

Minutes

Penkivil Precinct General Meeting

Held on Monday 6th August, 2012 at Waverley Council Chambers
Corner Bondi Road and Paul Street, Bondi Junction.

Meeting commenced at: 7.30pm

In Attendance:

Precinct Convenor – Bill Mouroukas

Minutes – Susie Hoppe

Councillors – Tony Kay and Prue Cancian.

17 persons in attendance. 15 persons eligible to vote.

Apologies:

Dyanne Gourlay, Mayor John Wakefield, Sharon Metzl.

Sound recording to assist preparation of Meeting Minutes - RESOLUTION 1:
THE MEETING RESOLVED BY MUTUAL CONSENT THAT THE CHAIR MAY SOUND RECORD PORTIONS OF THE MEETING STRICTLY FOR THE PURPOSE OF AIDING THE PREPARATION OF THE MINUTES AND THAT ANY SUCH RECORDINGS BE ERASED UPON ADOPTION OF THE MINUTES FOR THE SAME MEETING.

Adoption of Previous Meetings Minutes - RESOLUTION 2:
THE MEETING RESOLVED BY MUTUAL CONSENT, THAT THE TABLED MINUTES OF THE PENKIVIL PRECINCT MEETING HELD ON 4th JUNE 2012 ARE ADOPTED AS BEING A TRUE RECORD OF THAT MEETING.

Matters Arising from Previous Meetings:

Submission on Draft Waverley Park Plan of Management

The Convenor congratulated the work of the Penkivil Precinct Subcommittee for Waverley Park and in particular thanked Susie Hoppe for her work in preparing; "*This excellent submission*" document. Cr Tony Kay also congratulated the subcommittee on a very good submission. The Convenor noted the submission had somehow been distributed to, and thus triggered discussion by, members of other precincts such as North Bondi Precinct. The meeting expressed considerable support for the views expressed in this submission.

MOTION 1-PP/12/08:

THAT THE PENKIVIL PRECINCT COMMITTEE FORMALLY ADOPTS THE TABLED DOCUMENT BEING A SUBMISSION ON THE DRAFT WAVERLEY PARK PLAN OF MANAGEMENT, DATED 15TH JUNE 2012 AND LODGED TO COUNCIL ON BEHALF OF THE PENKIVIL PRECINCT COMMITTEE.

Motion moved by Eva Varga
Carried Unanimously

Seconded by Julia Varga

Senior Traffic Engineers for Waverley Council have written to update the precinct on a number of long standing issues:

► *”Ausgrid is undertaking a great deal of work to upgrade their substations for the extra demand for power in the area. Once everything is complete, they will test all of their new cabling and confirm that everything works okay. Council will then undertake a permanent restoration, of all road pavement, foot paths, kerb & gutter, concrete islands, etc, at Ausgrid's cost. This process ensures that Ausgrid is not going to dig up Council's new restoration, if they find a fault in the new system.*

Recently removed pedestrian safety islands in Park Parade was undertaken by Ausgrid for their works. The islands and 'No Right Turn' sign will be replaced along with the other restorations, once all testing has finished.

With regards to large vehicles parking in the area, Ausgrid has permission to use their vehicles on a day-by-day basis, but they must remove them when not in use. This may mean if a job takes three days to complete, they can bring the truck in on each of the three days, but it is stored elsewhere after hours. Recent work in Park Parade was undertaken at night time and so some of the on-street parking was taken up overnight. This is because the job involved pulling cable between Park Parade and Wellington Street. Wellington Street has two schools and it was felt that this was more appropriate on safety grounds.

The RMS recently undertook a resurfacing project in Bondi Road. The RMS's contractor needed to park some of their larger vehicles in the area during the day, in between night shifts. These ended up being in some local roads, due to the peak hour 'No Stopping' restrictions in Bondi Road. The equipment was too large to transport to a remote site each day. The combination of Ausgrid and RMS works may have placed extra pressure on some local roads recently. Notwithstanding, Council's Parking Services Division has issued a large number of fines for RMS and Ausgrid vehicle parking illegally and they will continue to do so.”

► *Motion 7 (from November 2009 meeting)*

Council is requested to take traffic counts in Martins Ave before and after removal of the triangular island at the intersection with Ocean St.

RESPONSE:

Council has undertaken counts at this intersection, for the "before" phase of the project. We will keep these on record until the intersection has been modified and undertake "after" counts to see how it is all performing.

