

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 4 July 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

Bayside Traffic Committee

4/07/2018

Item No	BTC18.091
Subject	Minutes of the Bayside Traffic Committee Meeting - 6 June 2018
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/7

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 6 June 2018 be confirmed as a true record of proceedings.

Present

Councillor Ed McDougal (Convener)
Senior Constable Andrew Chu, St George Local Area Command,
Senior Constable Alexander Weissel, Botany Bay Police,
George Perivolarellis, representing State Members for Rockdale and Heffron,
Councillor Dorothy Rapisardi

Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council,
Lyn Moore, NSW Pedestrian Council,
Peter Hannett, St George Bicycle User Group,
Glen McKeachie, Coordinator Regulations, Bayside Council,
David Carroll, Senior Parking Patrol Officer, Bayside Council
Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council
Agasteena Patel, Traffic Engineer, Bayside Council,
Malik Almuhanha, Asset Officer, Bayside Council
Pat Hill, Traffic Committee Administration Officer, Bayside Council,
Colin Mable, Executive Engineer, Bayside Council (Items: BTC18.062, 063, 073, & 074 left 10.30 am)
Robbie Allen, Transport Planner, Bayside Council,
Lindsay Ash, RMS (Items: BTC18.062 & 063)
Michael Partridge, John Holland (Items: BTC18.062 & 063)
Martin Harris, RMS (Items: BTC18.062 & 063)
Sharon Clague, John Holland (Items: BTC18.062 & 063)
Jason Nisbet, John Holland (Items: BTC18.062 & 063)
Michael Ibrahim, RMS (Items: BTC18.062 & 063)

The Convenor opened the meeting in the 9.15 am in the Pindari Room, Level 1, 448 Princes Highway, Rockdale and affirmed that 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 Apologies

The following apologies were received:

Joe Scarpignato, St George Cabs,
James Suprain, representing Roads and Maritime Services,
Les Crompton, representing State Member for Kogarah,
Bushana Gidiess, State Transit Authority

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC18.061 Minutes of the Bayside Traffic Committee Meeting - 2 May 2018

Committee Recommendation

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

4 Reports

BTC18.062 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

Committee Recommendation

That the community consultation be agreed with Council and carried out by John Holland's Group and the result of the consultation be submitted to the Committee for further consultation.

BTC18.063 Intersection of Botany Road and Wentworth Avenue, Mascot - Proposed temporary intersection closure for Airport East Road Project

Committee Recommendation

- 1 That the RMS and their contractors continue to engage with Bayside Council and Mascot PAC on the requirements on the detour pending a final proposal
- 2 That a tow truck be required on site for the duration of the works.
- 3 That the RMS undertake community consultation as agreed with Bayside Council.

BTC18.064 26 Alfred Street, Mascot - Request for Disability Parking Space

Committee Recommendation

That a 1P parking space in front of 26 Alfred Street, Mascot be provided

BTC18.065 Anti-Social Driving Behaviour

Committee Recommendation

That the Committee endorses the Mayor writing to the RMS requesting a safety camera at the intersection of The Princes Highway and Brodie Spark Drive, Wolli Creek and at the intersection of The Grand Parade and Bay Street, Brighton Le Sands.

BTC18.066 Atkinson Street and Atkinson Lane intersection, Arncliffe - Proposed signposting statutory 10m 'No Stopping' restrictions

Committee 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.

BTC18.067 Caroline Street in front of St Ursula's college - proposed relocation of a school bus zone

Committee 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.

BTC18.068 Church Avenue between Kent Road and Bourke Street - proposed painting of One Way Street arrow pavement markings to reinforce the existing one way street

Committee Recommendation

That approval be given to the painting of six one way arrow road markings in Church Avenue from Kent Road to O'Riordan Street.

BTC18.069 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

Committee 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.

BTC18.070 Fairview Street on approaches to Wilsons Road, Arncliffe - proposed change from GIVE WAY to STOP priority

Committee 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.

BTC18.071 Frederick Street, Rockdale, west of Watkin Street - Proposed changes to times for existing P10 minute and 2P parking restrictions

Committee 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.

BTC18.072 60 Hatfield Street, Mascot - proposed change 7m of '3P, 8am-6pm, Mon - Fri and 8am-12pm Sat ' parking restriction to 'No Stopping' restriction

Committee 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.

BTC18.073 Heffron Road, Pagewood - Removal of Pedestrian Crossing

Committee 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.

BTC18.074 Heffron Road, Pagewood between Banks Avenue and Bunnerong Road

Committee 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.
- 2 That the cycleway on Banks Avenue north of Heffron Road line markings be removed and reinstated to previous configuration at the proponent's expense.

BTC18.075 Hirst Street between Broe Avenue and Mitchell Street, Arncliffe - proposed removal of 'No Stopping' zone to provide more parking

Committee Recommendation

That approval be given to the following changes to parking restrictions along southern kerblines 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.

BTC18.076 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

Committee 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.

BTC18.077 14 Jasmine Street, Botany - Proposed removal of parking space for people with disability

Committee Recommendation

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

BTC18.078 Johnson Lane, rear of 5 Wentworth Avenue, Mascot - Proposed 30m No Parking Zone opposite vehicular crossing

Committee 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

BTC18.079 Kent Street, Rockdale- Proposed extension of 'No Parking 6am-8am Thursday' restriction by 17m**Committee 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.

BTC18.080 Kingsgrove Avenue, Kingsgrove - Funded traffic calming scheme by Federal Government under the 2018/2019 Blackspot Program**Committee 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.

BTC18.081 Lyon Street and Wellington Street - Request for Residential Parking Scheme**Committee Recommendation**

That Council officers consult with residents from Lyon Street and Wellington Street regarding options to alleviate parking issues.

BTC18.082 Magdalene Terrace, Wolli Creek - proposed painted central median**Committee Recommendation**

That the item be deferred to carry out further consultation.

BTC18.083 Miles Street, Mascot - On-street Parking**Committee Recommendation**

That a site meeting be organised with local residents and Member for Heffron, Ward Councillors, the Chairperson and Police be invited to discuss parking on the street.

BTC18.084 Sutherland Street, Mascot, near L'Estrange Park south of King Street - Request for Residential Parking Scheme

Committee Recommendation

That this item be deferred for further consultation with the Member for Heffron.

BTC18.085 The Glen Road, Bardwell Valley- Proposed 'No Parking' restrictions outside number 26 to 34

Committee 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.

BTC18.086 20 Tramway Street, Rosebery - Works Zone

Committee 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.

BTC18.087 Wolli Creek Pedestrian Facilities - Guess Avenue, Magdalene Terrace, Monk Street and Bonar Street

Committee Recommendation

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

BTC18.088 215 Wollongong Road, Arncliffe, north of Wolli Creek Road - Removal of 'No Stopping' restriction

Committee 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.

BTC18.089 General Business

Committee Recommendation

That this report be received and noted.

BTC18.090 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

That the matters raised by the Chair be considered.

5 General Business

The Convenor closed the meeting at 11.31 am.

Attachments

Nil

Bayside Traffic Committee

4/07/2018

Item No	BTC18.092
Subject	21 Bay Street, Botany, west of Byrnes Street - Proposed Works Zone
Report by	Traffic Engineer – TR3
File	SC18/7
Electorate	Maroubra

Summary

Council has received a request from the builders at No. 21 Bay Street, Botany for the provision of 9m 'Works Zone' in Bay Street to facilitate construction activities associated with developing a 4 storey commercial building for 25 weeks.

Officer Recommendation

That the approval be given to the installation of 9m of 'Works Zone, 7 am – 6.30 pm Mon – Fri- and 8 am – 3.30 pm Sat' restriction outside No 21 Bay Street, Botany for the duration of 25 weeks, subject to relevant conditions.

Background

Bay Street, Botany is a local street.

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' will apply to this works zone.

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

Financial ImplicationsNot 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 ☐

Community EngagementNo Applicable

Attachments

- 1 21 Bay St Works Zone
- 2 21 Bay St Botany Works Zone [↓↓](#)





Bayside Traffic Committee

4/07/2018

Item No	BTC18.093
Subject	Byrnes Street and Bay Street intersection, Botany- Proposed signposting statutory 10m 'No Stopping' restrictions
Report by	Traffic Engineer – TR2
File	SC18/7
Electorate	Maroubra

Summary

Council has received a request to review the parking restrictions in Byrnes Street at its intersection with Bay Street, Botany 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 in Byrnes Street at the intersection with Bay Street, Botany.

Background

Byrnes Street forms a T-junction with Bay Street. This area is situated in industrial area and parking is in high demand. It has been observed that motorists have been parking in Byrnes Street within close proximity of the intersection contrary to NSW Road Rules 2014. It is an ongoing compliance issue.

It is therefore recommended to signpost the statutory 'No Stopping' restrictions in Byrnes Street near Bay Street 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"/>	

Community Engagement

Adjoining properties will be advised of Council's decision.

Attachments

Byrnes Street, Botany [↓](#)



Byrnes Street, Botany – Proposed statutory 10m 'No Stopping' restrictions

Bayside Traffic Committee

4/07/2018

Item No	BTC18.094
Subject	1-3 Chapel Street, Rockdale and Chapel Lane - Construction Traffic Management Plan for proposed development in Chapel Street precinct
Report by	Traffic Engineer – TR2 Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Rockdale

Summary

A private group of consultants, have been engaged to prepare a Construction Traffic Management Plan (CTMP) to detail traffic management procedures and systems for the demolition, excavation, building and civil construction stages for the proposed mixed use development at Chapel Street Precinct, Rockdale.

The consultants would like to address the Bayside Traffic Committee in regards to the traffic impacts of their construction traffic management plan.

Officer Recommendation

That the consultants be given an opportunity to present the construction traffic management plan to the Bayside Traffic Committee for comments.

Background

The precinct bounded by Bay Street to the north, Princes Highway to the west, Lister Avenue to the south and Chapel Street to the east.

The proposal is for a Mixed Use Development, comprising of:

- 435 residential apartments,
- and retail areas in buildings B (326m²) and C (1,485m²),
- Council car park (40 spaces),
- retail car parking (42 spaces)
- and residential car parking (539 spaces) and
- an upgrade of Chapel Street and Chapel Lane, including 14 on street parking spaces in Chapel Lane and associated facilities at Chapel Street Precinct Rockdale.

The project milestone dates are outlined below and maybe subject to change due to the requirement to meet certain conditions of consent.

1. DA Submission- December 2015
2. DA Approval - March 2016
3. Stage 1 - Commencement of demolition works - April 2016
4. Stage 1 -Commencement of excavation- July 2016

5. Stage 1 - Completion of excavation and commencement of building works - May 2017
6. Stage 1 -Substantial completion of building works- August 2018
7. Stage 1- Practical completion of building works- October 2018
8. Stage 2- Commencement of demolition works- November 2018
9. Stage 2- Commencement of excavation- December 2018
10. Stage 2 - Completion of excavation and commencement building works - July 2019
11. Stage 2- Substantial completion of building works -July 2020
12. Stage 2 - Practical completion of building works - August 2020

Traffic and Road Safety Section concerns are:

- 1 The developers intend to build a basement car park of 3 levels underneath of Chapel Lane. They intend to close Chapel Lane for 12 months to allow the construction of the basement car park. It will divert resident's traffic of Princes Highway residential blocks to a small narrow Chapel Lane between Chapel Lane's triangular area and Bay Street end. This part of Chapel Lane is being used by shops fronting Princes Highway to place their rubbish bins, and loading and unloading activities.
- 2 Exiting of diverted traffic along the small narrow Chapel Lane to Bay Street during the peak hours will be a big problem for people living in the residential blocks fronting Princes Highway. During peak hours there are no suitable gaps in Bay Street for emerging traffic coming out from Chapel Lane.
- 3 Pedestrian safety along the footpath of Bay Street across the Chapel Lane near Chemist's and Bay Street.
- 4 Fire and emergency vehicles access to the proposed road closure area of Chapel Lane and the residential blocks fronting Princes Highway might be a problem too.
- 5 Garbage bin collections in the enclosed area of Chapel Lane and the residential blocks.

Financial Implications

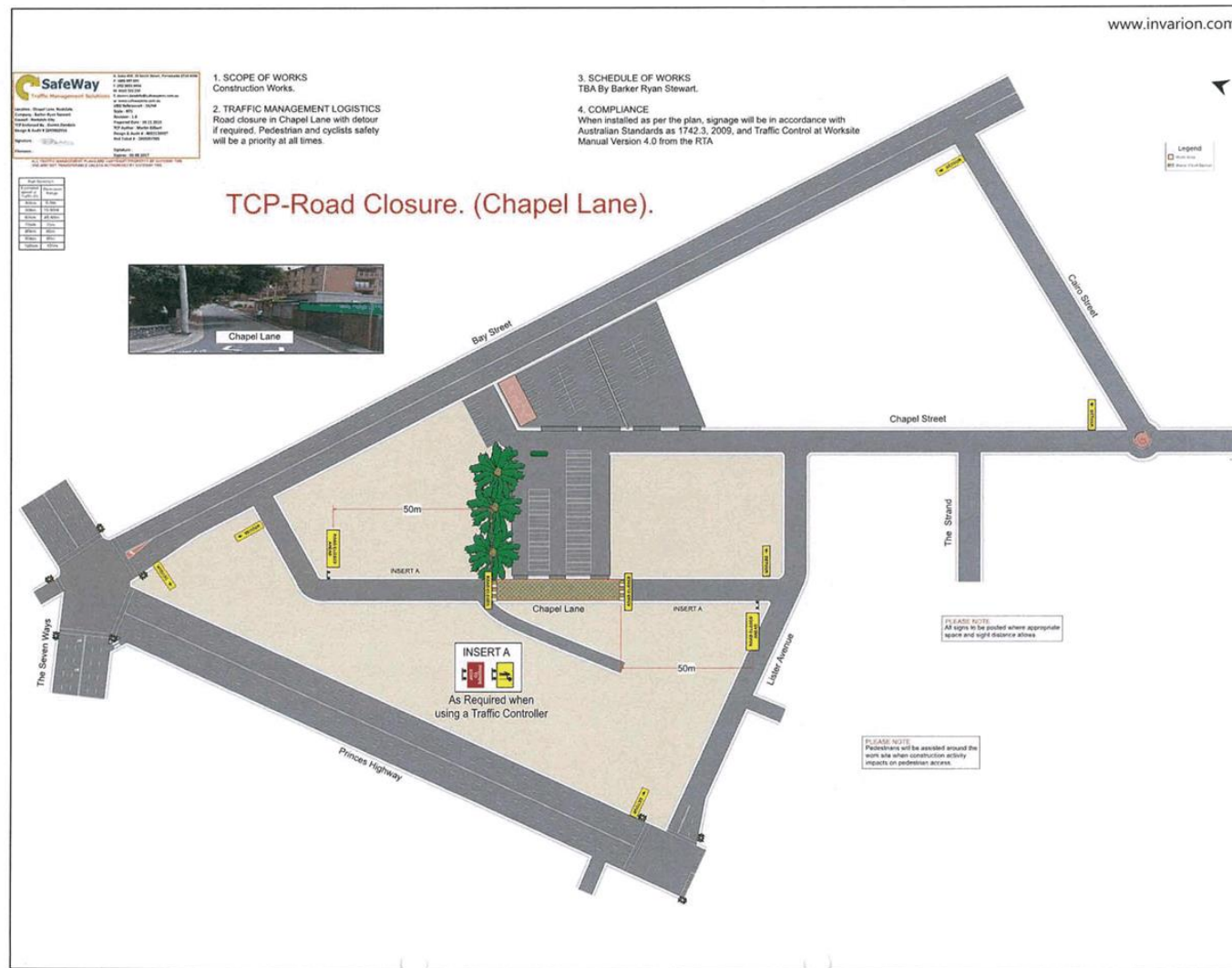
- | | |
|--------------------------------------|-------------------------------------|
| Not applicable | <input checked="" type="checkbox"/> |
| Included in existing approved budget | <input type="checkbox"/> |
| Additional funds required | <input type="checkbox"/> |

Community Engagement

Not required

Attachments

- 1 Chapel Lane Precinct Map
- 2 1-3 Chapel Street Rockdale CTMP
- 3 Chapel Lane rear of the shops near Bay Street photographs [↓↓↓](#)





PLANNING
PROJECT MANAGEMENT
ENGINEERING
CERTIFICATION



Combined Projects (Rockdale) Pty Ltd

Construction Traffic Management Plan

Chapel Street Precinct, Rockdale
Mixed use development

Our Ref: SY150019R04
November 2015

barkerryanstewart.com.au



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Project No.	SY150019R04
Author	DH
Checked	GB
Approved	GB

Rev No.	Status	Date	Comments
1	DA submission	30/11/15	

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Appendix A – Traffic Control Plan (TCP)

Appendix B – Vehicle Movement Plan (VMP)

Appendix C – Swept Path Analysis

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Chapel Street Precinct, RockdaleConstruction Traffic Management Plan

1 Introduction

Barker Ryan Stewart has been engaged by Combined Projects (Rockdale) Pty Ltd to prepare a Construction Traffic Management Plan (CTMP) to detail traffic management procedures and systems for the demolition, excavation, building and civil construction stages for the proposed mixed use development at Chapel Street Precinct, Rockdale in accordance with the requirements of:

- Rockdale Development Control Plan 2011;
- RMS's "Traffic Control at Worksites" document; and
- AS1742.3 2009 "Manual of uniform traffic control devices"

The purpose of this plan is to ensure the safe and controlled movement of traffic at the site during the demolition, excavation and building works to address potential traffic, access, car parking and pedestrian issues generated by the works.

In preparing this CTMP the following items have been considered/undertaken:

- An inspection of the site and surrounding road network to determine any constraints that may impact on the safe and controlled movement of traffic during demolition, excavation and building works.
- Determination of appropriate traffic/haul routes,
- Provision of a swept path analysis to ensure safe access/egress from the site,
- Traffic Control Plan (TCP) and Vehicle Movement Plan (VMP), and
- A brief outline of the demolition, excavation, building and civil construction works in relation to traffic management.

