

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 1 August 2018 at 9.15am**

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

3 MINUTES OF PREVIOUS MEETINGS

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5 GENERAL BUSINESS

Bayside Traffic Committee

1/08/2018

Item No	BTC18.112
Subject	Minutes of the Bayside Traffic Committee Meeting - 4 July 2018
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/8

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 4 July 2018 be confirmed as a true record of proceedings.

Present

Councillor Ed McDougal (Convener)
Senior Constable Tony Santangelo, St George Local Area Command,
Senior Constable Alexander Weissel, Botany Bay Police,
Les Crompton, representing State Member for Kogarah,

Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council,
Pintara Lay, Coordinator Traffic and Road Safety, 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
Agasteena Patel, Traffic Engineer, Bayside Council,
Malik Almuhanha, Traffic Engineer, Bayside Council,
Pat Hill, Traffic Committee Administration Officer, Bayside Council,
Nadim Elmasri, Public Domain Engineer, Bayside Council (Item BTC18.94)
Rick Edmonds, Deircorp Pty Ltd (Item BTC18.94)
Andrew Coleman, Deircorp Pty Ltd (Item BTC18.94)

The Convenor opened the meeting in the Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.20 am 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,
George Perivolarellis, representing State Members for Rockdale and Heffron,
James Suprain, representing Roads and Maritime Services,
Bushana Gidiess, State Transit Authority

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC18.091 Minutes of the Bayside Traffic Committee Meeting - 6 June 2018

Committee Recommendation

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

4 Reports

BTC18.092 21 Bay Street, Botany, west of Byrnes Street - Proposed Works Zone

Committee 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.

BTC18.093 Byrnes Street and Bay Street intersection, Botany- 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 in Byrnes Street at the intersection with Bay Street, Botany.

BTC18.094 1-3 Chapel Street, Rockdale and Chapel Lane - Construction Traffic Management Plan for proposed development in Chapel Street precinct

Committee Recommendation

That the matter be deferred to the next meeting to allow the applicant to carry out further traffic study and consultation with the affected residents and local businesses.

BTC18.095 Dalley Avenue, Pagewood - Proposed time restrictions for the existing 11 unrestricted 90 degree angle parking spaces and 'No Stopping' restrictions outside number 33

Committee Recommendation

- 1 That approval be given to impose time restrictions on eleven 90 degree angle parking spaces with "1P, 8.30 am – 6.00 pm, Mon-Sat" restrictions in Dalley Avenue in front of the shops.
- 2 That approval be given for line marked parking restriction across the apartment driveway between the traffic islands in Dalley Avenue in front of the shops.

BTC18.096 Gertrude Street, Cahill Park entrance, Wolli Creek - proposed 'No Parking' restriction across the new driveway

Committee 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.

BTC18.097 7-9 Gertrude Street, Wolli Creek East of Princess Highway - Proposed Works Zone

Committee Recommendation

That the approval be given to the installation of 14m of 'Works Zone, 7 am – 6.30 pm Mon – Fri- and 8 am – 3.30 pm Sat' restriction covering the western driveway to No. 7-9 Gertrude Street, Wolli Creek for the duration of 26 weeks, subject to relevant conditions.

BTC18.098 Hollingshed Street and Frogmore Street, Mascot - Single lane roundabout

Committee 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.

BTC18.099 King Street, Mascot, between Botany Road and Sutherland Street - Proposed rubber cushion pads scheme, funded by Commonwealth Government under 2018/2019 Blackspot Program

Committee 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.

BTC18.100 Kingsland Road South, Bexley - Proposed traffic calming scheme including speed humps and separate through and parking lanes line marking

Committee Recommendation

- 1 That in principle support be given to the proposed traffic calming scheme (rubber cushion pads) in Kingsland Road South, Bexley which has secured \$49,000 (100%) funding under the Commonwealth Government's 2018-2019 Blackspot Program.
- 2 That the community be consulted.
- 3 That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.

BTC18.101 Maloney Street, Eastlakes, between Evans Avenue and George Street - Proposed traffic calming scheme - funded by Commonwealth Government 2018/2019 Blackspot Program

Committee Recommendation

- 1 That in-principle support be provided for the proposed traffic calming scheme (right turn bay, raised pedestrian crossing) 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.

BTC18.102 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

Committee Recommendation

That the matter be deferred to allow the school management to provide a response to the proposed change from 'P5 min' to 'No Parking' and 'Kiss and Ride' in front of the school in Martin Avenue.

BTC18.103 McPherson Street, Banksmeadow, between Hill Street and Exell Street - proposed painted arrows to reinforce the existing one way street signage

Committee Recommendation

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

BTC18.104 19-25 Robey Street, Mascot - Proposed Works Zone, 7 am-6.30 pm, Mon – Fri and 8 am – 3.30 pm Sat'

Committee 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.

BTC18.105 3 and 5 Robey Street, Mascot - Proposed reduction of '1P, 8am-6pm Mon-Fri and 8am-12 Noon' by 1.5m

Committee 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.

BTC18.106 60 Robey Street, Mascot - Proposed 'No Stopping' restrictions across three (3) driveways, as part of conditions of consent of the new building

Committee 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.

BTC18.107 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

Committee Recommendation

- 1 That in-principle support be provided for the proposed traffic treatment (separation between kerb parking lane lines, STOP, kerb blisters) 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.

BTC18.108 Short Street at Carlton Parade, Carlton - Proposed raised pedestrian crossing slow point - funded by NSW State Government 2018/2019 Safer System Pedestrian Program

Committee Recommendation

- 1 That the proposed traffic treatments (raised pedestrian crossing slow point) 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.
- 3 That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.

BTC18.109 Anti-Social Driving Behaviour

Committee Recommendation

That matters raised be considered.

BTC18.110 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

That the following matters be considered in a future meeting of the Traffic Committee meeting:

Aboukir Street, Rockdale
Princes Street corner Forest Road, Bexley
President Lane near President Avenue, Brighton Le Sands
Valda Avenue, Arncliffe

BTC18.111 General Business

Committee Recommendation

That this report be received and noted.

5 General Business

The Convener closed the meeting at 10.51 am.

Attachments

Nil

Bayside Traffic Committee

1/08/2018

Item No	BTC18.113
Subject	Bay Street west of The Grand Parade, Brighton Le Sands - Proposed 'No Right Turn' between 8pm and 5am, on summer weekend nights between Friday 5 October 2018 and Monday 1 April 2019.
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

To consider the annual partial road closure of Bay Street, Brighton Le Sands to prevent right turn movements into The Grand Parade between 8pm and 5am on Fridays, Saturdays and Sundays during summer weekend nights. This year's period is between Friday 5 October 2018 and Monday 1 April 2019. This scheme is to prevent undesirable circulation.

