

## MEETING NOTICE

A meeting of the  
**Bayside Traffic Committee**  
will be held in the Rockdale Town Hall - Pindari Room  
Level 1, 448 Princes Highway, Rockdale  
on **Wednesday 6 June 2018 at 9.15 am**

## AGENDA

*Bayside Council respects the traditional custodians of the land, elders past and present and future leaders, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.*

### 1 ATTENDANCE AND APOLOGIES

### 2 DISCLOSURES OF INTEREST

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## 5 GENERAL BUSINESS

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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.061
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 2 May 2018</b>
Report by	Pat Hill, Administrative Support Officer - City Infrastructure
File	SC18/6

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### **Officer Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 2 May 2018 be confirmed as a true record of proceedings.

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### **Present**

Councillor Ed McDougall (Convener)  
Traffic Sergeant Frank Gaal, St George Police  
Senior Constable Alexander Weissel, Botany Bay Police  
Les Crompton, representing State Member for Kogarah  
George Perivolarellis, representing State Members for Rockdale and Heffron

### **Also present**

Joe Scarpignato, St George Cabs  
Jeremy Morgan, Manager City Infrastructure, Bayside Council  
Michael Azzi, A/-Manager Regulations, Bayside Council  
Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council  
Agasteena Patel, Traffic Engineer, Bayside Council  
Malik Almuhanha, Asset Officer - Traffic, Bayside Council  
Pat Hill, Traffic Committee Administration Officer, Bayside Council  
Glen McKeachie, Coordinator Regulations, Bayside Council  
David Carroll, Senior Parking Patrol Officer, Bayside Council  
Julie Gee, Senior Project Landscape Architect, Bayside Council, (Item BTC18.46 Brighton St)  
Colin Mable, Executive Engineer, Bayside Council (Informal Items)

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The Convenor opened the meeting in the Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.15 am.

## **1 Apologies**

The following apologies were received:

Lyn Moore, NSW Pedestrian Council,  
James Suprain, representing Roads and Maritime Services  
Peter Whitney, State Transit Authority  
Peter Hannett, St George Bicycle User Group

## **2 Disclosures of Interest**

There were no disclosures of interest.

### 3 Minutes of Previous Meetings

#### **BTC18.043 Minutes of the Bayside Traffic Committee Meeting - 4 April 2018**

Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 4 April 2018 be received and the recommendations therein be adopted.

### 4 Reports

#### **BTC18.044 63 Alfred Street, Mascot - Works Zone**

Committee Recommendation

That approval be given to the installation of an 8m 'Works Zone, 7 am- 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm Sat' restriction, on the frontage of 63 Alfred Street, Mascot for a duration of 16 weeks, subject to relevant conditions.

#### **BTC18.045 Barnsbury Grove, Bexley North - Proposed Pedestrian Crossing South of Kingsland Road**

Committee Recommendation

That approval be given to the installation of a marked footcrossing at the existing pedestrian refuge island in Barnsbury Grove, Bexley North, south east of Kingsland Road.

#### **BTC18.046 Brighton Street, Banksmeadow, eastern side footpath, opposite Banksmeadow Public School - proposed nine (9) additional 90 degree angle parking with landscaping**

Committee Recommendation

- 1 That approval be given to the conversion of the parallel parking to 90 degree rear to kerb angle parking in order to provide nine (9) additional parking spaces in front of Nos. 45 to 49 Brighton Street, Banksmeadow, as part of the "*Street Tree Masterplan Civil Implementation*" project in the 2017/18 FY capital program. The new parking spaces will be time unrestricted.
- 2 That existing ten (10) of 90 degree angle parking spaces with '8P, 6 am - 6 pm, Mon – Fri' restriction in front of Nos. 49 to 53 Brighton Street be retained.



**BTC18.047 Chegwyn Street, Botany - Proposed Two 90 Degree Disabled Parking Spaces South of Bay Street**

## Committee Recommendation

- 1 That Two (2) 90 Degree Disabled Spaces with a Shared Zone be installed on the western side of Chegwyn Street, near Bay Street. The linemarking and space widths are to comply with AS/NZS 2890.6:2009 Part 6. No bollard is proposed in the Shared Zone.
- 2 That R5-1-3(L) and R5-1-3(R) signs be installed to provide a Disabled Parking zone width, inclusive of Shared Zone of approximately 7.8m.
- 3 That a landscaped Kerb Blister be installed north of the proposed disabled spaces to increase safety for users.

**BTC18.048 Fontainebleau Street, Sans Souci - Proposed signposting of 'NST' and 'Bus Zone' restrictions at existing bus stops**

## Committee Recommendation

That approval be given to the installation of the following parking restrictions along Fontainebleau Street at various locations:

- 1 From 0m to 10m – 'No Stopping' restriction (starting from Brentwood Street westwards) outside number 56 Fontainebleau Street
- 2 From 10m to 30m – 'Bus Zone' restriction (outside 56 and 54 Fontainebleau Street)
- 3 From 0m to 10m – 'No Stopping' restriction (starting from Brentwood Street westwards) outside number 47 Fontainebleau Street
- 4 From 10m to 30m – 'Bus Zone' restriction (outside 45 and 47 Fontainebleau Street)
- 5 From 0m to 10m – 'No Stopping' restriction (starting from Tuffy Avenue eastwards outside the café)
- 6 From 10m to 30m – 'Bus Zone' restriction (outside 66A Fontainebleau Street)
- 7 30m 'Bus Zone' restriction outside number 15A and 19 Fontainebleau Street from property boundary of numbers 13 and 15A to 1m east of driveway of house number 19.
- 8 30m 'Bus Zone' restriction outside number 22 and 26 Fontainebleau Street from 1m east of driveway of house number 22 westwards up to number 26.

**BTC18.049 Harris Street, Rosebery - Proposed Pedestrian Crossing improvements near St Therese Catholic Primary School**

## Committee Recommendation

- 1 That two (2) "Childrens Crossing" flag posts be relocated to both approaches of Harris Street, Rosebery to the marked foot crossing approximately six metres away from their current locations in front of St Therese Catholic Primary School.
- 2 That two (2) additional Marker Posts be installed.
- 3 That two (2), 6m long and 300mm wide Stop Lines be painted on both approaches to the marked footcrossing in Harris Street.

**BTC18.050 62-64 Iliffe Street, Bexley, east of Regent Street - Proposed Works Zone**

## Committee Recommendation

That approval be given to the installation of 22m of 'Works Zone, 7am- 6:30pm, Mon – Fri and 8.00 am – 3.30 pm, Sat' restriction in Iliffe Street for Nos 62-64 Iliffe Street, Bexley, for a duration of 17 weeks, subject to relevant conditions.

**BTC18.051 Johnson Lane, rear of 5 Wentworth Avenue, Mascot - Proposed 30m No Parking Zone opposite vehicular crossing**

## Committee Recommendation

That this matter be deferred to the next available Traffic Committee meeting.

**BTC18.052 5 Lindsay Street, Rockdale - Proposed 'No Stopping' restrictions across access road**

## Committee Recommendation

That approval be given for the installation of 35m 'No Stopping' restriction in Lindsay Street, Rockdale, starting from 1m east of the industrial warehouse building driveway westwards past the access road at the applicant's expense.

**BTC18.053 Sutherland Street, Rosebery - Proposed Pedestrian Crossing Improvements near St Therese Catholic Primary School**

## Committee Recommendation

- 1 That a "Children's Crossing" flag post be installed at each approach of Sutherland Street to the existing marked footcrossing. Two (2) posts to be installed in total.
- 2 That four (4) Marker Posts be installed.
- 3 That a 6m long, 300mm wide Stop Line be painted on each approach of Sutherland Street to the Pedestrian Crossing. Two (2) Stop Lines, 12m in total to be painted.

**BTC18.054 The Glen Road, Bardwell Valley- Proposed 'No Parking' restrictions outside number 26 to 34**

Committee Recommendation

That this matter be deferred to the next available Traffic Committee Meeting.

**BTC18.055 The Little Grand Parade, Brighton Le Sands - Proposed 'Motor Bikes Only' restrictions, between driveways of number 3 and 4'**

Committee Recommendation

That approval be given to the installation of 'Motor Bikes Only' between the driveways of Nos. 3 and 4 The Little Grand Parade, Brighton Le Sands.

**BTC18.056 Tuffy Avenue southern approach to Fontainebleau Street, Sans Souci - Amended detailed design drawings for traffic calming scheme**

Committee Recommendation

- 1 That endorsement be given to the construction of a raised pedestrian refuge island and associated 'No Stopping' signs on the northern approach of Tuffy Avenue at its intersection with Fontainebleau Street, Sans Souci.
- 2 That endorsement be given to the installation of painted traffic island on the southern approach of Tuffy Avenue of its intersection with Fontainebleau Street instead of the raised pedestrian refuge island and associated 'No Stopping' signs.

**BTC18.057 New Business**

Committee Recommendation

That this report be received and noted.



## 5 General Business

**BTC18.058      12 Holland Street, Rockdale - proposed disabled parking - raised by George Perivolarellis, representing State Members for Rockdale and Heffron**

Committee Recommendation

That the matter raised be investigated.

**BTC18.059      Wentworth Avenue at McBurney Avenue, Botany - proposed marked footcrossing - raised by George Perivolarellis, representing State Member for Rockdale and Heffron**

Committee Recommendation

That the State Member for Heffron be advised that this pedestrian crossing matter has been referred to the RMS to investigate as Wentworth Avenue is a State Road which comes under the jurisdiction of the RMS.

Note: Council has forwarded this matter to the RMS to consider as the proposed pedestrian crossing is on a State Road.

The Convenor closed the meeting at 10.38 am.

## Attachments

Nil

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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.062
Subject	<b>Baxter Road proposed removal of the mid-block road closure at 31 and 33 Baxter Road, and the proposed temporary road closure of Baxter Road at O'Riordan Street for the Airport North Road Project</b>
Report by	Colin Mable, Executive Engineer Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron Electorate

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### **Summary**

The NSW and Australian Governments are jointly funding the upgrade of O'Riordan Street from 4 lanes to 6 lanes in order to improve traffic flow and access to the Airport, Port Botany and the future WestConnex motorway. Work on this Project is due to commence in May 2018 and is estimated to take up to 18 months to complete.

To assist in managing traffic in the area during a stage of the works the RMS is seeking approval to temporarily re-open Baxter Avenue road closure at Nos. 31 and 33 Baxter Road, for a period of 3 months to relieve congestion at the intersection of O'Riordan Street and Baxter Avenue.

This matter was previously discussed, informally, at the General Business Session of 2 May 2018 Bayside Traffic Committee Meeting. The Committee recommended to invite the RMS and their contractors to address the Committee on 6 June 2018.

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### **Officer Recommendation**

That the RMS Project Team be address the Committee in an informal session regarding the proposed temporary re-opening of Baxter Avenue road closure at Nos. 31 and 33 Baxter Road, for a period of 3 months to relieve congestion at the intersection of O'Riordan Street and Baxter Avenue to facilitate the upgrade of O'Riordan Street.

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### **Background**

The Australian and NSW Governments in order to improve traffic flows in Sydney Airport are proposing the following major road improvement projects in the Bayside Council Area:

- Airport West Precinct – Marsh Street, Arncliffe widening (Completed Jan 2018)
- Airport East Precinct – Wentworth Avenue/Botany Road, Mascot (50% Complete)
- Airport North Precinct – O'Riordan Street, Mascot widening (Start May 2018)

The O'Riordan Street Road Widening Project between Joyce Drive and Bourke Street will widen the road from 4 lanes to 6. (See attached plan)

The majority of the road widening works will be on the eastern side of O’Riordan Street, however there will be works on the western side associated with drainage adjustments, Public Utility adjustments and footpath/driveway restorations.

To facilitate this Project the RMS has made a request to Council to temporarily re-open Baxter Avenue to manage traffic flows while it is working at the intersection of O’Riordan Street and Baxter Avenue. This would be for a period of 3 months.

After this period the closure would be fully restored to the satisfaction of Council.

In fact Council has a current proposal to modify this Baxter Road closure to improve vehicular access into the property 31 Baxter Avenue. This project has now been put on hold pending a decision on the temporary re-opening of this street. (See attached plan)

The RMS hope to have the whole Airport North Project completed by December 2019.

## **Proposal**

The RMS are seeking Council approval to re-open Baxter Avenue for a 3 month period to manage traffic flows in the area while it is undertaking works at the intersection of O’Riordan Street and Baxter Avenue.

At the completion of the 3 month period the RMS will fully restore the closure including the modifications Council was proposing at this location.

## **Risk Management**

The main risks of re-opening this street is that it will enable trucks and other heavy vehicles to travel between O’Riordan Street and Botany Road past residential dwellings.

To minimise this impact the RMS would install temporary traffic control measures along Baxter Avenue to control traffic speeds and restrict heavy vehicles using the street.

## **Council’s Waste & Cleansing Services**

Council’s garbage truck requires an appropriate turning area in Baxter Road. The only identified area was close to O’Riordan Street, however it was a private driveway. If this driveway cannot be utilised as a turning bay, the garbage vehicle will not be able to do a three point turn to exit back out onto Botany Road.

## **Conclusion**

This is a major road project in this area which will ultimately benefit local and regional residents driving through this area.

Therefore it is recommended that the Committee assess and consider the request and related impacts for a temporary re-opening of Baxter Avenue for a period of 3 months.

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## **Financial Implications**

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Not applicable	<input checked="" type="checkbox"/>	All costs associated with the re-opening of and reinstatement of this existing road closure in Baxter Avenue would be borne by the RMS and not Council. In fact Council would be able to direct the RMS to modify the closure as proposed at no cost to Council.
Included in existing approved budget	<input type="checkbox"/>	<<Enter comment if required or delete>>
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

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## Community Engagement

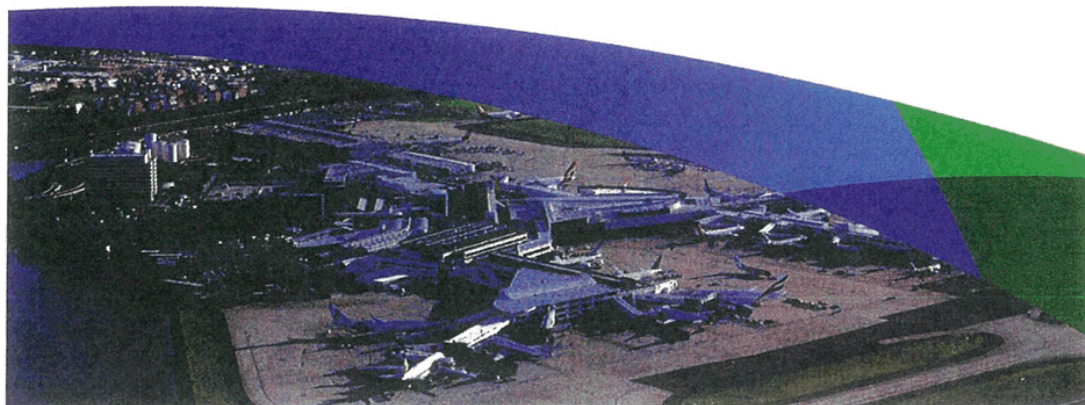
To be carried out by RMS

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## Attachments

- 1 Plans showing the Airport North (O'Riordan Street) Project
- 2 Plan showing proposed modifications to the existing Baxter Avenue Road Closure structures [↓↓↓](#)





## Sydney Airport Precinct

December 2016

Sydney Airport and Port Botany are two of the state's most important international gateways facilitating the movement of millions of people and goods each year.

In 2015, almost 40 million passengers travelled through Sydney Airport and every day more than 150,000 people travel to and from the Airport precinct.

About 75 per cent of airport passengers, visitors and workers travel by road. This traffic, combined with freight trucks to and from Port Botany and other road users, causes congestion on the roads around the airport.

With congestion on Sydney's roads currently costing the city around \$6.1 billion each year, the NSW Government is investing in upgrades to the roads around Sydney Airport, to improve travel times, reduce congestion and deliver economic benefits from improved efficiency and access around the airport and Port Botany.

Every approach to the airport has been put under the microscope with work planned or under way. The proposed upgrades will also complement Sydney Airport's upgrades to the internal airport road network.

Roads and Maritime Services is delivering these major upgrades on behalf of the NSW Government, with three key precincts within the overall airport network identified for improvement.

- **Airport East Precinct**, in the area covering Wentworth Avenue, Botany Road, Mill Pond Road, Joyce Drive and General Holmes Drive, Mascot
- **Airport West Precinct**, in the vicinity of Marsh Street, Arncliffe
- **Airport North Precinct**, in the vicinity of O'Riordan Street, Mascot.

### See the projects in 3D

To see a detailed video of the major road upgrades and congestion busting measures around Sydney Airport, visit [rms.nsw.gov.au/sydneyairport](http://rms.nsw.gov.au/sydneyairport)



**\$500m investment**  
in roads around Sydney Airport



**Easing congestion**



**Improve travel speeds**

### Travelling to Sydney Airport in the holiday period

Increased arrival and departure numbers are expected through the holiday period at both the domestic and international terminals which will impact journeys to and from the Airport precinct.

With changed traffic conditions in the Airport precinct and ongoing work on major Transport projects, including the CBD and South East Light Rail and WestConnex throughout the busy summer period, traffic delays are expected.

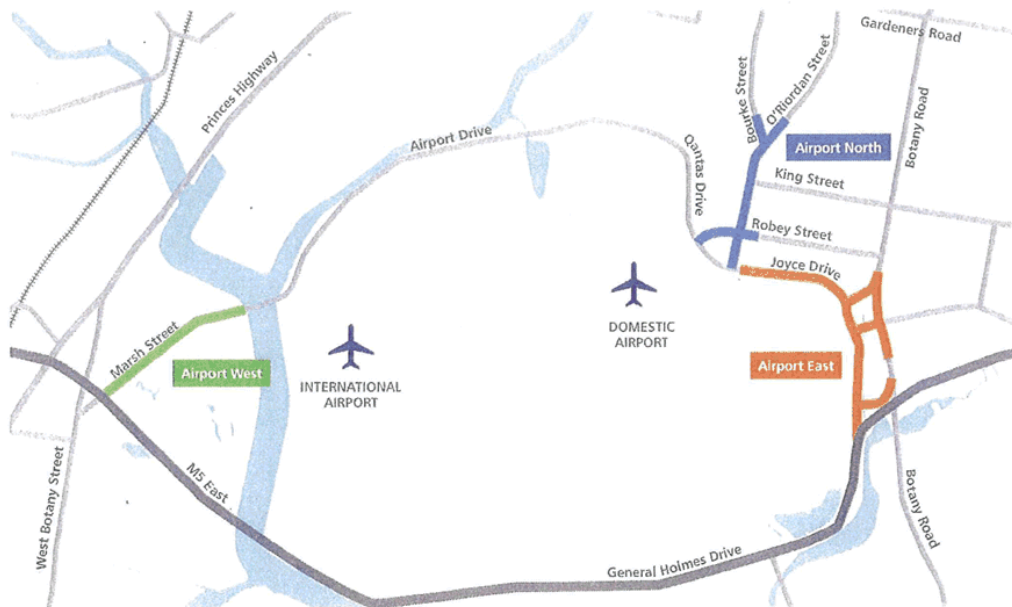
We encourage you to use public transport where possible, plan your trip ahead and allow additional travel time.