2 Project Overview

2.1 Proposed Development

The site is currently developed with a Council car park (190 spaces), five (5) residential houses and one (1) commercial property (approximately 235m² GFA).

The proposal is for a Mixed Use Development, comprising of 435 residential apartments, and retail areas in buildings B (326m²) and C (1,485m²), Council car park (40 spaces), retail car parking (42 spaces) and residential car parking (539 spaces) and an upgrade of Chapel Street and Chapel Lane, including 14 on street parking spaces in Chapel Lane and associated facilities at Chapel Street Precinct, Rockdale.

2.2 Building and Construction Works

This CTMP covers the demolition of the existing buildings and the construction of the new buildings and civil infrastructure works.

Stage 1 comprises of the following components:

- Demolition of the existing buildings within the building sites A and B
- Excavation of buildings sites A and B and Chapel Lane
- Shoring of the excavation
- Piling
- Building of buildings A and B
- Construction of Public Infrastructure in Chapel Lane

Stage 2 comprises of the following components:

- Demolition of the existing car park within the building site C
- Excavation of building site C
- Shoring of the excavation
- Piling
- Building of building C
- Construction of Public Infrastructure in Chapel Street

The project milestone dates are outlined below. Note that all dates stated below are subject to the timing and requirements of Council's development consent approval, meeting the requirements of certain conditions of consent may impact on the project program.

1. DA Submission – December 2015
2. DA Approval – March 2016
3. Stage 1 - Commencement of demolition works – April 2016
4. Stage 1 - Commencement of excavation – July 2016
5. Stage 1 – Completion of excavation and commencement of building works – May 2017
6. Stage 1 - Substantial completion of building works – August 2018
7. Stage 1 - Practical completion of building works – October 2018
8. Stage 2 - Commencement of demolition works – November 2018
9. Stage 2 - Commencement of excavation – December 2018
10. Stage 2 – Completion of excavation and commencement building works – July 2019
11. Stage 2 - Substantial completion of building works – July 2020
12. Stage 2 - Practical completion of building works – August 2020

3 Traffic Management

3.1 General

Traffic management for the site shall be configured to ensure that workers can undertake demolition, excavation, building and construction works safely at all times by separating workers and public road users. Contractors are responsible for the demolition and excavation work and the building contractor is responsible for construction management and shall establish and maintain the Construction Traffic Management Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.

The TCPs prepared by Safeway Traffic Management Solutions shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed RMS (formerly RTA) accredited courses for traffic controllers and must wear yellow vest with the words Authorised Traffic Controller. Reflective white overalls with reflective bands must be worn at night.

All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users to pass the site. All devices and signs shall then be removed upon the completion of the works.

The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.

3.2 Potential Traffic Impacts

A summary of potential traffic impacts for the site are listed below:

- Proposed re-construction of Chapel Street and Chapel Lane (eastern portion),
- Proposed road closure to Chapel Lane (western portion),
- Construction sites within the vicinity of the site,
- Duration of the project,
- Short term activities such as floating machinery to the site,
- Access, egress and parking in and near the worksite by employees and visitors,
- Pedestrian movements,
- Heavy vehicles parking in and around worksite,
- Vehicles depositing spoil on public roads,
- Loading and unloading, including construction zones,
- Truck/vehicle turning movements,
- Disruption of established traffic movements or patterns,
- Traffic interference in peak times (morning and afternoon),
- Interference to public transport services,
- Interference to the police station and fire station across the road in Greenbank Street
- Traffic volumes including nearby school, industrial, commercial, retail and residential developments

3.3 Traffic Control Plans

The Traffic Control Plans (TCPs) within Appendix A show the proposed traffic management and temporary diversions including traffic control devices and traffic controllers for the following three scenarios:

- Chapel Street works - half road construction at a time
- Proposed closure to Chapel Lane (western portion)

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Chapel Street Precinct, Rockdale**Construction Traffic Management Plan**

- Chapel Lane works (eastern portion) – half road construction at a time.

The Vehicle Movement Plan (VMP) shows the heavy vehicle truck routes of the construction traffic within Chapel Street, Chapel Lane and Lister Avenue. They also show proposed construction work zones within Chapel Street and Chapel lane and the on-site concrete pouring and hoist lift locations.

The VMP (or TCP Heavy Vehicle Truck Routes) is attached at Appendix B of this report.

In the implementation of the TCPs the following steps should be undertaken;

1. Place all signs, devices and control measures,
2. Complete a Location Risk Assessment (as per Traffic Control at Work site (TCAW) manual) and identify any modifications that may be required,
3. Drive through and around the site to make sure the TCP is effective,
4. Record implementation, risk assessment and any modifications, and
5. Monitor conditions and record observations.

Where required the TCPs may be changed/updated as necessary to reflect changes in traffic flow or work practices by an appropriately qualified traffic control designer only.

Minor modifications to the TCPs which have been identified in a Location Risk Assessment can be made by a person with a current certificate in TCAW Planning (red card). Should the TCPs be changed all relevant permits and details are to be forwarded to the PCA/Council as required.

3.4 Traffic Management Plan

Table 3.4 on the following page summarises the identified potential traffic impacts for this worksite, including works within Chapel Street and Chapel Lane and describes the control measures to be implemented to address each impact.

A swept path analysis was undertaken to check vehicles can safely manoeuvre in and out of the proposed construction work zones within Chapel Street and Chapel lane and the on-site concrete pouring and hoist lift locations for Heavy Rigid Vehicle (HRV). The swept path analysis is contained within Appendix C of this report.

It is recommended that an Emergency Plan is considered by the project manager of the site in case of emergency, including the response of traffic emergencies such as accidents or unplanned disruptions.

The local community, road users and other stakeholders shall be kept informed of changed traffic conditions where required by Council.

Seven (7) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Chapel Street Precinct, Rockdale**Construction Traffic Management Plan****Table 3.4: Traffic Management Plan**

Potential Impact	Impact Assessment	Control Measure
On existing commercial, retail and residential developments in the vicinity of the site. Duration of project	Heavy vehicle traffic movement through the following local streets: <ul style="list-style-type: none"> Chapel Street Chapel Lane Lister Avenue 	Bring the majority of traffic to the site through Lister Avenue via the intersection with the Princess Highway where the impact to the local street network is minimised. Any potential conflicts are to be minimised by having Traffic Controllers providing right of access to local residents fronting Chapel Street and Chapel Lane over all other traffic movements including construction traffic. Location Risk Assessment are to be undertaken to enable safe access and from the site.
Proposed road closure to Chapel Lane	Impact on the local commercial, retail and residents that currently use the lane way.	The Chapel lane closure is to be undertaken in accordance with the requirements of the road Authority, including the provision of adequate notification of the closure and the alternative routes. Note that based on the traffic counts Chapel Lane is very few traffic movements.
Floating machinery to the site	In/out of the site.	Swept path analysis shows turning movements are acceptable (See Appendix C). All loading and unloading will be done on site in designated concrete pouring and hoist lift areas on site or via the construction zones adjacent to Chapel Street and Chapel Lane.
Parking in and around worksite by employees and visitors	Possible impact on residents, visitors and commercial/industrial developments in the vicinity of the site.	Parking for construction workers will occur off site.
Vehicles leaving the site	Depositing spoil on roadways	Truck shaker grids with a minimum length of 6m will be installed at the construction entry/exit points in Chapel Street and Chapel Lane for erosion sediment control and all loads are to be covered. Where sediment is tracked onto the road it is to be swept up immediately.
Pedestrian management	Pedestrians walking around construction zone	Set up delineation by way of no go zones and signage. There is no need to cut off current walkways along the perimeter of the site. Pedestrians will be protected by Class B hoardings. Refer TCP's in Appendix A
Disruption of established traffic movements or patterns, Traffic interference in peak times (morning and afternoon)	Heavy vehicle traffic through the following local streets, particularly in morning and afternoon peaks with residents entering and exiting: <ul style="list-style-type: none"> Chapel Street Chapel Lane Lister Avenue 	Where possible construction vehicle movements are to be restricted during peak times to allow traffic to pass the site.
Interference to public transport services.	Traffic movements blocking bus routes	Note that there are no bus routes that use Chapel Street, Chapel Lane or Lister Avenue so no significant impacts are expected to bus services during the demolition, excavation and building works.

4 Monitoring and Performance

4.1 General

Routine monitoring of the performance of the Construction Traffic Management Plan (CTMP) to confirm the effectiveness of methods, equipment and controls shall be undertaken. Observations shall be recorded by the supervisor/contractor's and opportunities for improvement recommended to the Project Manager.

It is recommended that the CTMP including the Traffic Control Plans (TCPs) be formally reviewed every 4 weeks during the demolition, excavation and building works. Please refer to section 3.3 for the modification of TCPs.

Audits of the excavation and building works are to be carried out by a suitable qualified person as required.

4.2 Records

The following records shall be kept as evidence of the design, implementation and performance of the CTMP:

1. Qualifications
 - RMS accredited Traffic Control Plan designers
 - RMS accredited Traffic Controllers
2. Principal Contractor's meetings minutes with Principal Contractor(s) from adjoining sites
3. TCP approval
4. Temporary speed zone approval (if applicable)
5. Community consultation (where required by Council) including provision of:
 - Letters
 - Handouts
 - Maps and plans
6. Location Risk assessment and any modifications
7. Confirmation of implementation and start of works
8. Monitoring reports
9. Incident reports and corrective action

5 Conclusion

This Construction Traffic Management Plan details traffic management procedures and systems for the proposed demolition, excavation, building and civil construction works (Chapel Street and Chapel Lane) for the proposed mixed use development at Chapel Street Precinct, Rockdale.

Potential traffic impacts have been identified locally with control measures specified to address these impacts.

Traffic Control Plans (TCPs) have been prepared showing appropriate traffic control devices to be implemented for the duration of the proposed works.

A Vehicle Movement Plan (VMP) (or TCP Heavy Vehicle Truck Routes) has been prepared showing the proposed truck haulage and delivery routes to and from the site.

- (A swept path analysis has been undertaken for the site and shows that Heavy Rigid Vehicles (HRV) can safely manoeuvre in and out of the site to/from Chapel Street, Chapel Lane and Lister Avenue.

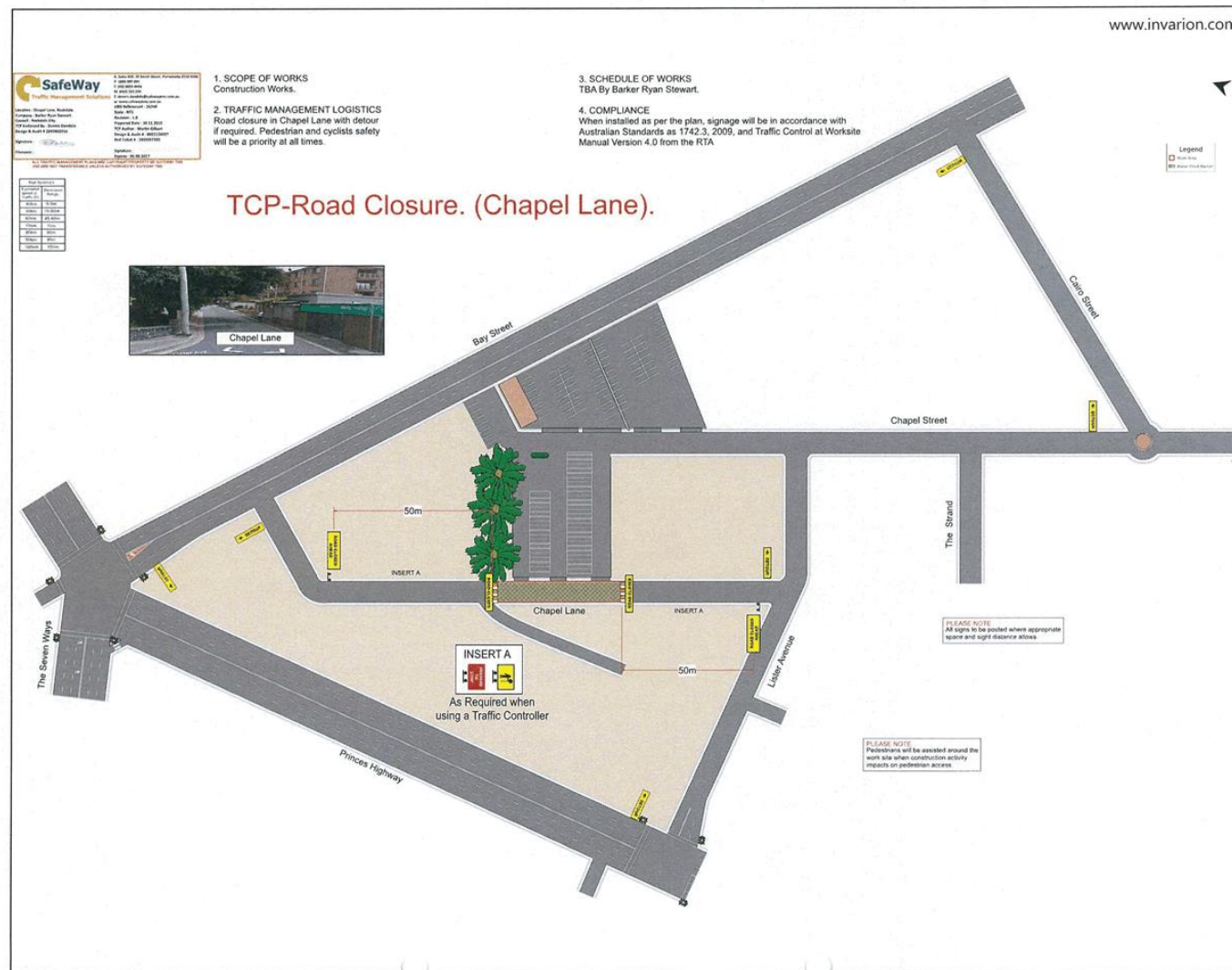
It is considered that if the control, monitoring and performance measures listed in this document are adhered to negative impacts of the site or surrounding properties will be minimised during the demolition, excavation and building works associated with the development.