► *SDR 116121 August 2010 meeting*

RTA review Traffic and Pedestrian signal operations; Bondi Road/Watson St intersection

RESPONSE:

The following has been received from Chris Smith, Senior Network operations Officer from RMS following an inspection of the traffic and pedestrian movements at the intersection:

- 1) *“The timing of the signals at this location is no different than every other traffic signal site in NSW. The timing of the yellow and all red is set to comply with Austroads guidelines, whereby the yellow setting is dependent on the design speed of the carriageway and the all red period is set dependant on both the design speed and the distance to the potential point of conflict. The yellow and all red times at the subject location have been examined and all meet current RMS and Austroads guidelines. Any motorists failing to slow at the commencement of the yellow signal or failing to stop on a red signal is doing so in contravention of the Australian Road Rules and is therefore an enforcement issue which should be brought to the attention of the local highway patrol.*
- 2) *The operation of the traffic signals at this site is similar to numerous traffic signal sites in NSW whereby right turning motorists are held by a red arrow whilst the parallel pedestrian crossing is running. This red arrow is dependent on pedestrian demand and is displayed to motorists to reinforce the need to give way to pedestrians. It is incumbent on motorists to observe and obey all traffic signals whether it is a full roundel or arrow. Any motorist failing to obey the red arrow at this location is doing so in contravention of the Australian Road Rules and is therefore an enforcement issue which should be brought to the attention of the local highway patrol.”*

The meeting consensus was that this explanation did not sufficiently address the pedestrian crossing issue. There was general agreement that the pedestrian phase of the lights does not allow sufficient time for the elderly, infirm or adults with children to cross before the walk phase has concluded.

Residents continue to see this as a serious problem, however the meeting agreed to record this view and not seek any further action until a response from RMS is known in relation to the Petition to be tabled in Parliament, prepared by Bill Mouroukas, and supported by Councillor Kay, which requests that the RMS install traffic & pedestrian signals at the intersection of Wellington Street and Bondi Road.

CONVENOR'S NOTE:

This Petition was tabled in the NSW Parliament by the Member for Vaucluse, Ms Gabrielle Upton, on August 14. It is possible that a response from the RMS will be known by the October 2012 Penkivil Precinct meeting.

Councillor Kay informed the meeting that the RMS has committed to him that they would undertake some further design work on the proposed traffic lights at the intersection of Wellington Street & Bondi Road, which would include an identification of the pros and cons for the proposal e.g. improved vehicle & pedestrian safety, reduced on-street parking in Wellington Street and Bondi

Road. He indicated that he had requested the RMS to perform a further assessment of the timing of traffic lights at the intersection of Watson Street and Bondi Road, noting to the RMS that the Penkivil Precinct believed the pedestrian crossing phase may meet the technical standard, but did not satisfy adequate pedestrian crossing times for the elderly, infirm, and adults with children, and many used this intersection to cross Watson and Bondi roads. The RMS agreed to have another look, and report back.

► Raised November 2010 meeting

It was requested a safety island be considered at the Wellington St / Bondi Rd intersection to provide refuge for pedestrians crossing Wellington St

RESPONSE:

An island has been approved by the Waverley Traffic Committee and Council in Wellington Street at Bondi Road. Construction is on hold until Ausgrid has completed cabling works in Wellington Street.

► SDR 118403 November 2010 meeting

Safety Pedestrian Island Botany St: Service Desk Request Would Council consider a safety pedestrian island on the corner of Botany Street [North].

RESPONSE:

Following a number of requests, from different sources, concept drawings for a pedestrian refuge in Botany Street were referred to the Waverley Traffic Committee, recommending that we proceed with a detailed design and estimate. Council's Design Team undertook the design and estimate, which was referred to another meeting of the Waverley Traffic Committee and Council, where it was resolved to install the island, with some modifications. Once the pedestrian refuge and associate islands were marked out on-site, Council received a few representations regarding congestion in Botany Street, northbound. The new islands would only allow one lane of traffic flow in each direction, but this is for pedestrian safety reasons - pedestrians would only have to cross one lane of traffic at any one time. I checked the congestion levels at different times of the day and different days of the week and found that queuing in Botany Street was only minor, even at peak periods. Therefore, Council has proceeded with the installation of the pedestrian refuge, which is currently underway.

► SDR 139653 June 2011 meeting

Traffic Bennett St/King St

Suggestion that there should be double white lines the full length of Bennett Street due to drivers overtaking and vehicles entering King Street.