Visit Live Traffic or download the Live Traffic NSW app for the latest traffic information.

### Airport precinct congestion busting measures

In addition to the major upgrades, immediate improvements to reduce congestion and improve access around the airport precinct include:

- 24 hour clearways on Marsh Street between the M5 Motorway and the International Terminal to reduce congestion caused by parked cars and buses
- An Airport Traffic Coordination Committee to implement initiatives to ease congestion around the airport precinct and to prepare for busy peak periods
- An Airport Traffic Coordinator working directly with the Transport Management Centre and Sydney Airport on managing airport traffic flow and responding to incidents immediately
- The NSW Police motorcycle response team is patrolling the precinct and targeting motorists queuing across intersections
- Eight new 'do not queue' signs and improved line marking at the junction of the M5 Motorway and Marsh Street at to help manage traffic flow. The new signs are installed at the approaches to the intersection to discourage drivers from blocking through traffic
- Electronic message signs on Southern Cross Drive and South Dowling Street to guide motorists to use alternative routes as appropriate
- Better matching and coordination of traffic lights and intersections inside and outside the airport to utilise capacity and prevent hold ups
- Plans to improve CCTV coverage of the precinct are progressing and expected to be implemented in the next two months
- Work to identify the best locations for queue detectors to help inform traffic light phasing and ensure efficient traffic flow
- New electronic message signs installed in the airport precinct to provide real time traffic information to drivers.



Airport East, North and West road upgrade projects



ROAD DESIGN  
100% - DETAILED

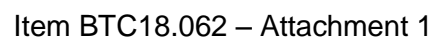


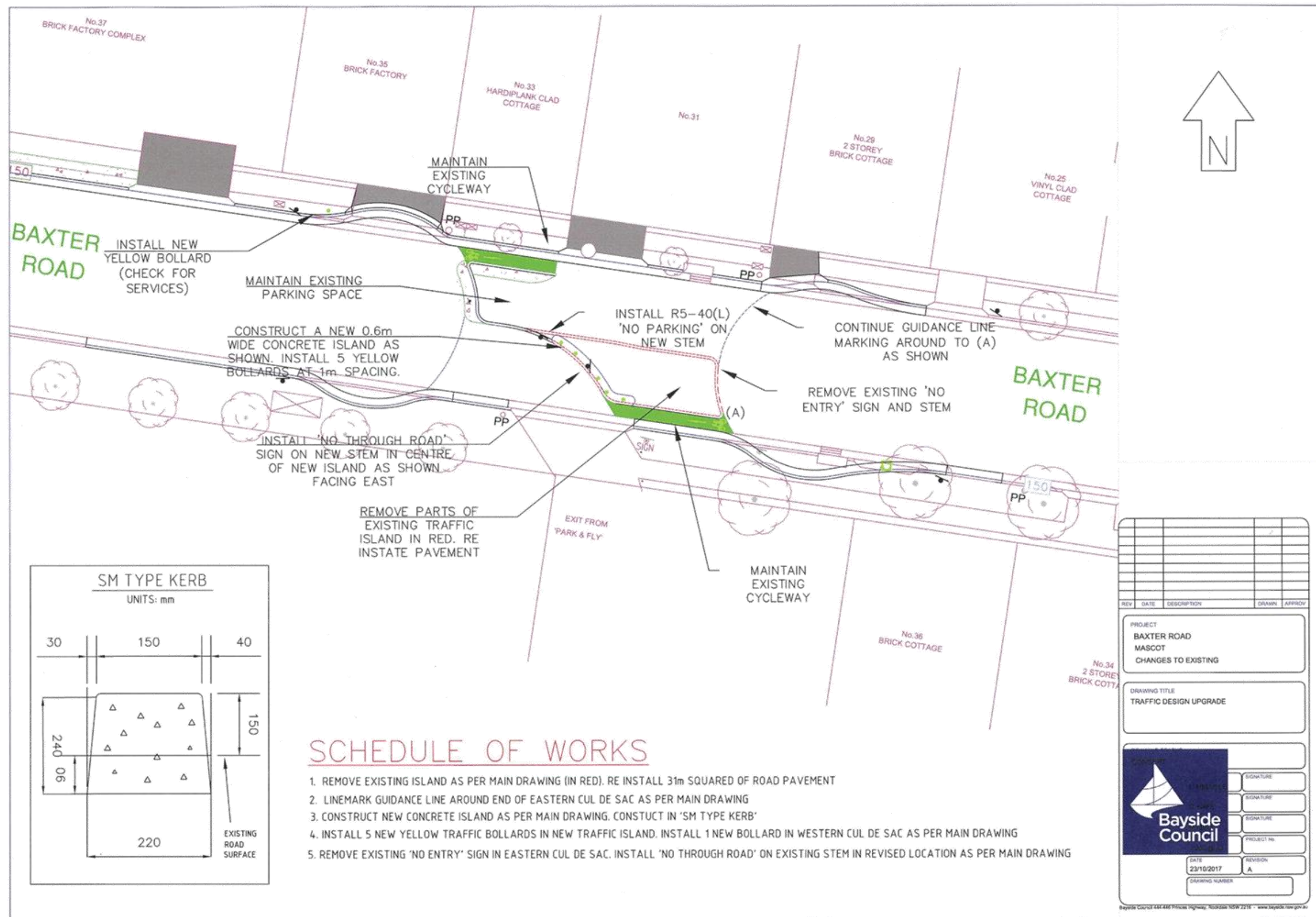
PART NUMBER	SHEET CODE	NAME
PART 1	GE	GENERAL
	RD	ROAD ALIGNMENT AND DETAIL
	RC	ROAD CROSS SECTIONS
	SM	STORMWATER MANAGEMENT
	PV	PAVEMENT
	RF	ROADSIDE FURNITURE, SIGNPOSTING AND PAVEMENT MARKING
	ST	RETAINING WALLS
	PW	PROPERTY WORKS
	MS	MISCELLANEOUS / SUPPLEMENTARY
	GT	GEOTECHNICAL

NOT FOR CONSTRUCTION

[illegible]







## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.063
Subject	<b>Intersection of Botany Road and Wentworth Avenue, Mascot - Proposed temporary intersection closure for Airport East Road Project</b>
Report by	Colin Mable, Executive Engineer Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron Electorate

### **Summary**

The NSW and Australian Governments are jointly funding the upgrade of roads east of the Airport to improve the movement of freight trains servicing Port Botany and improve traffic flow and access to the Airport, Port Botany and the future WestConnex motorway.

Works on this Project have been underway for over 18 months and due for completion in 2019. As part of this Project the RMS and its main Contractor John Holland are requesting approval to fully close the intersection of Botany Road and Wentworth Avenue, Mascot for one full weekend in October 2018 to allow the construction of this new intersection.

To control traffic over this weekend it is proposed to detour traffic into the local streets (Bronti Street and Merchant Street) between Botany Road and Wentworth Avenue.

This matter was previously discussed, informally, at the General Business Session of 2 May 2018 Bayside Traffic Committee Meeting. The Committee recommended to invite the RMS and their contractors to address the Committee on 6 June 2018.

### **Officer Recommendation**

That the RMS and their contractors be allowed to address the Committee for their proposed temporary closure of the intersection of Botany Road and Wentworth Avenue.

### **Background**

The NSW Government in partnership with the Australian Government are undertaking works to improve traffic flows in and around the Airport and to Port Botany.

These works have been split into 3 Projects:

- 1 Airport West (Marsh Street) – completed February 2018.
- 2 Airport East (General Holmes Drive/Botany Road/Wentworth Avenue) – 50% complete.
- 3 Airport North (O’Riordan Street) – due to commence in May 2018.

The Airport East Project has been progressing for the last 18 months and as a component of this Project the RMS and its main contractor John Holland are seeking approval to fully close

the intersection of Botany Road and Wentworth Avenue over a weekend in October 2018 to enable the lowering of the road pavement by 1m.

To facilitate this temporary closure traffic will be detoured through two Council Local Streets being Bronti Street and Merchant Street.

This temporary arrangement will be supported by the Police, Traffic Controllers and the NSW Traffic Management Centre.

Due to the depth of excavation it is not possible to stage the works and keep Botany Road partly open to traffic.

In advance of this road closure the RMS and John Holland have been adjusting all the Public Utility Services in the area of the intersection to facilitate the works on the weekend.

The RMS hopes to have the whole East Airport Project completed by June 2019.

## Proposal

The RMS and its contractor John Holland propose to temporarily close the intersection of Botany Road and Wentworth Avenue on a weekend in October 2018 to enable the lowering of the road pavement of this intersection by 1m.

To facilitate traffic a detour will be provided between Botany Road and Wentworth Avenue via Council's local roads being Bronti Street and Merchant Street.

Other detours will be managed by the Police, Traffic Controllers and the NSW Traffic Management Centre which will co-ordinate changing the phases with existing Traffic Lights.

## Risk Management

The main risk with this proposed closure is congestion along the detour routes which may have flow on affects into the surrounding areas.

To minimise these impacts the detours will be managed by the Police, Traffic Controllers and the NSW Traffic Management Centre.

## Conclusion

This is a major road project in this area which will ultimately benefit local and regional residents driving through this area.

Therefore it is recommended that the Committee review this proposal for a temporary closure of Botany Road and Wentworth Avenue.

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## Financial Implications

Not applicable



All costs associated with this temporary closure will be funded by the RMS Project and not Council.

Included in existing approved budget



<<Enter comment if required or delete>>

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Additional funds required☐<<Enter comment if required or delete>>

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## Community Engagement

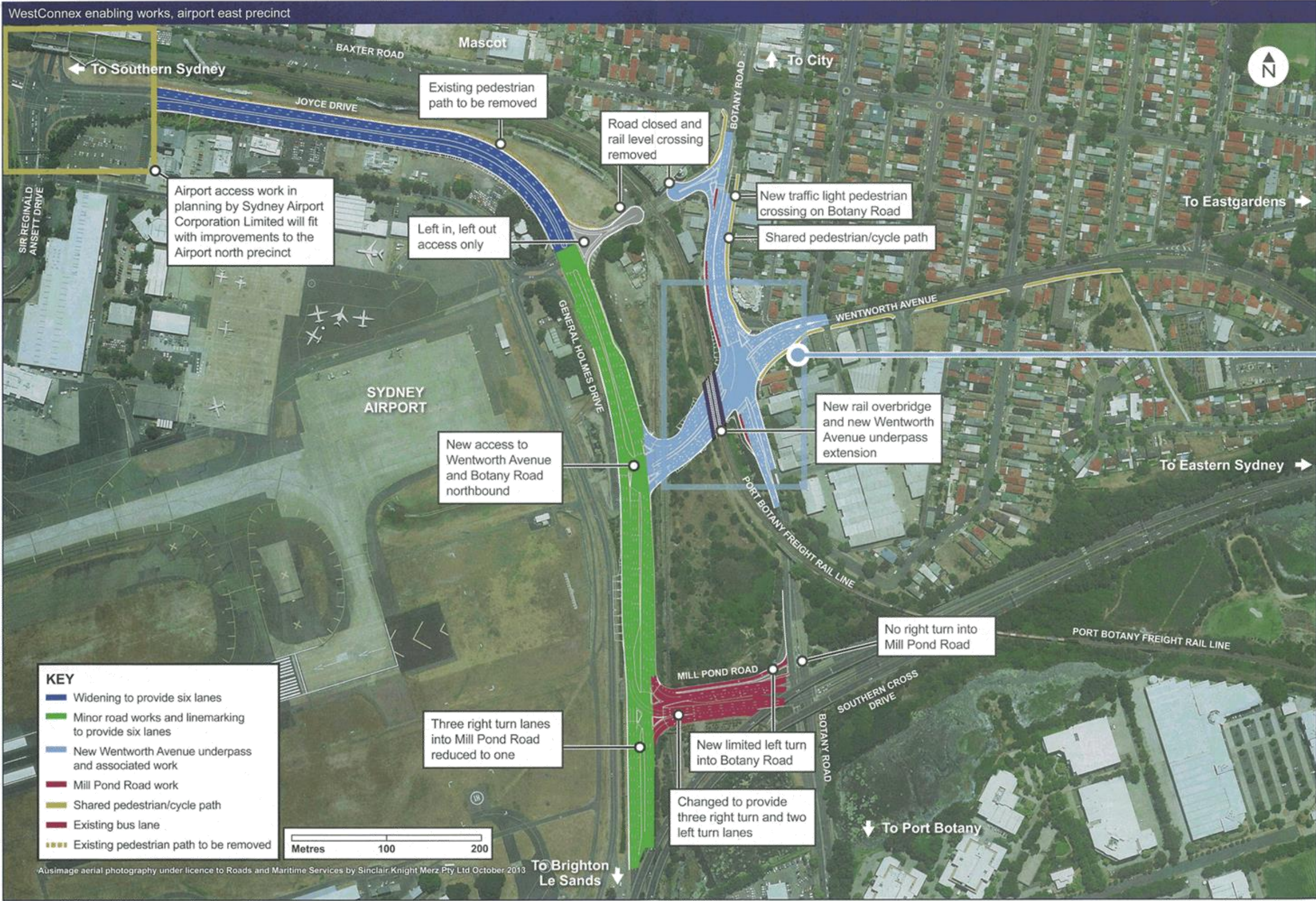
All community engagement activities will be undertaken by the proponent.

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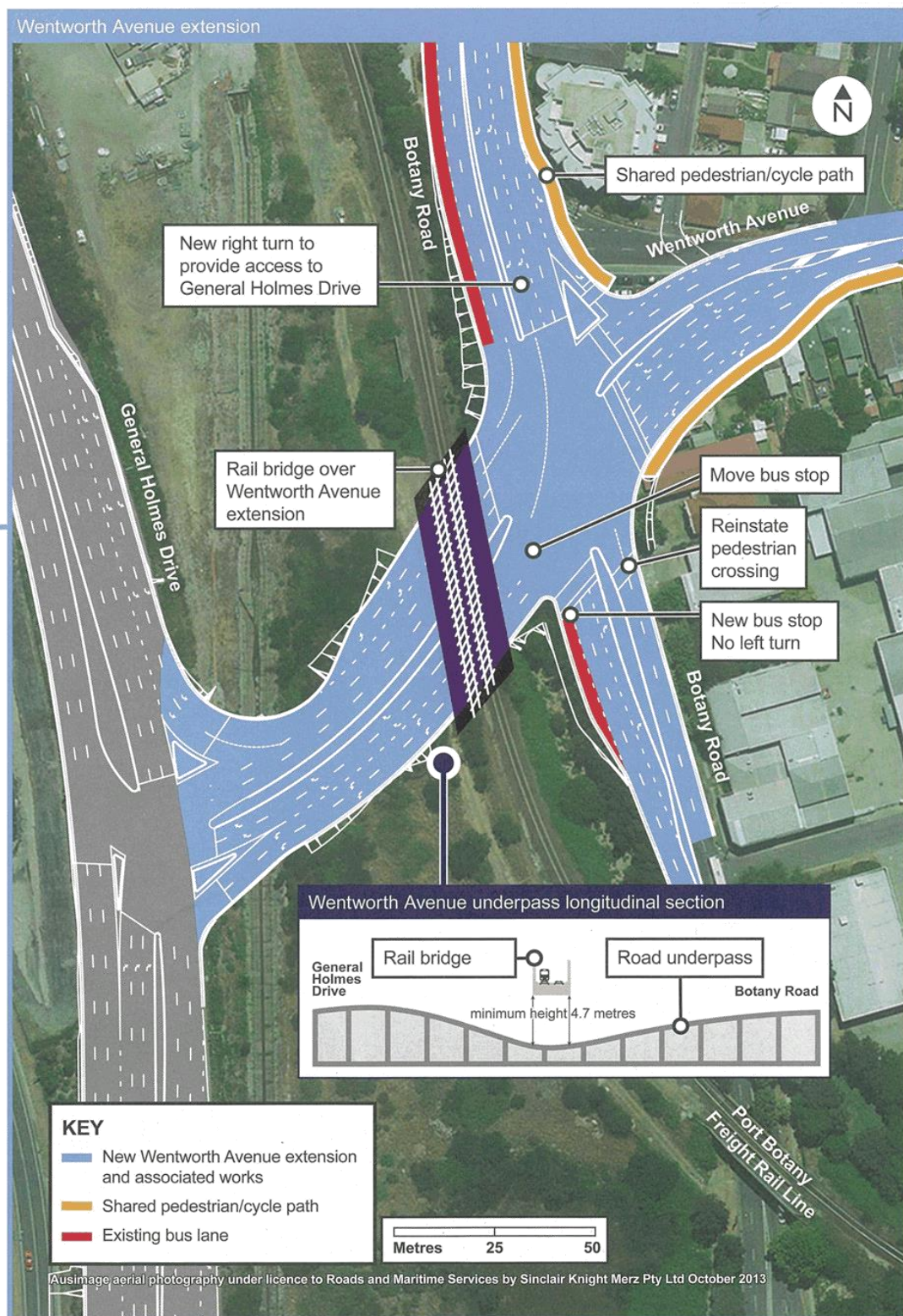
## Attachments

- 1 Concept Plan 1
- 2 Concept Plan 2
- 3 Plan showing proposed detour routes [↓↓↓](#)













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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.064
Subject	<b>26 Alfred Street, Mascot - Request for Disability Parking Space</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron

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### **Summary**

Council received an application for a disability parking space in front of 26 Alfred Street, Mascot.

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### **Officer Recommendation**

That a disabled parking space in front of 26 Alfred Street, Mascot not be provided

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### **Background**

Council received an application for a disability parking space in front of 26 Alfred Street, Mascot which has now been investigated.

The disabled parking space in a public street is for all road users, who have the valid Australian or NSW Disabled Parking Permit, to use. It cannot be reserved for an individual. The disabled parking space has to be designed and provided in accordance with Disability Discrimination Act 1992 and Australian Standard AS 2809.5- 1993. Section 4.5.2 states that a parking space for parallel parking shall not be marked as a disabled parking space unless

- (i) a 3.2m wide space be provided by indenting the space into the footpath area and
- (ii) a kerb ramp be provided.

The area in front of the applicant's property is not suitable for the disabled parking space.

The applicant has an off-street parking via Johnson Lane, as shown in the attached pictures.

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### **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### **Community Engagement**

This matter has been referred to the Bayside Traffic Committee at the request of the Chair.