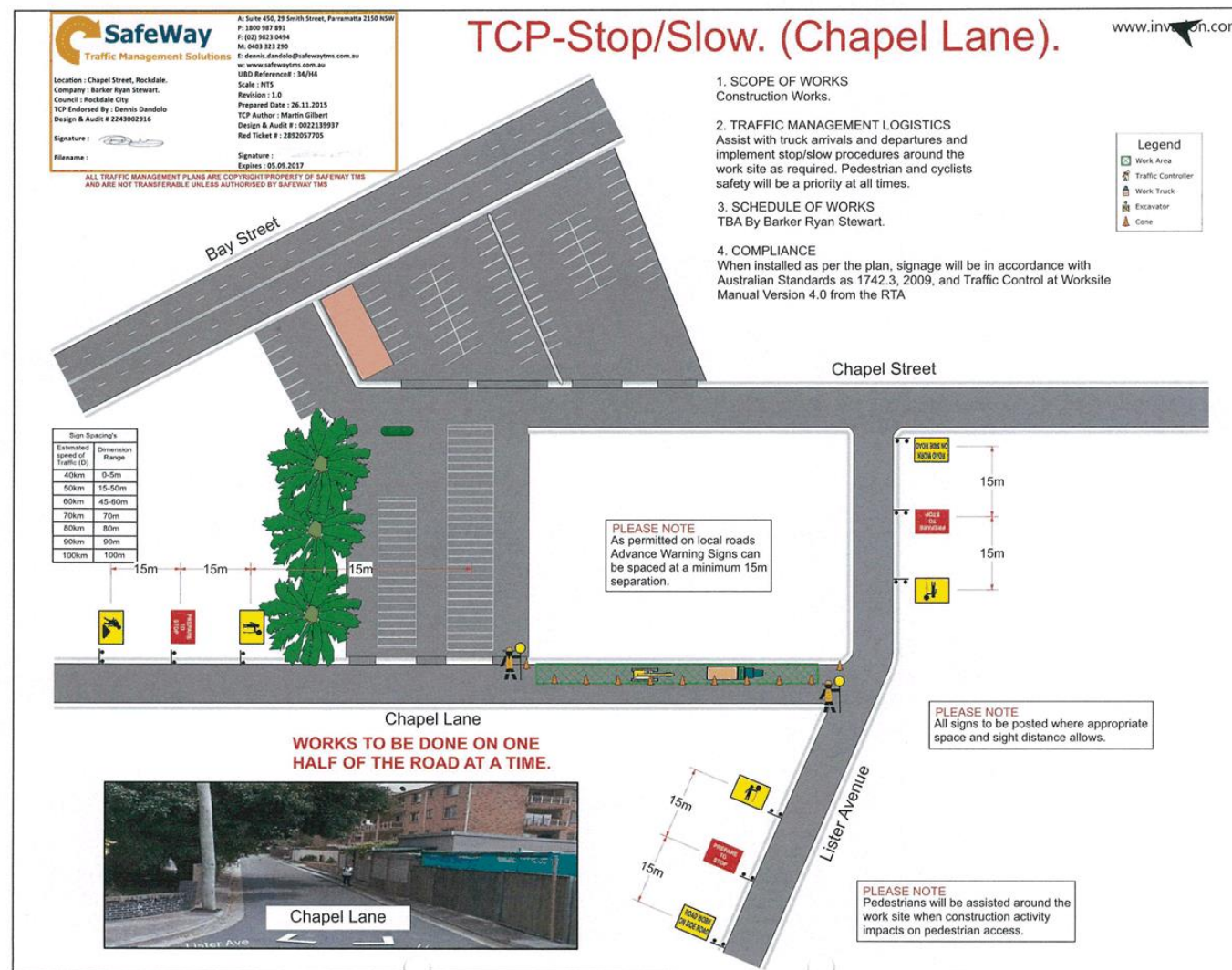
Chapel Street Precinct, Rockdale

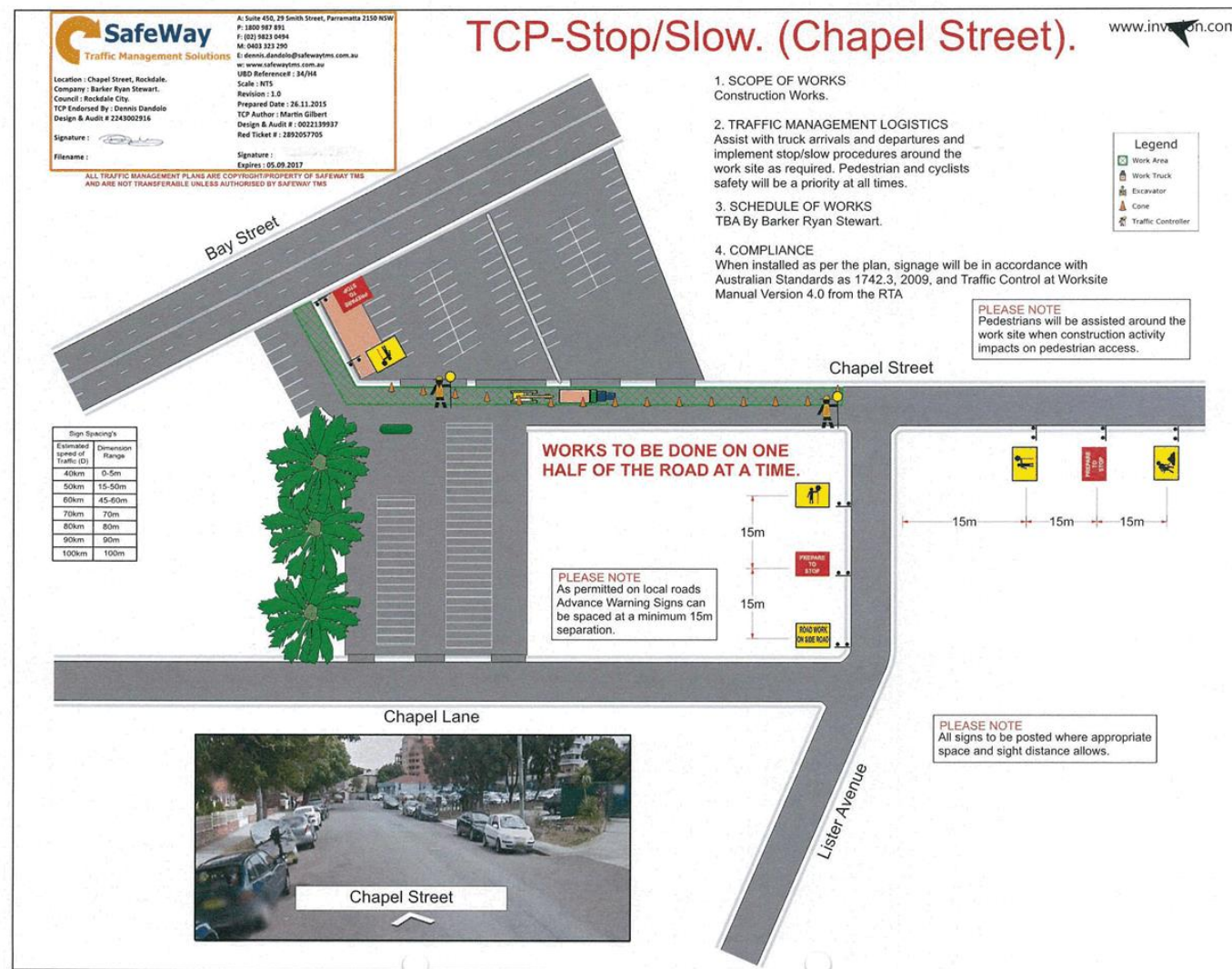
Construction Traffic Management Plan

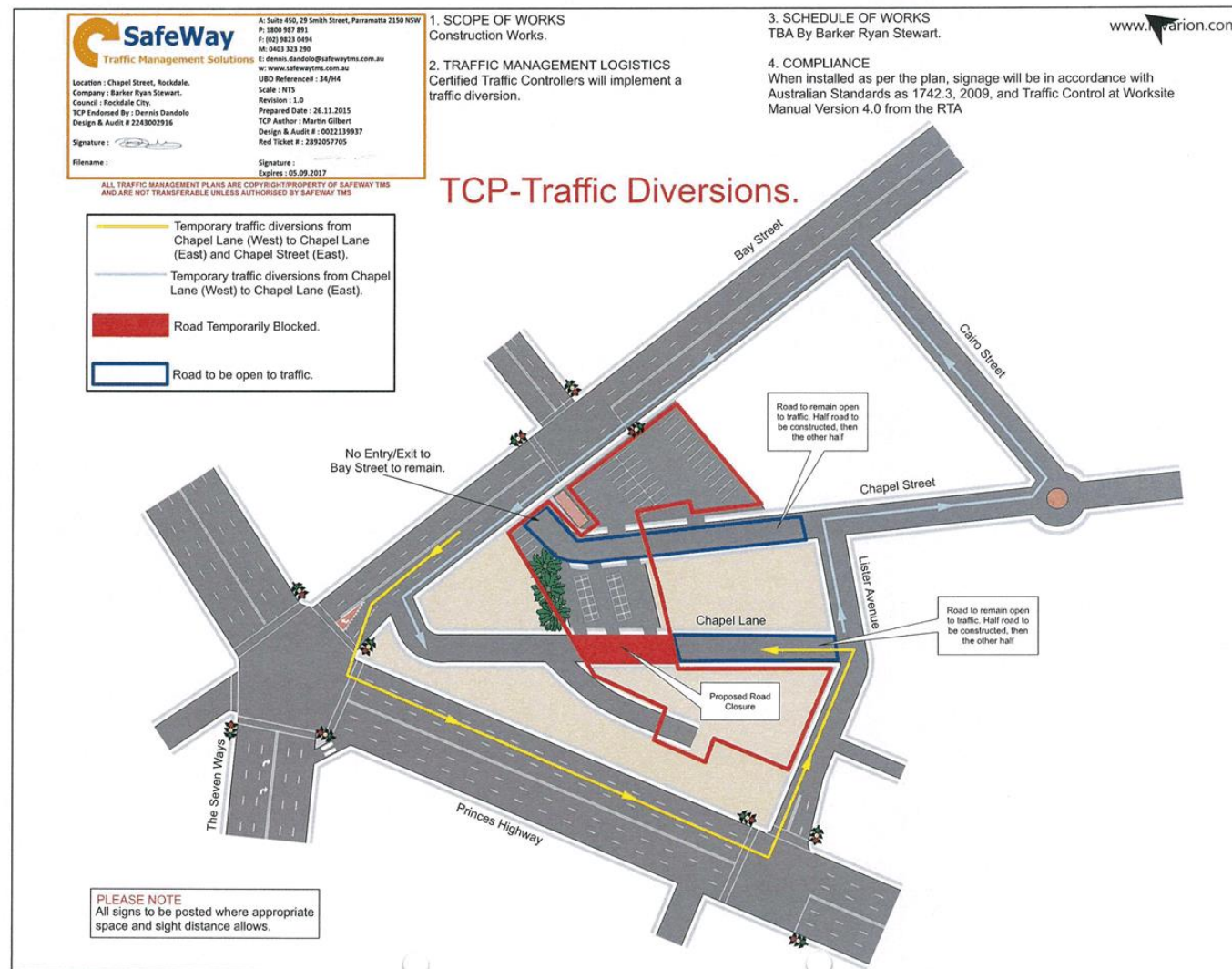
Appendix A
Traffic Control Plan (TCP)

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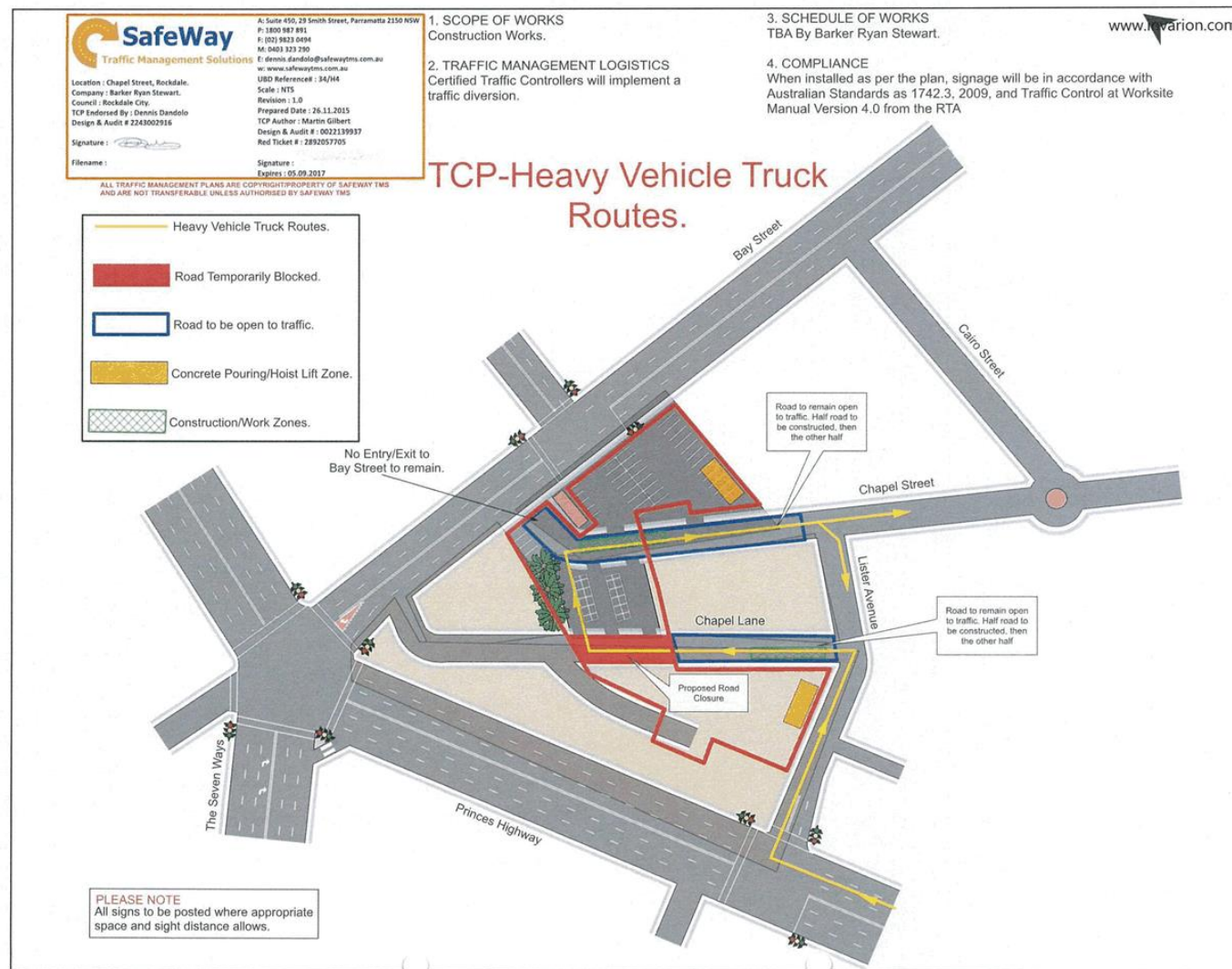


Chapel Street Precinct, Rockdale

Construction Traffic Management Plan

**Appendix B
Vehicle Movement Plan**

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Chapel Street Precinct, Rockdale

Construction Traffic Management Plan

Appendix C
Swept Path Analysis

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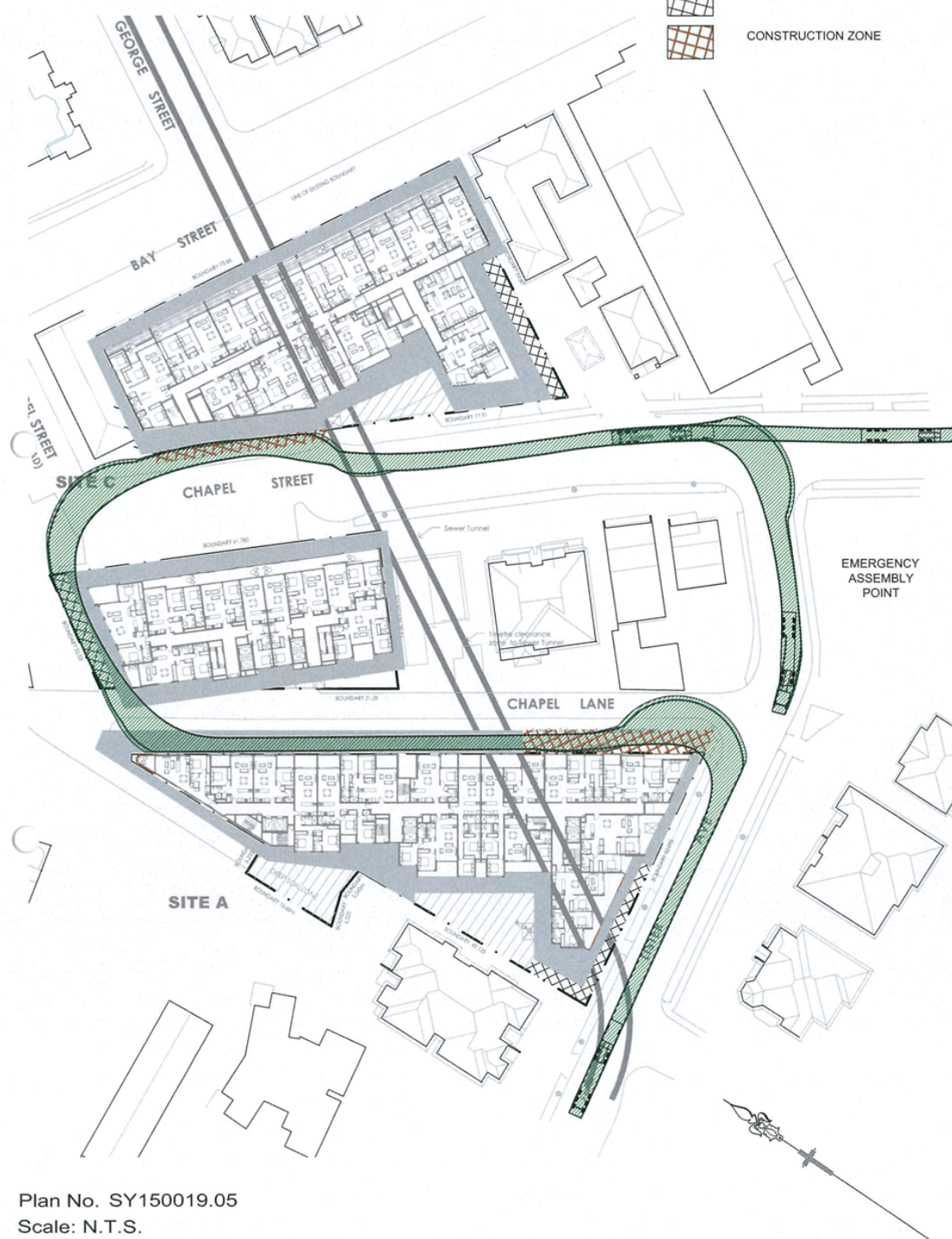


LEGEND



CONCRETE PUMP / TRUCK ZONE

CONSTRUCTION ZONE



Scale: N.T.S.

DATE: 01/12/15



Barker Ryan Stewart

Sydney
P: 02 9659 0005
Hunter
P: 02 4966 8385

Central Coast
P: 02 4322 0796

ABN: 26 134 067 842

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A3



27/06/2018

Chapel Ln - Google Maps

Google Maps

Chapel Ln

Chapel Lane at the rear of shops fronting Princes Hwy near Bay Street end




Image capture: Oct 2017 © 2018 Google

https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZcHly1qA__OaKOq-k-yF9Q!2e0!7!13312!8!6656!4m5!3m4!1s0x6... 1/2

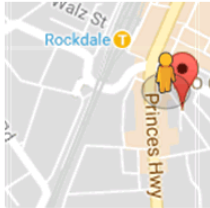
27/06/2018

Chapel Ln - Google Maps

Rockdale, New South Wales

 Google, Inc.

Street View - Oct 2017



https://www.google.com.au/maps/place/Chapel+Ln,+Rockdale+NSW+2216/@-33.953432,151.1379816,3a,75y,333.86h,63.14t/data=!3m6!1e1!3m4!1sZchIy1qA__OaKOq-k-yF9Ql2e0l7i13312l8i6656l4m5l3m4l1s0x6... 2/2

Bayside Traffic Committee

4/07/2018

Item No	BTC18.095
Subject	Dalley Avenue, Pagewood - Proposed time restrictions for the existing 11 unrestricted 90 degree angle parking spaces and 'No Stopping' restrictions outside number 33
Report by	Traffic Engineer – TR1
File	SC18/7
Electorate	Maroubra

Summary

Council has received a request from the local businesses in Dalley Avenue for parking restrictions on the existing 90 degree angle parking spaces for a greater parking turnover. A resident has also requested the installation of parking restrictions across the driveway of number 33 as the existing traffic islands are misleading and motorists park and block the driveway.

Officer Recommendation

- 1 That approval be given to impose time restrictions on seven 90 degree angle parking spaces with “1P Mon-Sat 8.30 am – 6.00 pm” restrictions.
 - 2 That approval be given to impose time restrictions on four 90 degree angle parking spaces with “P30min Mon-Sat 8.30 am – 6.00 pm” restrictions
 - 3 That approval be given for the installation of ‘No Stopping’ restrictions across apartment driveway between the traffic islands.
-

Background

Council has received a request regarding public parking outside the shops in Dalley Avenue, Pagewood. The business owners have requested the installation of parking restrictions in the angle parking spaces outside the shops to deter all-day parking and assist with parking availability for visitors and customers for the shops.

Recent development activities in the precinct has led to a high demand for all day parking in the area including the angle parking spaces outside the shops impacting on local businesses. Visitors and customers have been unable to find parking leading to undesirable parking practices.