Officer Recommendation

- 1 That concurrence be given to the proposed installation of "No Right Turn, 8 pm – 5 am, Fri, Sat and Sun" restrictions for the summer weekend nights Friday 5 October 2018 and Monday 1 April 2019 to prevent the right turn movement from Bay Street into The Grand Parade, Brighton Le Sands.
 - 2 That the above concurrence be forwarded to Roads and Maritime Services for approval, supply, installation and maintenance of the three gates, locks and associated signs in Bay Street, and The Grand Parade, Brighton Le Sands to prevent the right turn movement from Bay Street into The Grand Parade, Brighton Le Sands.
 - 3 That subsequent to recommendation 2, Council undertake to close the gates at Bay Street, Brighton Le Sands from 8 pm and open the gates by 5 am between Friday 5 October 2018 and Monday 1 April 2019.
 - 4 That the State Transit Authority, St George Cabs, affected private bus companies and public authorities be advised of Council's decision.
 - 5 That the St George Police be advised of Council's decision.
-

Background

The Roads and Maritime Services has provided three (3) gates and associated warning and regulatory signs in Bay Street, and Council has previously undertaken to close and open the gates at the specified times.

The "No Right Turn" restriction and the partial road closure scheme was initiated 12 years ago by the "Anti-Hoon Special Task Force", comprising the State Member for Rockdale, the Police, Roads and Maritime Services and Council.

The scheme eliminates the right turn movement from Bay Street into The Grand Parade in an effort to prevent hoons from circulating the Brighton Le Sands Central Business Area on the summer weekend nights from October to March.

The normal bus route along Bay Street will be diverted via Moate Avenue, Bestic Street and The Grand Parade, which is approximately 2.3km deviation.

The taxi rank in Bay Street and the garbage collection will not be affected by the proposal.

It is proposed to continue the previous cooperative arrangements whereby the Roads and Maritime Service supply, install and maintain the gates, warning and regulatory traffic signs in Bay Street, and The Grand Parade and Council will assist by closing the gates from 8.00 pm and opening by 5 am and NSW Police carry out enforcement.

Financial Implications

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

Community Engagement

Brighton Le Sands Chamber of Commerce be advised of Council's decision

Attachments

Bay Street anti hoon gates



Bay Street west of The Grand Parade, Brighton Le Sands
 Proposed lane closure using gates to prevent the right turn movement at summer weekend nights
 TC821

Bayside Traffic Committee

1/08/2018

Item No	BTC18.114
Subject	Charles Street at the rear of 108 Princes Highway, Wolli Creek - proposed modification to the median island and speed hump
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to modify a speed hump and the concrete median island in Charles Street at the rear of 108 Princes Highway, Wolli Creek.

The median island and speed hump were conditioned as part of Conditions of Consent for the new building at 108 Princes Highway.

Officer Recommendation

That approval be given to the modification of the concrete median island and the speed hump in Charles Street around the bend at the rear of 108 Princes Highway, Wolli Creek, as follows:

- 1 Remove the concrete speed hump and replace it with rubber cushion pads at two locations.
 - 2 Remove two metres of concrete median island which is blocking an access to a resident's driveway.
 - 3 Extend the concrete median island at the northern end by another four metres.
 - 4 Construct a new concrete median south of the old site of the speed hump further south by 4m.
-

Background

The speed hump and the median island matters were brought to the attention of Bayside Traffic Committee for consideration on 28 September 2016, item BTC16.6.

The Committee recommended as follows:

- 1 That approval be given to the installation of concrete median island with associated signage in Charles Street by maintaining a minimum 3m wide travel lane on each side to ensure a left in/left out access to the new development at the applicant's expense.
 - 2 That approval be given to the installation of a speed hump with associated signage to ensure safety of traffic south of the access driveway of the new development which is located near the bend in Charles Street at the applicant's expense.
-

The speed hump and the median island were constructed by developers approximately eight (8) months ago.

Since then, Council has received concerns from residents regarding:

- 1 Traffic noise caused by speed hump which was built a bit higher than the prescribed height.
- 2 The concrete median island is partially blocking access to the driveway at no. 16 Kyle Street, Wolli Creek. The driveway is situated in Charles Street.
- 3 Some residents of 108 Princes Highway continue to drive onto the wrong side of the median island to make a short cut to enter and exit their driveway. The Police representative has advised that infringement notices have been issued to offending drivers.

The strata management of 108 Princes Highway was requested to advise their residents not to travel in the wrong side of the concrete median island.

It is recommended that the concrete median island and the speed hump be modified as follows:

- Remove the concrete speed hump and replace it with rubber cushion pads at two locations to reduce noise.
- Remove two metres of concrete median island to improve access to a resident's driveway.
- Extend the concrete median island at the northern end by another four metres.
- Construct a new concrete median south of the old site of the speed hump further south by 4m.

The proposed work is shown in the attached sketch.