## Attachments

- 1 26 Alfred Street Aerial Map
- 2 Johnson Lane rear of 26 Alfred Street - off street parking [↓↓](#)





21/05/2018

Johnson Ln - Google Maps

Google Maps

Johnson Ln

Johnson Lane rear of 26 Alfred St



Image capture: Dec 2015 © 2018 Google


[https://www.google.com.au/maps/@-33.9316908,151.1970367,3a,90y,154.53h,65.66t/data=!3m6!1e1!3m4!1sT\\_BkNZYOvYJBQBRwx\\_svOQ!2e0!7113312!8i6656](https://www.google.com.au/maps/@-33.9316908,151.1970367,3a,90y,154.53h,65.66t/data=!3m6!1e1!3m4!1sT_BkNZYOvYJBQBRwx_svOQ!2e0!7113312!8i6656)

1/2

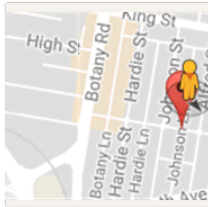
21/05/2018

Johnson Ln - Google Maps

Mascot, New South Wales

 Google, Inc.

Street View - Dec 2015



[https://www.google.com.au/maps/@-33.9316908,151.1970367,3a,90y,154.53h,65.66t/data=!3m6!1e1!3m4!1sT\\_BkNZYOvYJBQBRwx\\_svOQ!2e0!7i13312!8i6656](https://www.google.com.au/maps/@-33.9316908,151.1970367,3a,90y,154.53h,65.66t/data=!3m6!1e1!3m4!1sT_BkNZYOvYJBQBRwx_svOQ!2e0!7i13312!8i6656)

2/2



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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.065
Subject	<b>Anti-Social Driving Behaviour</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	SC18/6
Electorate	N/A

---

### Summary

Council at its meeting of 14 March 2018 considered a Mayoral Minute on establishing an Anti-Hooning Taskforce. It has been requested that the Bayside Traffic Committee consider Anti-Social driving behaviour as a standing agenda item.

---

### Officer Recommendation

That matters raised be considered.

---

### Background

Council at its meeting of 14 March 2018, considered a Mayoral Minute on Anti-Hooning Taskforce and resolved as follows:

Mayoral Minutes 6.1

Mayoral Minute - Anti-Hooning Taskforce

RESOLUTION Minute 2018/034

Resolved on the motion of Councillors Poulos and McDougall

1. That Bayside Council establishes an Anti-Hooning Taskforce Committee with terms of reference allowing it to make recommendations to Council on traffic and other improvements to combat car and bike hooning, and request that representations be made by Council to external bodies relating to these matters.
  2. That the committee shall be comprised of the Mayor or their delegate, and Council will request the following as Members of the Committee – Local State Members of Parliament, a representative of the NSW Highway Patrol, a representative of St George Local Area Command, a representative of Botany Bay Local Area Command, a representative of Roads of and Maritime Services, and appropriate Council officers.
  3. In addition, the Committee may request other parties to join with the consent of the Mayor, and the committee may hold public meetings with approval from the General Manager and Mayor.
- 

### Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>

Additional funds required

☐

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## **Community Engagement**

Not applicable

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## **Attachments**

Nil

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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.066
Subject	<b>Atkinson Street and Atkinson Lane intersection, Arncliffe - Proposed signposting statutory 10m 'No Stopping' restrictions</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Rockdale

---

### Summary

Council has received a request to review the parking restrictions in Atkinson Street at its intersection with Atkinson Lane, Arncliffe as drivers are parking within close proximity of the intersection making it an ongoing compliance issue.

---

### Officer Recommendation

That approval be given for the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' zones at the intersection of Atkinson Street with Atkinson Lane, Arncliffe.

---

### Background

Atkinson Street, Arncliffe forms a T-junction with Atkinson Street. This area is situated near Gardener Park and is frequently visited by many non-local drivers, and parents of children playing sports in Gardener Park. However, motorists have been parking in Atkinson Street within close proximity of the intersection contrary to NSW Road Rule 2014. It is an ongoing compliance issue.

It is therefore recommended to signpost the statutory 'No Stopping' restrictions in Atkinson Street near Atkinson Lane to improve compliance with NSW Road Rules 2014 and increase traffic safety.

---

### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

---

### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair. Affected residents be advised of Council's decision.

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## **Attachments**

Atkinson Street and Atkinson Lane aerial map of the proposed 10m No Stopping zones [↓](#)





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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.067
Subject	<b>Caroline Street in front of St Ursula's college - proposed relocation of a school bus zone</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Kogarah Electorate, Bexley Ward

---

### **Summary**

A request has been received from the Deputy Principal of St Ursula's College, Kingsgrove, to extend the school bus zone by 10m further north of its original location, along the western kerb line of Caroline Street in front of the college.

---

### **Officer Recommendation**

That approval be given to the extension of the school bus zone, (Bus Zone, 8 am - 9 am, and 2.30 pm - 3.30 pm, School Days, and Bus Zone, 9 am - 1.30 pm, Tuesday school Days), in Caroline Street in front of St Ursula's College, Kingsgrove, by 10m further north of its current location as shown in the attachment.

---

### **Background**

The construction of a new school building has been completed and the school has requested the extension of the bus zone to accommodate the need for two buses.

An on-site meeting was arranged on 21 May 2018 between representatives from State Transit, St Ursula's College, and Bayside Council Officers in front of St Ursula's College to discuss the proposed extension of the school bus zone in Caroline Street.

The attendees recommended that the school bus zone be extended by 10m further north of its original location, along the western kerb line of Caroline Street in front of the college. The proposed extension will provide the total school bus zone to be 48m long. This will accommodate two school buses.

The school intends to provide a new concrete pad over the grass verge to facilitate the set down and pick up activities at the proposed extended bus zone to match the existing concrete paved footpath at the old bus zone site.

There are currently contradictory Bus Stop signs; one set of signs reads 8.00 am – 9 am and 3 pm - 4 pm school days, and the other (an older sign) reads 8.30 am – 9 am, and 3.00 pm - 3.30 pm of school days. It is recommended that the times on all bus zones signs to be signposted uniformly, as 8.00 am – 9 am and 3 pm – 4 pm school days.

However, the school bus zone, '9 am - 1.30 pm, Tuesday School Days' for the sport day on Tuesday will be retained and it will come along with the new extended bus zone.

The locality of the existing and proposed parking restrictions in Caroline Street, is shown in the attached document.

---

### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The new school bus zone in Caroline Street will be funded by block grant for traffic facilities on local streets.
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

---

### Community Engagement

The school management and affected residents be advised of Council's decision.

---

### Attachments

Caroline Street St Ursula's College - proposed extension of the bus zone drawing [↓](#)



Image capture: Sep 2017 © 2018 Google



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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.068
Subject	<b>Church Avenue between Kent Road and Bourke Street - proposed painting of One Way Street arrow pavement markings to reinforce the existing one way street</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron

---

### **Summary**

Council has received a request to provide additional traffic measure to reinforce the existing one way street in Church Avenue, Mascot, between Kent Road and Bourke Street. It has been reported that many drivers have ignored the presence of the one way street signs by travelling in the wrong direction of the one way street to travel west to Kent Road. This situation becomes dangerous for head-on collisions.

---

### **Officer Recommendation**

That approval be given to the painting of three of one way arrow road markings in Church Avenue from Kent Road to Bourke Street.

---

### **Background**

There is high building construction activity in Galloway Street, Muller Avenue and Church Avenue, Mascot. Many traffic signs have been installed and some have been removed by unknown persons. Some traffic signs have been obscured by construction fences, or construction vehicles, causing confusion to drivers.

Port Botany Police representatives have made an urgent request to paint the one way road pavement arrows in Church Avenue. The Police can carry out enforcement after the one way arrow road markings been painted.

Arrangements have been made to paint the arrows. It is anticipated that the works will be carried out within one or two week time.

The locality of the painted road markings in Church Avenue, is shown in the attached drawing.

---

### **Financial Implications**

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Funded through the block grant for traffic facilities on local streets |

Additional funds required

☐

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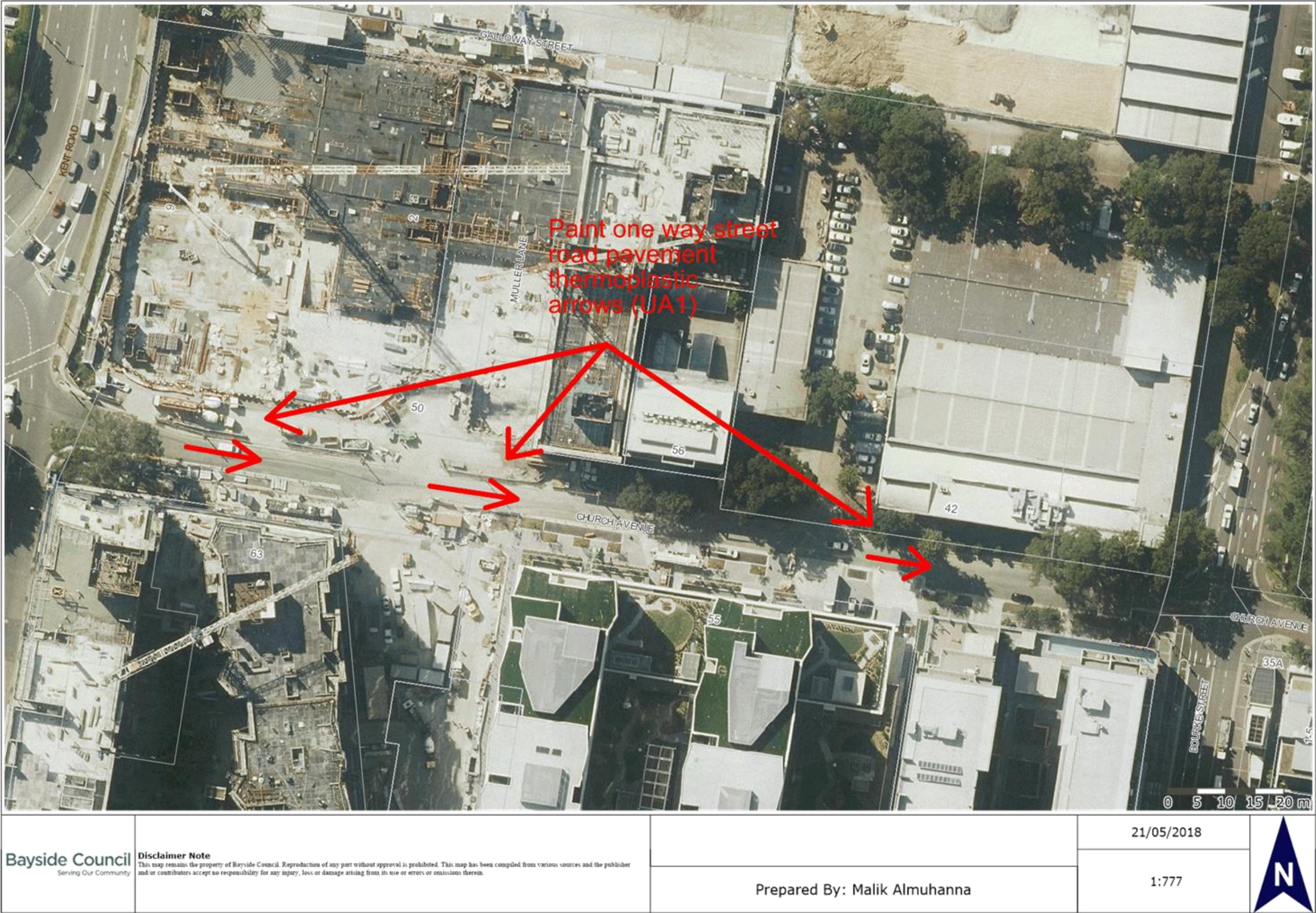
## Community Engagement

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## Attachments

Church Avenue, Mascot - One Way arrow road markings drawing [↓](#)







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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.069
Subject	<b>Coward Street from Henry Kendall Crescent and Mascot Fire Station, both approaches to Botany Road - proposed 'No Parking, 6.30am-9.30am, Mon - Fri' restriction</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron Electorate and Mascot Ward

---

### **Summary**

Council has received a request to install morning 'No Parking' restrictions on both approaches to Coward Street between Henry Kendall Crescent and Mascot Railway Station to keep these areas free of parked vehicles and provide two lanes clear for the moving traffic.

---

### **Officer Recommendation**

- 1 That approval be given to the installation of 'No Parking, 6.30 am - 9.30 am, Mon – Fri' restriction along the northern kerb line of Coward Street from Henry Kendall Crescent to Botany Road, approximately 40m long.
  - 2 That approval be given to the installation of 'No Parking, 6.30 am - 9.30 am, Mon – Fri' restriction along the southern kerb line of Coward Street from Mascot Fire Station to Botany Road, approximately 45m long.
  - 3 That the existing 'No Stopping', 'disabled parking zone' and 'Mail Zone' on both approaches of Coward Street to Botany Road be retained.
- 

### **Background**

Coward Street is a collector road carrying considerable traffic flow.

Currently, parking is allowed on both approaches of Coward Street between Henry Kendall Crescent and Mascot Railway Station to the signalised intersection of Botany Road/Coward Street.

A request has been received to keep these areas clear from parked vehicles in order to relieve traffic congestion during morning peak hours. A two lanes of road will be provided during the morning peak hours.

Morning traffic peak were monitored on Tuesday 3 April and Thursday 5 April, 2018. There was no congestion or delays to traffic travelling on Coward Street eastbound or westbound at the intersection with Botany Road. The request may have greater merit as growth of the Mascot station precinct continues.

It is recommended that morning parking restrictions, 'No Parking, 6.30 am - 9.30 am, Mon –

Fri' restriction be provided along both approaches of Coward Street as shown in the attached documents.

---

### Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | The morning 'No Parking' restriction in Coward Street will be funded through Block Grant for traffic facilities |
| Additional funds required            | <input type="checkbox"/>            |   |
- 

### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair. Affected residents and local businesses to be advised of Council's decision.

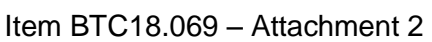
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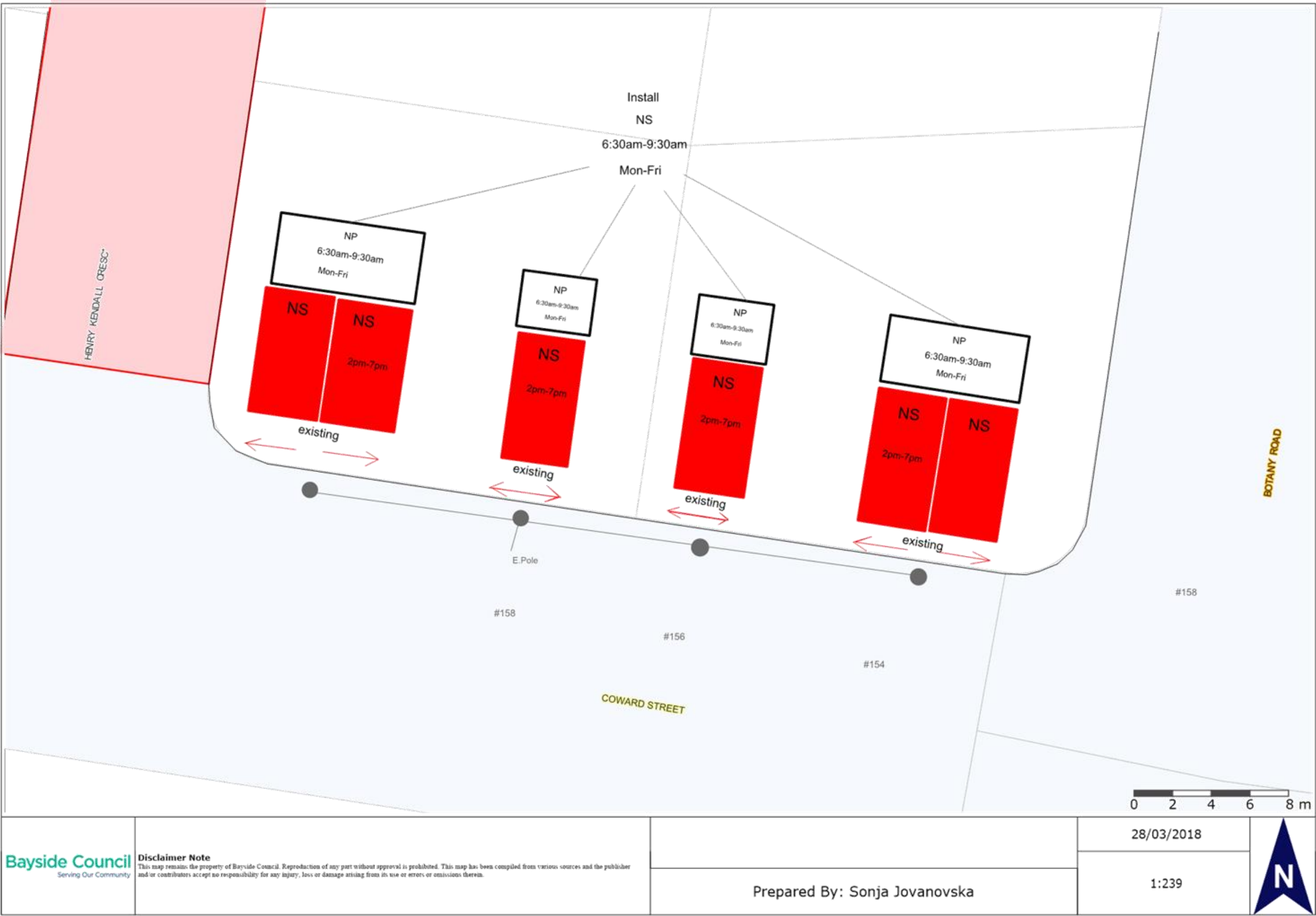
### Attachments

- 1 Coward Street aerial map
- 2 Coward Street southern approach to Botany Road - proposed 'No Parking, 6.30am- 9.30am, Mon - Fri'
- 3 Coward Street northern approach - proposed 'No Parking, 6.30am- 9.30am, Mon - Fri'  
[↓↓↓](#)









**Bayside Council**  
Serving Our Community

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Prepared By: Sonja Jovanovska

28/03/2018

1:239





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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.070
Subject	<b>Fairview Street on approaches to Wilsons Road, Arncliffe - proposed change from GIVE WAY to STOP priority</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Rockdale

---

### Summary

Council has received a request for the provision of additional traffic safety measures at the intersection of Fairview Street and Wilsons Road, Arncliffe.

---

### Officer Recommendation

- 1 That approval be given to the proposed conversion of the existing Give Way to Stop priority control on both approaches of Fairview Street at Wilsons Road, Arncliffe.
  - 2 That approval be given to the installation of 10m double barrier centre lines in Fairview Street on both approaches to Wilsons Road.
- 

### Background

Currently, the intersection of Fairview Street and Wilsons Road is cross intersection where Fairview Street approaches are controlled by 'Give Way' priority controls.

There are 2 bus stops on either side of Wilsons Road immediately south of Fairview Street. There is a nursing home on the south-eastern corner of the intersection.

The intersection is generally level with no sight line issues.

One injury crash was reported in the period of five years, ending on 31 December 2017 and it was a cross traffic crash.

The STOP priority control device has been used as a measure to slow traffic speed in a local area traffic management scheme.

It is recommended to change the priority control in Fairview Street on both approaches from GIVE WAY to STOP to enhance safety at the intersection.