This matter has been investigated and installation of parking restrictions will help achieve turnover for parking and deter long-term parking outside the shops in the angle parking spaces. There are eleven 90 degree angle parking spaces and it is proposed to have seven spaces with “1P Mon-Sat 8.30 am – 6.00 pm” restrictions and four spaces with “P30min Mon-Sat 8.30 am – 6.00 pm” restrictions.

Also, due to existing parking conditions in Dalley Avenue, it is also recommended that the ‘No Stopping’ restrictions across the driveway of number 33 be supported as the traffic

islands on either side of the angle parking spaces adjacent to the unit block driveway causes motorists to park in the space and block the driveway.

Financial Implications

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

Community Engagement

The parking survey was distributed to all shop owners and residents in the apartment building. 6 responses have been received, 5 responders support restrictions, and one responder does not support the parking restrictions.

Attachments

Dalley Avenue proposed parking restrictions [↓](#)

Proposed location of parking restrictions



Bayside Traffic Committee

4/07/2018

Item No	BTC18.096
Subject	Gertrude Street, Cahill Park entrance, Wolli Creek - proposed 'No Parking' restriction across the new driveway
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Rockdale Electorate

Summary

A request has been received for the provision of longer 'No Parking' restriction across the driveway to Cahill Park to improve access for longer trucks to carry out maintenance in the Park as part of the Cahill Park Masterplan Implementation.

Officer Recommendation

That approval be given to increase the existing 'No Parking' restriction from 5.5m to 7.5m along the northern kerb line of Gertrude Street to match the proposed widening of the Cahill Park driveway in association with the Cahill Park Masterplan Implementation, Wolli Creek.

Background

As part of the Cahill Park Masterplan Implementation, Council it was requested that the vehicle access off Gertrude Street be widened to better cater for truck and dog movements required from time to time (for top dressing / maintenance of the oval etc).

Currently, there is a 5.5m 'No Parking' restriction across the old driveway to Cahill Park on the northern kerb line of Gertrude Street. With the proposed widened driveway to meet the Cahill Park Master Plan, it is recommended that the existing 'No Parking' restriction be increased from 5.5m to 7.5m long.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	It will be funded by the Cahill Park Project Budget
Additional funds required	<input type="checkbox"/>	

Community Engagement

Not applicable.

Attachments

- 1 Gertrude Street Cahill Park Entrance driveway existing No Parking via Google Map
- 2 Gertrude Street proposed 7.5m 'No Parking' restriction across the park driveway drawing [!\[\]\(86b7331e04fe40a56bcff2e9c065738b_img.jpg\) !\[\]\(92f87f30b7499b35d0173f4346c498d6_img.jpg\)](#)

22/06/2018

18 Gertrude St - Google Maps

Google Maps 18 Gertrude St



<https://www.google.com.au/maps/@-33.93359,151.1549693,3a,75y,105.55h,64.4t/data=!3m6!1e1!3m4!1sKUIGgjHt6s2EAqk0q1MP7AI2e0I7i13312I8i6656>

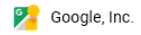
1/2

22/06/2018

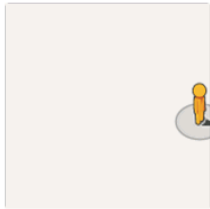
18 Gertrude St - Google Maps

Image capture: Oct 2017 © 2018 Google

Wolli Creek, New South Wales

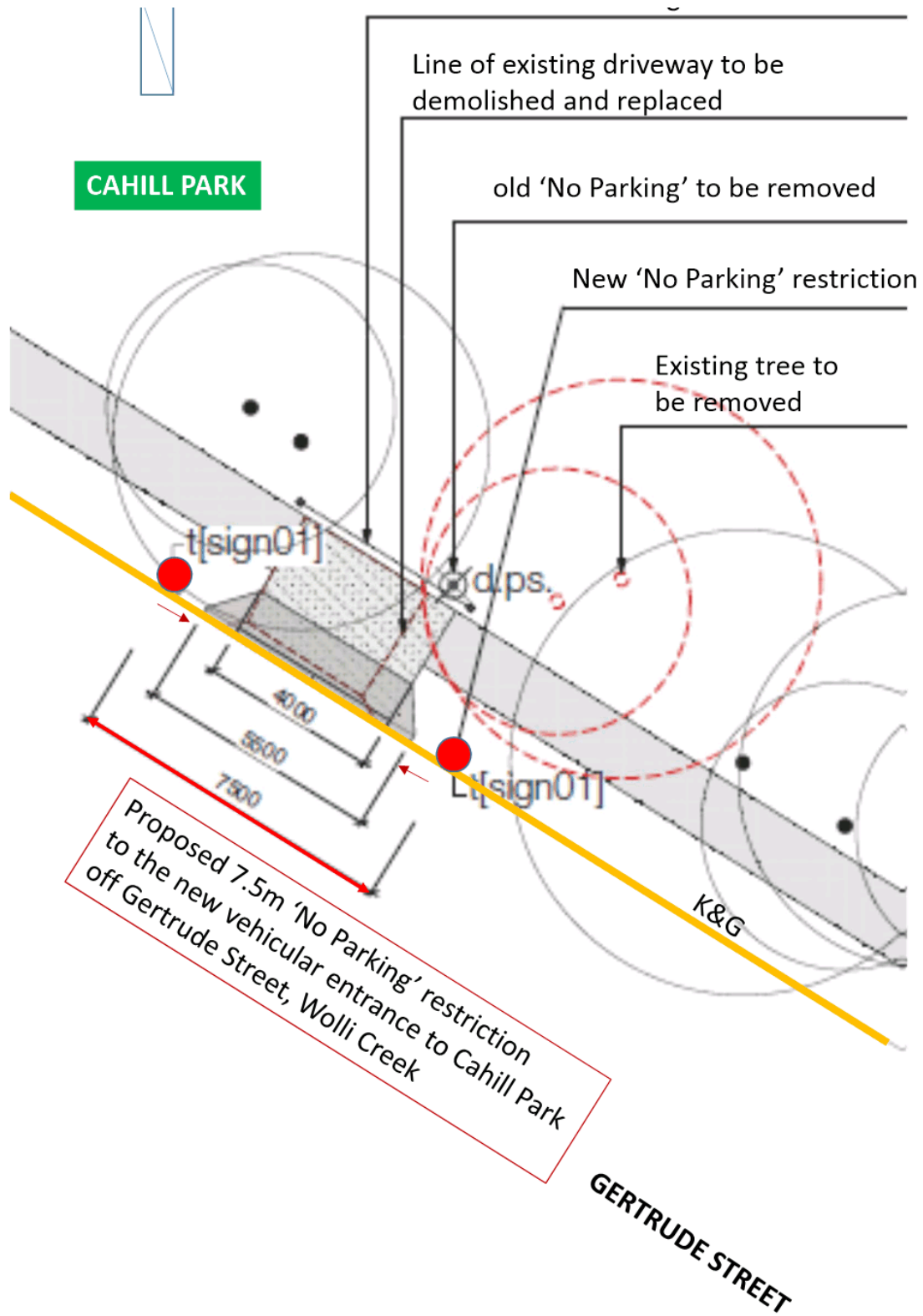


Street View - Oct 2017



<https://www.google.com.au/maps/@-33.93359,151.1549693,3a,75y,105.55h,64.4t/data=!3m6!1e1!3m4!1sKUIGgjHt6s2EAqk0q1MP7Al2e0I7i13312I8i6656>

2/2



Bayside Traffic Committee

4/07/2018

Item No	BTC18.097
Subject	7-9 Gertrude Street, Wolli Creek East of Princess Highway - Proposed Works Zone
Report by	Traffic Engineer – TR3
File	SC18/7
Electorate	Rockdale

Summary

Council has received a request from the builders at No. 7-9 Gertrude Street, Wolli Creek for the provision of 10m 'Works Zone' in Gertrude Street to facilitate construction activities associated with developing a 9 storey residential building for 26 weeks.

Officer Recommendation

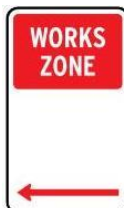
That the approval be given to the installation of 10m of 'Works Zone, 7 am – 6.30 pm Mon – Fri- and 8 am – 3.30 pm Sat' restriction outside No 7-9 Gertrude Street, Wolli Creek for the duration of 26 weeks, subject to relevant conditions.

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' will apply to this works zone.

The locality of the existing and proposed parking restrictions is shown in the attached document. Gertrude Street, Wolli Creek is a local street.

Financial ImplicationsNot 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 ☐

Community EngagementNot Applicable

Attachments

- 1 Aerial Map
- 2 Street View [↓](#)[↓](#)





Bayside Traffic Committee

4/07/2018

Item No	BTC18.098
Subject	Hollingshed Street and Frogmore Street, Mascot - Single lane roundabout
Report by	Traffic Engineer – TR2 Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Heffron

Summary

Council has achieved success in receiving funding to treat the intersection of Hollingshed Street and Frogmore Street with a roundabout under the Commonwealth Government's 2018-2019 Blackspot Program.

Officer Recommendation

- 1 That in-principle support be given to the proposed roundabout at the intersection of Hollingshed Street and Frogmore Street, Mascot which has secured \$90,000 (100% funding) under Commonwealth Government's 2018-2019 Blackspot Program.
 - 2 That community engagement be undertaken on the proposed roundabout 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 year, 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. Projects are selected and developed for funding applications and submissions made. 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.

The intersection of Hollingshed Street and Frogmore Street has four reported crashes for the period of five years, ending 30 June 2016. Three of the accidents were injury crashes. Three of the crashes were involved with vehicles travelling from adjacent direction at 90 degree angle to each other (RUM Code 10). The accident diagram is attached.

This intersection was nominated for grant funding application for the installation of a single lane roundabout. The proposed roundabout has the similar size with other adjoining roundabouts along Hollingshed Street.

Subsequently, Council has been successful in obtaining 100% funding of \$90,000 for the construction of the roundabout in financial year 2018-2019.

The locality of the proposed roundabout at the intersection of Hollingshed Street and Frogmore Street is shown in the attached sketch.

Financial Implications

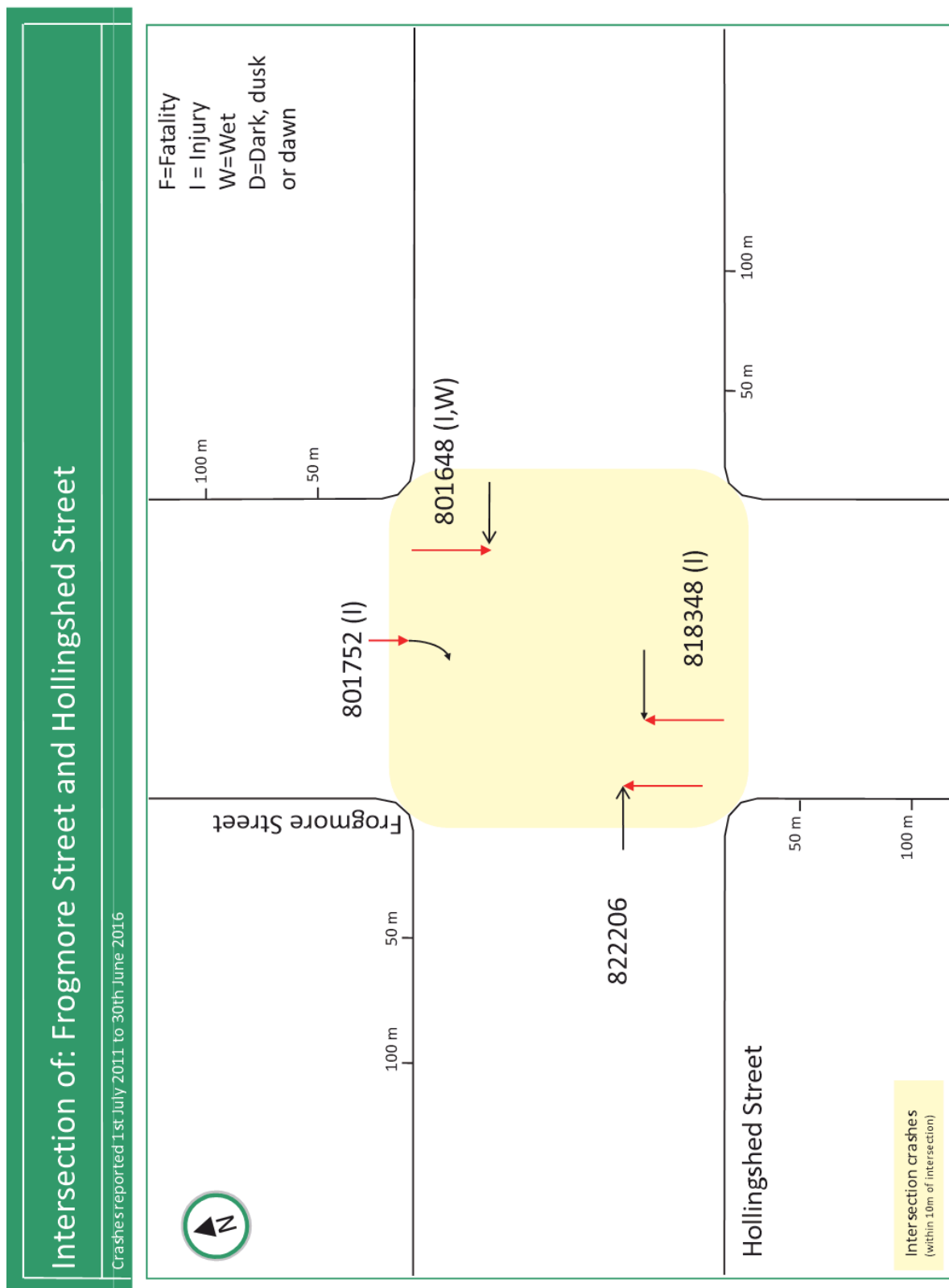
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	100% by Australian Government's Blackspot Program
Additional funds required	<input type="checkbox"/>	

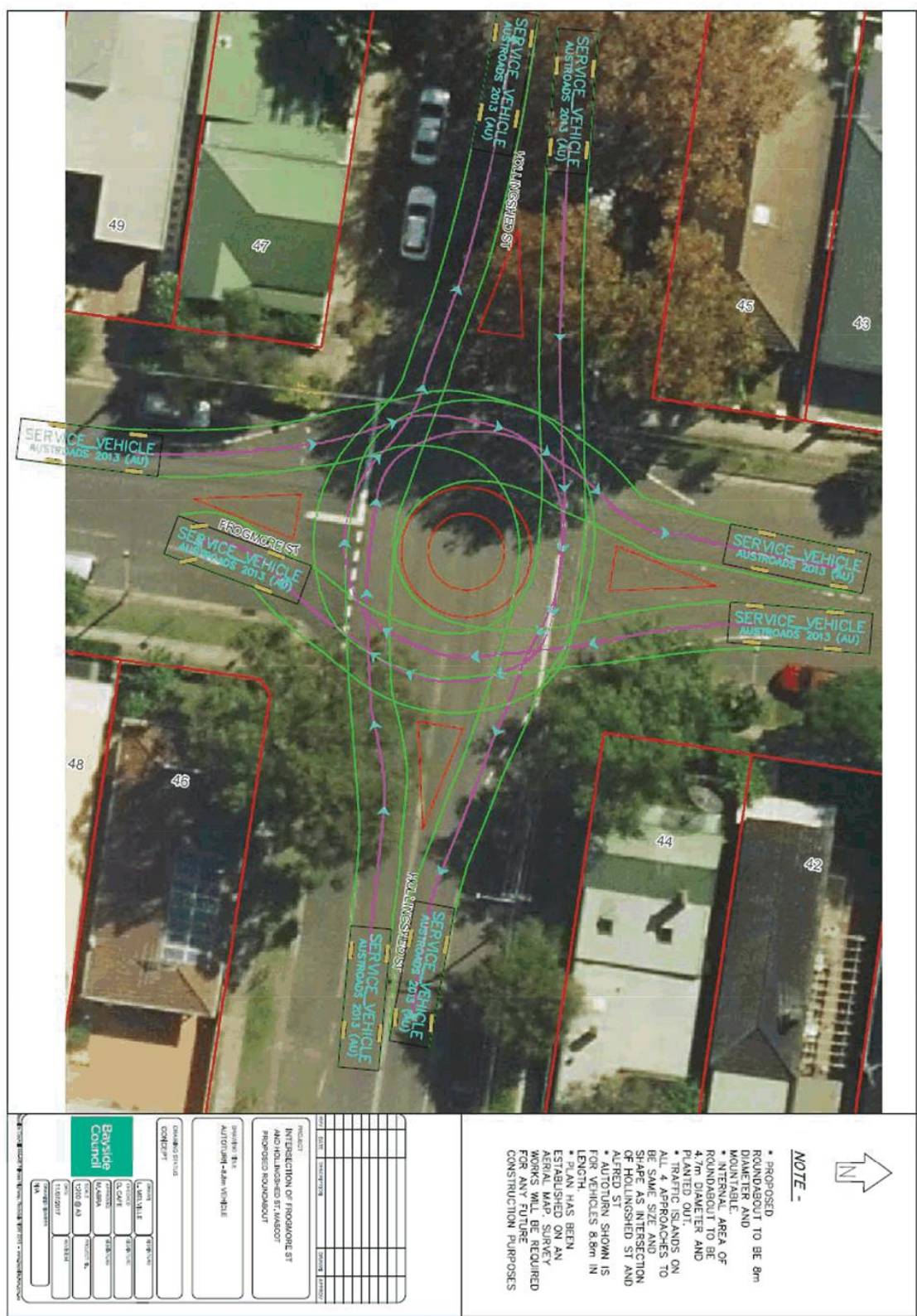
Community Engagement

Residents will be notified prior to construction.