Financial Implications

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

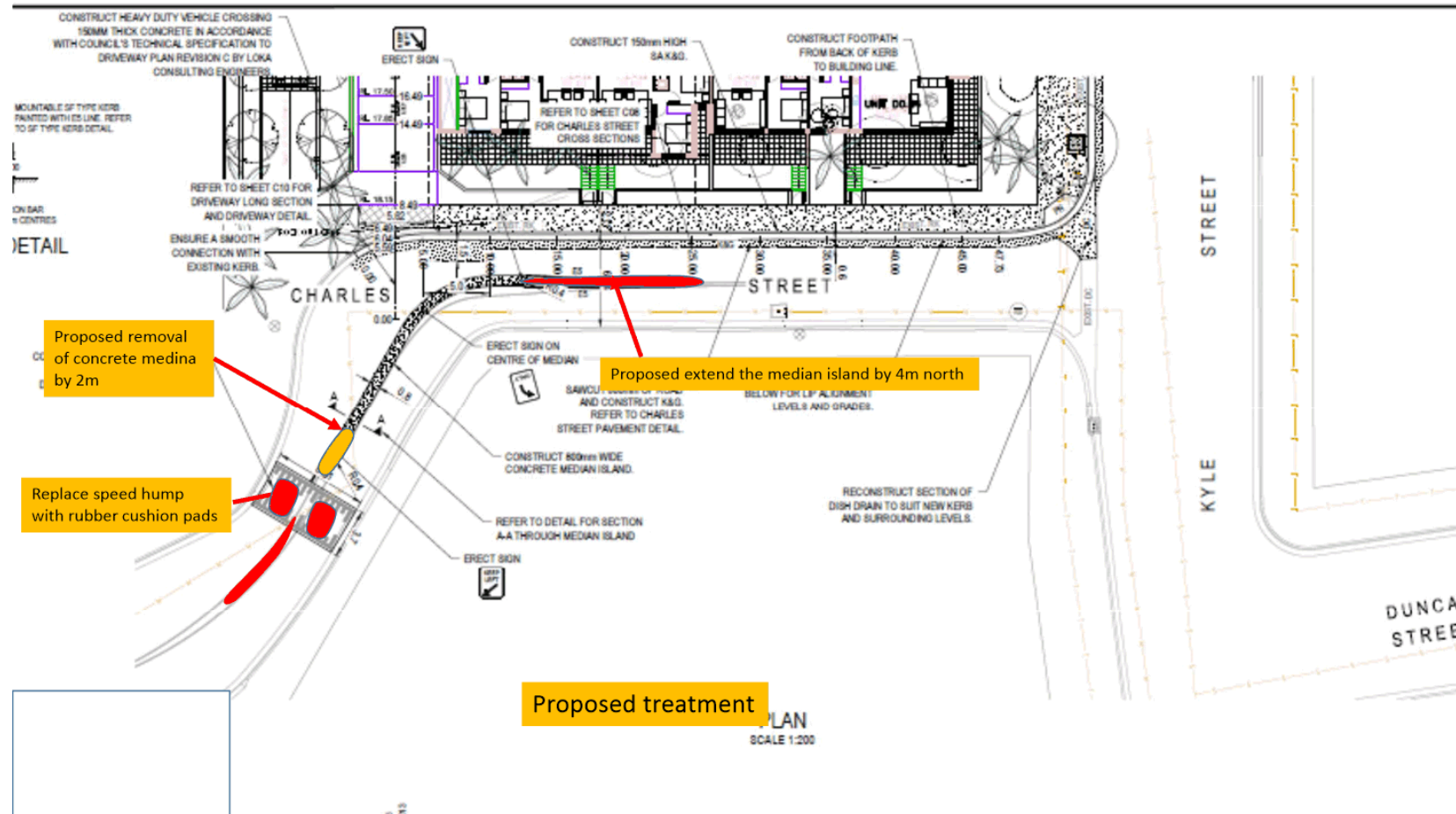
Community Engagement

Affected residents be advised of Council's decision

Attachments

- 1 Charles Street Existing speed hump and median island
- 2 Charles Street proposed speed hump and median island





Bayside Traffic Committee

1/08/2018

Item No	BTC18.115
Subject	200 Coward Street East of O'Riordan Street Mascot - Proposed signposting 'No Stopping' restrictions across 7m and 9m driveways
Report by	Traffic Engineer – TR3
File	SC18/8
Electorate	Heffron

Summary

Council has received a request to review the parking restrictions at 200 Coward Street, Mascot.

Officer Recommendation

- 1 That the approval be given for signposting 'No Stopping' signs across 7m and 9m driveways outside 200 Coward Street, Mascot. The cost of the supply and installation will be borne by the Applicant.
 - 2 That the bus zone east of 200 Coward Street be extended to cover the driveway of 182 Coward Street to prevent vehicles from parking across this driveway.
-

Background

The owner of 200 Coward Street has approached Council to review current parking arrangements outside their property in Coward Street.

They request the installation of 'No Stopping' restrictions across their driveways. As part of the conditions of consent, the cost of the No Stopping restrictions will be borne by the applicant.

The existing 8P in Coward Street will be retained.

The operators of South Sydney Graphic Arts Club which is situated east of Apartments, at 182 Coward Street have requested the installation of 'No Parking' restriction across their driveway. Situated in front of this Club is a bus zone.

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

Financial Implications

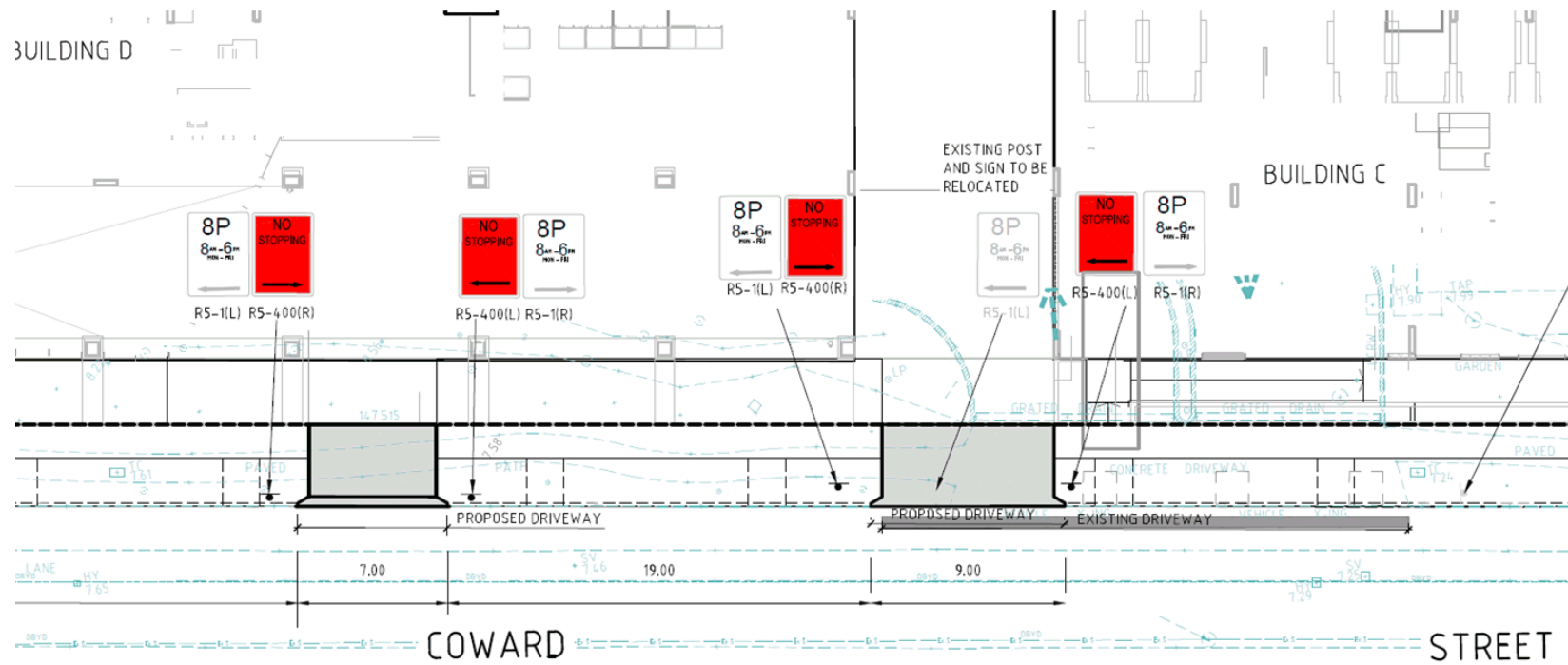
Not applicable	<input checked="" type="checkbox"/>	At the expense of the developer.
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

Community Engagement

Not Applicable

Attachments

- 1 200 Coward Street Drawing
- 2 200 Coward Street AM





Bayside Traffic Committee

1/08/2018

Item No	BTC18.116
Subject	Crofts Lane between George Street and King Lane, Rockdale - proposed 'No Stopping' restriction and centre line and speed humps.
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to provide traffic safety measures in Crofts Lane between George Street, and King Lane, Rockdale.