---

### Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities on local streets |

Additional funds required

☐

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## Community Engagement

Not required

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## Attachments

Fairview Street near Wilsons Road [↓](#)



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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.071
Subject	<b>Frederick Street, Rockdale, west of Watkin Street - Proposed changes to times for existing P10 minute and 2P parking restrictions</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Rockdale

---

### **Summary**

Council has received a request from the kindergarten/preschool in Frederick Street to change times for pick up and drop off zone due to a change in the hours of operation of the preschool.

---

### **Officer Recommendation**

That approval be given to replace 52m of existing:

From "P10 Min, 8.30 am – 9.30 am and 2.30 pm -3.00 pm School days" and "2P 9.30 am – 2.30 pm and 3 pm – 6 pm Mon-Fri and 8.30 am -12.30 pm Sat"  
To  
"P10 Min, 8.30 am – 9 am and 3.30 pm – 4.00 pm School days" and "2P 9 am - 3.30 pm and 4 pm – 6 pm, Mon-Fri and 8.30 am -12.30 pm Sat"

along the southern kerb line of Frederick Street west of Watkin Street, Rockdale.

---

### **Background**

A Kindergarten/preschool operates at the corner of Frederick Street and Watkin Street. A matter regarding rearrangement of parking was considered by Rockdale Traffic Committee and resolved by Council on 19 November 2014 as follows:

*"That approval be given to the re-arrangement of parking restrictions along the western kerb line of Frederick Street, Rockdale, north of Watkin Street, outside the Kindergarten, Church and /nursing Home complex as follows:*

- 1 from 0m to a point 26m - Retain the existing 'No Stopping' restriction*
- 2 from 26m to 50m - proposed conversion of the existing '1/4P, 8.30 am – 3.30 pm, Mon - Fri' to the proposed combined 'P10, minutes, 9 am – 9.30 am, and 2.30 am – 3 pm, School days' restriction with '2P, 9.30 am – 2.30 pm, and 3 pm – 6 pm, Mon - Fri, and 8.30 am -12.30 pm, Sat' restriction.*
- 3 from 50m to 77.5m - proposed conversion of the existing '2P, 8.30 am – 6 pm, Mon - Fri, 8.30 am – 12.30 pm, Sat' restriction to the proposed combined 'P10, minutes, 9 am -9.30 am, 2.30 am – 3 pm, School days' restriction with '2P, 9.30 am –*

2.30 pm, and 3 pm – 6 pm, Mon - Fri, and 8.30 am -12.30 pm, Sat" restriction.

4 from 77.5m northward - retain the existing bus zone."

The preschool operating hours have since extended from 3 pm to 4 pm. Hence, the centre has requested that the parking restrictions be changed to reflect this extension and assist with pick up from the centre.

---

## Financial Implications

Not applicable ☐

Included in existing approved budget ☒

The cost for installation of signs will be funded through block grant for traffic facilities in local streets.

Additional funds required ☐

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## Community Engagement

Not required

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## Attachments

Frederick Street parking restrictions time change [↓](#)







## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.072
Subject	<b>60 Hatfield Street, Mascot - proposed change 7m of '3P, 8am-6pm, Mon - Fri and 8am-12pm Sat ' parking restriction to 'No Stopping' restriction</b>
Report by	Malik Almuhanha, Asset Officer Traffic Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron Electorate and Mascot Ward

---

### **Summary**

Council has received a request from the owner of 60 Hatfield Street Mascot to tackle the issue of constant blockage of his driveway by cars parked in a 2.8m car space.

---

### **Officer Recommendation**

That 7m of '3P, 8am-6pm, Mon – Fri and 8am-12pm, Sat' restriction be replaced with 'No Stopping' restriction at the cul de sac end of Hatfield Street, Mascot, between the power pole at the common boundary of Nos 58 and 60 Hatfield Street and the eastern end of the kerb blister island.

---

### **Background**

Hatfield Street is a residential street situated west of Botany Road, Mascot. The whole street has been sign-posted with a 3 hour parking restriction. At the cul de sac of the street, in front of No. 60 Hatfield Street, there exists a kerb blister island. Between the kerb blister island and the driveway to No. 60 Hatfield Street is a gap of 2.8m.

The occupant of 60 Hatfield Street has reported that it is difficult to gain access in and out to their driveway if a vehicle parks at this gap.

The existing car space is only 2.8m and is inadequate as it is less than the mandatory allowance for a car space. Majority of cars that park in that space will block the driveway.

It is proposed that a 7m of 'No Stopping' restriction be applied starting from the power pole at the common boundary of Nos. 58 and 60 Hatfield Street to the kerb blister island, covering the whole driveway.

In addition to addressing the concerns raised by the customer, the proposal will also act to keep the area at the end of the street clear for vehicles to U-turn.

The proposed arrangement is shown in the attached drawing TC1442.

---

### **Financial Implications**

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	

---

## Community Engagement

Affected residents in the area will be advised of Council's decision.

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## Attachments

- 1 60 Hatfield Street Proposed 'No Stopping' Signs drawing BTC1442
- 2 60 Hatfield Street No Stopping Aerial Map [↓↓](#)









Image capture: Jul 2014 © 2018 Google

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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.073
Subject	<b>Heffron Road, Pagewood - Removal of Pedestrian Crossing</b>
Report by	Colin Mable, Executive Engineer
File	SC18/6
Electorate	Heffron Electorate

---

### **Summary**

To manage the increased traffic in the Pagewood area that will be generated from the large Development at 130-150 Bunnerong Road, Pagewood the conditions of consent required upgrade of the intersections of Heffron Road/Banks Avenue and Heffron Road/Bunnerong Road.

With these upgrades the RMS requires dual traffic lanes to extend 150m along each leg of the new traffic signals.

This requirement means the existing raised pedestrian crossing in Heffron Road that provides a connection between the northern and southern sides of the Bonnie Doon Golf Club has to be removed.

To compensate the Golf Club for the lost crossing as an interim measure it is proposed to install a temporary at grade painted pedestrian crossing in Heffron Road 150m west of Banks Avenue.

This temporary crossing will be utilized by the Club until a design is completed for a new permanent raised crossing.

---

### **Officer Recommendation**

- 1 That the Report on this existing pedestrian crossing be received and noted.
  - 2 That the Committee support the implementation of a temporary pedestrian crossing in Heffron Road 150m from Banks Avenue with the design of a new raised pedestrian crossing submitted to a future Traffic Committee Meeting.
- 

### **Background**

To manage the increased traffic in the Pagewood Area that will be generated from the large Development at 130-150 Bunnerong Road, Pagewood the conditions of consent require the upgrade of the intersections of Heffron Road/Bunnerong Road and Heffron Road/Banks Avenue and to contribute to new traffic signals at the intersections of Wentworth Avenue/Baker Street and Wentworth Avenue/Page Street.

With these intersection upgrades the RMS requires dual traffic lanes on each leg over a minimum distance of 150m to facilitate traffic to and from the Traffic Signals.



At the intersection of Heffron Road and Banks Avenue where an existing roundabout has been replaced by a signalised set of lights the above requirement will necessitate the removal of an existing raised crossing in Heffron Road which connects the northern and southern sections of the Bonnie Doon Golf Club. The existing crossing is only 80m from the intersection.

Council and the RMS have consulted with the Golf Club regarding the removal of this crossing and while the Club would prefer to retain the crossing, it reluctantly acknowledges its removal.

### Proposal

To address the removal of the existing raised crossing on Heffron Road it is proposed to initially install an at grade painted pedestrian crossing set 150m from the Heffron Road/Banks Avenue intersection to satisfy the RMS guidelines.

This temporary crossing to be replaced with a new permanent raised crossing with detailed plans to be submitted to a future Traffic Committee Meeting.

### Risk Management

The installation of this temporary crossing will provide a safe crossing of Heffron Road for Golfers and Pedestrians, reduce traffic speeds and would satisfy the RMS Guidelines for traffic flows through signalised intersections.

### Conclusion

Heffron Road is a classified Regional Road conveying traffic from Sydney Airport through to the Eastern Suburbs together with increasing traffic from developments in the Pagewood Area.

Therefore to maintain a safe crossing for the Golf Club and the General Public over Heffron Road it is recommended that a temporary pedestrian crossing be installed while Design Plans are prepared for a raised pedestrian crossing.

---

### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

---

### Community Engagement

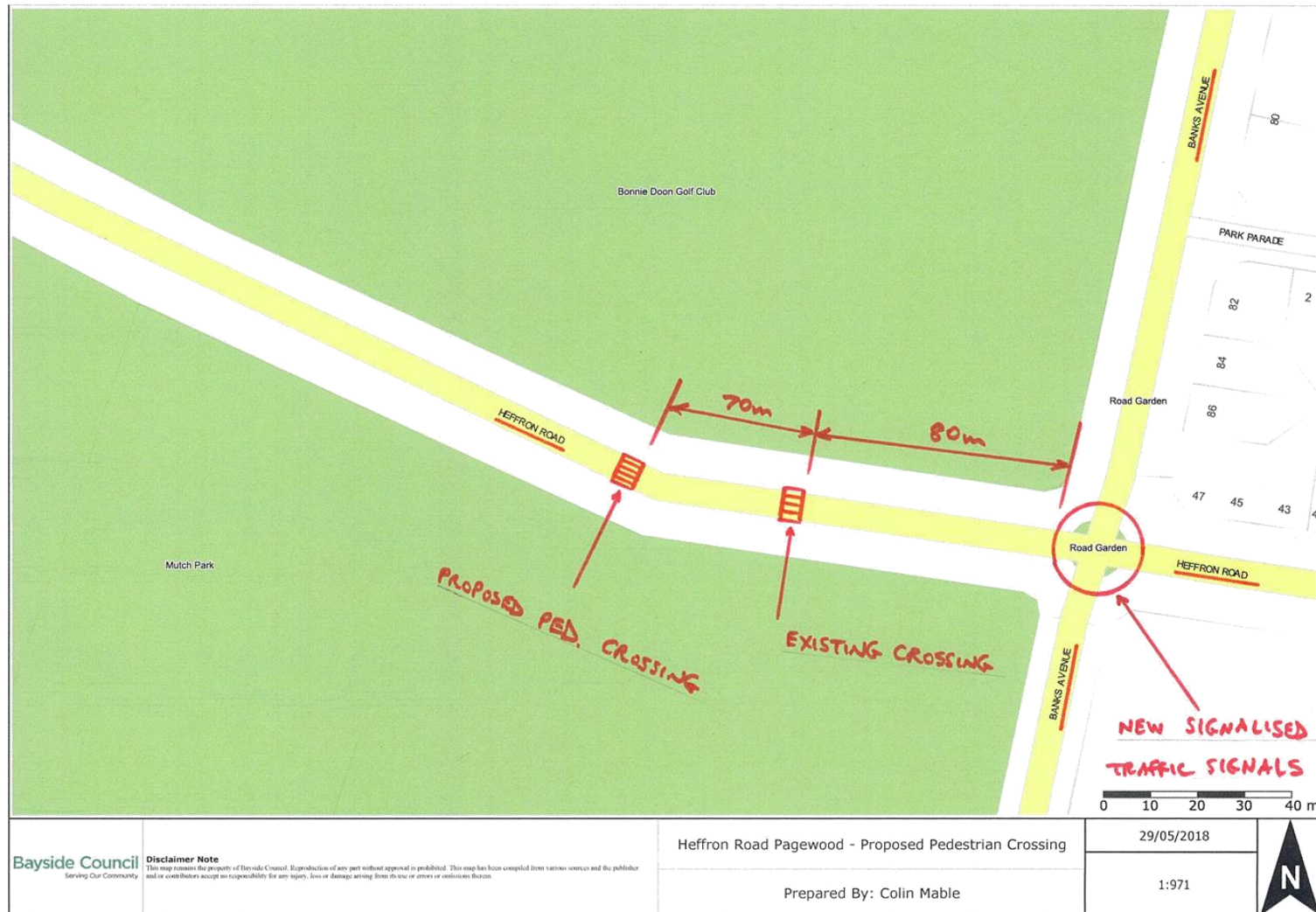
Prior to undertaking any works the local community will be consulted.

---

### Attachments

Heffron Road, Pagewood - pedestrian crossing [↓](#)









HEFFRON RD — LOOKING EAST 27.2.18





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**Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.074
Subject	<b>Heffron Road, Pagewood between Banks Avenue and Bunnerong Road</b>
Report by	Colin Mable, Executive Engineer
File	SC18/6
Electorate	Heffron Electorate

---

**Summary**

To manage the increased traffic in the Pagewood Area that will be generated from the large development at 130-150 Bunnerong Road, Pagewood the condition of consent require the upgrade of the intersections of Heffron Road/Bunnerong Road and Heffron Road/Banks Avenue.

With these upgrades, the RMS required dual traffic lanes on all legs of the intersections extending 150m along each leg.

To address this requirement the existing kerbside parking lane has been removed and replaced with a dedicated cycle lane and an additional traffic lane.

The residents along Heffron Road have appealed to Council to reinstate the kerbside parking.

To address this issue it is proposed to combine the current cycle lane and traffic lane into a combined lane 4.6m wide.

This new lane will allow motor vehicle and cycle passage along Heffron Road while accommodating kerbside parking for residents and comply with the RMS Guidelines.

---

**Officer Recommendation**

- 1 That the conversion of the existing cycle and traffic lanes into a single 4.6m lane to accommodate through traffic, cyclists and kerbside parking be endorsed.
- 

**Background**

The design approved in accordance with the conditions of consent removes the kerbside parking along Heffron Road between Banks Avenue and Bunnerong Road and replace it with a dedicated cycle lane and a traffic lane.

The residents along this section of Heffron Road have appealed to Council at this loss of kerbside parking.

**Proposal**

To address the removal of the existing kerbside parking it is proposed to combine the current cycle and traffic lanes into a single 4.6m wide lane which will accommodate through traffic, cyclists and allow kerbside parking.

### Risk Management

While this proposal will require on-road cyclists to share a lane with through traffic with current traffic volumes it is considered acceptable.

However in the future if traffic volumes continue to rise it may be necessary to introduce "Clearway Restrictions" along Heffron Road to provide a safer route for cyclists along the kerb line.

### Conclusion

Heffron Road is a classified Regional Road conveying traffic to and from Sydney Airport and the Eastern Suburbs together with increasing traffic from developments in the Pagewood Area.

Therefore as an interim arrangement it is recommended that the existing cycle and traffic lanes be combined to allow a combined 4.6m wide lane which will also allow kerbside parking.

This arrangement to be monitored and if deemed necessary "Clearway Restrictions" be implemented along this section of Heffron Road to control kerbside parking and maintain a safe route for cyclists.

---

### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

---

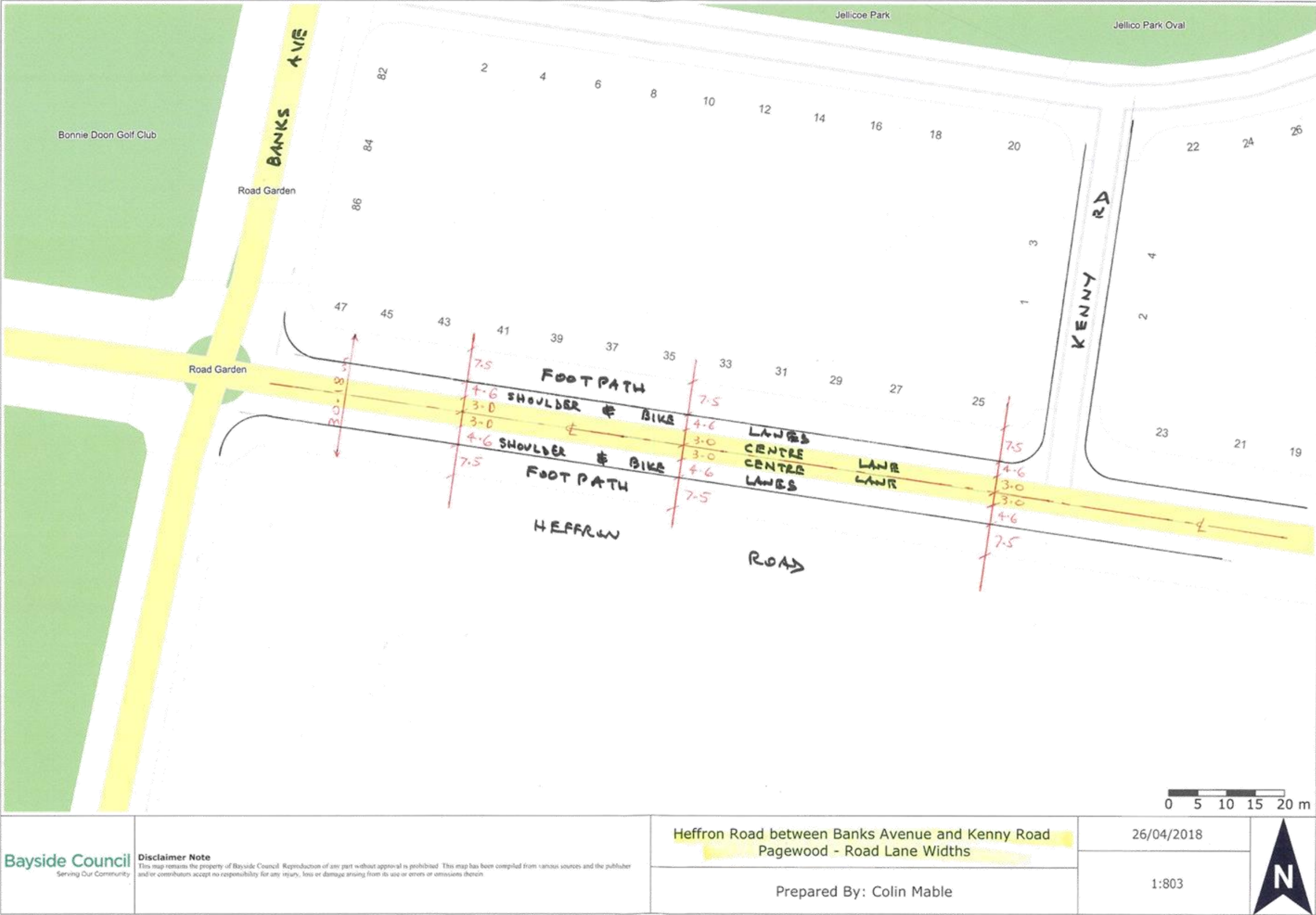
### Community Engagement

Prior to undertaking any works the local community will be consulted.

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### Attachments

- 1 Sketch plan of proposed lane widths
- 2 Photographs of existing lines along Heffron Road [↓↓↓](#)









HEFFERN RD EAST OF BANKS AVE 27.2.18







HEFFRON RD — LOOKING WEST TO BANKS AVE (27.2.18)



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**Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.075
Subject	<b>Hirst Street between Broe Avenue and Mitchell Street, Arncliffe - proposed removal of 'No Stopping' zone to provide more parking</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Rockdale

---

**Summary**

A request has been received to optimise parking in Arncliffe around Arncliffe Park.