Attachments

- 1 Hollingshed and Frogmore Streets - accident diagram
- 2 Hollingshed Street and Frogmore Street - proposed roundabout [↓↓↓](#)





Bayside Traffic Committee

4/07/2018

Item No	BTC18.099
Subject	King Street, Mascot, between Botany Road and Sutherland Street - Proposed rubber cushion pads scheme, funded by Commonwealth Government under 2018/2019 Blackspot Program
Report by	Traffic Engineer – TR2 Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Heffron

Summary

Council has been successful in receiving funding for to treat King Street, Mascot, between Botany Street and Sutherland Street under the Commonwealth Government's 2018-2019 Blackspot Program.

Officer Recommendation

- 1 That in-principle support be given to the proposed traffic calming scheme (rubber cushion pads) in King Street, between Botany Street and Sutherland Street, which has secured \$60,000 (100%) funding under the Commonwealth Government's 2018-2019 Blackspot Program.
 - 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 year, 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. Projects are selected and developed for funding applications, and submissions made. 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.

King Street between Botany Road and Sutherland Street, Mascot, is 630 m long.

In accordance with RMS crash statistics for the period of five years ending 30 June 2016, there were nine (9) reported crashes. Among the accidents, four (4) were injury crashes. One of them was pedestrian injury crash.

This street was nominated for grant funding application for the installation raised threshold treatments.

Subsequently, Council has been successful in obtaining 100% funding of \$60,000 for the construction of the traffic calming scheme in financial year 2018-2019.

The proposed traffic calming scheme in King Street comprises:

- 1) Two small concrete median islands
- 2) Fourteen (14) rubber cushion pads

The locality of the proposed traffic calming scheme in King Street, Mascot, is shown in the attached drawing.

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"/>	

Community Engagement

Residents will be notified prior to construction.

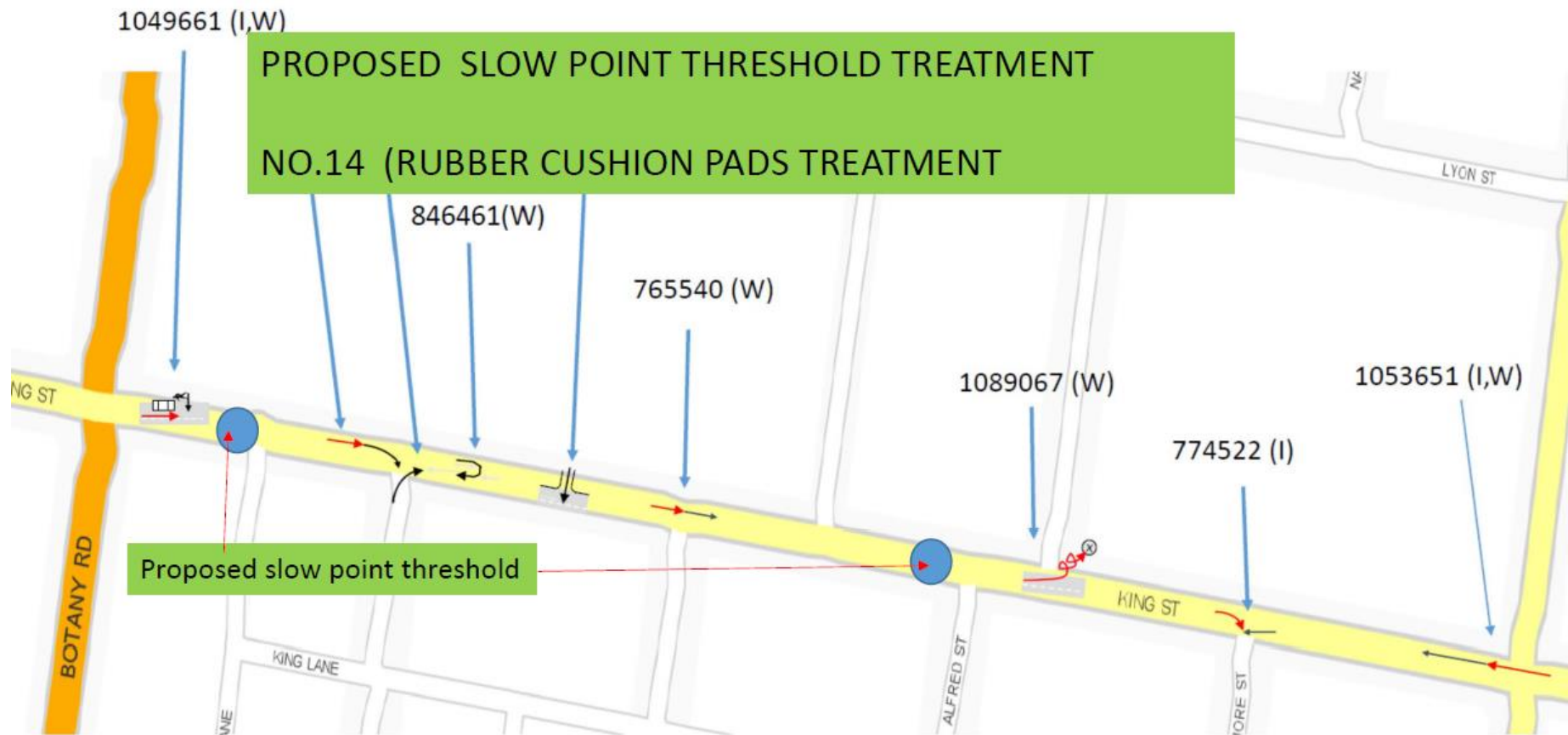
Attachments

King Street Botany - proposed rubber cushion pads drawing [↓](#)



**Black Length - King Street Between
Botany Road and Sutherland Street**

**Site Number: 855
Project Number: 617**



Bayside Traffic Committee

4/07/2018

Item No	BTC18.100
Subject	Kingsland Road South, Bexley - Proposed traffic calming scheme including speed humps and separate through and parking lanes line marking
Report by	Traffic Engineer – TR2
File	SC18/7
Electorate	Kogarah

Summary

Council has achieved success in receiving funding for the subject site under the Commonwealth Government's 2018-2019 Blackspot Program.

Officer Recommendation

- 1 That the proposed traffic calming scheme Kingsland Road South be supported in principle.
 - 2 That the community be consulted.
 - 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 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.

Kingsland Road South between Bexley Road and Forest Road was nominated for grant funding for the installation of a number of traffic treatments. Council has been successful in obtaining 100% funding of \$49,000 for the construction of the traffic calming scheme in financial year 2018-2019.

The proposed scheme comprises of:

- 1 3 speed humps
- 2 Separation line
- 3 Kerb parking lane line
- 4 Additional street lighting
- 5 Adjusting the island at Bexley Road intersection

The locality of the proposed traffic calming scheme in Kingsland Road South is shown in the attached document.

Financial Implications

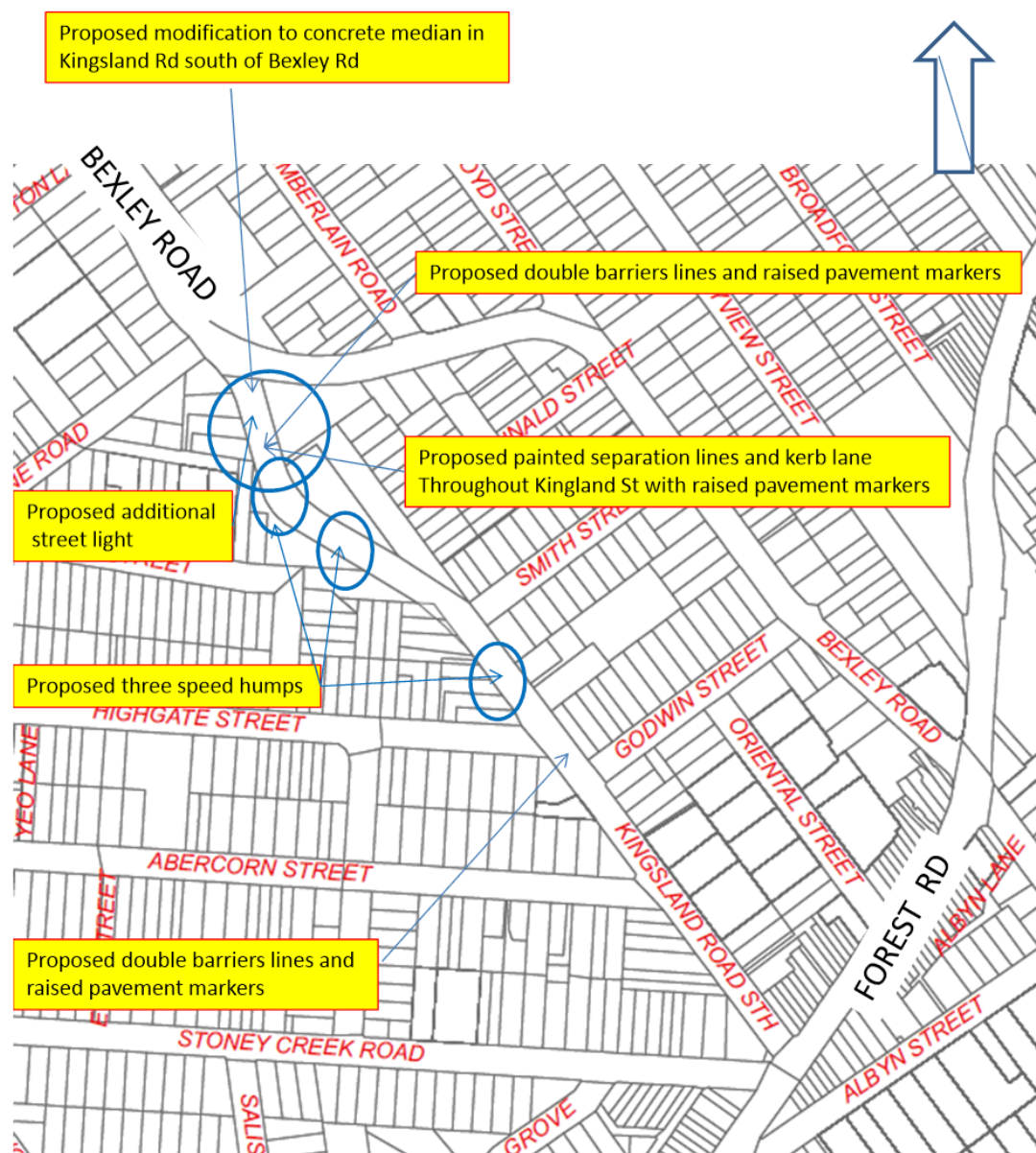
- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | 100% by Australian Government's Blackspot Program |
| Additional funds required |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

Community Engagement

Residents will be notified prior to construction.

Attachments

Kingsland Road south proposed traffic control devices [↓](#)



PROPOSED TRAFFIC CONTROL DEVICES IN KINGSLAND ROAD SOUTH

Bayside Traffic Committee

4/07/2018

Item No	BTC18.101
Subject	Maloney Street, Eastlakes, between Evans Avenue and George Street - Proposed traffic calming scheme - funded by Commonwealth Government 2018/2019 Blackspot Program
Report by	Traffic Engineer – TR2 Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Heffron

Summary

Council has been successful in receiving funding to treat Maloney Street, Eastlakes, between Evans Avenue and George Street with a traffic calming scheme under Commonwealth Government 2018/2019 Blackspot program.

Officer Recommendation

- 1 That in-principle support be provided for the proposed traffic calming scheme in Maloney Street between Evans Avenue and George Street which has secured funding, \$82,500 (100%) under Commonwealth Government 2018/2019 Blackspot program.
 - 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

Council 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 has 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. Projects are selected and developed for funding applications and submissions made. 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.

Maloney Street between Evans Avenue and George Street, Eastlakes, is 300m long.

In accordance with RMS's crash statistics, fifteen (15) crashes were reported for the period of five years, ending 30 June 2016. Among them, eight (8) were injury crashes; four of which were pedestrian injury crashes.

The site was nominated for grant funding for the installation of a number of pedestrian and traffic calming treatments.

Subsequently, Council has been successful in obtaining 100% funding of \$82,500 for the construction of the traffic calming scheme in financial year 2018-2019.

The traffic calming scheme in Maloney Street, comprises of:

- 1) Proposed sheltered right turn bay at Evans Avenue
- 2) Proposed raised pedestrian crossing on the existing platform near Humphrey Street
- 3) Proposed rubber cushion pads between Humphrey Street and Universal Street

The locality of the proposed traffic calming scheme in Maloney Street, Eastlakes, is shown in the attached drawings.

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"/>	

Community Engagement

Residents will be notified prior to construction.

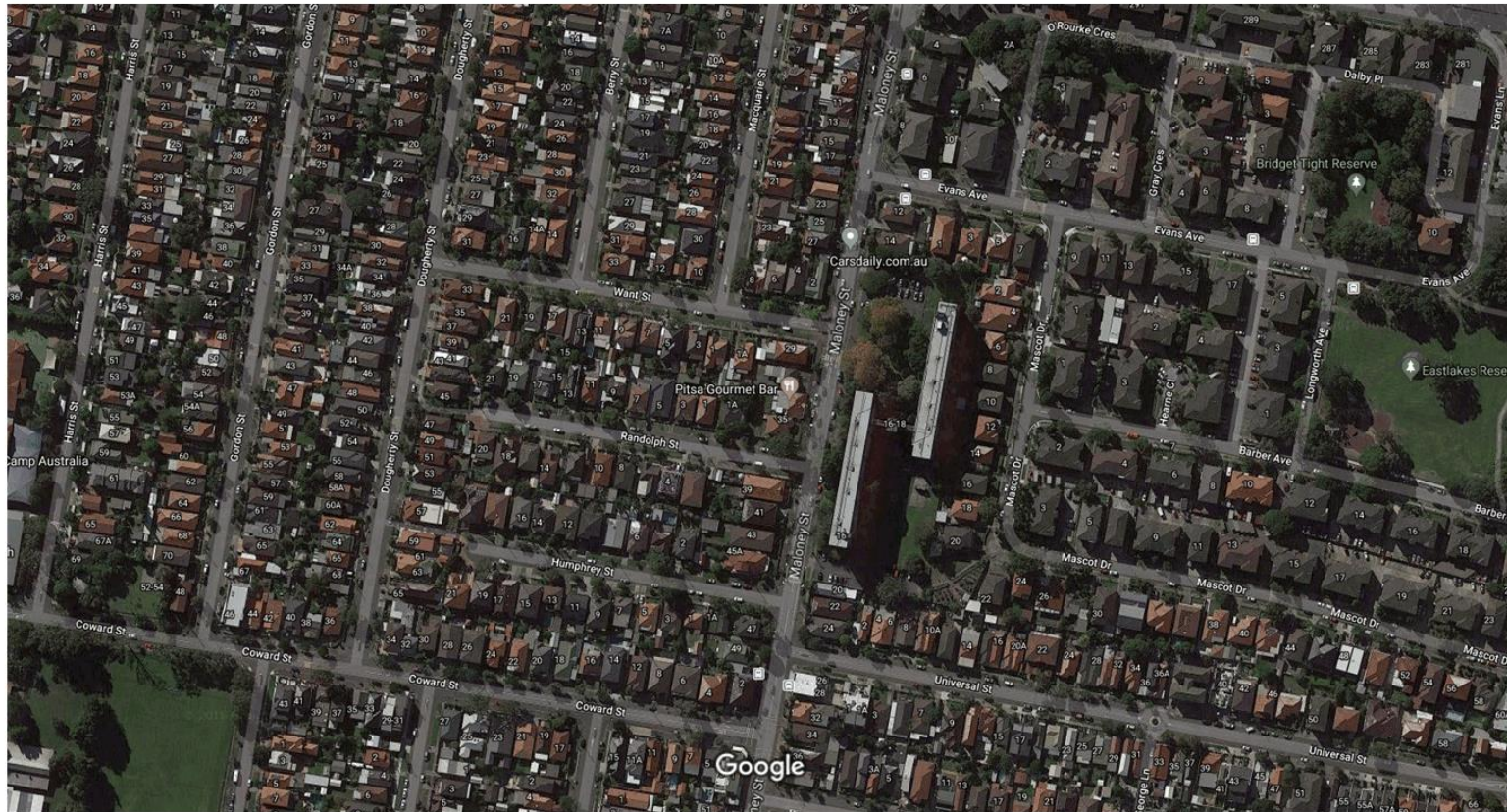
Attachments

- 1 Maloney Street aerial map - Google
- 2 Maloney Street at Evans Avenue proposed sheltered right turn bay
- 3 Maloney Street near Humphrey Street proposed raised pedestrian crossing [↓↓↓](#)

28/06/2018

Maloney St - Google Maps

Google Maps Maloney St



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

<https://www.google.com.au/maps/place/Maloney+St,+Eastlakes+NSW+2018/@-33.925361,151.2061195,443m/data=!3m1!1e3!4m5!3m4!1s0x6b12b1a0eac55bb:0x5705cd8e3dd4ad46!8m2!3d-33.9281207!4d151.2...> 1/2

28/06/2018

Maloney St - Google Maps



Maloney St
Eastlakes NSW 2018



<https://www.google.com.au/maps/place/Maloney+St,+Eastlakes+NSW+2018/@-33.925361,151.2061195,443m/data=!3m1!1e3!4m5!3m4!1s0x6b12b1a0eac55bb:0x5705cd8e3dd4ad46!8m2!3d-33.9281207!4d151.2...> 2/2





Bayside Traffic Committee

4/07/2018

Item No	BTC18.102
Subject	Martin Avenue, in front of Al Zahra College, Arncliffe - Proposed change of 'P5 min with school times' restriction to a combined 'No Parking and Kiss and Ride with school times' restriction
Report by	Traffic Engineer – TR3
File	SC18/7
Electorate	Rockdale

Summary

A request has been made to convert the existing 37m restriction of 'P5 min' with school times to a combined 'No Parking and Kiss and Ride with school times' restriction. The purpose of the proposal is to improve traffic flow and safety in the area outside Al Zahra College.