RESPONSE:

The Roads and Maritime Service of NSW (RMS: formerly RTA) publishes a Delineation Manual for road practitioners to follow. It sets out the size of all line marking and details situations where they are warranted. Dividing (barrier) lines consist of a continuous double line along the centre of the road carriageway. The use of dividing (barrier) lines is reserved for areas where

sight distance is restricted for overtaking manoeuvres and the approach to some (but not all) intersections. The minimum sight distance required in a 50 km/h speed limit zone is 150 m - that is, the distance that a driver can see further up the road. An on-site inspection has revealed that the sight distance is adequate for the speed limit and therefore, Council will not be proceeding with the installation of dividing (barrier) lines.

However, given the volume of vehicles in Bennett Street, it may be appropriate to install a dividing (separation) line. This is a single broken line down the centre of the carriageway and it separates the opposing flow of traffic. Council will also investigate the installation of edge line marking and refer the matter to the Waverley Traffic Committee.

Concept plans are being prepared for traffic islands at the intersection of Bennett Street and King Street with a view to making a submission to the RMS for installation in 2013/2014 financial year

Councillor Kay commented on the use of 'cats eyes'. They can cause a problem in causing noise when a car goes over them, but the positives are that it is possible to see the centre of the road at night and the bumping noise alerts drivers veering to the wrong side of the road.

MOTION 2-PP/12/08:

THAT COUNCIL RE-ASSESS THE PRIORITY OF THE INSTALLATION OF TRAFFIC ISLANDS AT THE INTERSECTION OF BENNETT STREET AND KING STREET AS AN ISSUE OF PEDESTRIAN SAFETY AND ASK COUNCIL TO BRING THIS FORWARD TO THE 2012/13 FINANCIAL YEAR.

Motion moved Eva Varga
Carried Unanimously

Seconded Julia Varga

► SDR 147832 June 2011 meeting

Suggestion the road marking for rear to curb parking in King Street need to be re painted.

RESPONSE:

Council receives a number of requests for marking the lines to delineate angle parking. While there is no requirement for Council to actually install line marking, if we do so, Council must install the lines in accordance with the Australian Standards. This requires enough width of each space for vehicles to leave by turning left in one motion, without hitting vehicles travelling in the opposite direction. Given the width of the carriageway in King Street and with parallel parking on the opposite side, the marked bays would need to be so extraordinarily wide, that we would end up losing angled parking spaces. Even with drivers who refuse to park conscientiously, it is consistently found that we have lost parking spaces, not gained them. Therefore we no longer mark out individual angle parking spaces.

► SDR 142713 (originally lodged 2nd August 2011) Reactivated June 2012 meeting

Flood Street traffic turning west into Bondi Road. The red arrow stuck on read for excessive duration.

RESPONSE:

While the signal phasing for Flood Street is a matter for the RMS, and we have written to them on your behalf, I will offer this advice. The Flood Street intersection is part of a series of traffic signals in the Bondi Road transport corridor. These are all linked by the Sydney Coordinated Adaptive Traffic System (SCATS), so that different levels of traffic demand and density can be provided for, throughout the corridor. This means that some intersections can be held for, what can seem like, extended periods, while demand in other areas of the network are provided for. So, even though drivers and pedestrians may be waiting at a red light, possibly with no traffic passing on Bondi Road, it may be to provide extra green time at another location in Bondi Road. It is noted that total cycle time (for all phases to run through) at any traffic signals is usually less than 2 minutes.

There was general agreement by the meeting attendees that the problem seemed to have been resolved. The convenor to close the SDR

► QUESTION TO COUNCIL June 2012

Community compost bins: How to get them in local parks? Who looks after them? Can one be installed Stephen Street Park?

Forwarded to Regional Environment Officer and to the Parks Operations Supervisor for consideration.

RESPONSE:

Council has several successfully running community compost bins around already. They are usually run by a local community group, and open to the public to use. The general public contributes to the maintenance by following some simple instructions, but ultimately a defined group or individual is responsible for the upkeep of the bin including any trouble shooting/problem solving. Council supplies the bin and standard laminated signs and stickers and access to online or face to face training.

Compost Bins require careful management to ensure that the bin does not simply become a defacto green waste bin. In order to produce useful compost, regular monitoring of the condition of the compost bins' contents and the type and quantity of material added needs to be managed.

It should be noted that green waste collected by Council during domestic green waste collection is used to create a variety of organic soil conditioners.

