

## 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 5 December 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

### 3 MINUTES OF PREVIOUS MEETINGS

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## **5 GENERAL BUSINESS**

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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.198
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 7 November 2018</b>
Report by	Pat Hill, Administrative Support Officer - City Infrastructure
File	SC18/12

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### **Officer Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 7 November 2018 be confirmed as a true record of proceedings

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### **Present**

Councillor Dorothy Rapisardi (Acting Convener)  
Senior Constable Andrew Chu, St George Local Area Command,  
Senior Constable Alexander Weissel, Botany Bay Police,  
James Suprain, representing Roads and Maritime Services,  
Les Crompton, representing State Member for Kogarah,  
George Perivolarellis, representing State Members for Rockdale and Heffron,

### **Also present**

Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council,  
Lyn Moore, NSW Pedestrian Council,  
Peter Hannett, St George Bicycle User Group,  
Rabih Bekdache, Transit Systems,  
Malik Almuhanha, Traffic Engineer, Bayside Council,  
David Carroll, Senior Parking Patrol Officer, Bayside Council,  
Glen McKeachie, Coordinator Regulations, Bayside Council,  
Pat Hill, Traffic Committee Administration Officer, Bayside Council,  
Michael Hollingsworth, State Transit Authority – General Session – Bus Zone - Item  
BTD18.197(b)  
James Forsyth, State Transit Authority – General Session – Bus Zone – Item BTC18.197(b)

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The Acting Convenor opened the meeting in the Rockdale Town Hall, Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.17am 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:

Councillor Ed McDougal  
Jeremy Morgan, Manager City Infrastructure, Bayside Council

## 2 Disclosures of Interest

There were no disclosures of interest.

## 3 Minutes of Previous Meetings

### **BTC18.177 Minutes of the Bayside Traffic Committee Meeting - 3 October 2018**

#### **Committee Recommendation**

That the Minutes of the Bayside Traffic Committee meeting held on 3 October 2018 be confirmed as a true record of proceedings.

## 4 Reports

### **BTC18.178 Alfred Lane, Botany Lane, Frogmore Lane, Hardie Lane, Johnson Lane and King Lane - proposed 'Park in Parking Bays Only'**

#### **Committee Recommendation**

- 1 That approval be given to the installation of 'No Parking' in:
  - a) Alfred Lane
  - b) Botany Lane
  - c) Hardie Lane
  - d) Johnson Lane
  - e) King Lane
- 2 That parking situations in Frogmore Lane at the rear of Sutherland Street be retained and be subject to further investigation of results of parking survey in Sutherland Street.
- 3 That the parking restriction in the above five lanes be reviewed in 1 year.

### **BTC18.179 Bonar Street near Monk Avenue, Arncliffe - Proposed centre line type S1 in Bonar Street and Double barrier lines in Monk Avenue**

#### **Committee Recommendation**

- 1 That approval be given to the installation of 10m double barrier centre lines in Monk Avenue at its intersection with Bonar Street.
- 2 That approval be given to the installation of S1 type centre line in Bonar Street between Thompson Street and Wollongong Road whilst retaining existing double barrier line near the bend.



**BTC18.180 1-3 Chapel Street at rear of 21 Bay Street, Rockdale -  
Proposed 50m Works Zone for 14 weeks****Committee Recommendation**

- 1 That the approval be given to the installation of 50m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction along the northern kerb line of Chapel Street rear of 21 Bay Street, Rockdale, for the duration of 14 weeks, subject to relevant conditions.
- 2 That approval be given for the 'No Parking at other times' restrictions outside of Works Zone times due to narrow width of Chapel Street.
- 3 That the construction vehicles movements be restricted to travel between the works zone site in Chapel Street, Lister Avenue and Princes Highway.
- 4 That the existing 10m statutory 'No Stopping' zones at the corner of Chapel Street be retained.
- 5 That the Islands opposite to 1-3 Chapel Street be removed and road resurfaced to allow for a 3.5m width to maintain access to the car park at north-western end of the site.

**BTC18.181 Edgehill Avenue and Hayden Place intersection, Botany -  
proposed signage to reinforce the 10m Statutory 'No  
Stopping' restriction****Committee Recommendation**

- 1 That the approval be given to three (3) 'No Stopping' restrictions to reinforce the 10m statutory 'No Stopping' zones at the intersection of Edgehill Avenue with Hayden Place, Botany.
- 2 That the existing 2 x 20m unbroken barrier lines, type BB, be changed to broken centre line type S1 line, along Edgehill Avenue south of Botany Road to allow vehicles to cross the centre line, if it is safe to do so and provide parking spaces along the kerb line of Edgehill Avenue.