Officer Recommendation

- 1 That the existing 'P5 min, 8 am - 9.30 am and 2.30 pm – 4 pm, School Days' restriction for six (6) parking spaces along the northern kerb line of Martin Avenue, west of Wollongong Road, Arncliffe, be converted into a combined 'No Parking, 8 am - 9.30 am and 2.30 pm – 4 pm, School Days' restriction and 'Kiss and Ride' signs.
- 2 That the existing "P5 min, 8 am - 9.30 am and 2.30 pm – 4 pm, School Days' restriction on the southern kerb line of Martin Avenue west of Wollongong Road, be retained.

Background

The proposed combined restriction of 'No Parking and Kiss and Ride with school times' will allow drivers/parents to park for up to 2 minutes and walk up to 3 metres away from the vehicle to pick up children, between '8 am – 9.30 am and 2.30 pm – 4 pm, School Days'.

Furthermore, the proposed restriction will be applied to 37 meters, affecting 6 parking spaces, outside Al Zahra College's entrance which is a critical area with frequent drop off and pick up movement during school times. The proposed restriction is expected to benefit parents and provide safer drop off and pick up movement, as well as improving traffic flow and efficiency.

The locality of existing and proposed parking restrictions in Martin Avenue is shown in the attached *TC1443 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

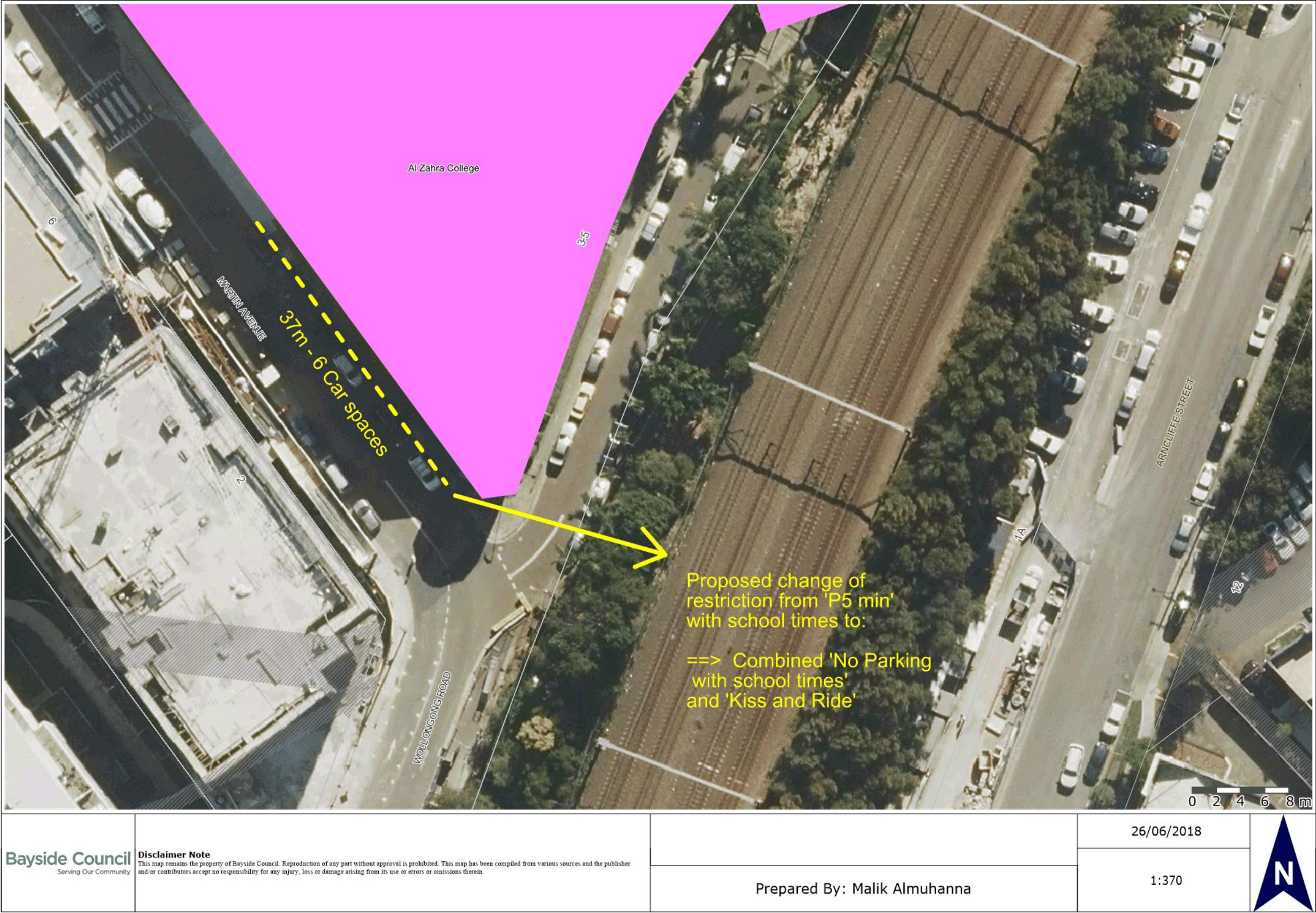
☐

Community Engagement

Al Zahra College representative was consulted on the 21 June 2018, but no response has been received.

Attachments

TC1443 Drawing [↓](#)





Bayside Traffic Committee

4/07/2018

Item No	BTC18.103
Subject	McPherson Street, Banksmeadow, between Hill Street and Exell Street - proposed painted arrows to reinforce the existing one way street signage
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/7
Electorate	Maroubra

Summary

Council has received a request to provide additional traffic safety measure in McPherson Street, as some drivers have ignored the one-way street signs between Hill Street and Exell Street, Banksmeadow. This will cause some traffic hazards for head-on collisions.

Officer Recommendation

That approval be given to painting of three (3) of one way road pavement arrows in McPherson Street from Hill Street to Exell Street to reinforce the existing one way street signage.

Background

McPherson Street is a local street situated in the industrial zone. It has been signposted:

- 1 As one-way eastbound between Hill Street and Exell Street
- 2 As a two-way street between Exell Street and Coal Pier Road and the eastern cul de sac ends.

Many long and heavy mass vehicles are using McPherson Street to reach their origin and destination.

It has been reported that some drivers have travelled in the wrong direction of the one way street and ignored the one-way street signage.

In accordance with RMS crash statistics for the period of five years, ending on 30 September 2017, there were no reported head-on collisions in McPherson Street. However, there is still a very strong potential for a head-on collision and a serious collision between two long and over-massed vehicles.

It is recommended to paint three (3) of one-way road pavement arrows to reinforce the existing signposted one-way street in McPherson Street, Banksmeadow, as shown in the attached drawing.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Proposed one way street road markings in McPherson 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

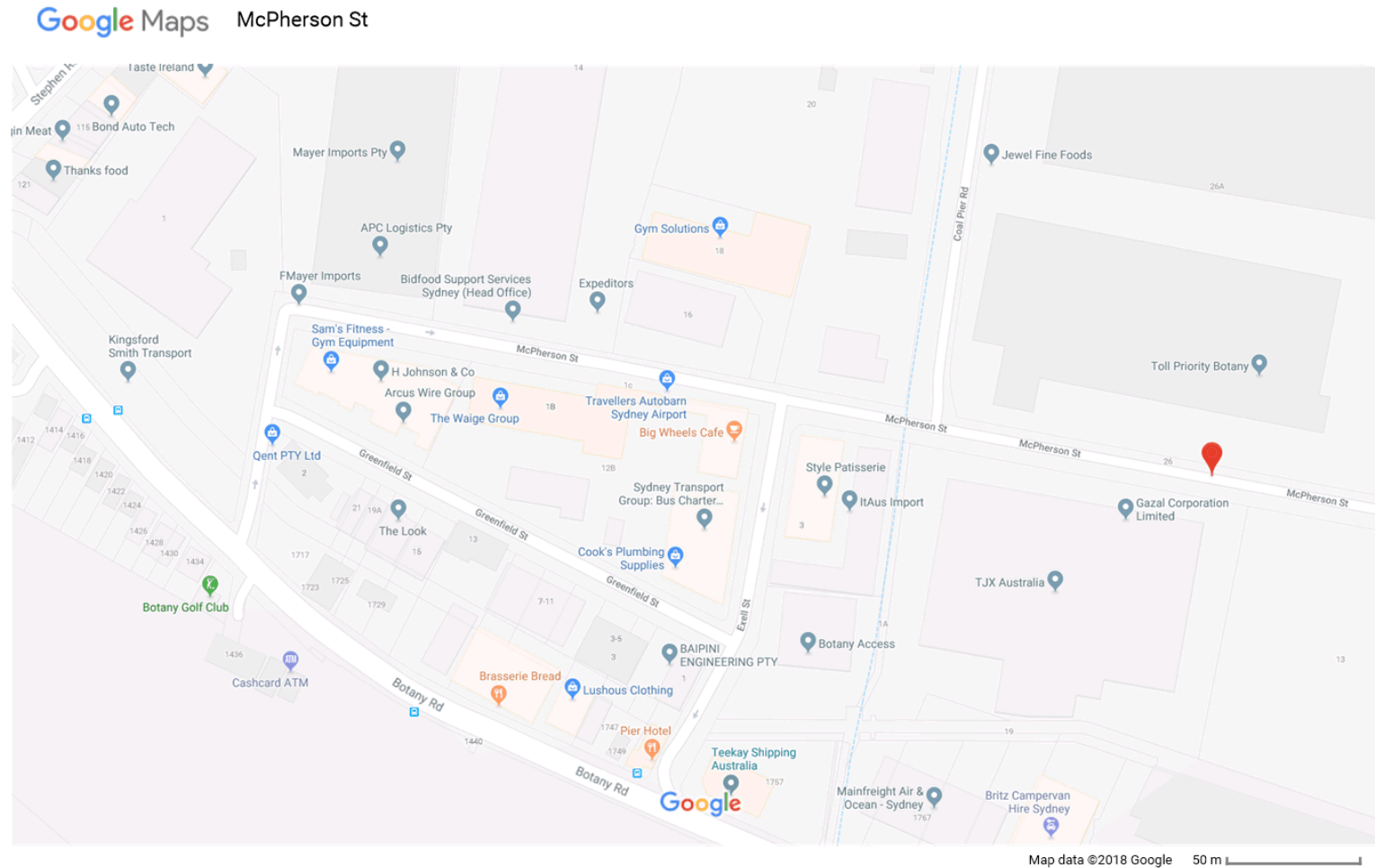
Not applicable.

Attachments

- 1 McPherson Street aerial map
- 2 McPherson Street proposed painted one way road pavement arrows
- 3 McPherson Street and Exell Street intersection
- 4 McPherson Street and Exell Street proposed painted arrow - drawing [↓↓↓↓](#)

27/06/2018

McPherson St - Google Maps



<https://www.google.com.au/maps/place/McPherson+St,+Banksmeadow+NSW+2019/@-33.9579838,151.2109383,18z/data=!4m5!3m4!1s0x6b12b14694ce84df:0xcde7b16c46e6caf4!8m2!3d-33.9581129!4d151.2142...> 1/2

27/06/2018

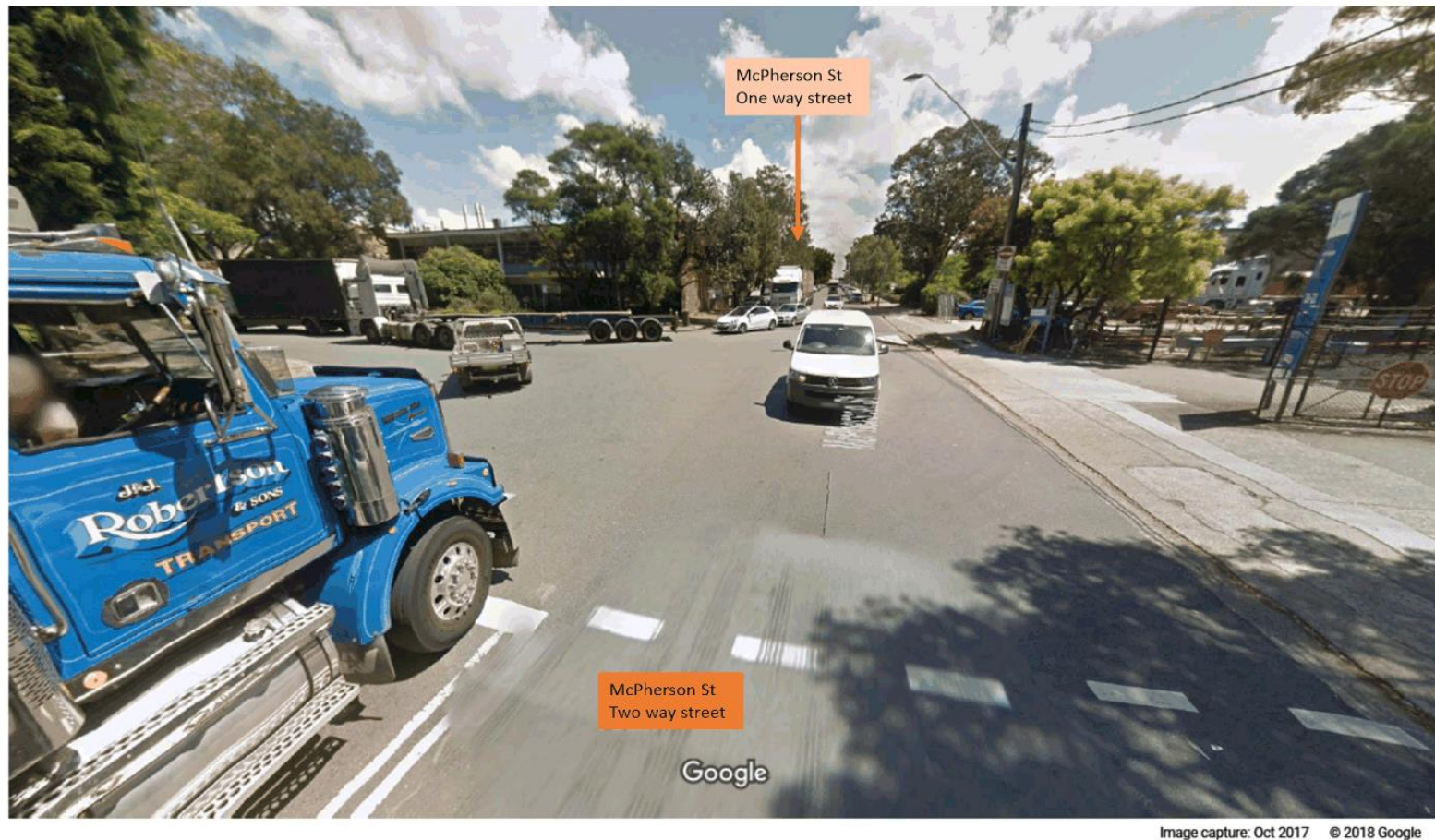
McPherson St - Google Maps



McPherson St
Banksmeadow NSW 2019

<https://www.google.com.au/maps/place/McPherson+St,+Banksmeadow+NSW+2019/@-33.9579838,151.2109383,18z/data=!4m5!3m4!1s0x6b12b14694ce84df:0xcde7b16c46e6caf4!8m2!3d-33.9581129!4d151.2142...> 2/2







Bayside Traffic Committee

4/07/2018

Item No	BTC18.104
Subject	19-25 Robey Street, Mascot - Proposed Works Zone, 7 am- 6.30 pm, Mon – Fri and 8 am – 3.30 pm Sat'
Report by	Traffic Engineer – TR2
File	SC18/7
Reference	Heffron

Summary

Council has received a request from the builders at Nos. 19-25 Robey Street, Mascot, for the provision of a 'Works Zone' to facilitate the construction of a mixed use commercial and residential flat building.

Officer Recommendation

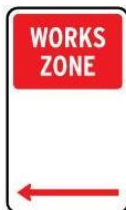
That approval be given to the installation of a 30m 'Works Zone, 7 am - 6.30 pm, Mon – Fri and 8 am – 3.30 pm Sat' restriction in front of Nos. 19-25 Robey Street, Mascot, for a duration of 56 weeks, subject to relevant conditions.

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 Robey Street, Mascot. This part of Robey Street is a local street.

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 am – 3.30 pm Sat' will apply to this works zone.

The locality of the existing and proposed parking restrictions in Robey Street, Mascot, is shown in the attached documents.

