</td>
<td></td>
<td></td>
<td>Kerb Blister</td>
<td>-</td>
<td>Install two kerb blisters on the south side of Blair Street, either side of the existing ramp ramp outside the Sun Cafe at No. 27</td>
<td>Kerb blisters installed as per WTC and Council approval</td>
<td></td>
</tr>
<tr>
<td>St Charles' &amp; St Clare's</td>
<td>School</td>
<td>School</td>
<td>Parking</td>
<td>-</td>
<td>Pick-up and drop-off zone, adjustments made to parking in Carrington Road</td>
<td>JCP changed so that applicants have a choice of either widening the driveway and/or setting back a driveway to accommodate swept wheel paths.</td>
<td></td>
</tr>
<tr>
<td>Inverness Street</td>
<td>School</td>
<td>School</td>
<td>Parking</td>
<td>-</td>
<td>Pick-up and drop-off zone, adjustments made to parking in Inverness Street</td>
<td>JCP changed so that applicants have a choice of either widening the driveway and/or setting back a driveway to accommodate swept wheel paths.</td>
<td></td>
</tr>
<tr>
<td>Wellington Street</td>
<td>School</td>
<td>School</td>
<td>Parking</td>
<td>-</td>
<td>Pick-up and drop-off zone, adjustments made to parking in Wellington Street</td>
<td>JCP changed so that applicants have a choice of either widening the driveway and/or setting back a driveway to accommodate swept wheel paths.</td>
<td></td>
</tr>
<tr>
<td>RPPS Area 30</td>
<td>RPPS Survey</td>
<td>School</td>
<td>Parking</td>
<td>-</td>
<td>Investigate request for RPPS in Bennett St, Bimst St, Bondi Rd, Ewell St, Glodle Av, James St, King St, Lippson Av, Ocean St, Park Pde, St John St &amp; St Marys Ave</td>
<td>RPPS installed in View Street</td>
<td></td>
</tr>
<tr>
<td>Various</td>
<td>All</td>
<td>All</td>
<td>Parking</td>
<td>-</td>
<td>Investigate changes to DCP parking opposite driveways</td>
<td>RPPS installed in View Street</td>
<td></td>
</tr>
<tr>
<td>Grafton Street</td>
<td>RPPS Survey</td>
<td>Parking</td>
<td>Parking</td>
<td>-</td>
<td>Adjust Resource Recovery Parking</td>
<td>RPPS installed in View Street</td>
<td></td>
</tr>
<tr>
<td>164 Bronte Road</td>
<td>Parking</td>
<td>Parking</td>
<td>Parking</td>
<td>-</td>
<td>Investigate request for improved access to property</td>
<td>RPPS installed in View Street</td>
<td></td>
</tr>
<tr>
<td>Warners Avenue</td>
<td>Kerb Blister</td>
<td>Kerb Blister</td>
<td>Kerb Blister</td>
<td>-</td>
<td>Improve pedestrian safety at intersection of Blair Street</td>
<td>Kerb blisters installed as per WTC and Council approval</td>
<td></td>
</tr>
<tr>
<td>Waroa Avenue</td>
<td>Pedestrian Refuge</td>
<td>Pedestrian Refuge</td>
<td>Pedestrian Refuge</td>
<td>-</td>
<td>Install pedestrian refuge to help pedestrians access community facility at Brighton Boulevard</td>
<td>Pedestrian refuge installed as per WTC and Council approval</td>
<td></td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
<td>Update</td>
<td>Other Comments</td>
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<tr>
<td>Deleted Projects</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Owen Street</td>
<td></td>
<td></td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Langley Avenue</td>
<td>Waverley</td>
<td>Charing Cross</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Hewlett Street</td>
<td>Lawson</td>
<td>Bronte Beach</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Boonara Avenue</td>
<td>Waverley</td>
<td>South Bondi</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Farrellys Avenue &amp; Illawong Avenue</td>
<td>Waverley</td>
<td>South Bondi</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Birrell Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>LATM</td>
<td>3 - Vehicle Safety</td>
<td>Investigate request for LATM between Tamson Street and Alfred Street</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Barclay Street</td>
<td></td>
<td></td>
<td>LATM</td>
<td>2 - Vehicle Safety</td>
<td>Request for LATM at Barclay Street</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Barraguliff Avenue</td>
<td></td>
<td></td>
<td>LATM</td>
<td>2 - Vehicle Safety</td>
<td>Request for LATM at Barraguliff Avenue</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Birrell Street</td>
<td></td>
<td></td>
<td>LATM</td>
<td></td>
<td>Investigate request for Bus Zone at Birrell Street</td>
<td>Referred to WTC Apr 2014.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Henrietta Street</td>
<td>Waverley</td>
<td>Bondi/Cross</td>
<td>LATM</td>
<td></td>
<td>Investigate request for additional LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Ramegate Avenue</td>
<td>Bondi</td>
<td>Bondi/Junction &amp; Queens Park</td>
<td>LATM</td>
<td></td>
<td>Investigate request for LATM</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Murrine Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Pedestrian</td>
<td></td>