**BTC18.182 Fraser Avenue west of Bunnerong Road, Eastgardens -  
Proposed Refuge Island****Committee Recommendation**

That approval be given for the installation of a pedestrian refuge island in Fraser Avenue west of Bunnerong Road, Eastgardens, subject to availability of funding.

**BTC18.183 Holloway Street and Page Street intersection - Proposed temporary 'No Right Turn' restrictions as part of Condition of consent of DA-14/80/03 of 32 Page Street Pagewood.**

**Committee Recommendation**

- 1 That endorsement be given to the installation of the proposed temporary 'No Right Turn', 7 am – 9 am and 4 pm – 6 pm Mon-Fri) restriction, from Page Street eastern approach to Page Street northern approach be installed.
- 2 That the above endorsement for the temporary 'No Right Turn' restriction be referred to Roads and Maritime Services for approval.
- 3 That the Pagewood Public School and local businesses be advised prior to the installation of the 'No Right Turn' restriction.

**BTC18.184 James Bourke Place between Edward Street and Banksia Street, Botany - Proposed painting of ONE WAY arrow linemarking to reinforce the existing 'one way' restriction.**

**Committee Recommendation**

That approval be given to the painting of two (2) of 'ONE WAY' arrow road markings in James Bourke Place, northbound, from Edward Street to Banksia Street, Botany.

**BTC18.185 Jameson Lane between Sandringham Street and Bonanza Parade - proposed 'No Parking' and 'No Stopping' restriction**

**Committee Recommendation**

- 1 That '10m 'No Stopping' restrictions be installed along eastern kerblines of Jameson Lane at both its intersections with Bonanza Lane and Sandringham Street
- 2 That 'No Parking' restrictions be installed along the eastern kerblines of Jameson Lane between the above 'No Stopping' restrictions.

**BTC18.186 King Street, Mascot, between Botany Road and Sutherland Street - Detailed Plan of traffic calming scheme funded by Commonwealth government under 2018/2019 Blackspot Program.**

**Committee Recommendation**

- 1 That the detailed design drawings of the proposed traffic calming scheme 100% funded by Federal Government under 2018/2019 Blackspot Program, in King

Street between Botany Street and Sutherland Street be endorsed.

- 2 That approval be given to the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' restrictions of at the intersection of King Street with Alfred Street to increase the intersection sight distance.

**BTC18.187 Preddys Road at driveway to Angelo Anestis Aquatic Centre Car Park - Proposed painting of a dividing line**

**Committee Recommendation**

That a 9m dividing line (Type E1) with raised pavement markers be installed at the driveway of Angelo Anestis Aquatic Centre Car Park with Preddy's Road, Bexley.

**BTC18.188 Ramsgate Road, Ramsgate, east of Chuter Avenue - Proposed extension of 'No Stopping' restriction by 13.5m**

**Committee Recommendation**

That approval be given to relocation of the existing 'No Stopping' sign along the northern kerb line of Ramsgate Road east of Chuter Avenue, on the electric light pole to 13.5m eastwards past the two driveways on a new stem in front of 136B Chuter Avenue, as follows:

- From 0m to 39.5m – retain 'No Stopping' restriction
- From 39.5m to 53m – proposed 'No Stopping' restriction
- From 53m eastward – retain existing parking and restrictions.

**BTC18.189 Roach Street at Gore Street, Arncliffe - proposed concrete median island and Give Way Priority control**

**Committee Recommendation**

- 1 That approval be given for the installation of a 3m long, 0.7m wide concrete median island in Roach Street, Arncliffe at its intersection with Gore Street when funds are made available.
- 2 That approval be given for the installation sign and line of 'Give Way' priority control in Roach Street approach to Gore Street.

**BTC18.190 2 Sarah Street, Mascot - Proposed 50m Works Zone for 52 weeks**

**Committee Recommendation**

- 1 That the approval be given to the installation of 50m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction along the southern side fronting number 2 Sarah Street, for the duration of 52 weeks, subject to relevant conditions.
- 2 That the applicant to provide turning swept paths for the largest vehicle visiting the site for entering and exiting routes to the site including all intersections along the route.

**BTC18.191 Shaw Street, between Bexley Road and Kingsgrove Road - Detailed Design for 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**

That detailed plans showing the proposed traffic calming scheme in Shaw Street, between Bexley Road and Kingsgrove Road be endorsed.