Financial Implications

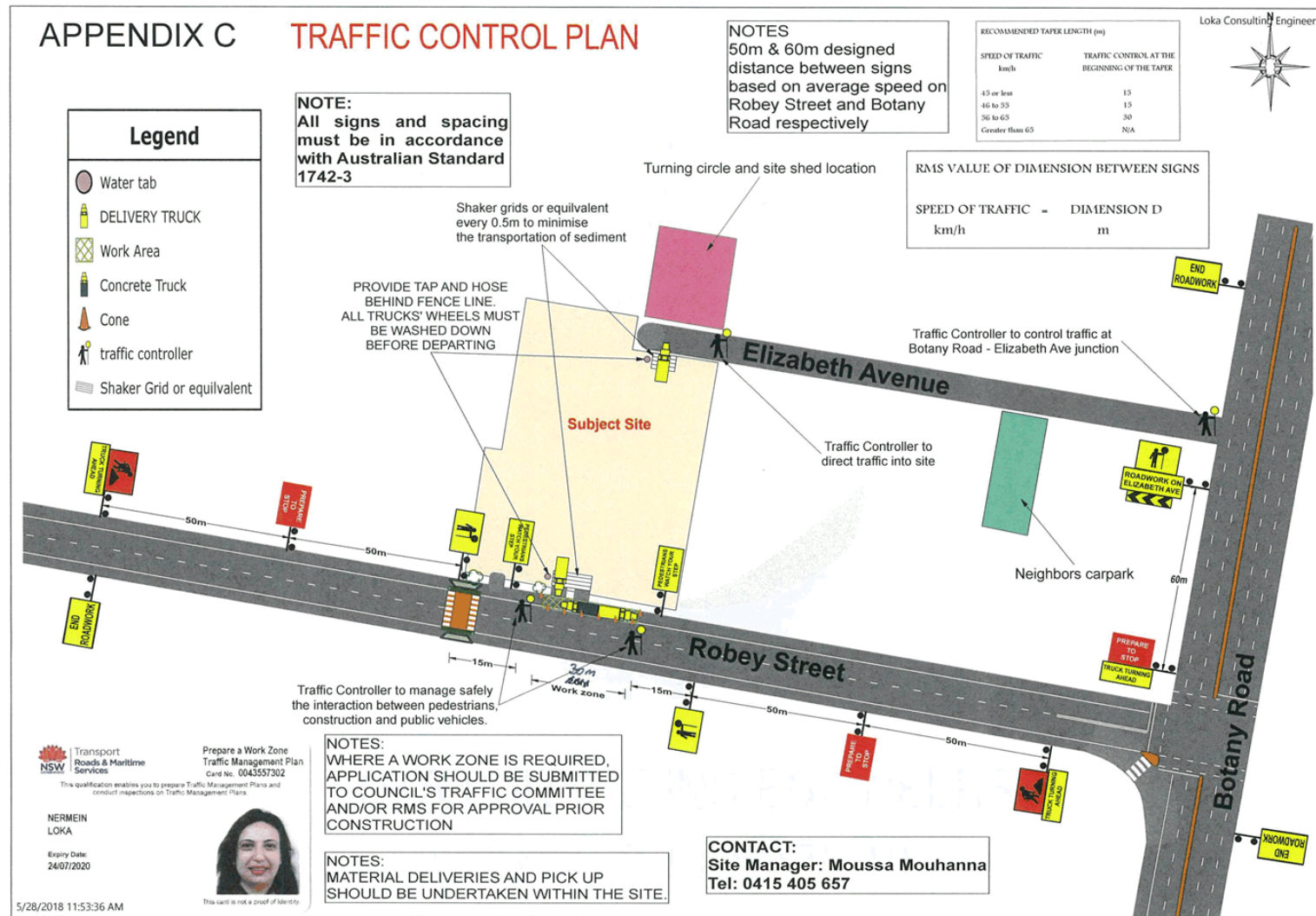
Included in existing approved budget ☒ The installation and removal of works zone is funded by developers.

Community Engagement

Not applicable

Attachments

Robey Street, Mascot Works Zone [↓](#)



Bayside Traffic Committee

4/07/2018

Item No	BTC18.105
Subject	3 and 5 Robey Street, Mascot - Proposed reduction of '1P, 8am-6pm Mon-Fri and 8am-12 Noon' by 1.5m
Report by	Traffic Engineer – TR2
File	SC18/7
Electorate	Heffron Electorate

Summary

Council has received a request to rearrange parking restrictions outside 3 and 5 Robey Street, Mascot to deter drivers from parking illegally and blocking residential driveway.

Officer Recommendation

- 1 That approval be given to the reduction of '1P, 8 am – 6 pm Mon-Fri and 8 am – 12 noon Sat' by 1.5m along the northern kerb line of Robey Street west of Botany Road, Mascot in front of Nos. 3 and 5 Robey Street.
- 2 That approval be given to the increase the existing disabled parking space of '1P 8 am – 6 pm Mon-Fri and 8 am – 12 noon Sat' by 1.5m along the northern kerb line of Robey Street west of Botany Road, Mascot, in front of Nos. 3 and 5 Robey Street, thus will increase the disabled parking zone from 7.2m to 8.7m long.

Background

A new mixed-use development was recently completed at 1 Robey Street, Mascot.

A disabled parking zone exists outside number 3 Robey Street. Adjoining it, there is approximately 9m long 1P parking zone. The resident at number 5 has raised concerns that given the proximity to retail precinct along Botany Road, on numerous occasions, drivers try to park 2 cars in the 1P parking zone partially blocking her driveway. Given that the property was built to old standards and driveway is not wide enough, it is very difficult to enter and leave the driveway if it is partially blocked.

Site inspection has revealed illegal parking behaviour with drivers disobeying the existing parking signage. It is recommended to rearrange the existing parking restrictions outside number 3 and 5 by 1.5m so that it is evident to the drivers that there is only 1 space with 1 hour parking restriction.

Financial Implications

Not applicable ☐

Included in existing approved budget ☒

The cost for installation of the signage will be funded through block grant for traffic facilities in local street.

Additional funds required

☐

Community Engagement

Resident at number 3 and 5 have been consulted. The remainder of the street has resident parking scheme and the proposal does not impact on other residents in any way.

Attachments

3 Robey Street, Mascot - proposed parking changes [↓](#)



Bayside Traffic Committee

4/07/2018

Item No	BTC18.106
Subject	60 Robey Street, Mascot - Proposed 'No Stopping' restrictions across three (3) driveways, as part of conditions of consent of the new building
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/7
Electorate	Heffron Electorate, DA14/207/02

Summary

A new building has been constructed at 60 Robey Street, Mascot and completed by the end of last year, in accordance with DA 14/207/2. It provides service departments for short stays similar to Hotels. It accommodates approximately 144 parking spaces.

The builders/owners of the new building request for the provision of 'No Stopping' restrictions across their three newly constructed driveways in Robey Street.

Officer Recommendation

- 1 That approval be given to the installation of three 'No Stopping' zones across three newly constructed driveways to 60 Robey Street, Mascot, as follows:
 - a) the western driveway, nearest to the common boundary of Nos. 60 and 62 Robey Street – proposed 8.7m 'No Stopping' zone
 - b) the middle driveway – proposed 8.7m 'No Stopping' zone
 - c) the eastern driveway – proposed 14.7m 'No Stopping' zone
 - 2 That existing '3P, 8 am – 6 pm, Mon - Fri, 8 am – 12 pm, Sat' Permit Holders Excepted Area A' signage be reinstated, in front of 60 Robey Street Mascot.
-

Background

Council Regulation Inspectors have noted that the replacement of traffic regulatory signs erected by developers at the front of 60 Robey Street, Mascot, as per condition 75 of the condition of consent are incorrect.

- 1 The new 3P signage has hours inconsistent with the adjoining original Council signage.
- 2 There is no reference to the resident parking zone.
- 3 The 'No Stopping' zones provided at the two (2) driveways laybacks require approval from Bayside Traffic Committee.

Condition of consent No. 75 states that:

Prior to the issue of the final occupation certificate - any damaged or missing street signs as a consequence of the development and associated construction works shall be replaced at full cost to the applicant. The application applicant is responsible for the installation and protection of all regulatory parking/street signs fronting the property.

Subsequently, the developers have now submitted a drawing showing the proposed installation of regulatory traffic signs which require the Traffic Committee's approval.

A drawing showing the proposed installation of three (3) 'No Stopping' restrictions across three (3) new driveways and the reinstatement of resident parking scheme signage, is attached.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Developers will fund the installation of new No Stopping restriction in Robey Street
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Not applicable

Attachments

- 1 60 Robey Street - frontage photograph- Google Map
- 2 60 Robey Street Locality aerial map -Google Map
- 3 Robey Street - drawing [↓↓↓](#)

26/06/2018

60 Robey St - Google Maps

Google Maps 60 Robey St

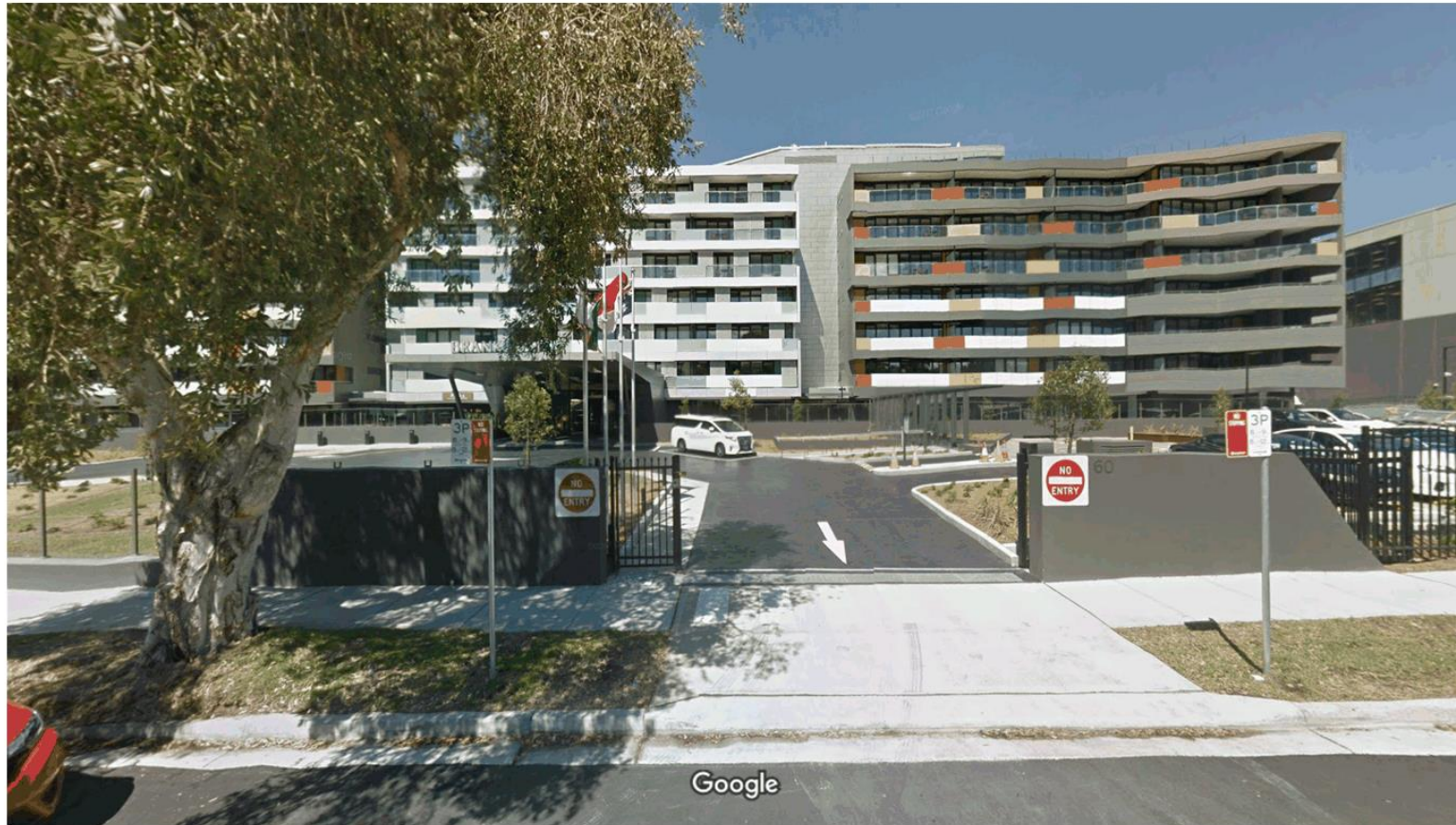



Image capture: Oct 2017 © 2018 Google

https://www.google.com.au/maps/place/60+Robey+St,+Mascot+NSW+2020/@-33.9312833,151.1905173,3a,75y,188.9h,90t/data=!3m7!1e1!3m5!1s9Uc7hgvmH5tLBxYYN7_ww!2e0!6s%2F%2Fgeo2.ggpht.com%2F... 1/2

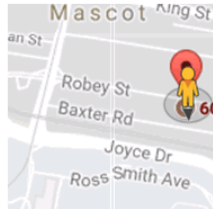
26/06/2018

60 Robey St - Google Maps

Mascot, New South Wales

 Google, Inc.

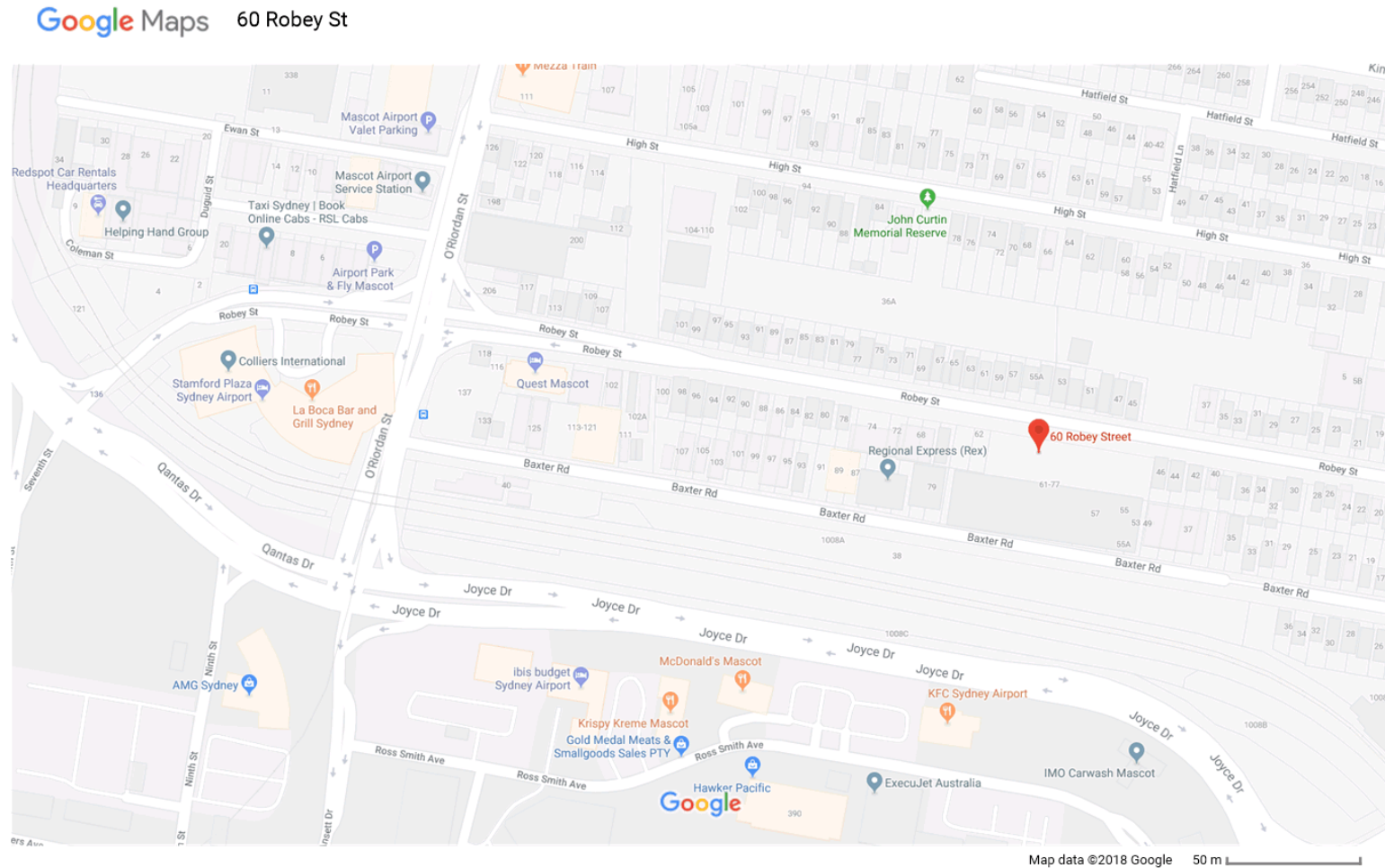
Street View - Oct 2017



https://www.google.com.au/maps/place/60+Robey+St,+Mascot+NSW+2020/@-33.9312833,151.1905173,3a,75y,188.9h,90t/data=!3m7!1e1!3m5!1s9tUc7hgvmH5tLBxYYN7_ww!2e0!6s%2F%2Fgeo2.ggpht.com%2F... 2/2

26/06/2018

60 Robey St - Google Maps



<https://www.google.com.au/maps/place/60+Robey+St,+Mascot+NSW+2020/@-33.9314489,151.1883054,18z/data=!4m5!3m4!1s0x6b12b103c8b5aa41:0x7a99ebe857d0b950!8m2!3d-33.9314534!4d151.1904941>

1/3

26/06/2018

60 Robey St - Google Maps



60 Robey St
Mascot NSW 2020



At this location

The Branksome Hotel & Residences

4.6 ★★★★★

Hotel

Upscale apartment hotel with dining

\$161



<https://www.google.com.au/maps/place/60+Robey+St,+Mascot+NSW+2020/@-33.9314489,151.1883054,18z/data=!4m5!3m4!1s0x6b12b103c8b5aa41:0x7a99ebe857d0b950!8m2!3d-33.9314534!4d151.1904941>