Officer Recommendation

That approval be given to the installation of a traffic safety scheme in Crofts Lane between George Street and King Lane as follows:

- 1 Paint the broken centre line, type S1, for 30m long at the crest
 - 2 Paint 'Yellow No Stopping' lines on both sides except the existing 'Loading Zone' and 20m of 'No Parking' at the rear of Bizzos club.
 - 3 Consultation with affected residents regarding the proposed installation of rubber cushion pads on both sides of the crest.
-

Background

Council has received requests from a Strata Management of a building citing their traffic safety concerns in Crofts Lane which can be summarised as follows:

"Crofts Lanes dips severely approximately twenty metres after entering from George Street. Vehicles heading west cannot see oncoming vehicles approaching the rise (who are usually mustering up speed) and vice versa for those vehicles traveling east until they are almost upon each other. This allows little time for either driver to react. At this point, there is just enough room for both cars to pass each other in the narrow lane.

However, the problem becomes much more serious when there is a vehicle illegally parked near the top of the rise or even half way down the hill (often seen with 2 wheels on the footpath), occupying a significant section of the narrow lane-way. In this situation, there is no room to pass the oncoming vehicle and motorists rely on each other's reaction time to stop and avoid a collision. This often results in heavy braking or risking very narrow escapes. In addition, this section of Crofts Lane (near the top of the rise) seems to have been considered by many locals to be a dumping area for all sorts of rubbish, which often quickly piles up and extends onto the roadway, creating the same dangerous problem as an illegally parked vehicle.

With the development of the area over the years, some adaptations have been made, which adversely affect access and traffic flow in the lane. Some examples include:

- Loading of kegs to the Bizzos Club was via a ramp in Bay Street. Now delivery trucks must reverse down Crofts Lane, occupy large portion of roadway and use the rear dock to unload.
- There is no loading dock facility at the rear of King Bakery (7 King Street). The rear door is used frequently throughout the day for loading/unloading. Rather than using the loading zone 20 metres away, the delivery vehicle parks illegally right at the rear door (in the No Stopping zone) to load/unload. This often affects traffic in the lane. In addition, at least once a week, a very large truck reverses down the lane and parks at their rear door to unload product. This will block traffic wanting to use the lane for at least half an hour and also blocks access to and from our residents' garages. The driver ignores requests to move and tells us to wait.
- The loading dock at the rear of the Dry Cleaner's shop (9a King Street) has been converted to an extension of their workspace. It now accommodates several washing machines (which incidentally, often drain into the lane). Vehicles now park illegally while making their pick-ups or deliveries there.

While almost all along the northern side of Crofts Lane is now zoned "No Stopping", motorists continue to regularly park in this area, often blocking driveway accesses and leaving their vehicles unattended for lengthy periods of time. Illegally parked vehicles in other sections of the lane often create very heated arguments from motorists who can't get through, leading to noisy disputes and continued horn blowing. "

INVESTIGATION

In accordance with RMS crash statistic for the period of five years ending on 30 September 2017, one non-injury crash had been recorded in Crofts Lane west of George Street involving a vehicle reversing from the driveway hitting an object.

Currently, there are 'No Parking' and 'No Stopping' restrictions have been installed throughout the laneway except the Loading Zone.

The crest is situated about 20m to 30m west of George Street. It is difficult for opposing traffic to see each other.

The road carriage width of the laneway is approximately 4.5m wide. It can be divided into two narrow lanes of traffic flow, which currently takes place.

The laneway is not recommended to be converted into a one way street as the traffic will be congested at Bay Street end due to the presence of a heavy traffic flow in Bay Street.

It is recommended to:

1. Paint 30m of centre line (broken centre line type) at the crest.
2. Paint 'NO STOPPING' yellow lines on both sides of Crofts Lane, except the existing 'Loading Zone' and 'No Parking' zone at the rear of Bizzos club Loading Dock to reinforce the existing 'No Parking' zones.
3. Two rubber cushion pads on either side of the crest to slow down the speed of traffic. However, consultation be carried out with affected residents prior to installation of two

rubber cushion pads. The speed advisory signs of 25km/h will be installed in association with the rubber cushion pads.

The locality of the proposed traffic measures in Crofts Lane is shown in the attached document.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Signs and lines in Crofts Lane will be funded through Block Grant for traffic facilities on local streets.
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected residents be advised of Council's decision.

Attachments

- 1 Crofts Lane NST and centre line
- 2 Crofts Lane Loading Zone to be retained





Bayside Traffic Committee

1/08/2018

Item No	BTC18.117
Subject	15-19 Edgehill Avenue, Botany - Extension of 'No Stopping' zone near a newly constructed median strip
Report by	Traffic Engineer – TR3
File	SC18/8
Electorate	Maroubra

Summary

Council has received multiple complaints requesting the extension of 'No Stopping' zone along the eastern line of Edgehill Avenue, around the bend, east of the newly constructed median island in front of No. 12 Edgehill Avenue, Botany.

Officer Recommendation

That the 'No Stopping' restriction outside 12 Edgehill Avenue, Botany, be extended to 6m east of the eastern end of the newly constructed median strip.

Background

As part of the conditions of the development application for 15-19 Edgehill Avenue Botany, approved on 25/11/2014 by the former Botany Bay Council, a traffic calming device was to be constructed in the form of a median strip.

The median strip extends past an existing 'No Stopping' sign leaving a space of approximately 4.2m between the median strip and the face of the kerb, resulting in a difficulty for vehicles to pass through when there is a parked vehicle near the median. The traffic situation becomes dangerous.

It is recommended that the restriction be extended by a vehicle's length (6m) east of the median strip.

The locality of the proposed and existing parking arrangement is shown in the attached drawings.

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 will be informed of Council's decision.

Attachments

- 1 15-19 Edgehill Ave NST Extension
- 2 15-19 Edgehill Ave Aerial map





Bayside Traffic Committee

1/08/2018

Item No	BTC18.118
Subject	Harrow Road eastern kerb line south of Catherine Street, Kogarah - proposed 'No Parking, Motorbikes Excepted' restriction
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to provide parking restrictions in Harrow Road, Kogarah south of Catherine Street, Kogarah due to a vehicle parking too close to the driveway of No. 8 Catherine Street, blocking sight distance.

Officer Recommendation

That approval be given to the installation of a 'No Parking, Motorbikes Excepted' restriction along the eastern kerb line of Harrow Road, south of Catherine Street, Kogarah, as follows:

- * From 0m to a point at 16m – retain existing 'No Stopping' restriction
 - * From 16m to 20m – proposed 'No Parking, Motorbikes Excepted' zone
 - * From 20m southward – retain existing parking.
-

Background

Harrow Road is a regional road with St George Girls College located in this section of Harrow Road. Parking is in high demand.

Nos. 8 Catherine Street is situated at the corner of Harrow Road and Catherine Street, Kogarah. One of its driveways exits into Harrow Road south of Catherine Street.