**BTC18.192 Slade Road and Paine Street - Bus Zones for Punchbowl Bus routes**

**Committee Recommendation**

- 1 That 20m 'Bus Zone 6.30 am – 9.30 pm Mon - Fri 6.30 am – 6.30 pm Sat - Sun' restrictions be signposted along the eastern kerblines of Paine Street north of the existing 'No Stopping' restrictions at pedestrian crossing
- 2 That 20m 'Bus Zone 6.30 am – 9.30 pm Mon - Fri 6.30 am – 6.30 pm Sat-Sun' restrictions be installed instead of 'No Stopping' restrictions between the driveways of 236 and 238 at the existing bus stop location

**BTC18.193 Somerville Street, from Forest Road to Gore Street, Arncliffe - proposed Installation of Broken Barrier Lines**

**Committee Recommendation**

- 1 That approval be given to the installation of 240m x broken barrier lines, type S1, in Somerville Street from Forest Road to Gore Street, Arncliffe.
- 2 That approval be given to the installation of 'No Stopping' yellow lines along the eastern kerb line of Somerville Street from Forest Road to Gore Street.

**BTC18.194 Teralba Road, Kings Road and Hercules Road, Brighton Le Sands - Proposed Angled Parking****Committee Recommendation**

- 1 That this matter be deferred until Council engineers investigate parking options in Teralba Road, Kings Road and Hercules Road, Brighton Le Sands in line with the Australian Standards.
- 2 Following the investigations Council to discuss the proposal with the Roads and Maritime Services.

**BTC18.195 Anti-Social Driving Behaviour****Committee Recommendation**

No matters were raised for consideration.

**BTC18.196 Matters referred to the Bayside Traffic Committee by the Chair****Committee Recommendation**

No matters were raised by the Chair.

**BTC18.197 General Business****BTC18.197(a)**

**Subject: Innesdale Road and Marsh Street, traffic lights raised by the RMS representative.**

**Committee Recommendation**

That approval be given to the installation of 20m 'No Stopping' on both sides of Innesdale Road, as part of the new set of traffic control signals installed by the Roads and Maritime Services.

**BTC18.197(b)**

**Subject: Bus Zones raised by the State Transit Authority representative.**

Item 1 - Denison Street, Banksmeadow

New 22.9m Bus Zone on the western side of Denison Street replacing existing 'No Stopping' (make use of existing RTA stems. Head of bus zone 40m south of traffic signals at Bunnings Warehouse (TCS 4713)

Item 2 – Dennison Street, Hillsdale

New 17.0m Bus Zone on eastern side of Denison Street replacing existing 'No Stopping'. Head of bus zone north of southern driveway to premises number 130 Denison Street. Rear of bus zone 25m south of traffic signals at Bunnings Warehouse (TCS 4713)

Item 3 - Beauchamp Road Hillsdale

New 23.0m Bus Zone on northern side Beauchamp Road between Denison Street and Grace Campbell Circuit replacing existing unrestricted parking. Rear of bus zone from wooden ELP MA01645, west of driveway to premises number 24. Head of bus zone on eastern side of driveway to premises number 26.

Item 4 - Smith Street, Hillsdale

New 34.0m Bus Zone on southern side of Smith Street between Rhodes Street and Denison Street replacing existing unrestricted parking. Opposite premises number 40. Rear of bus zone from wooden ELP MA06075.

Item 5 - Smith Street, Eastgardens

New 18.0m Bus Zone on northern side of Smith Street, east of Rhodes Street replacing existing unrestricted parking. Rear of bus zone from western side of driveway to premises number 30. Head of bus zone at wooden ELP MA 06080 where existing 'No Stopping' for lead into roundabout at Rhodes Street commences.

### Committee Recommendation

- 1 That consultation be carried out by the State Transit Authority with the affected residents and businesses prior to the installation of new bus zones.
- 2 That the result of the consultation be forwarded electronically to the voting members of the Bayside Traffic Committee for consideration.
- 3 That the State Transit Authority advise the State Member for Maroubra and Council of their proposal.

## 5 General Business

The Convenor closed the meeting at 11.46am.

### Attachments

Nil

## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.199
Subject	<b>Arncliffe Street One Way Circuit Public Consultation</b>
Report by	Debbie Fransen, Coordinator Asset Strategy
File	SF18/2344
Electorate	Rockdale

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### **Summary**

Council has prepared the detailed design of the one way circuit in Wolli Creek to improve pedestrian and cyclist safety and traffic flow. The basis of the design is the Bitzios Consulting Report of 2014 and the concept design and TMP approved in March 2017.

During the detailed design a further alternative was developed, this adds Magdalene Terrace to the one way network, forming a complete clockwise one way circuit. This results in the need to change the bus route. Following the community consultation campaign held throughout November feedback has demonstrated 70% support for the one way circuit and Option 2 as the preferred design of the one way circuit (detail Appendix 4).

The result of this assessment is that Council recommends proceeding with the adoption of Option 2.