2/3

ZAUNER CONSTRUCTIONS



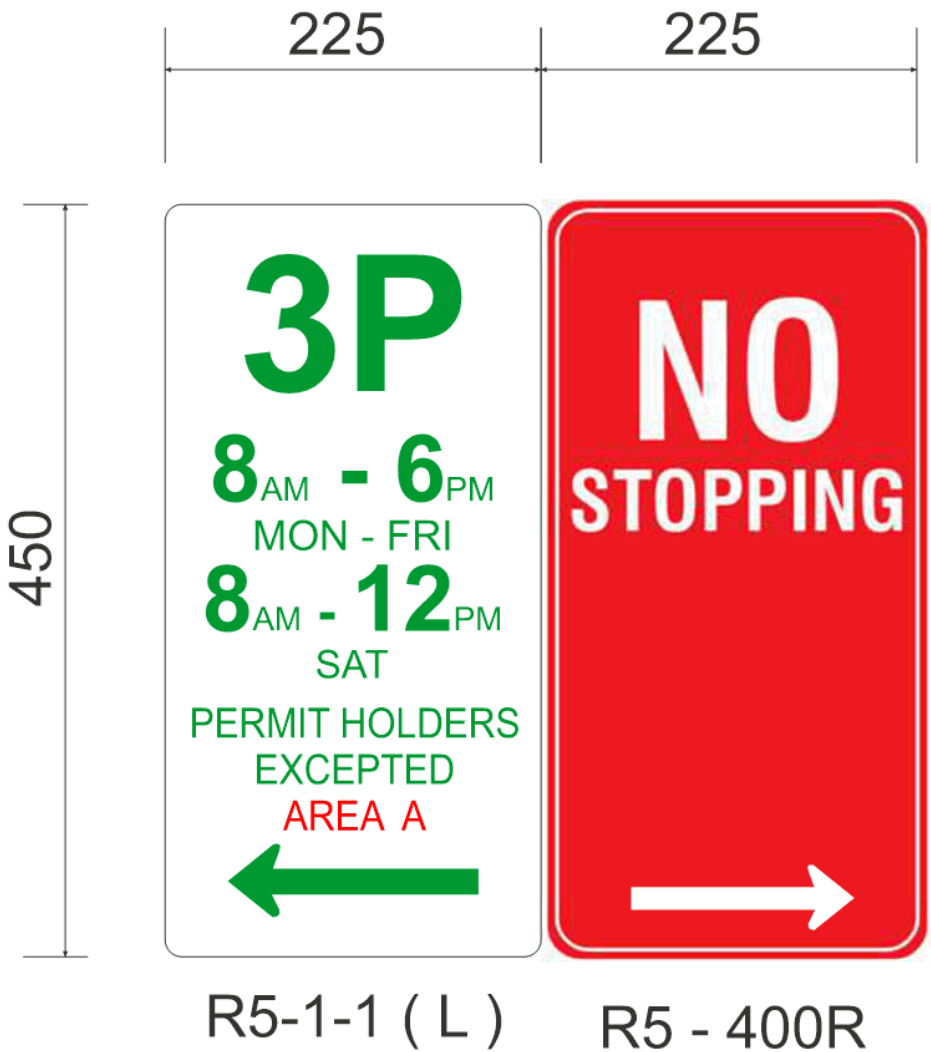
THE

BRANKSOME



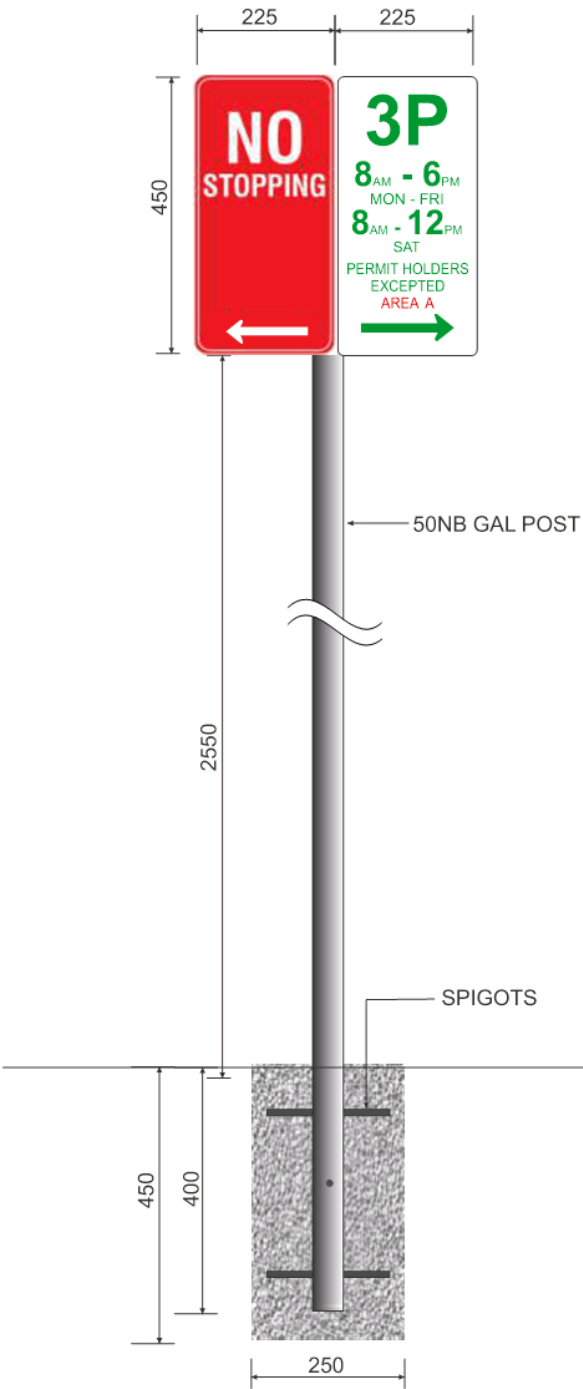
HOTEL & RESIDENCES

SIGN DIR 1: FOOTPATH MOUNTED PARKING SIGN



SIGN DIR 1 -1
Qty: 5 off

DETAILS:
RTA TYPE SIGNS.
BRACKET FIXED TO 50NB GAL POST.
DIRECT BASEPLATE FIXED TO EXISTING CONCRETE



TYPICAL FIXING DETAILS



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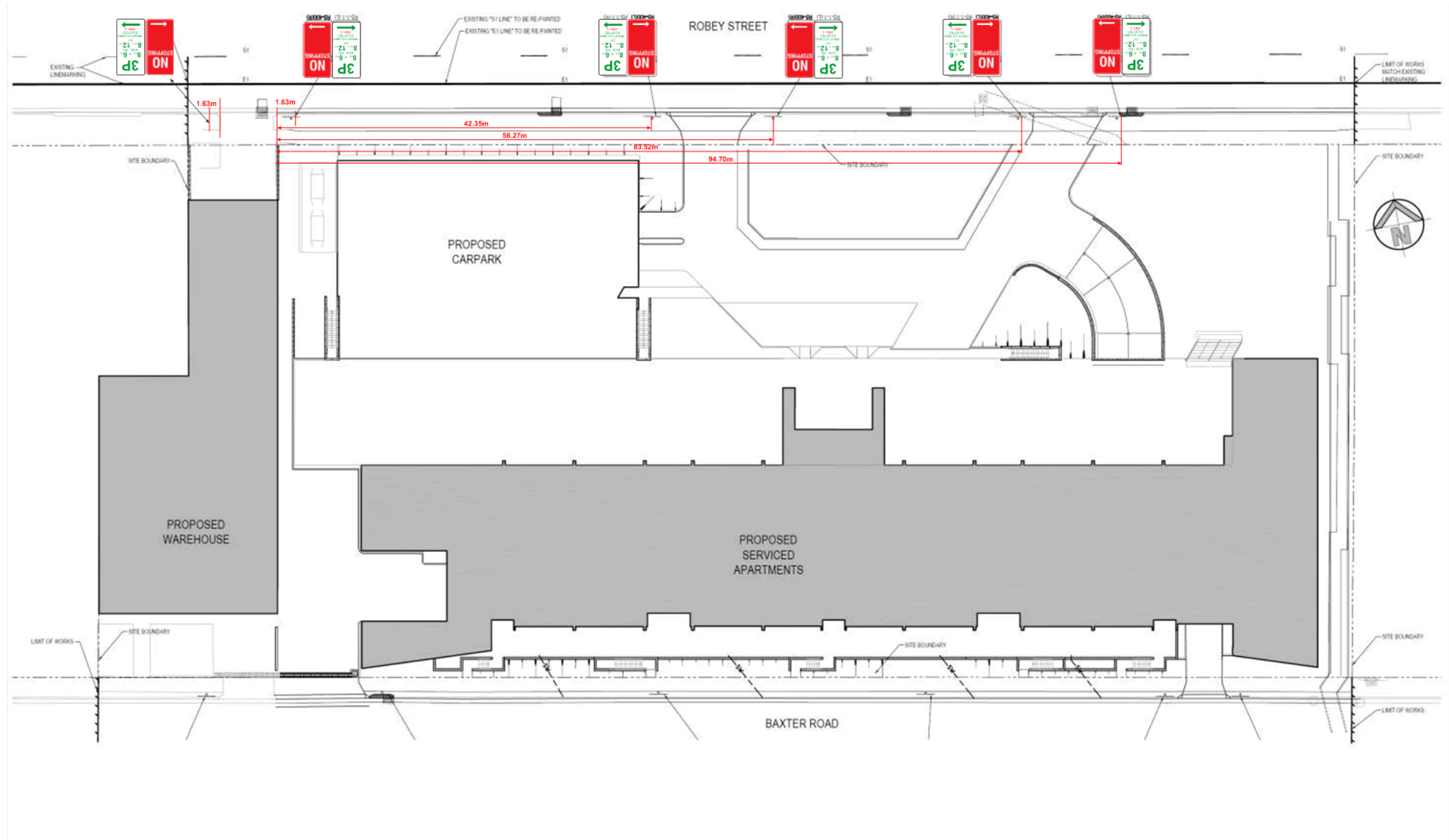
Please check spelling, dimensions, colours, fixings,
specifications, installations etc on this drawing.
If in any doubt please contact Insight Signs.

Description:				
DIRECTIONAL SIGN - 1				
Drawn by	Quantity	Size	Scale	Date
ST		A3	NTS	14/05/18

REVISIONS	
Revision No.	Date
Revision	26/06/2018

Job No.
4793
Drawing No.
A1a

SIGN DIR 1: FOOTPATH MOUNTED PARKING SIGN - LOCATION DETAILS (See page 2 for artwork)



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NOTE TO CLIENT

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Description:				
ZAUNER CONSTRUCTIONS				
Drawn by	Quantity	Size	Scale	Date
MB		A3	1:20	03/08/17

REVISIONS	
Revision No.	Date
Revision	26/06/2018

Job No.
4412

Drawing No.
A1

Bayside Traffic Committee

4/07/2018

Item No	BTC18.107
Subject	Shaw Street, between Bexley Road and Kingsgrove Road - Proposed separate through and parking lanes, kerb extensions and changes to intersection priority control - funded by Commonwealth Government under 2018/2019 Blackspot Program
Report by	Traffic Engineer – TR2 Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Kogarah

Summary

Council has achieved success in receiving funding to treat Shaw Street, between Bexley Road and Kingsgrove Road under the Commonwealth Government's 2018-2019 Blackspot Program.

Officer Recommendation

- 1 That in-principle support be provided for the proposed traffic treatment in Shaw Street between Bexley Road and Kingsgrove Road which has secured, \$32,000 (100%) funding under the Commonwealth Government's 2018-2019 Blackspot Program.
 - 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 year, Council's Traffic 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. Projects are selected and developed for funding applications and submissions made. 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.

Shaw Street between Bexley Road and Kingsgrove Road is 1.23km long.

In accordance with RMS crash statistics for the period of five years ending 30 June 2016, seventeen (17) crashes were reported. Among the accidents, eleven (11) were injury crashes. One of which was a pedestrian injury crash.

Shaw Street was nominated for grant funding for the installation of a number of traffic treatments.

The proposed traffic calming scheme in Shaw Street comprises of:

- 1) Proposed separate through and parking lanes on both sides of the street
- 2) Proposed raised pavement markers on centre and edge lines
- 3) Proposed upgrade from Give Way to STOP priority control at the intersections of Shaw Street at its side streets; Wolli Street, Staples Street, West Drive and East Drive
- 4) Proposed moving STOP lines using kerb extensions at the intersections of Shaw Street at its side streets; Wolli Street, Staples Street, West Drive and East Drive

Subsequently, Council has been successful in obtaining 100% funding of \$32,000 for the construction of the traffic calming scheme in financial year 2018-2019.

The locality of the proposed traffic calming scheme in Shaw Street is shown in the attached drawing.

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"/>	

Community Engagement

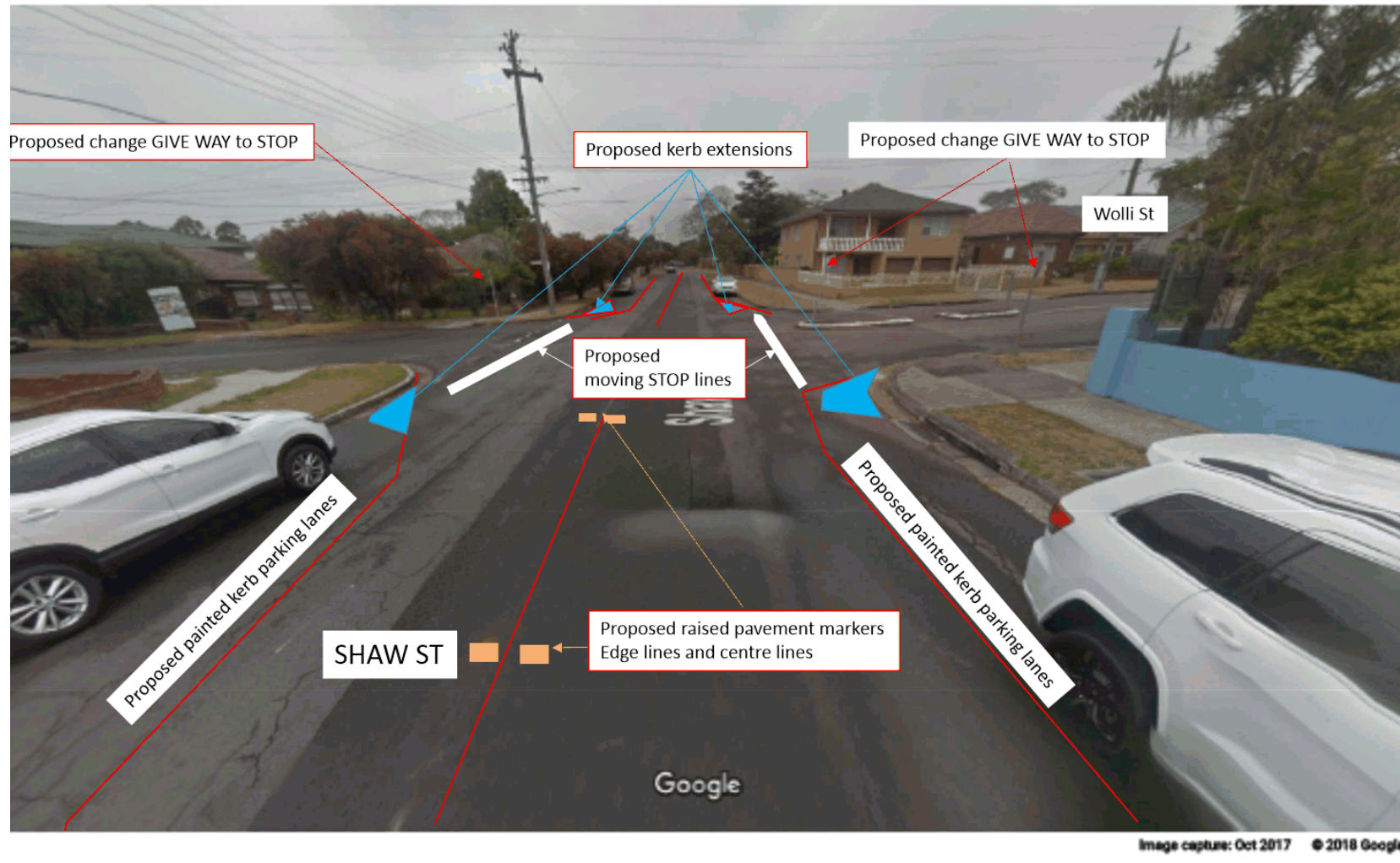
Residents will be notified prior to construction.

Attachments

- 1 Shaw Street proposed traffic calming scheme drawing
- 2 Shaw Street and Wolli Street proposed traffic safety measure drawing [↓↓](#)



Project 392- Bayside Council
Treatment Diagram – Shaw Street



Bayside Traffic Committee

4/07/2018

Item No	BTC18.108
Subject	Short Street at Carlton Parade, Carlton - Proposed raised pedestrian crossing slow point - funded by NSW State Government 2018/2019 Safer System Pedestrian Program
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/7
Electorate	Kogarah

Summary

Council has been successful in receiving an offer of grant funding to treat Short Street at Carlton Parade, Carlton under the NSW State Government's 2018-2019 Safer System Pedestrian Program.

Officer Recommendation

- 1 That the proposed traffic treatments in Short Street which has secured \$35,000 funding under the NSW State Government's 2018-2019 Safer System Pedestrian 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.
- That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.
-

Background

Every year, Council's Traffic and Road Safety team undertake 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.

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.

The intersection of Short Street and Carlton Parade, is situated in front of Carlton Railway Station. For the period of five year, ending on 30 June 2016, Short Street, it had three (3) reported crashes, two of which were injury and one fatal. It was nominated for grant funding application.

The proposed traffic calming scheme at the intersection was intended to highlight the presence of a high pedestrian activity intersection and also break speeds of vehicles approaching the intersection.

The traffic calming scheme comprises of:

- Raised pedestrian crossing,
- Redesign Short Street entrance with Carlton Parade to reinforce the one-way westbound in Short Street between Carlton Parade and Argyle Street

Subsequently, Council has been successful in obtaining 100% funding of \$35,000 for the construction of the raised pedestrian crossing slow point treatment under NSW Government Safer System Pedestrian 2018-2019 program.

The proposed traffic calming scheme in Short Street at Carlton Parade is shown in the attached drawing.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	100% funded by NSW State Government Blackspot Program
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

That community engagement be undertaken on the proposed traffic calming scheme, particularly with residents and local businesses in close proximity to the proposed traffic calming scheme

Attachments

Short Street at Carlton Parade raised pedestrian crossing slow point drawing [↓](#)



Bayside Traffic Committee

4/07/2018

Item No	BTC18.109
Subject	Anti-Social Driving Behaviour
Report by	Manager City Infrastructure – M1
File	SC18/7
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.
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Financial Implications

Not applicable



Included in existing approved budget ☐
Additional funds required ☐

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

4/07/2018

Item No	BTC18.110
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	Manager City Infrastructure – M1
File	SC18/7
Electorate	N/A

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 | <input type="checkbox"/> |
| Included in existing approved budget | <input type="checkbox"/> |
| Additional funds required | <input type="checkbox"/> |
-

Community Engagement

Attachments

Nil

Bayside Traffic Committee

4/07/2018

Item No	BTC18.111
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/7
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

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

Officer Recommendation

That this report be received and noted.

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.

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

Attachments

Nil