There is a 16m 'No Stopping' restriction at the corner of Catherine Street and Harrow Road. Between the 'No Stopping' zone and the driveway of No. 8 Catherine Street exists a 4m gap. It was reported vehicles attempt to squeeze into this gap to park. As a result, it blocks access in and out from the driveway. It becomes a continuous compliance problem.

It is recommended to install 'No Parking, Motorbikes Excepted' restriction at this gap in Harrow Road as shown in the attached drawing.

Financial Implications

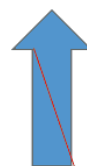
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	It will be funded through Block Grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

The customer will be notified of the outcome.

Attachments

Harrow Road and Catherine Street No Parking Motorbike Excepted drawing



Bayside Traffic Committee

1/08/2018

Item No	BTC18.119
Subject	16 Joffre Crescent, Daceyville - Proposed 1P Parking Restriction in front 16 Joffre Crescent and 'No Parking' Restriction across walkway
Report by	Traffic Engineer – TR3
File	SC18/8
Electorate	Maroubra

Summary

Council has received a request to review the parking restrictions outside 16 Joffre Crescent, Daceyville, as drivers are parking for long periods restricting access to a resident who has a mobility difficulty.

Officer Recommendation

- 1 The approval be given to the installation of a 6m of '1P' restriction outside 16 Joffre Crescent Daceyville.
 - 2 The approval be given to the installation of 'No Parking' restriction across the walkway west of 16 Joffre Crescent, Daceyville.
-

Background

Council has received a request to provide a short term parking restriction outside 16 Joffre Crescent, Daceyville. It was claimed that some drivers park at this place for a long period.

Joffre Crescent is a residential street between Bunnerong Road and Banks Avenue, with high demand for parking.

It is recommended that a 6m '1P' restriction in front of 16 Joffre Crescent and a 'No Parking' restriction across the walkway be installed. The proposed 1P will provide a high parking turnover rate in this area.

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

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 will be notified of Council's decision.

Attachments

16 Joffre Crescent Aerial Map

27/07/2018

16 Joffre Cres - Google Maps

Google Maps 16 Joffre Cres




Image capture: Oct 2017 © 2018 Google

<https://www.google.com.au/maps/place/16+Joffre+Cres,+Daceyville+NSW+2032/@-33.9288619,151.2281031,3a,90y,349.45h,73.03t/data=!3m7!1e1!3m5!1sMwJSR4EYFYbQnAnQrqmy!1e1!2e0!6s%2F%2Fgeo0.ggpht...> 1/2

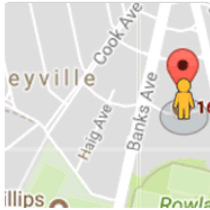
27/07/2018

16 Joffre Cres - Google Maps

Kingsford, New South Wales

 Google, Inc.

Street View - Oct 2017



<https://www.google.com.au/maps/place/16+Joffre+Cres,+Daceyville+NSW+2032/@-33.9288619,151.2281031,3a,90y,349.45h,73.03t/data=!3m7!1e1!3m5!1sMwJsR4EYfYbQnAnQrqmy!gl2e0!6s%2F%2Fgeo0.ggpht...> 2/2

Bayside Traffic Committee

1/08/2018

Item No	BTC18.120
Subject	Lloyd Lane between President Avenue and President Lane - proposed change 'No Parking' to 'No Stopping' restriction
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to convert a 'No Parking' zone to a 'No Stopping' to provide access in and out from Lloyd Lane at the corner with President Lane, Brighton Le Sands.

Officer Recommendation

That approval be given to the proposed change 12m 'No Parking' restriction to 'No Stopping' restriction along the eastern kerb line of Lloyd Lane south of President Lane, Brighton Le Sands.

Background

Lloyd Lane is running parallel to The Grand Parade, Brighton Le Sands, between President Avenue and O'Neill Street.

The lane provides access to many garages of residential blocks of The Grand Parade and residences of President Avenue and O'Neill Street

Parking in this area is in high demand.

There are some 'No Parking' restriction which have been installed in this lane. Sometimes some vehicles stay longer than 2 minutes and as a result, some residents are not be able to gain access in and out from their garages.

It is recommended that existing 'No Parking' restrictions in Lloyd Lane be converted to 'No Stopping' zones.

Financial Implications

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

Community Engagement

No applicable

Attachments

Nil

Bayside Traffic Committee

1/08/2018

Item No	BTC18.121
Subject	Mawson Street between Hannam Street and Wentworth Street, Bardwell Valley - Proposed signposting statutory 10m 'No Stopping' restrictions
Report by	Traffic Engineer – TR3
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to review the parking restrictions in Mawson Street at its intersections with Hannam and Wentworth Streets, Bardwell Valley, as drivers are regularly 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 Mawson Street at its intersections with Hannam and Wentworth Streets, Bardwell Valley.

Background

Mawson Street forms T-junctions with Hannam and Wentworth Streets. This area is situated in a residential area and parking is in high demand. It has been observed that motorists have been regularly parking in Mawson Street within close proximity of the intersections contrary to NSW Road Rules 2014. It is an ongoing compliance issue.