---

**Officer Recommendation**

That approval be given to the following changes to parking restrictions along southern kerbline of Hirst Street, Arncliffe:

- 1 That from 0-10m, 10m statutory 'No Stopping' restrictions be retained north of Mitchell Street
  - 2 That from 10m-86m, 76m existing 'No Stopping' restrictions be removed to provide approximately 13 parking spaces
  - 3 That from 86m-164m, 76m existing 'No Stopping' restrictions be retained
  - 4 That from 164m-182m, 18m existing 'No Stopping' restrictions be removed to provide approximately 3 parking spaces
  - 5 That 182m-192m, 10m statutory 'No Stopping' restrictions be retained north of Mitchell Street
  - 6 That the double barrier lines be changed to S1 separation lines in Hirst Street between Mitchell Street and Park Street
- 

**Background**

A request has been received to optimise parking in Arncliffe near Arncliffe Park. Arncliffe Park and surrounding land uses (including the Church) generate significant parking demand in this precinct. Parking is allowed on both sides in Wollongong Road, Mitchell Street and Broe Avenue. However, parking has been restricted in Hirst Street for at least 20 years due to problems caused by speeding vehicles...

Investigation has found that it is possible to allow parking in sections of Hirst Street along southern kerbline which currently has 'No Stopping' restrictions. The proposed removal of 'No Stopping' restrictions will provide for additional parking for a minimum of 16 cars.

Parking along the western kerb line of Hirst Street will be retained.

Broe Avenue and Mitchell Street are narrow streets which have parking allowed on both sides of the streets. There are no opportunities to convert any on-street restrictions to provide more spaces

It is also recommended to remove the double barrier centre lines in Hirst Street and replace them with the S1 separation lines, to allow cars to cross and travel in both directions with parking allowed on both sides.

---

### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block Grant for traffic facilities in local street
Additional funds required	<input type="checkbox"/>	

---

### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair. Residents will be informed of Council's decision

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### Attachments

Hirst Street, Arncliffe- removal of 'No Stopping' restrictions [↓](#)





Hirst Street, Arncliffe – Proposed removal of 'No Stopping' parking restrictions to create 16 parking spaces

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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.076
Subject	<b>Holloway Street, Pagewood Public School - Proposed KISS and RIDE zone with 'No Parking, 8am-9.30am and 2.30pm-4pm, School Days' for three parking spaces</b>
Report by	Sue Watson, Road Safety Officer
File	SC18/6
Electorate	Maroubra

---

### **Summary**

A request has been made by the Acting Principal of Pagewood Public School to install three (3) No parking spaces in Holloway Street, Pagewood to assist with the KISS and RIDE zone to facilitate set down and pick up of students before and after school.

---

### **Officer Recommendation**

- 1 That the installation of three (3) No Parking Signs between 8 am - 9.30 am and 2.30 pm and 4 pm on School Days in Holloway Street outside Pagewood Public School be approved.
  - 2 That the existing 12 x parking spaces with 'P15 minutes, 8 am - 9.30 am and 2.30 pm and 4 pm on School Days in Holloway Street outside Pagewood Public School, be retained.
- 

### **Background**

Following the 2 April 2018 meeting of the Bayside Traffic Committee Council approved the Committee's recommendation, item BTC18.34, to install twelve (12) P15 minute spaces in Holloway Street, Pagewood.

The Acting Principal of Pagewood Public School has written thanking Council for these P15 minute spaces, and is now requesting the installation of three (3) No Parking spaces in Holloway Street to assist with the safety of drop off and pick up between 8.00 am - 9.30 am and 2.30 pm – 4 pm on School Days.

The Acting Principal has seen the benefit of parents being able to safely drop off and pick up since the installation of the new signage in Holloway Street. He further requested that an additional three (3) No Parking signs in Holloway Street would be a much safer option.

Additionally, this option of three (3) 'No Parking' spaces in Holloway Street west of the newly installed P15 minute zone in Holloway Street west of Dalley Avenue.

The 'No Parking' restriction will allow parents/drivers two (2) minutes to set down and pick up children while staying 3m in the vicinity of vehicle.

The locality of the existing and proposed parking restrictions in Holloway Street, is shown in the attached drawing.

---

### Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | The installation of a new 'No Parking' zones in Holloway Street will be funded through block grant for traffic facilities on local streets. |
| Additional funds required            | <input type="checkbox"/>            | <<Enter comment if required or delete>>   |
- 

### Community Engagement

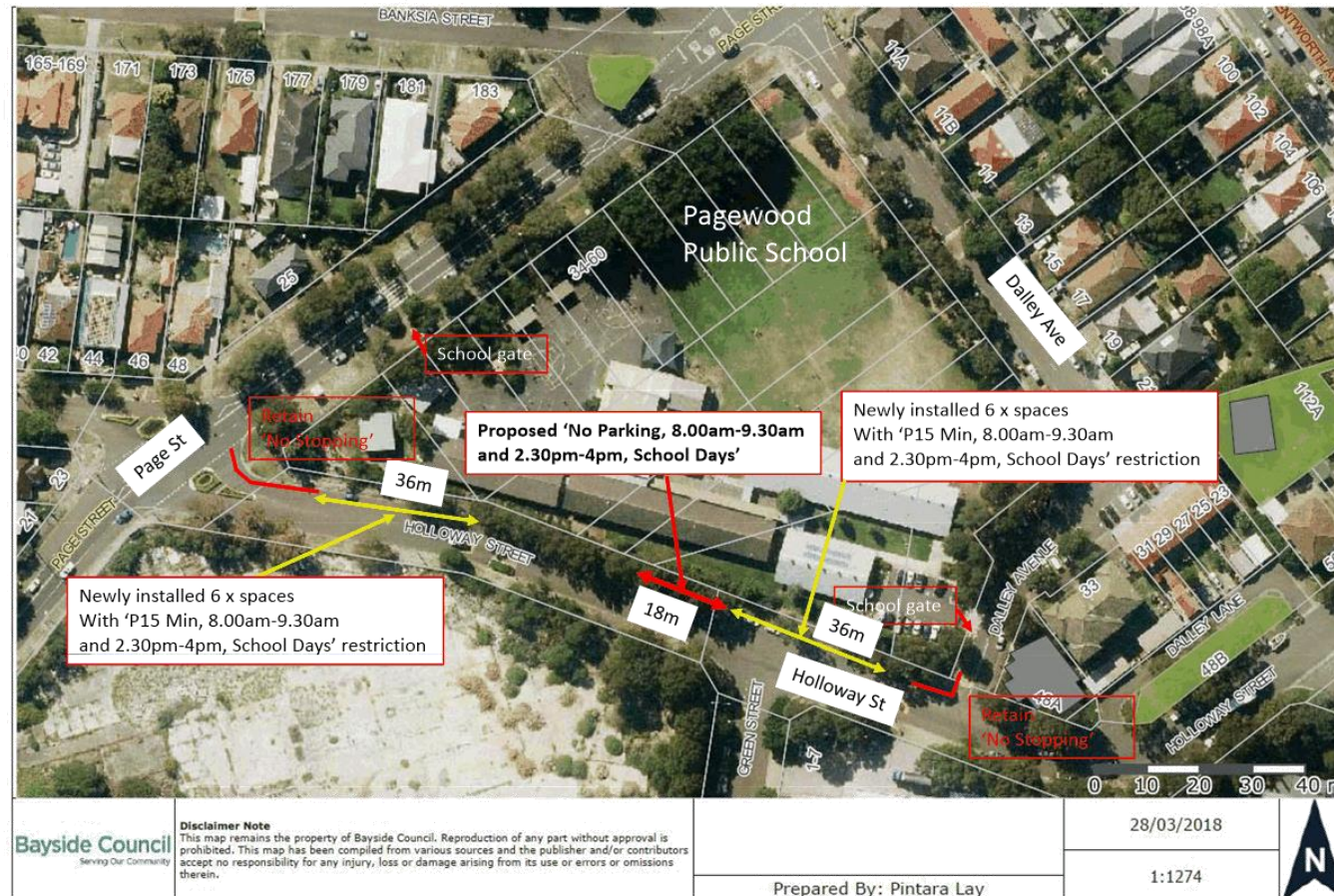
The Acting school principal of Pagewood Public School and affected residents be advised of Council's decision

---

### Attachments

Holloway Street Pagewood Public School 'No Parking' zone drawing [↓](#)







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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.077
Subject	<b>14 Jasmine Street, Botany - Proposed removal of parking space for people with disability</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Maroubra

---

### Summary

Council has received a request for the removal of parking space for people with disability in front of No 14 Jasmine Street, Botany as the resident no longer requires the space.

---

### Officer Recommendation

That the proposed removal of parking space for people with disability in front of No. 14 Jasmine Street, Botany, be approved.

---

### Background

Council has received a request for the removal of a parking space for people with disability in front of No. 14 Jasmine Street, Botany as the resident no longer requires it.

Council regularly reviews the need for existing disabled parking spaces in residential areas, and requests feedback from residents concerned regarding the continued requirement for such parking restrictions.

The locality of the proposed removal of disabled parking space is shown in the attachment.

---

### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The cost of the removal of the signs will be covered from the RMS Block Grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

---

### Community Engagement

Not required.

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### Attachments

Jasmine Street Botany - removal of disabled parking space [↓](#)





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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.078
Subject	<b>Johnson Lane, rear of 5 Wentworth Avenue, Mascot - Proposed 30m No Parking Zone opposite vehicular crossing</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Heffron

---

### **Summary**

Council has received a request from a resident of 5 Wentworth Avenue, to provide 'No Parking' restrictions in Johnson Lane, opposite the rear of 5 Wentworth Avenue as they find it hard to gain access to their garage with some parked vehicles on the opposite side.

---

### **Officer Recommendation**

That a 30m 'No Parking' restriction be provided along the western kerbline of Johnson Lane, north of Wentworth Avenue to the rear of No. 63, 65 and 67 Johnson Street as follows:

- 1 From 0m to a point 10m – retain existing 'No Stopping' restriction
  - 2 From 10m to 40m – proposed 'No Parking' restriction
  - 3 From 40m northward – retain existing parking
- 

### **Background**

This matter was previously reported to May 2018 meeting of Bayside Traffic Committee and was deferred to give adequate time for the residents to respond. No responses have been received for the period of 3 weeks.

Johnson Lane is a narrow 4.8m wide (kerb to kerb) laneway providing predominantly an access function for off-street parking spaces servicing residents of Johnson Street, Alfred Street and Wentworth Avenue.

The laneway is in an area subject to parking demand from Airport users. There is at present a 12m No Parking Restriction around the vehicular crossing (off Johnson Lane) to 5 Wentworth Avenue.

There are however no restrictions to parking, other than existing vehicle crossings, opposite the rear access to 5 Wentworth Avenue.

During a site visit, a vehicle was parked opposite the vehicle crossing to 5 Wentworth Avenue.

A Resident Parking Scheme is being provided on Johnson Street and Alfred Street with a 3 hour Monday to Saturday restriction for non-permit holders, area 'G'.

The locality, of the existing and proposed parking arrangements in Johnson Lane, is shown in the attached drawing.

---

## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funded through Block Grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

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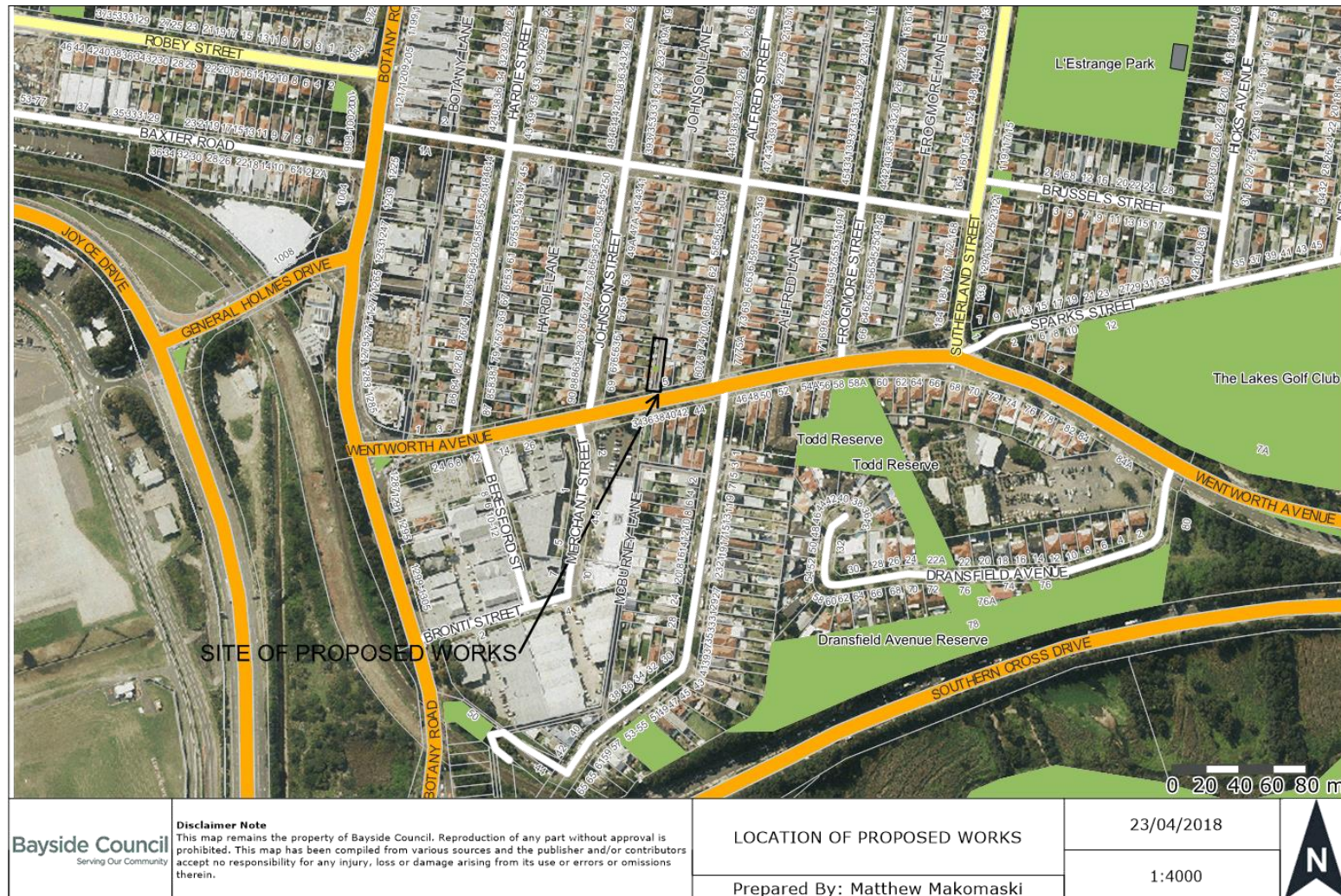
## Community Engagement

The residents were notified on 2 May 2018 with 21 letters delivered. No responses have been received in regards to the proposal.

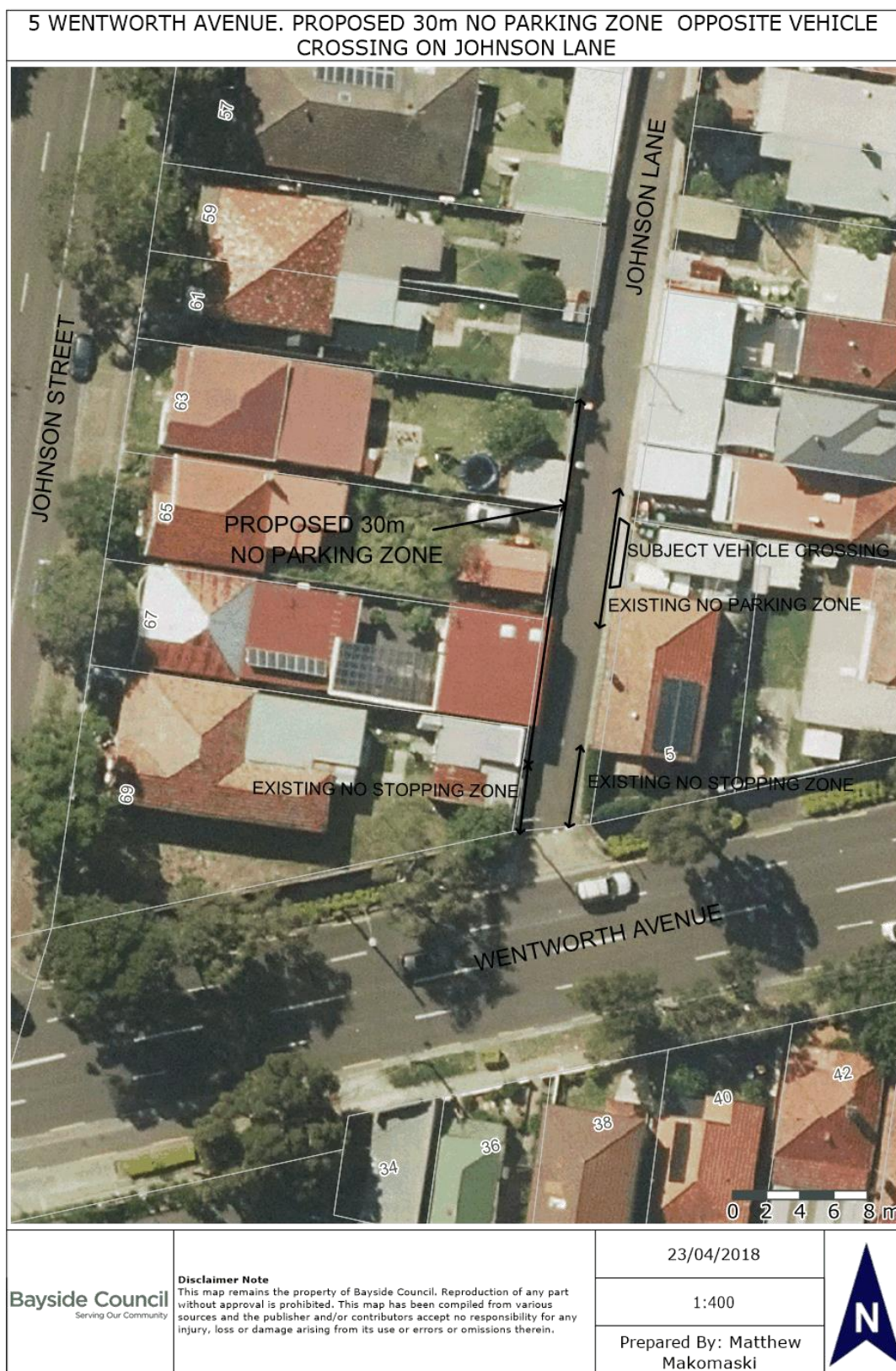
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## Attachments

- 1 Location of Proposed Works
- 2 Proposed Works [↓↓](#)







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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.079
Subject	<b>Kent Street, Rockdale- Proposed extension of 'No Parking 6am-8am Thursday' restriction by 17m</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Rockdale

---

### **Summary**

Council has received a request to consider the extension of 'No Parking' restrictions in the cul de sac end of Kent Street to facilitate garbage collection.