In order to support the introduction of a compost bin in Stephen St Reserve, a request as part of a Community Project Proposal needs to be submitted by an established community group, nominating or listing persons responsible for ongoing maintenance.

Council is happy to consider an application from a group from the Penkivil Precinct.

► QUESTION TO COUNCIL June 2012

Proposals for trials of a foam surface for children's' play areas in 3 parks have been discussed previously. Such surfaces are in place in playgrounds in Melbourne and Adelaide. Penkivil Precinct requests an update on current Council Policy.

Forwarded to Divisional Manager, Recreation Community Planning & Partnerships, Senior Landscape Architect.

RESPONSE:

Council's response to this issue is site specific. The choice of soft fall in playgrounds is made from products which meet the appropriate standards. Three different products are more generally used and are selected according to:

- *Drainage on site*
- *Maintenance requirements/staff resources*
- *Budget*

The three options for soft fall:

- *Rubber is the most costly, only has a 10 year lifespan and can be easily vandalised. Because it's a relatively new product long term impact is still being assessed.*
- *Mulch requires ongoing maintenance and needs top up*
- *Sand which similarly requires maintenance and top up*

For Council's current project at Dudley Page Fitness area, rubber/foam is proposed. For the Bronte playground due to commence in September 2012, rubber is proposed in the high use areas and sand in the majority of the area. Tamarama Playground has rubber soft fall. Bondi Beach Playground has sand

Further discussion ensued at this stage of the meeting. Points raised:

- The organic material in use at the Stephen Street Park constantly needs top up, unlike a foam surface.
- Other Councils, including those of Sydney and Randwick, have adopted the use of the foam surface in their parks.
- After some further discussion regarding the issue, the Precinct reaffirmed the view that Council should extend the use of foam surface to all playgrounds in the Local Government Area.

► Bon Accord Avenue - Two outstanding questions from June 2012 meeting:
Cr Kay addressed the meeting on the two outstanding questions from the Bon Accord Avenue sub-committee about the operation of the Central Synagogue:

Survey & Property Boundary at Bon Accord Avenue Frontage

"I have now received a survey of the property that was lodged with the DA for the new building in 1995. It is very difficult to determine exactly where the Bon Accord Avenue boundary is actually located from this survey, especially as the synagogue has since purchased land at the front (on Bon Accord Avenue) as per a condition of the consent. However, comment from Council's Divisional Manager of Compliance indicates that she believes "the boundary is passed the steps and in line with the change in material of the footpath and the curve on the ground". If the Precinct Committee needs to identify the front boundary of the synagogue then I suggest that it formally requests Council to locate the front boundary via a motion."

MOTION 3-PP/12/08:

PENKIVIL PRECINCT REQUESTS THAT A SITE PLAN OF THE PUBLIC FOOTPATH IMMEDIATELY OUTSIDE THE SYNAGOGUE BE PROVIDED TO THE PRECINCT

Moved: Bob Williamson
Carried unanimously

Seconded: Mary Goldfinch

ARMED GUARDS

"I have identified that the use of armed guards at any property in NSW requires a separate license and this license would identify restrictions, where considered appropriate and based on the specific context. Information provided by Calamity indicates that their license for the Central Synagogue does not prevent them from providing security in the public domain directly outside the synagogue. This would make sense, and allow the security guard to check suspicious cars and pedestrians. The NSW Police have provided a general response to my request for information on armed guard operation outside the Central Synagogue. They have indicated that security companies and licensed security guards conduct their activities according to the Security Industry Act. I understand that this Act does not provide any restrictions on where a guard can work, stand or conduct security activity. Their response also indicates that armed guards may be allowed beyond the boundary of the property. Resulting from this information, I do not intend to pursue the matter any further."

Development Applications:

DA Rep, Bob Williamson reported that an application for demolition of the existing building and construction for a boarding house at 10 Bondi Road had been lodged. No further discussion was entered into at the meeting.

Traffic:

Bon Accord Avenue 'Holy Day' Road Closures:

The Convenor advised that Council's Parking Services Officers will be closing Bon Accord Avenue, between Bon Accord Lane and Flood Lane, during the following periods:

Monday, 17 September 2012 8:30am – 1:45pm

Minutes

Penkivil Precinct General Meeting held 6th August 2012

Page 8 of 10

Tuesday, 18 September 2012 8:30am – 1:45pm
Tuesday, 25 September 2012 4:30pm – 10:15pm
Wednesday, 26 September 2012 8:30am – 8:00pm

The usual arrangements will apply to the closures, with local residents' vehicles only being able to access Bon Accord Avenue if there is parking available. There is to be no vehicular access for event participants.