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

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

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"/>	

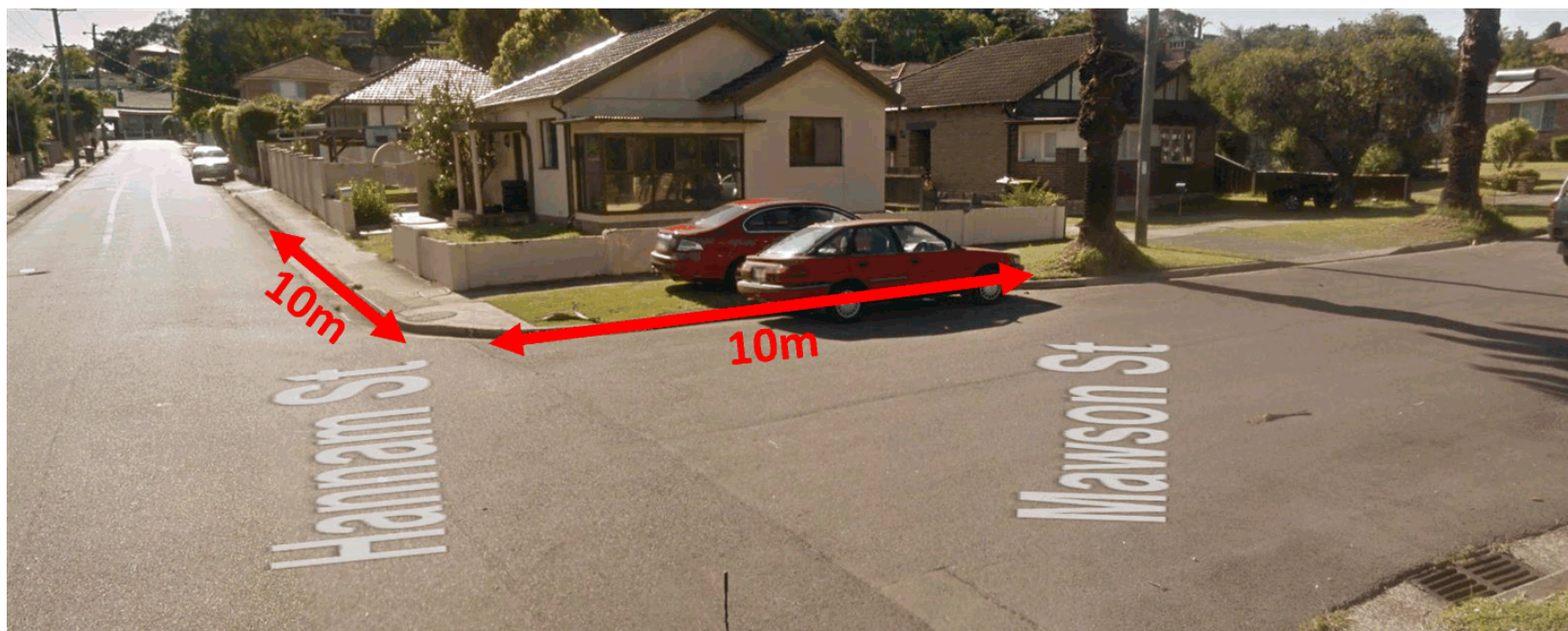
Community Engagement

Adjoining properties will be advised of Council's decision.

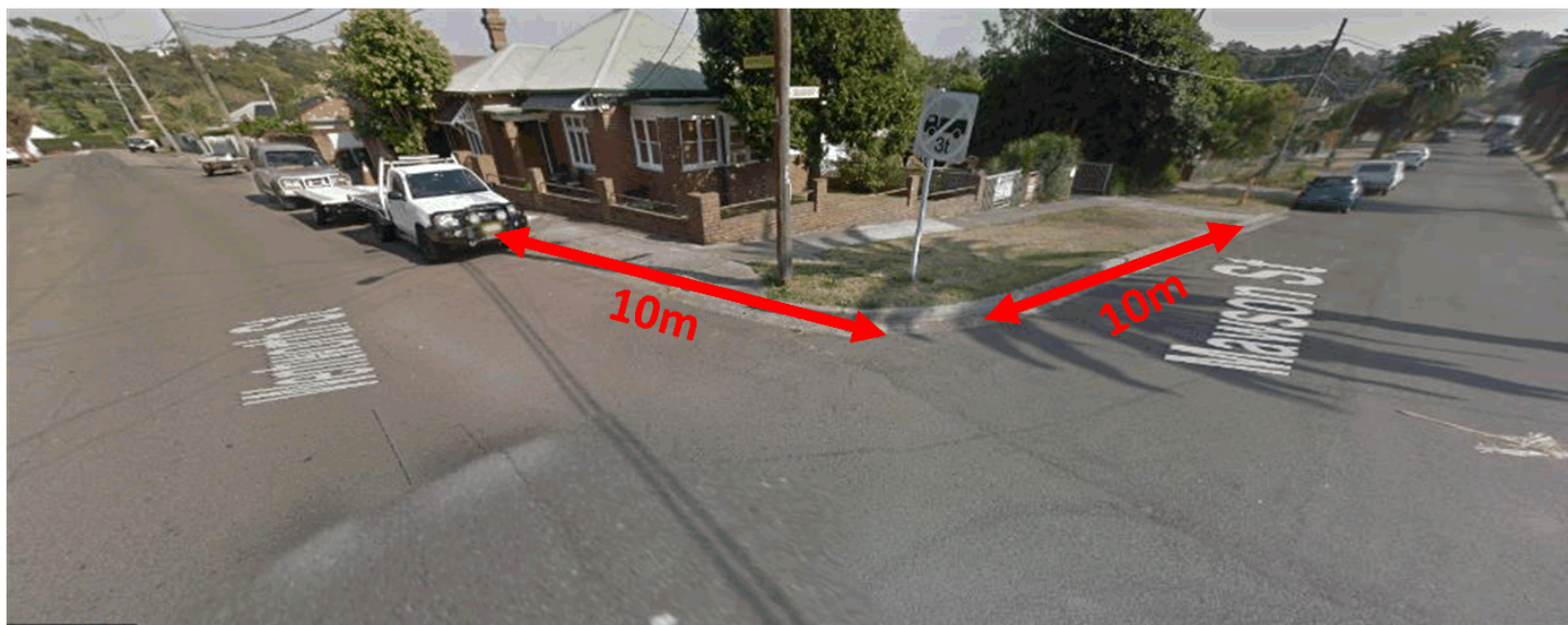
Attachments

- 1 Mawson Street 10m No Stopping drawing
- 2 Mawson Street aerial map











Bayside Traffic Committee

1/08/2018

Item No	BTC18.122
Subject	Preddey's Road at the driveway to Angelo Anestis Aquatic Centre - proposed on site meeting
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Rockdale

Summary

Council has received a request to investigate the possibility of installing additional traffic safety measures at the driveway of Angelo Anestis Aquatic Centre with Preddey's Road, Bexley.

Officer Recommendation

That on-site meeting at the driveway of Angelo Anestis Aquatic Centre with Preddey's Road, Bexley, be organised with interested Traffic Committee Members and Councillors to investigate further traffic safety measures.

Background

The Swimming Pool area and Preddey's Road have existing physical constraints as it is located at the lowest point of the hilly road. The area at the driveway has two steep approaches, with limited room to widen the centre driveway. A bus lane and a bus stop on the southern side of the driveway were provided in front of the AAA Centre.

Traffic conditions in Preddey's Road were studied by a group of traffic consultants as part of the redevelopment of Angelo Anestis Aquatic Centre (AAA). The traffic management in Preddey's Road at this centre driveway were recommended by Traffic Consultants and considered by Rockdale Traffic Committee on several occasions in 2015/2016.

The latest traffic item before the Bayside Traffic Committee was to do with the 'No Stopping' zone in front of No. 98B Preddey's Road and the restriction of bus zones (item BTC17.83 of 7 June 2017 Meeting).

At the Sport and Recreation Committee meeting held on the 16 July 2018, the issue of the driveway at the Angelo Anestis Aquatic Centre was raised. It was claimed the driveway area with Preddey's Road is dangerous. It is requested that this matter be considered by the Bayside Traffic Committee.

In accordance with RMS's crash statistics for the period of five years ending on 30 September 2017, three crashes had been reported in Preddey's Road near the AAA Centre driveway, between Canonbury Grove and Stoney Creek Road. There were no reported accidents at the driveway of AAA Centre. Two injury crashes were involved with vehicles losing control on the bend on the top of southern approach of Preddey's Road south of the

centre. One cyclist crash recorded at the intersection of Preddy's Road and Canonbury Grove.

The accident diagram for the five year period is attached.