---

### **Officer Recommendation**

That approval be given to the extension of existing 'No Parking 6 am - 8 am Thursday' parking restriction by an additional 17m to the south to cover the frontage of number 3 up to 1m south of the driveway.

---

### **Background**

Kent Street is a local street in the vicinity of Rockdale town centre precinct. It is narrow and has a split level with cul de sac end at its northern end. In 2014, Council had canvassed the residents in Kent Street in regards to the above parking restrictions between number 1 and number 6 around the cul de sac end to facilitate garbage collection. The proposal at the time aimed at minimising parking impact on residential properties. However, Council's garbage collection vehicles are unable to negotiate the turn due to parked vehicles in the cul de sac end and on occasions have had to reverse out of the street.

Also, parked vehicles have forced garbage trucks to utilise residential driveways, causing damage and subsequent replacement at Council's expense. Council's waste and cleansing team has requested that the existing parking restrictions be extended to include the frontage of house number 3.

It is proposed to extend the parking restrictions by another 17m. However, the proposed restrictions will only impact on 1 legal parking space outside number 3 for two hours in the morning on garbage collection day.

Considering that it is a service that is essential to the residents and for the purpose of minimising incidental damage to the infrastructure, the proposed parking restrictions are supported.

---

### **Financial Implications**

Not applicable



Included in existing approved budget	<input checked="" type="checkbox"/>	The cost for the proposed parking restrictions will be funded through block grant for traffic facilities in local streets.
Additional funds required	<input type="checkbox"/>	

---

## Community Engagement

Residents have been informed and offered the opportunity to attend Council meeting via Public Forum to voice their opinions should they have concerns.

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## Attachments

Kent Street extension to parking restrictions [↓](#)





Kent Street, Rockdale – Proposed extension of 'No Parking 6am-8am Thursday' parking restrictions for garbage collection vehicles

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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.080
Subject	<b>Kingsgrove Avenue, Kingsgrove - Funded traffic calming scheme by Federal Government under the 2018/2019 Blackspot Program</b>
Report by	Agasteena Patel, Traffic Engineer Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Kogarah

---

### **Summary**

Council has been successful in receiving an offer of grant funding to treat Kingsgrove Avenue between Kingsgrove Road and Bexley Road, Kingsgrove under the Commonwealth Government's 2018-2019 Blackspot Program.

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### **Officer Recommendation**

- 1 That the proposed traffic treatments in Kingsgrove Avenue which has secured \$44,000 funding from the Federal Government under 2018/2019 Blackspot Program, be supported, in principle.
  - 2 That community engagement be undertaken on the proposed traffic calming scheme, with results reported to a future Bayside Traffic Committee meeting.
  - 3 That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.
- 

### **Background**

Every six months, Roads and Maritime Services provides Council with updated crash data for a 6 month period. There is usually a lag of 6 months when the data is made available to Council due to processing and compilation required.

Council's Traffic and Road Safety team undertakes detailed crash analysis to identify sites within the local government area with a high crash rate. A site is classified as a blackspot if there have been a minimum of 2 casualty crashes (injury or fatal) or 0.13/km/year if length is greater than or equal to 3km.

Further analysis of traffic data and surrounding land use is undertaken for high risk sites that have injury and/or fatal crashes. Approximately 10 to 15 projects are selected and developed for funding applications. The applications are submitted online where detailed data is provided and supported with crash diagrams for every crash at the site, concept plans for traffic calming treatments, swept paths for larger vehicles and other information as necessary.

Kingsgrove Avenue between Bexley Road and Kingsgrove Road, 1.2km long, was nominated for grant funding for the installation of a number of traffic treatments. For the

period of five year, ending on 30 June 2015, Kingsgrove Avenue, had six (6) reported crashes, five of which were injury.

Council has been successful in obtaining 100% funding of \$44,000 for the construction of the traffic calming scheme in financial year 2018-2019.

The scheme comprises of:

- retro- reflective pavement markers on centre and edge lines
- new curve and speed advisory warning signs
- slow point, raised threshold/horizontal deviation at midblock location and conflict points.

Some information relating to the submission are provided in the attachment. The proposed traffic calming scheme in Kingsgrove Road is shown in the attached drawing.

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## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	100% by Australian Government's Blackspot Program
Additional funds required	<input type="checkbox"/>	

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## Community Engagement

That community engagement be undertaken on the proposed traffic calming scheme, particularly with residents in close proximity to the proposed rubber cushion pads.

---

## Attachments

- 1 Kingsgrove Avenue - some information about grant submission
- 2 Kingsgrove Avenue - proposed treatment which was funded - drawing [↓↓↓](#)



05/09/2017

Project Nomination

Is this a proactive proposal? ★ **No** Note: Safety benefit options are not mandatory for proactive proposal

Is the proposal supported by a Road Safety Assessment? ★ **No**

Note: If no crash history has been specified, the proposal must be supported by a Road Safety Assessment. For report format refer to AUSTROADS Publication No. AP-30/94 or AP-G30/02, 'Road Safety Audit'

Is this project proposed to be completed in conjunction with other works? ★ **No** Note: (e.g. asset maintenance, other program)

Are there any environmental or heritage concerns with this project? ★ **No**

Are there any known risks or constraints to the delivery of proposed treatments? ★ **No**

Note: (e.g. relocation of services, property acquisition, endangered species etc)

### 3. Sites & Crashes

#### 3.1 Sites

Site ID	Road Name	Suburb	LGA	Electorate	Region	Identified Length	Total Number of Casualty Crashes	Total Number of Casualty Crashes/Yr	Meets Federal Black Spot Criteria
Site-8	Kingsgrrove Avenue		Bayside	Kogarah	Sydney	1.20			

#### 3.2 Crash Data Summary

Number of years in crash data **5.0027397260**

Number of crashes entered **6**

[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 3/11

05/09/2017

Project Nomination

Number of fatal crashes 0

Number of injury crashes 5

Number of casualty crashes 5

[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 4/11

05/09/2017

Project Nomination

**3.3 Crash Factor Matrix**

Crash Type Groups (Applicable RUM Codes)	Surface Conditions		
	Wet	Dry	Snow or ice
Runoff road on straights (RUM 70-74)	0	2	0
Right Through (RUM 21)	0	1	0
Vehicle Accessing Road (RUM 42, 47, 48)	0	1	0
Runoff road on curves (RUM 80-88)	0	1	0
Adjacent-Other (RUM 11,12, 14-19)	0	1	0
Total	0	6	0

Crash Type Groups (Applicable RUM Codes)	Natural lighting			
	Dawn	Daylight	Dusk	Darkness
Runoff road on straights (RUM 70-74)	0	0	0	2
Right Through (RUM 21)	0	1	0	0
Vehicle Accessing Road (RUM 42, 47, 48)	0	1	0	0
Runoff road on curves (RUM 80-88)	0	1	0	0
Adjacent-Other (RUM 11,12, 14-19)	0	0	0	1
Total	0	3	0	3

[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 5/11



05/09/2017

Project Nomination

Crash Type Groups (Applicable RUM Codes)	Number of crashes each year					
	2011	2012	2013	2014	2015	2016
Runoff road on straights (RUM 70-74)	0	1	0	1	0	0
Right Through (RUM 21)	0	0	0	0	0	1
Vehicle Accessing Road (RUM 42, 47, 48)	0	1	0	0	0	0
Runoff road on curves (RUM 80-88)	0	0	1	0	0	0
Adjacent-Other (RUM 11,12, 14-19)	0	0	0	0	0	1
Total	0	2	1	1	0	2

[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 6/11

05/09/2017

Project Nomination

#### 4. Existing Conditions

##### 4.1 Site Conditions

###### Site Description

Kingsgrove Avenue runs east-west between Bexley Road and Kingsgrove Road. Its classified as a collector road within Council's road hierarchy and provides an important connection between Georges River and Bayside Council areas as well as between bardwell valley and hurstville. The street is primarily residential and has an average width of over 12m. The road is straight flat and wide and in conducive to speeding and heavy vehicle usage. The street is not subject to any load limit restrictions at current point in time. The street is not subject to any load limit restrictions at current point in time.

###### Nature of Concern

The road is straight flat and wide and in conducive to speeding and heavy vehicle usage and hence there have been a number of accidents over the years.

##### 4.2 Traffic Statistics

AADT (Vehicles/day)	85th Percentile Speed (km/h)
4095.00	59.00

###### Traffic Signal Modelling (SIDRA Analysis)

NA

Other additional traffic information not already listed above

The AADT varies between 3600vpd to 4000vpd and 85th percentile speed ranges from 59 to 67km/h

##### 4.3 Other Conditions

###### Political and Community Issues

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###### Description of previous works and project proposals at location

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[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 7/11

05/09/2017

Project Nomination

**5. Safety Benefit Options****5.1 Safety Benefit Option - 1**

Expected Start Date    Expected End Date  
**1/12/18                      30/04/19**

**Treatment List**

Treatment Type	Treatment ID	Capital Cost (\$)	Annual Maintenance Cost (\$)	Project Life (Yrs)
Install retro reflective pavement markers (RRPMs) on centre or edge lines, night time crashes only	65	\$3,000	\$20	5
Install new curve and advisory speed signs	67	\$1,000	\$10	10
Install slow point, raised threshold / horizontal deviation at mid-block location and conflict points (intersections and pedestrian crossings)	14	\$40,000	\$200	20

Total capital cost:

**\$44,000**

Total annual maintenance cost:

**\$230**

Maximum project life:

**20**

[https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr\\_dsOkDqn7LZamg\\_LDIKhWY8mcO-jd5O0h20kBRo%5B\\*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...](https://crs.transport.nsw.gov.au/prweb/PRWebLDAP4/Cmpr_dsOkDqn7LZamg_LDIKhWY8mcO-jd5O0h20kBRo%5B*/ITABTHREAD2?pyActivity=PrintWork&Prompt=false&PrintHarness=&pzPrimaryPageName=py...) 8/11



Project 610 Site 848 Kingsgrove Avenue, Kingsgrove



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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.081
Subject	<b>Lyon Street and Wellington Street - Request for Residential Parking Scheme</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron

---

### **Summary**

A petition was received requesting the introduction of a timed residential parking scheme in Lyon Street and Wellington Street, Mascot.

---

### **Officer Recommendation**

That a residential parking scheme in Lyon Street and Wellington Street, Mascot not be provided.

---

### **Background**

Council has received requests for the introduction of a residential parking scheme in Lyon and Wellington Street, Mascot. These two streets adjoining the existing Area F residential parking scheme area. Residents have stated that they are experiencing the effects of the overflow from the surrounding parking scheme areas, with business parking and airport parking.

A common negative affect of implementing parking schemes is the potential for displacement of the parking demand into surrounding areas as a result of reducing the supply of parking. Council has similarly heard from other residents in streets adjoining residential parking areas such as Napoleon Street and Sutherland Street.

In response to the request, officers have undertaken occupancy surveys to gauge the difficulty in obtaining on-street parking. In addition, observations were made of availability of off-street parking at the adjoining properties to make an initial assessment of eligibility for permits if a scheme was to be implemented.

Council officers have visited Wellington Street (between King Street and Lyon Street) and Lyon Street on five separate occasions to monitor the parking occupancy rates. The first test applied indicates if parking availability is an issue at the location. The measure is a minimum of 75% of available spaces are occupied, with visits arranged in the morning and afternoon.

During the visitations, observations are made of weather and parking availability. Only once, on Friday 3/3/18 at 1:20pm was the rate of occupancy in Wellington Street was greater than 75%, recorded at 81% (5 spaces available out of 27). It should be noted, there were still 15 spaces available in Lyon Street at that time.

Based on these observations, and that most residents have off-street parking, a resident parking scheme is not recommended.

---

### **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

---

### **Community Engagement**

This matter has been referred to the Bayside Traffic Committee at the request of the Chair.

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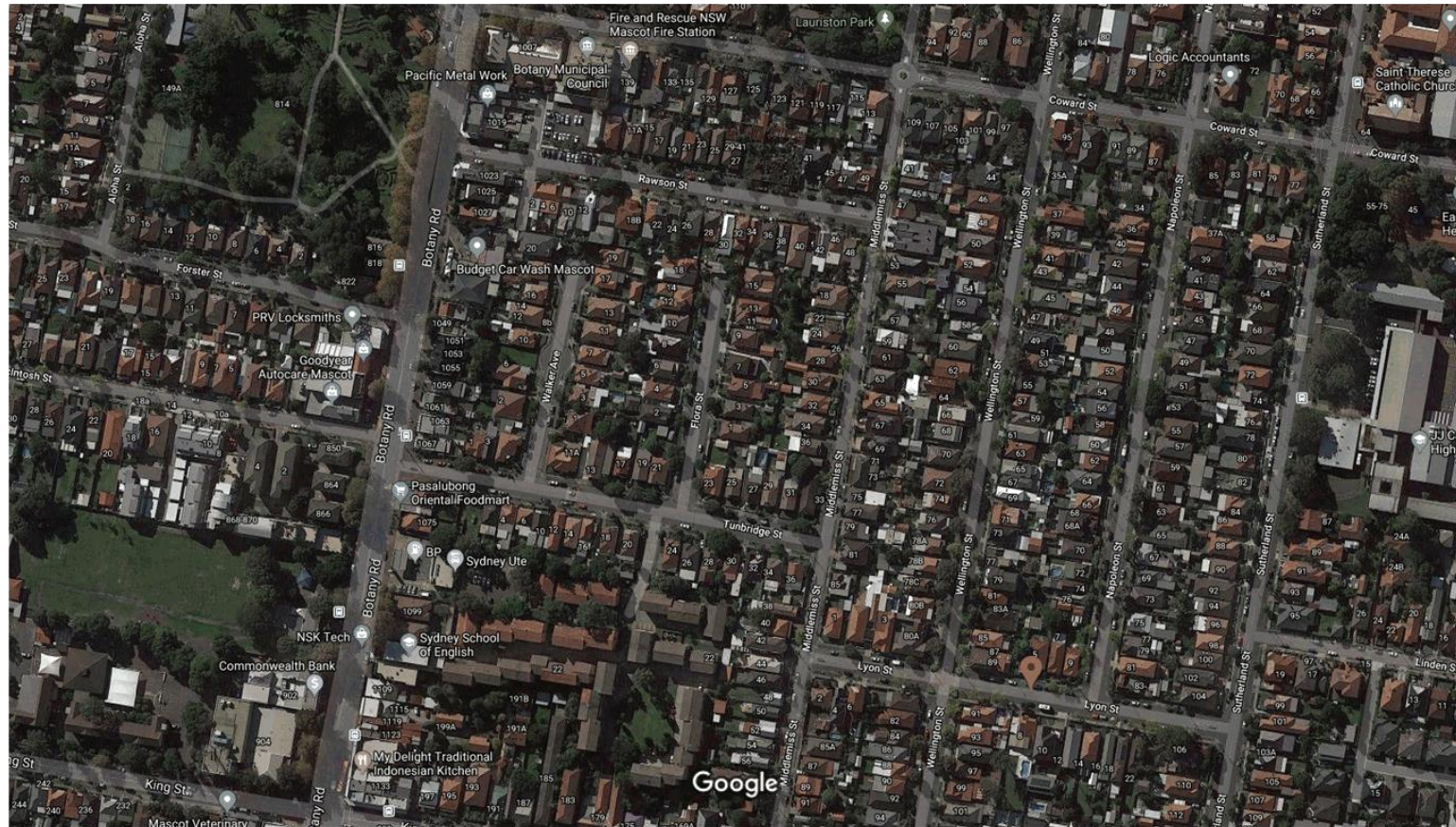
### **Attachments**

Lyon Street and Wellington Street Mascot Aerial Map [↓](#)

31/05/2018

Lyon St - Google Maps

Google Maps Lyon St



Imagery ©2018 CNES / Airbus, DigitalGlobe, Map data ©2018 Google 50 m

<https://www.google.com.au/maps/place/Lyon+St,+Mascot+NSW+2020/@-33.9276273,151.1971809,467m/data=!3m1!1e3!4m5!3m4!1s0x6b12b108740de4b9:0xe8b03032c3ac3d7b18m2!3d-33.9290472!4d151.1989941>

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**Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.082
Subject	<b>Magdalene Terrace, Wolli Creek - proposed painted central median</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Rockdale Electorate

---

**Summary**

Council has received a request to provide a marked footcrossing in Magdalene Terrace between Mount Olympus Drive and Arncliffe Street, Wolli Creek.

---

**Officer Recommendation**

- 1 That endorsement in principle, be given, to the installation of a painted central median of 1.0m wide in Magdalene Terrace, between Mount Olympus Drive and Arncliffe Street, Wolli Creek.
  - 2 That detailed drawings of the proposed painted median island be submitted to the Committee for further consideration.
- 

**Background**

Magdalene Terrace is a residential street located near Wolli Creek Railway Station precinct. It is situated at the common boundary between the private land to the north and public land to the south.

Before a marked footcrossing can be established, traffic/pedestrian counts must be carried out. RMS proactive for numerical warrants for pedestrian (zebra) crossings, which is referred to in Guide to Traffic Management Section 8,7.5.6.

The standard warrant for a pedestrian crossing requires:

- (a) The measured flows, pedestrians (P) and vehicles (V) are equal or greater than 30 and 500 respectively per hour.
- (b) The product of the measured flows per hour, the product of (P) and (V) is greater than 60,000.
- (c) The measured flows apply for three (3) periods of one hour in any day.

A traffic count was conducted on Wednesday, 16 May 2018.

- 1) During the morning peak hour, between 8 am and 9 am, the vehicular traffic was so heavily congested along Arncliffe Street, Brodie Spark Drive and Magdalene Terrace toward Princes Highway exit. A few vehicles could move per minute. The volume of vehicles could not reach 500 vehicles per hour in Magdalene Terrace. However, the volume of pedestrians was so high.



- 2) An hour of off-peak was conducted between 9.45 am and 10.45 am, the measured flow of vehicles was recorded to be 307 vehicles per hour, and the volume of pedestrians 257 heads.

In view of the above counts, the warrants for the marked footcrossings in Magdalene Terrace cannot be met.

Many pedestrians are observed to cross Magdalene Terrace at three (3) main points:

- At the pedestrian refuge island in Magdalene Terrace at 15m west of the roundabout at the intersection of Magdalene Terrace/Arncliffe Street/Brodie Spark Drive.
- At the main driveway to the loading docks of 35A, 35B, 35C, 35D and 35E Arncliffe Street
- At the intersection of Magdalene Terrace/Spark Lane/Mount Olympus Drive

One of the main draw backs from a marked footcrossing is the removal of kerbside parking, 20m on the approach to the crossing and 10m on the departure side of the crossing due to the statutory 'No Stopping' zones.

There are two buses in operation in this area; the bus route No. 220 runs along Magdalene Terrace turning right to Spark Lane and bus route 348 along Mount Olympus Drive, straight to Brodie Spark Drive for Wolli Creek Railway Station.

A pedestrian refuge island cannot be accommodated at the intersection of Magdalene Terrace/Spark Lane/Mount Olympus Drive due to the buses turning movements; long vehicles; and garbage collection vehicles serving residential blocks of Discovery Point.