<td>Investigate request for pedestrian crossing at Rose Bay</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Bronte Road</td>
<td>Lawson</td>
<td>Bondi/General</td>
<td>Pedestrian</td>
<td></td>
<td>Investigate request for pedestrian crossing at Bronte Road</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Ruthven Lane</td>
<td>Lawson</td>
<td>Bondi/General</td>
<td>Pedestrian</td>
<td></td>
<td>Investigate request for pedestrian crossing at Ruthven Lane</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Lansdell Street</td>
<td>Lawson</td>
<td>Bondi/General</td>
<td>Parking survey</td>
<td></td>
<td>Request for easing parking at Lansdell Street</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Hardy Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Pedestrian</td>
<td></td>
<td>Request for pedestrian crossing at Rose Bay</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Murrine Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Pedestrian</td>
<td></td>
<td>Request for pedestrian crossing at Rose Bay</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Fletcher Street at Dudley Street</td>
<td>Waverley</td>
<td>South Bondi</td>
<td>Short-term</td>
<td></td>
<td>Investigate request for pedestrian crossing at Dudley Street</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Santa Marina Avenue - Area D</td>
<td>Lawson</td>
<td>Charing Cross</td>
<td>RPPS</td>
<td></td>
<td>Investigate request for pedestrian crossing at Santa Marina</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Military Road</td>
<td></td>
<td></td>
<td>Curve</td>
<td></td>
<td>Investigate request for pedestrian crossing at Military Road</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Military Road</td>
<td></td>
<td></td>
<td>Curve</td>
<td></td>
<td>Investigate request for pedestrian crossing at Military Road</td>
<td>Referred to WTC Apr 2014. Traffic speed &amp; volume counts undertaken in Dec 2013.</td>
<td>No further action required.</td>
</tr>
<tr>
<td>Location</td>
<td>Ward</td>
<td>Precinct</td>
<td>Project Type</td>
<td>Priority</td>
<td>Project Details</td>
<td>Update</td>
<td>Other Comments</td>
</tr>
<tr>
<td>-------------------</td>
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<td>------------------</td>
<td>--------------</td>
<td>----------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bayview Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC. Speeds and volume low - NFA</td>
<td>Resident of 54 Bayview St is concerned about trucks speeding and causing vibrations &amp; cracking</td>
</tr>
<tr>
<td>Birrell Street</td>
<td>Lawson</td>
<td>Queens Park &amp; Bondi Junction</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC. Speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Blair Street</td>
<td>Bondi &amp; Hunter Bondi Beach &amp; Rose Bay &amp; North Bondi</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM opposite school, especially on approach to crossing</td>
<td>Counts undertaken - referred to WTC. Speeds low - NFA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bronte Road</td>
<td>Lawson</td>
<td>Charing Cross</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM near pedestrian refuge</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Gould Street</td>
<td>Bondi</td>
<td>Bondi Beach</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Lawson Street</td>
<td>Lawson</td>
<td>Bondi Junction</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Leichhardt Street</td>
<td>Lawson</td>
<td>Charing Cross &amp; Bronte Beach</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Murray Street</td>
<td>Waverley</td>
<td>Bronte</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Niblick Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for LATM</td>
<td>Counts undertaken - referred to WTC - speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Gilbert Street</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>LATM</td>
<td>-</td>
<td>Investigate vehicle speeds in Gilbert Street</td>
<td>Counts undertaken and referred to Geoff - Speeds low - NFA</td>
<td></td>
</tr>
<tr>
<td>Queen Elizabeth Drive</td>
<td>Hunter</td>
<td>Rose Bay</td>
<td>Speed Limit</td>
<td>-</td>
<td>Investigate appropriate changes to speed limits</td>
<td>Now part of the Bondi Park PoM</td>
<td></td>
</tr>
<tr>
<td>Oxford Street</td>
<td>Bondi</td>
<td>Bondi Beach</td>
<td>LATM</td>
<td>-</td>
<td>Investigate request to change parking in B1 back from 1/2P to 1P</td>
<td>Unable to make changes due to road rules relating to MPS cad holders</td>
<td></td>
</tr>
<tr>
<td>Urban Wheels</td>
<td>Business</td>
<td></td>
<td>LATM</td>
<td>-</td>
<td>Investigate request for new business in the area: Urban Wheels</td>
<td>Recommended that Council not enter into licence agreement with Urban Wheels due to safety concerns, as per WTC recommendation</td>
<td></td>
</tr>
</tbody>
</table>