It is recommended that an on-site meeting be organised with interested Committee Members and Councillors to investigate this matter further.

Financial Implications

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

Community Engagement

Attachments

Preddy's Road at AAA Centre driveway accident diagram



Bayside Traffic Committee

1/08/2018

Item No	BTC18.123
Subject	Princes Street, west of Forest Road, Bardwell Valley - Proposal extension of 1P (8am-10pm) restriction by 12m west of its original location
Report by	Traffic Engineer – TR3
File	SC18/8
Electorate	Kogarah

Summary

Council has received a request to extend the 1P parking zone in Princes Street west of Forest Road, Bardwell Valley.

Officer Recommendation

That the current 1P (8 am - 10 pm) restriction along the northern kerb line of Princes Street, west of Forest Road, be extended by 12 meters to allow for two extra car spaces.

Background

Opposite the Community Hall exists a mechanical repairs shop that has been reported to frequently park vehicles in Princes Street west of Forest Road, for extended periods of time longer than 1 hour parking limit.

It is proposed that the current 12m parking restriction of 1P (8 am - 10 pm) be extended by another 12m to the west to allow for two more parking spaces for all road users including senior citizens.

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

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	<input type="checkbox"/>	

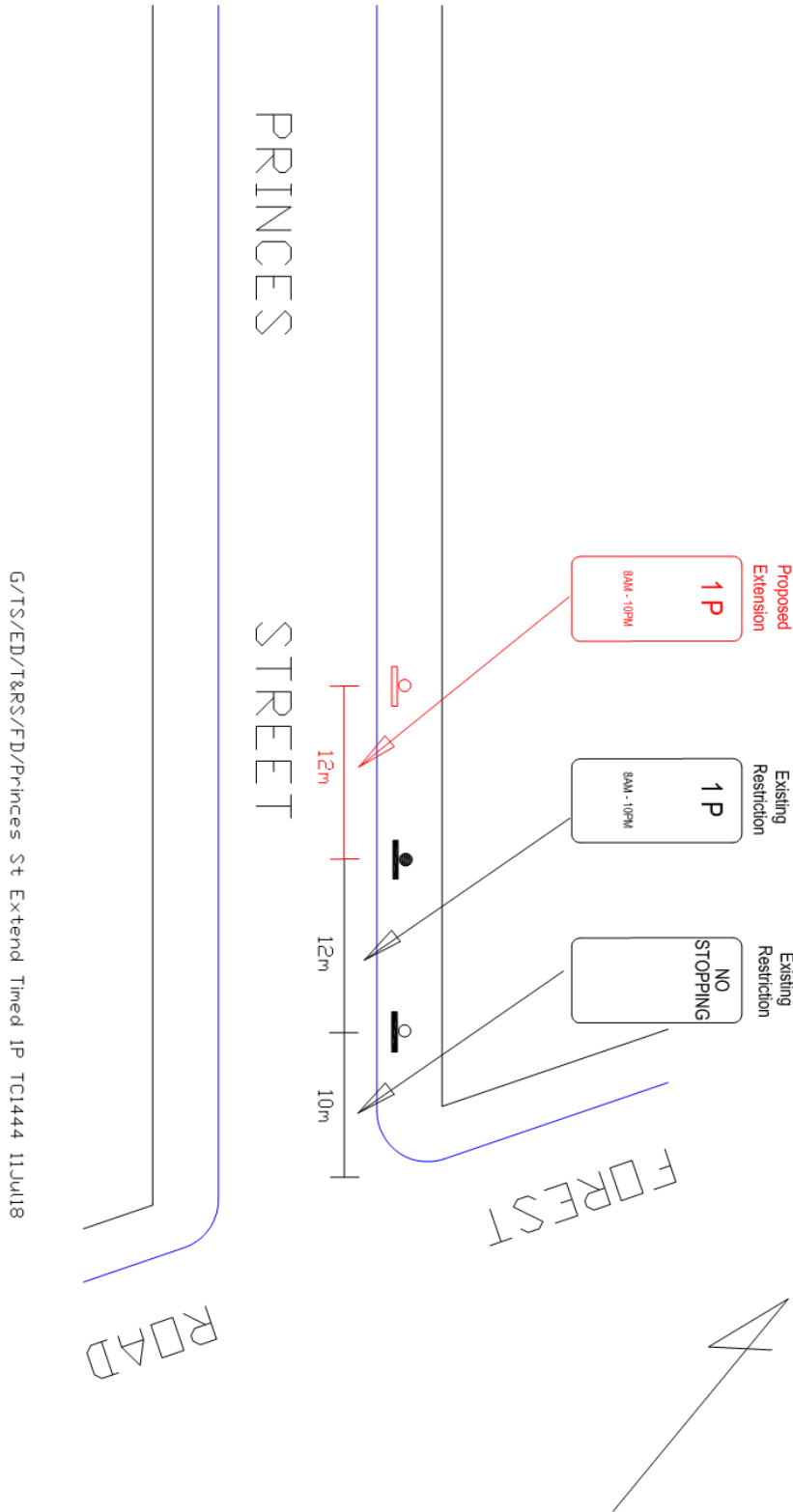
Community Engagement

No Applicable.

Attachments

Princes Street, Bexley - Extension of 1P Restriction









Bayside Traffic Committee

1/08/2018

Item No	BTC18.124
Subject	Special Events - Ilinden Sports Centre - 468 West Botany Street
Report by	Manager City Infrastructure – M1
File	SC18/8
Electorate	Rockdale

Summary

Council has received advice that large football matches hosted at the Ilinden Sports Centre at West Botany Street have been generating large crowds and the traffic management arrangements have been ineffective.

Officer Recommendation

That the event organiser be reminded of their obligations as an event organiser to make adequate provision for traffic and transport planning and consult with the NSW Police and Council.

Background

It has been reported that limited notification about football matches expected to draw large crowds is provided to the NSW Police or Council, and that the planning for traffic and pedestrian management external to the centre is insufficient.

With reported spectator numbers varying significantly (1,000 – 5,000), effective planning for traffic and pedestrian safety at the event location and surrounds is imperative. The availability of plans and resources to respond to the crowds is important to properly manage the risk associated with the spectator numbers at the event. Event coordinators have a duty of care under the Work Health and Safety Act to ensure health and safety.

Based on the limited description of the event, it is likely to be a Class 2 Event as described under the RMS Guide To Traffic And Transport Management For Special Events as the site is located on West Botany Street (Regional Road) and immediately adjacent to President Avenue (State Road). This scale of event requires traffic and transport planning.

Financial Implications

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

Community Engagement

Attachments

Nil

Bayside Traffic Committee

1/08/2018

Item No	BTC18.125
Subject	Westfield Drive, Pagewood, between Banks Avenue and Bunnerong Road, road related area - proposed 'No Stopping'
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Maroubra

Summary

Council has received a request from Westfield Management for Council's Regulations Inspectors to carry out parking enforcement in Westfield Drive, Pagewood.