As an alternative to a marked footcrossing, a painted median of 1.0m wide is proposed to assist pedestrians in crossing Magdalene Terrace. The carriage width of Magdalene Terrace is approximately 12.2m wide between the kerbs of landscaped blister islands. With parking lane of 2.1m on both sides of the road, it would leave a 3.3m wide for the moving traffic lanes.

Adjoining residents can drive across the painted median when entering and leaving their driveways.

The proposed painted median would not affect any parking.

In accordance with RMS crash statistics for a period of five years ending, 30 June 2017, no pedestrian crash had been reported in Magdalene Terrace.

However, three (3) injury pedestrian crashes had been reported in Arncliffe Street between Woolworth's car park driveway and Willis Street (200m in length).

The locality of the proposed painted median in Magdalene Terrace is shown in the attached drawings.

---

## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	funded by Block grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

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## Community Engagement

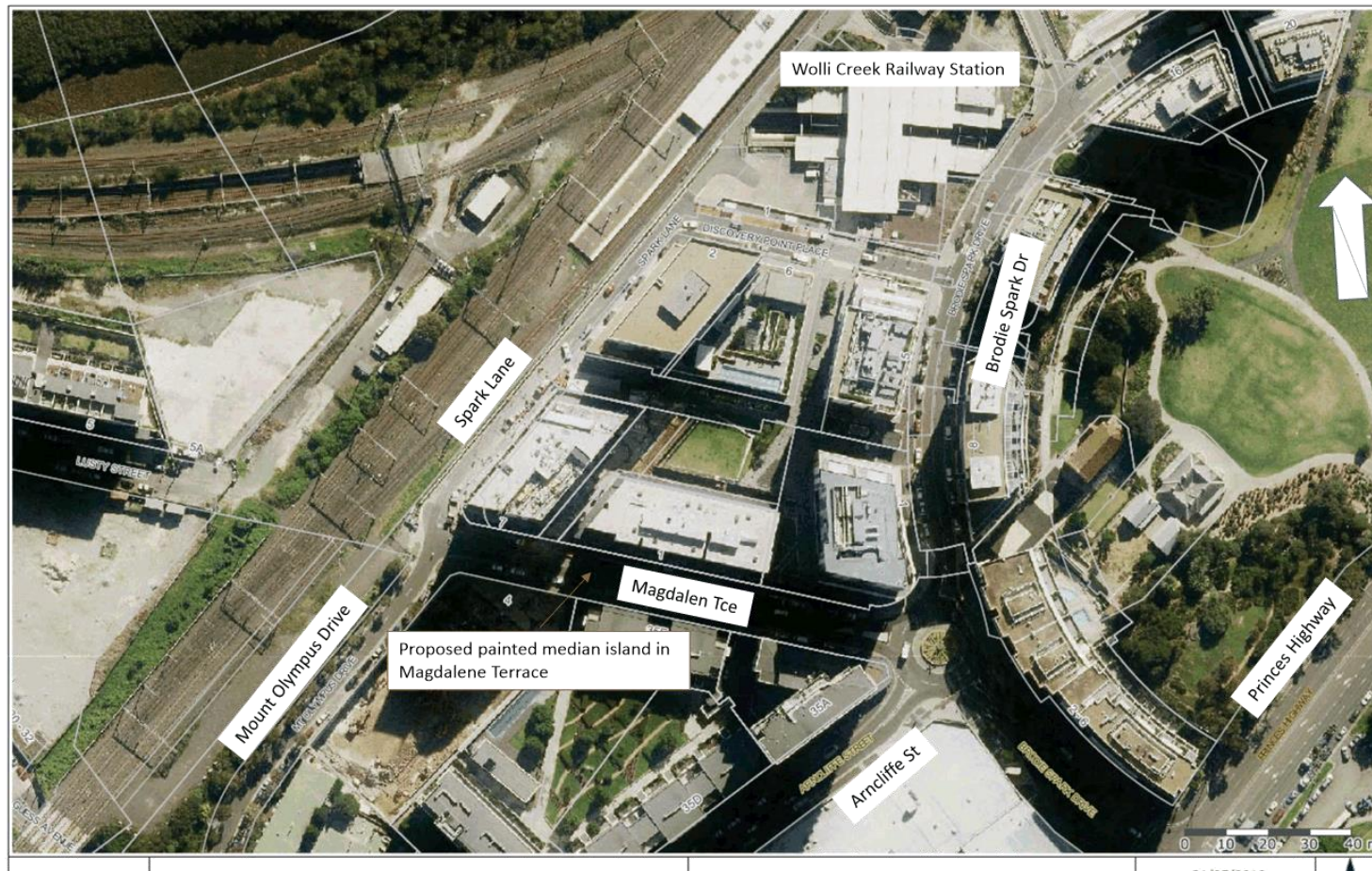
This matter has been referred to the Bayside Traffic Committee at the request of the Chair. Wolli Creek Chamber of Commerce and Frasers Property Australia be consulted.

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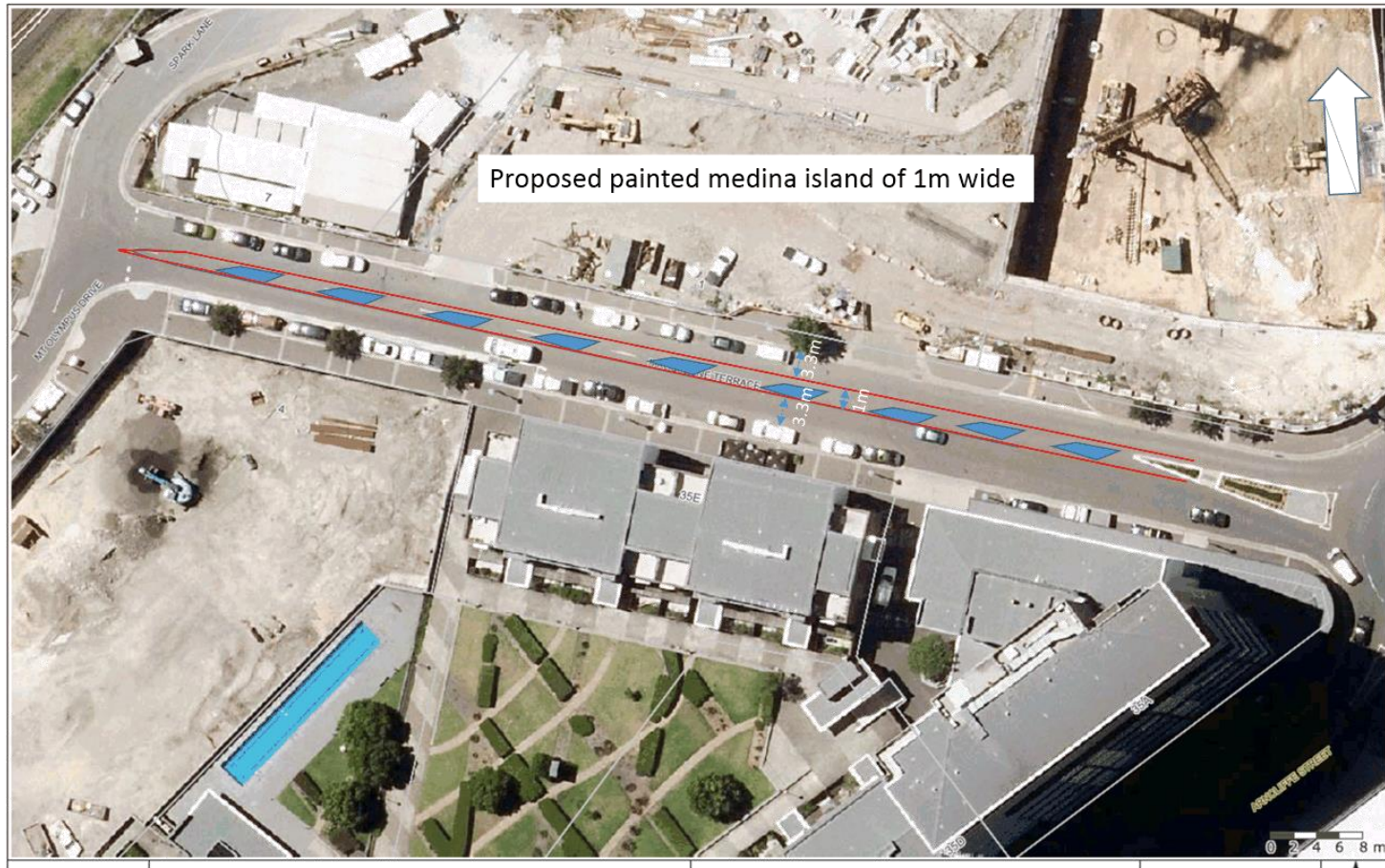
## Attachments

- 1 RMS Technical Direction - warrants for the marked footcrossings
- 2 Magdalene Terrace 2016 Aerial Map
- 3 Magdalene Terrace proposed painted median island of 1m wide drawing [!\[\]\(815df092dd722ee9268ef8e6d0193e3a\_img.jpg\) !\[\]\(c72edb9626cad660f3a9f5fb0f22a68c\_img.jpg\) !\[\]\(0c564128c6342bd2f601e97f4518828a\_img.jpg\)](#)

	<p><u>Pedestrian (Zebra) Crossings *</u></p> <p>For pedestrian (Zebra) crossings, RTA uses Australian Standards, AS1742.10 - 2009, Section 6, Figure 1 – Pedestrian (Zebra) Crossings, with the following RTA practices:</p> <ul style="list-style-type: none"> <li>• A double barrier line (BB) is provided on each approach to the crossing, if the road has a dividing line, for 20m to extend from the edge of the crossing with Bi-directional RRPM's at 5.0m spacing and no gaps in BB lines.</li> <li>• Pedestrian Crossings should not be less than 3.6m wide.</li> <li>• RTA No stopping (R5-400) sign series.</li> <li>• RTA practice does not supplement Pedestrian (Zebra) Crossings with flashing yellow signals. Refer Notes AS1742.10 - 2009, Section 6, Figure 1.</li> <li>• Zig - Zag advance pavement markings may be provided at existing pedestrian crossings where the sight distance is inadequate. Refer Delineation, Section 7 (RTA).</li> </ul> <p>NSW practice does not permit Pedestrian (Zebra) Crossings on roads with 2 or more marked travel lanes in same direction. This also applies to roads with 2 unmarked travel lanes in the same direction, ie where vehicles can pass other vehicles travelling in the same direction.</p> <p>Note: A Pedestrian (Zebra) Crossing can be provided by the provision of linemarking or kerb extensions that restrict the road to one travel lane each way or where a full time parking lane exists.*</p> <p>RTA practice for angle parking at Pedestrian (Zebra) Crossing:</p> <ul style="list-style-type: none"> <li>• The Statutory requirement is to provide 20 m of no stopping on the approach to a crossing for safe sight distance.</li> <li>• If angle parking is on the approach, no stopping should be increased by a further</li> <li>• 20 m to maintain safe sight distance. However this distance may be reduced by the use of kerb extensions.</li> </ul> <p>RTA practice for numerical warrants for Pedestrian (Zebra) Crossings, which is referred to in Guide to Traffic Management, Section 8, 7.5.6:</p> <ol style="list-style-type: none"> <li><b>Normal Warrant:</b> A pedestrian crossing should be considered for approval where:             <ol style="list-style-type: none"> <li>(a) the product of the measured pedestrian flow per hour (P) and the measured vehicle traffic flow per hour (V), PV, is equal or greater than 60,000 and;</li> <li>(b) the measured flows , P and V are equal of greater than 30 and 500 respectively;</li> <li>(c) the measured flows apply for three periods of one hour in any day.</li> </ol> </li> <li><b>Special Warrant:</b> In certain circumstances where the product of PV is greater or equal to 45,000 (but less than 60,000) and P is greater than or equal to 30 and V is greater than or equal to 500 then consideration can be given to a potential pedestrian crossing site. In such circumstances, council should justify why this location is in need of special consideration.</li> <li><b>Reduced warrant for children, the aged or physically impaired pedestrians.</b> In cases where the crossing is to be used by children, the aged or physically impaired pedestrians a separate warrant applies and is as follows:             <p>Crossings used by children</p> <ul style="list-style-type: none"> <li>• In two hours of one hour duration immediately before and after school hours <math>P &gt; 30</math> (the crossing being predominately used by school children) and <math>V &gt; 200</math>.</li> </ul> <p>Crossings for the aged and physically impaired</p> <ul style="list-style-type: none"> <li>• During three periods of one hour in any one day <math>P &gt; 30</math> (of which 50% using the crossing are aged or physically impaired) and <math>V &gt; 200</math> , and <math>PV &gt; 60,000</math>.</li> </ul> </li> </ol>
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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.083
Subject	<b>Miles Street, Mascot - On-street Parking</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	SC18/6
Electorate	Heffron

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### Summary

Council has been requested to consider parking restrictions to eliminate parking on one side of the road, or warning signs to discourage parking on the footpath.

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### Officer Recommendation

That the existing parking restrictions in Miles Street, Mascot remain.

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### Background

Miles Street, Mascot has a relatively narrow carriageway width of approximately 6.2m. Miles Street is located within the Residential Parking Scheme Area D, with 3P restrictions applying to both sides of the road. A number of properties on the northern side of Miles Street are identified on the land acquisition map of the Local Environment Plan for road widening. At the frontage of many properties, the front boundary is located approximately 3m north of the concrete footpath. Cars are often parked at the adjoining properties overhanging this 3m wide nature strip area. In most cases, the practice does not restrict the safe passage of pedestrians.

Rule 197 of the NSW Road Rules prohibits stopping on a path, dividing strip, nature strip, painted island or traffic island. There are no standard regulatory signs recognised in the NSW Roads Rules under *Schedule 2 Standard traffic signs used in NSW*, to support Rule 197. The provision of specialised, non-standard signs are not recommended as it may create a precedent and expectation of signposting in other locations.

Due to the high demand for parking in this location, it is not recommended to eliminate parking on one side of road.

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### Financial Implications

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair.

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## **Attachments**

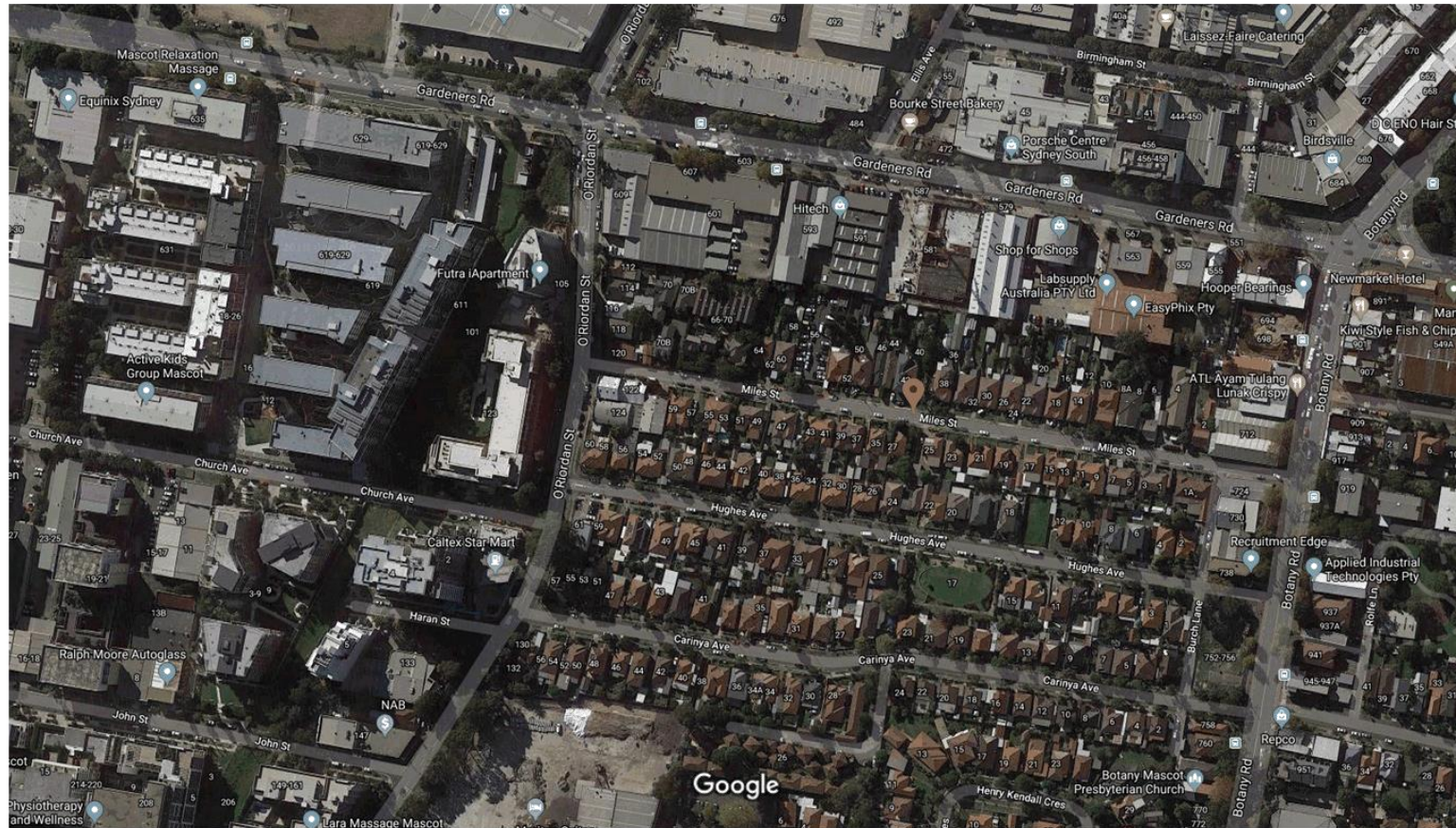
Miles Street Aerial Map [↓](#)



31/05/2018

Miles St - Google Maps

Google Maps Miles St



Imagery ©2018 CNES / Airbus, DigitalGlobe, Map data ©2018 Google 50 m

<https://www.google.com.au/maps/place/Miles+St,+Mascot+NSW+2020/@-33.9223176,151.1926389,467m/data=!3m2!1e3!4b!14m5!3m4!1s0x6b12b1a9421d23af:0x3c8ae6f92ddb97f818m2!3d-33.9223176!4d151.1937332>



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## Bayside Traffic Committee

6/06/2018

Item No                BTC18.084  
Subject                **Sutherland Street, Mascot, near L'Estrange Park south of King Street - Request for Residential Parking Scheme**  
Report by             Pintara Lay, Coordinator Traffic and Road Safety  
File                    SC18/6  
Electorate            Heffron

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### Summary

Council has received a request for the installation of a resident parking scheme in Sutherland Street near L 'Estrange Park, Mascot, south of King Street.

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### Officer Recommendation

That existing parking arrangements in Sutherland Street, Mascot remain unchanged.

---

### Background

It has been reported that the area of Sutherland Street has been used as a long term parking area for Airport workers and travellers.