- The precinct understands that in relation to the above described Bon Accord Avenue Road Closures it is possible to obtain a special access permit from Council. The Convenor to request Council Officer Greg Holding to confirm this is correct and if so to include this information in the information regarding permits for road closures.

64 Penkivil Street Driveway Safety

A resident from this building raised the issue of the exit to the apartment building at the 64 Penkivil Street (Eastern side). It is a blind corner for both pedestrians and traffic. In addition, there is a boat parked nearby which also obscures lines of sight. He requested a No Parking sign be erected on either side of the driveway. The Convenor and Traffic Rep offered to meet with the resident on-site to review the matter and determine the best way forward.

Bondi Road and Council Street

Traffic Signals timing of right turn into Bondi Road from Council Street was again raised. The Convenor and Traffic Rep to review as this matter is also referred to in the 4 June minutes under heading TCS 2324 Bondi Road, Council Street and Waverley Street.

Hefty Fine for Double parking

A resident reported a fine of \$230 was issued to a family member for double parking less than 2 minutes outside the family home in Kenilworth Street recently. It was noted that fines are set by the State government.

Walk Signal Timing across Bondi Road at Old south Head Road and Oxford Street

A resident reported that it is not possible to cross road before the lights become fully red. She requested that the green phase be extended to a period of over 5 seconds. Convenor and Traffic Rep to review.

Right Turn Signal Timing Oxford Street turning into Bondi Road

A resident expressed the view that the phasing of the lights is too short and only lets 4-5 cars go through per phase.

Council Confirms Rumoured Additional Road Closures WILL NOT PROCEED

On behalf of the Subcommittee for Bon Accord Avenue, Bob Williamson stated he had been advised that 2 musical functions are due to be held at the Synagogue, 31st October and 22nd November 2012. He requested the Convenor seek answers to questions as detailed below.

CONVENOR'S NOTE:

I forwarded Bob's questions to Technical Services at Waverley Council and received the following response:

Q: Have these been properly applied for and approved yet?

A: The Synagogue believes that these 2 concerts are for the sole benefit of the Synagogue and therefore do not need Council approval.

Q: What will the Security arrangements be?

A: I am not aware. I do not think they need to advise Council of this arrangement.

Q: Will there be any road closures to BAA?

A: I received an application to close the road for these 2 events. I have refused the application for the road closures.

General Business:

Murals on Traffic Signal Switch Boxes

Julia Varga raised the possibility of painting murals on these small structures by children from Ways. Examples exist at Rushcutters Bay

Cylindrical Advertising Drums

These have been put up by Council for bill posters at various locations. The concern is that when posters are removed by Council staff the Drums are unsightly.

MOTION 4-PP/12/08:

THAT COUNCIL ENSURE A TIDY APPEARANCE OF THE ADVERTISING DRUMS IS MAINTAINED WHEN CLEARED OF POSTERS.

Moved by Eva Varga

Seconded by Mary Goldfinch

Carried Unanimously

Shopping Trolleys

A new system has been introduced which does not allow shopping trolleys to be taken from the shopping centre. The Convenor reported on a report to the Combined Precincts from Bondi Junction Precinct Convenor, Peter Lynch, that this system is about to be installed at the Westfield Centre in Bondi Junction.

Sick Sapling in Ocean Street

Ocean Street resident reported that one of two saplings outside 46 Ocean Street is leaning at an angle and requires support and attention.

CONVENOR'S NOTE:

Service Desk Request #175433 lodged in relation to this matter.

Heavy Equipment in Fingleton Reserve

The Convenor reported that heavy equipment works to water pipes/drainage, has caused extensive damage to turf and at least one tree in the reserve. Council staff has advised rectification works will commence within weeks.

QUESTION TO COUNCIL: Raised at meeting -

► Tree protection from angle parked vehicles in King Street.

A King Street resident reported that cars are backing into two paperbark trees in King Street. Can Council provide protection to prevent cars hitting the trunks and damaging the trees?

CONVENOR'S NOTE:

Service Desk Request #175460 lodged in relation to this matter.

Meeting Closed at 9:20 pm

Next Meeting: 7:30pm, Monday 8 October 2012 at Waverley Council Chambers.