Officer Recommendation

- 1 That consideration be given in principle to install 'No Stopping' on both sides of Westfield Drive, Pagewood, except the bus zones.
 - 2 That detailed drawings provided by Westfield, showing the localities of the signs/stems be submitted to the Committee for further consideration.
-

Background

Westfield Drive is a private road belonging to Westfield Drive (SCentre Group). It runs in an east-west direction between Banks Avenue and Bunnerong Road

Bus Routes Nos. 400 and 414 are currently being providing services in this street for East Gardens Shopping Centre.

Parking by construction workers of nearby buildings have caused some traffic and parking problems in Westfield Drive.

Westfield Management has made a request to Council for parking enforcement assistance and is seeking endorsement of the parking restrictions.

A site meeting was conducted between Council's Officers and Westfield Management and it was recommended that concurrence from Bayside Traffic Committee be obtained with regard to the installation of 'No Stopping' zone. The Scentre Group is willing to supply, install and maintain the signs and stems.

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

1/08/2018

Item No	BTC18.126
Subject	Wilson Street West of Ermington Street, Botany - Proposed signposting statutory 10m 'No Stopping' restrictions and change of linemarking
Report by	Traffic Engineer – TR3 Coordinator Traffic and Road Safety – TR1
File	SC18/8
Electorate	Maroubra

Summary

Council has received a request to review parking restrictions in Wilson Street at its intersection with Ermington Street, Botany, as drivers are parking too close to the corners of the intersection blocking sight distance, resulting in an ongoing compliance issue.

Officer Recommendation

- 1 That the approval be given for the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' zones at two corners of the intersection of Wilson Street with Ermington Street, Botany.
 - 2 That the existing 26m unbroken barrier lines, type BB, be changed to broken centre line type S1 line, along Wilson Street south of Ermington Street to allow vehicles to cross the centre line, if it is safe to do so and provide four (4) parking spaces along the western kerb line of Wilson Street south of Ermington Street.
-

Background

Wilson Street, Botany, is a straight residential street running between Swinbourne Street and Botany Road.

Wilson Street forms a T-junction with Ermington Street. This area is situated in a residential area and parking is in high demand. It has been observed that motorists have been parking in Wilson and Ermington Streets 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 Wilson Street near Ermington Streets to improve compliance with NSW Road Rules 2014 and increase traffic safety.

On the southern approach of Wilson Street, it exists a concrete median island which forms part of a traffic calming scheme. Leading to the first concrete median island near Ermington Street, are 25m unbroken double centre lines, type BB.

It is also recommended that the existing BB line marking be changed to S1 line marking to allow for more parking beyond the 'No Stopping' zones.

The road carriageway width of Wilson Street is 9.2m wide. The proposed replacement of centre lines from BB to S1 lines will provide four (4) parking spaces in Wilson Street.

In accordance with RMS crash statistics, no reported crashes have been recorded at this intersection for the period of five years, ending 30 September 2017.

The locality of the proposed and existing parking is shown in the attached drawings

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"/>	

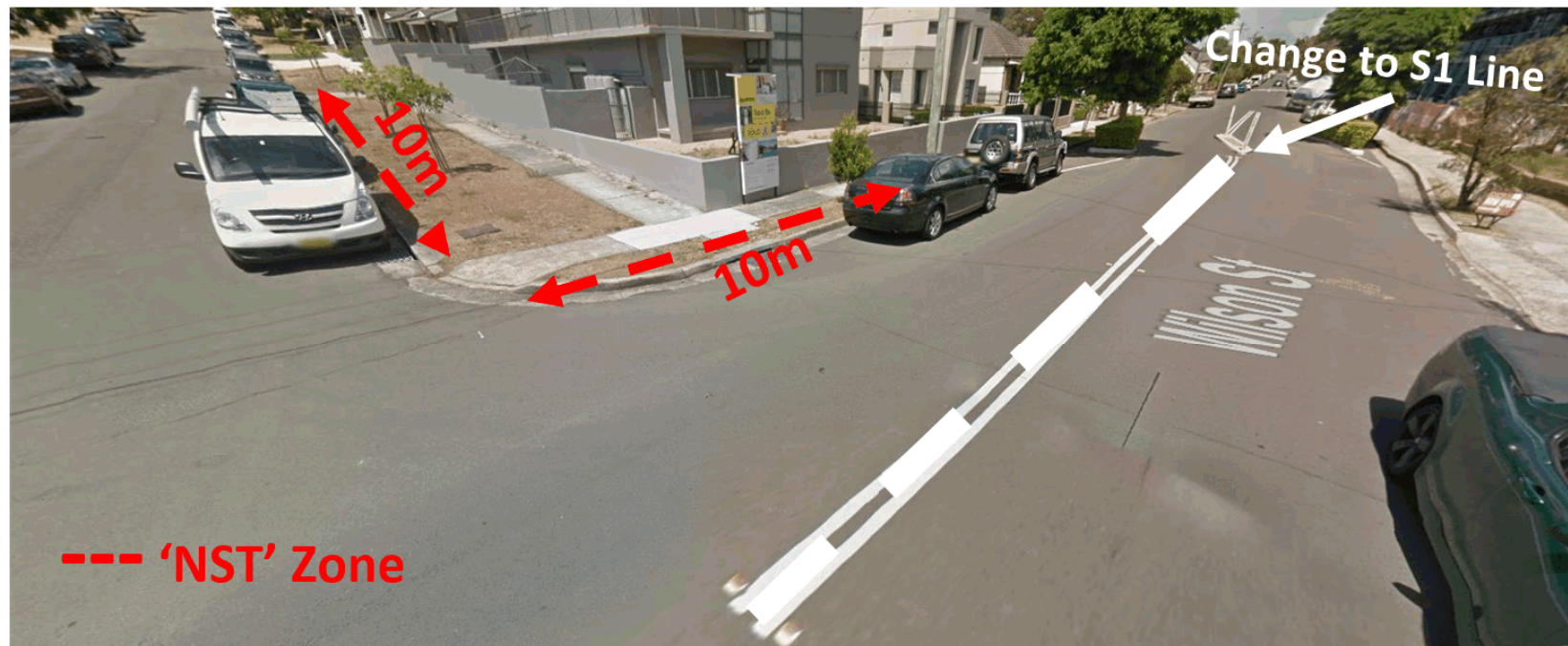
Community Engagement

Affected residents will be informed of council's decision.

Attachments

- 1 Wilson St map
- 2 Wilson St drawing







Bayside Traffic Committee

1/08/2018

Item No	BTC18.127
Subject	Anti-Social Driving Behaviour
Report by	Manager City Infrastructure – M1
File	SC18/8
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

☐

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

1/08/2018

Item No	BTC18.128
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	Manager City Infrastructure – M1
File	SC18/8
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

1/08/2018

Item No	BTC18.129
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/8
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"/> |
-

Community Engagement

Attachments

Nil