A site inspection shows that most of residences of Sutherland Street south of King Street have off-street parking spaces from Frogmore Lane at the rear of their properties.

RMS Permit Parking Guidelines, version 3.4, Section 4.1 states that the resident parking scheme is used where residents have limited off-street parking and have difficulty parking near their residence.

In accordance with RMS Parking Permit Guidelines, Sutherland Street south of King Street is not qualified for the resident parking scheme. It is recommended that existing parking arrangements in Sutherland Street remain unchanged.

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### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Not applicable
Additional funds required	<input type="checkbox"/>	

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### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair.

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## **Attachments**

Sutherland Street near L'Estrange Park aerial map [↓](#)



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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.085
Subject	<b>The Glen Road, Bardwell Valley- Proposed 'No Parking' restrictions outside number 26 to 34</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/6
Electorate	Rockdale

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### **Summary**

Council has received a request for improving safety for traffic in The Glen Road, along the bend, west of Sheppard Parade.

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### **Officer Recommendation**

That approval be given for the signposting of 53m 'No Parking' restrictions along southern side of The Glen Road, opposite the Glen Village between house number 26 and 34.

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### **Background**

The Glen Road, between Wilsons Road and number 26 is less than 7m wide. It is a local residential street with very low traffic volumes and no surrounding landuses that are major traffic generators.

The road is winding with numerous driveways and has a crest west of number 34. The land slopes down significantly in the northerly direction.

Demand for parking is high in the vicinity of The Glen Village. Parking on either side of The Glen Road in this section would result in traffic not being able to pass even in a single direction. Site inspections reveal that this is a potentially dangerous situation especially if emergency vehicles need access.

Council has previously installed 1P parking restrictions on the northern side of this section outside The Glen Village. Most houses in this section have multiple off-street parking spaces.

In accordance with the RMS's crash data for the five year period ending December 2017, no crashes have been recorded in this location.

However, it is recommended that the 'No Parking' restrictions be signposted along the southern kerbline of The Glen Road between number 26 and 34 to keep this area free of parked vehicles and allow for two-way traffic movements with parking allowed along northern kerbline of The Glen Road.

This matter was previously reported to May 2018 meeting of Bayside Traffic Committee and was deferred to give adequate time for the residents to respond. 2 responses have been received and both support the proposed 'No Parking' restrictions.



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## Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local street
Additional funds required	<input type="checkbox"/>	

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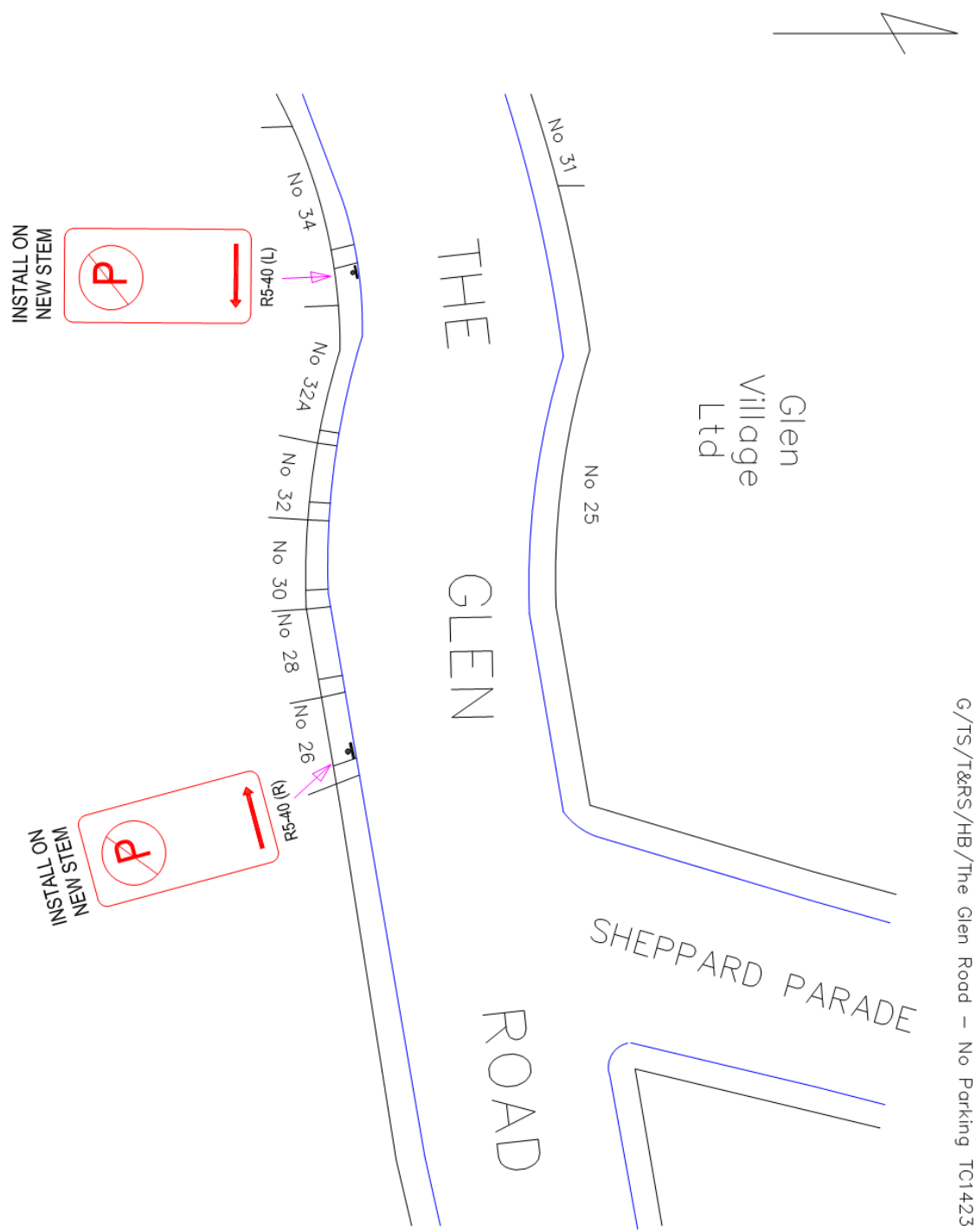
## Community Engagement

Directly affected residents (Nos. 24-34 and 25 – The Glen Village) were notified of the proposal and provided with 2 weeks to comment.

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## Attachments

The Glen Road - Proposed 'No Parking' restrictions [↓](#)



G/TS/T&RS/HB/The Glen Road – No Parking TC1423

## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.086
Subject	<b>20 Tramway Street, Rosebery - Works Zone</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Heffron

### **Summary**

Council has received a request for the provision of a 6m long Works Zone at 20 Tramway Street, Rosebery. The Works Zone is requested to facilitate the delivery of materials for the construction of a two storey dwelling for a period of 16 weeks.

### **Officer Recommendation**

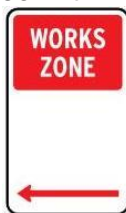
That approval be given to the installation of a 6m 'Works Zone, 7 am- 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm Sat' restriction, on the frontage of 20 Tramway Street, Rosebery for a duration of 16 weeks, subject to relevant conditions.

### **Background**

It is often recommended that kerb side parking surrounding a large construction site be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal/delivery of associated materials.

To facilitate construction activity, it is recommended that a works zone be provided.

**In accordance with Road Rules 2014, Rule 181 states that:**



**Works zone**

This sign means that a driver must not stop in a works zone unless the driver's vehicle is actually engaged in construction work in or near the zone. Any vehicle may stop to pick up or set down passengers.

Hours of operation; '7 am – 6.30 pm, Mon – Fri and 8.00 am – 3.30 pm, Sat' is recommended for this works zone.

The locality of the existing and proposed parking restrictions is shown in the attached document.

### **Financial Implications**

Not applicable ☐Included in existing approved budget ☒

The applicant will be required to pay for the installation and removal of Works Zone signage in accordance with the current fees and charges

Additional funds required ☐

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## Community Engagement

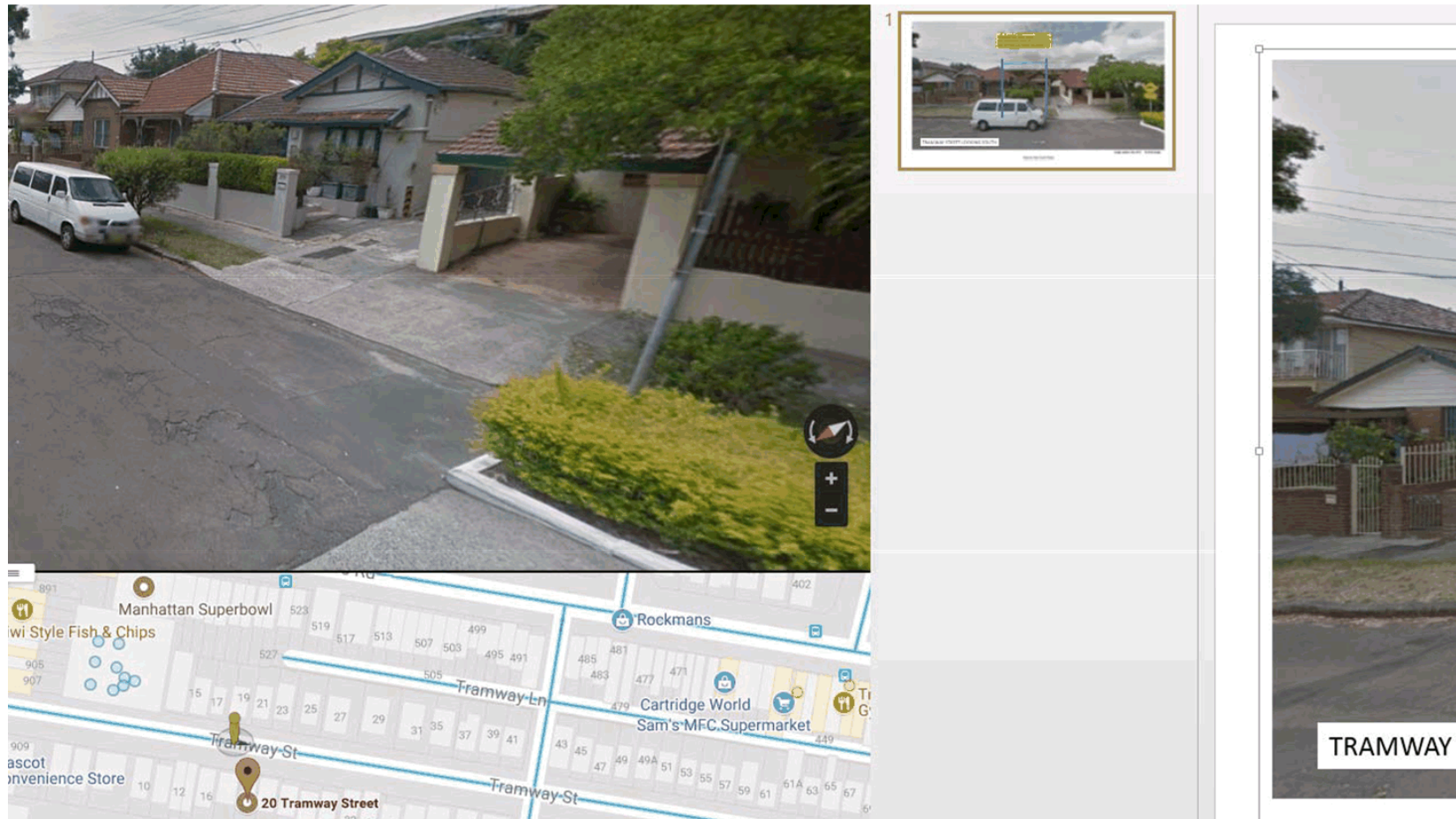
Not Applicable

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## Attachments

20 Tramway Street, Rosebery Work Zone drawing [↓](#)





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## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.087
Subject	<b>Wolli Creek Pedestrian Facilities - Guess Avenue, Magdalene Terrace, Monk Street and Bonar Street</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/6
Electorate	Rockdale

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### **Summary**

A resident has contacted Council regarding concerns for pedestrian crossings in the Wolli Creek area, noting Magdalene Terrace, Guess Avenue, and the intersection of Monk Street and Bonar Street.

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### **Officer Recommendation**

That a marked footcrossing not be provided in Magdalene Terrace as the location does not meet the warrant for a crossing.

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### **Background**

Council at its meeting of 13 December 2017 resolved to accept a tender for consultancy services to provide detailed road and drainage design and documentation for Arncliffe Street, Willis Street and a proposed One-Way Circuit which encompasses Guess Avenue, Mount Olympus Boulevard and Magdalene Terrace, Wolli Creek. This design work is currently underway.

These proposed works will see significant changes to the traffic management and flow in the area.

Informal observations made at the requested locations do not support the provision of pedestrian crossings. It is very unlikely that the locations would meet the RMS Warrant for pedestrian crossings.

Council has advised the customer that the site was inspected, in Magdalene Terrace and Mount Olympus Drive, and that the proposed installation of the marked footcrossing in Magdalene Terrace is not supported. Reasons for not supporting the request include:

- 1) Low volumes of pedestrians and vehicles, not meeting the RMS technical direction;
- 2) There is no clearly defined desired line for crossing. Pedestrians j-walk in the middle of Magdalene Terrace where there is a garden between the two high rise buildings north of Magdalene Terrace.
- 3) The bus turning in and out of the intersection to travel to Spark Lane and Wolli Creek Railway Station, limits the space available to provide a compliant pedestrian refuge island.
- 4) Parking will need to be removed from both sides of Magdalene Terrace if a marked footcrossing was going to be provided, negatively affecting local businesses.

- 5) No reported crashes in Magdalene Terrace for the period of five years ending 31/12/2016 involving pedestrians.
- 6) There is an existing pedestrian refuge island in Magdalene Terrace west of Brodie Spark Drive.

The intersection of Monk Avenue and Bonar Street can be improved by painting lines to highlight the intersection. A crest warning sign is not required as it is not steep. Drivers can see the intersection and tend to slow due to the road narrowness in Bonar Street near Monk Avenue.

The proposed pedestrian crossing facility in Guess Avenue cannot be provided due to the site traffic flows are not high enough in meeting the RMS warrants for the pedestrian crossings. A pedestrian refuge island might be proposed as the alternative to the crossing. This will be the subject of another Traffic Committee report at the later date as Guess Avenue is planned to be a one-way street, westbound from Arncliffe Street to Mount Olympus Boulevard Drive. As part of the proposed one way street, it will include some concrete median islands to be built to prevent head-on collisions between the one way and the two way flows in Guess Avenue. The islands could incorporate a pedestrian refuge island.

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### Financial Implications

- |                                      |                          |
|--------------------------------------|--------------------------|
| Not applicable                       | <input type="checkbox"/> |
| Included in existing approved budget | <input type="checkbox"/> |
| Additional funds required            | <input type="checkbox"/> |

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### Community Engagement

This matter has been referred to the Bayside Traffic Committee at the request of the Chair.

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### Attachments

Nil

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## Bayside Traffic Committee

6/06/2018

Item No	BTC18.088
Subject	<b>215 Wollongong Road, Arncliffe, north of Wolli Creek Road - Removal of 'No Stopping' restriction</b>
Report by	Malik Almuhanha, Asset Officer Traffic
File	SC18/6
Electorate	Rockdale

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### Summary

This report proposes removal of 19m of 'No Stopping' restriction outside 215 Wollongong Road, Arncliffe.

---

### Officer Recommendation

That 'No Stopping' restriction be removed to provide parking for residents in front of No 215 Wollongong Road, Arncliffe, as it is no longer required.

---

### Background

Council received complaints from residents regarding 'No Stopping' signs outside 215 Wollongong Road, Arncliffe. The signs were installed when the property was used as an aged and disabled housing facility.

As the property is now residential, there is no priority for retaining the restricted parking area. It is recommended that the restriction is removed to provide three (3) parking spaces for residents. Council officers have met with residents of 215 Wollongong Road and other neighbouring residents who encouraged the proposal.

The locality of the proposed removed 'No Stopping' zone in Wollongong Road is shown in the attached drawing.

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### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	It will be funded through block grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

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### Community Engagement

Affected residents will be informed of Council's decision.

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## Attachments

- 1 215 Wollongong Rd - NS Restriction
- 2 215 Wollongong Road aerial map [!\[\]\(38441ceaa711016e0bf2ad46ad394ff4\_img.jpg\) !\[\]\(6e027340d4263908f264926b1ad81c5e\_img.jpg\)](#)











## **Bayside Traffic Committee**

**6/06/2018**

Item No	BTC18.089
Subject	<b>General Business</b>
Report by	Pat Hill, Administrative Support Officer - City Infrastructure
File	SC18/6
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### **Summary**

This report outlines the matters that the Bayside Traffic Committee considers, in particular “items without notice” and “informal items”.

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### **Officer Recommendation**

That this report be received and noted.

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### **Background**

#### **Items without notice**

Items which do not appear on the agenda (that is items without notice), must only be considered if the elected Council has referred the matter to the Committee, and Council officers have been able to prepare a report on the proposal in the normal manner. Items raised without notice must be referred to the next Committee meeting (or dealt with separately between meetings) if any member of the committee requests time to consider the issue.

All other Items without notice are referred to Council officers in the first instance, unless the members of the Committee agree to consider the item.

Matters that have been investigated and warrant the exercise of the Delegation to Council for the Regulation of Traffic, will be referred to the Bayside Traffic Committee at the next available opportunity.

Other matters that have been investigated and do not require exercise of the Delegation to Council are dealt with as administrative matters and the appropriate response and action will be provided (such as providing advice to customers, referral of matters to the relevant authority, replacement of missing signs, repainting line marking). These matters will not be referred to the Bayside Traffic Committee.

#### **Informal Items - Traffic Engineering Advice**

In accordance with the Roads and Maritime Service Guidelines, the Bayside Traffic Committee (BTC) members may wish to consider traffic issues or seek advice, on matters that are outside the Delegation to Council for the Regulation of Traffic from the Roads and Maritime Service (such as installation of speed limits or traffic control signals). As these issues do not require the exercise of delegated functions at that point in time (though they may or may not require it in the future) they should not be dealt with as formal items by the BTC. The BTC members may take advantage of the knowledge and experience of the other

members to help them to resolve or clarify an issue. When wishing to utilise the expertise of the BTC members in this manner, Council will include items on the agenda under a separate Informal Items section. Informal items should be dealt with after the formal BTC items where Council intends to exercise a delegated function have been considered. Any outcomes from discussions on informal items cannot be included in the BTC report to the Council. However, Council can use any outcomes from these discussions in their deliberations on such issues.

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### **Financial Implications**

Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### **Community Engagement**

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### **Attachments**

Nil

**6/06/2018**

Electorate	N/A
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## Summary

This is a standing item for matters referred to the Committee by the Chair.

## Officer Recommendation

That the matters raised by the Chair be considered.

## Background

## Financial Implications

Not applicable ☐

Included in existing approved budget ☐

Additional funds required ☐

## Community Engagement

## Attachments

Nil