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### **Officer Recommendation**

- 1 That a one-way circuit incorporating Arncliffe Street, Guess Avenue, Mount Olympus Boulevard and Magdalene Terrace, in accordance with the design proposed in Option 2 attached to the report, subject to a final independent road safety audit, be endorsed.
  - 2 That a pedestrian crossing on Arncliffe Street north of Guess Avenue be approved.
  - 3 That a pedestrian crossing on Guess Avenue west of Arncliffe Street be approved.
  - 4 That a pedestrian crossing at the southern end of Mount Olympus Boulevard be approved.
  - 5 That a pedestrian crossing at the northern end of Mount Olympus Boulevard be approved.
  - 6 That pedestrian crossing at the western end of Magdalene Terrace be approved.
  - 7 That the committee endorse the introduction of a 40km/h High Pedestrian Activity Area in Wolli Creek town centre area incorporating Arncliffe Street north of Allen Street, Guess Avenue, Mount Olympus Boulevard, Brodie Spark Drive and Magdalene Terrace, plus the roads within Discovery Point.
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### **Background**

Bitzios Consulting prepared a report investigating the current and future demand in Wolli Creek. This report forecast traffic and demand through till 2031 and provides assessment and justification for the changes proposed.

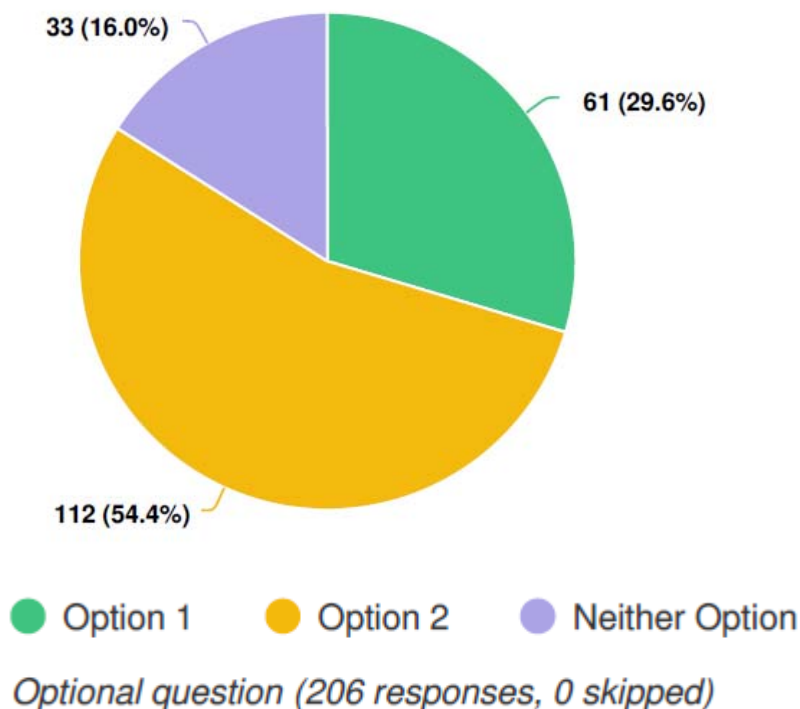
In March 2017, the Road and Maritime Services (RMS) approved Council's proposal for the implementation of one-way circuit at Arncliffe Street, Guess Avenue, and Mount Olympus Boulevard in Wolli Creek. This approval was granted, subject to community consultation on the detailed design.

The detailed design identified a further concept, which included making Magdalene Terrace one way, towards Princes Highway. An external consultant has prepared a road safety audit for both option 1 and 2 with minor comments noted on signage, marking and trees.

These two concept designs were presented for community consultation in November 2018. Option 1 proposes to retain two way flow in Magdalene Terrace, whereas Option 2 changes Magdalene Terrace to one way flow towards Princes Highway (see Attachment 2).

Details of the community engagement is provided in the Community Engagement section of this report.

### Preferred Option Arising From Community Consultation Survey



The survey showed overwhelming support for a one way system in Wolli Creek, with over 70% support for option 1 or 2. The preferred layout was option 2.

### Evaluation of Option 2

A summary of the impact of Option 2 is made below:

Changes existing bus route.



- The bus will need to travel a longer distance (370m, approximately 67 seconds at 20km/h).
- The one way route has been designed for the bus turn paths
- The route eliminates the tight turn from Magdalene into Spark Lane.
- The route will provide the bus with priority at the Mt Olympus Boulevard intersection with Magdalene Terrace, the alternative will involve giving way to turning traffic at this intersection.

Change to access for vehicles parking in Spark Lane. This impacts on resident parking and public parking located off Spark Lane.

- The majority of people who preferred option 1 stated this was due to the extra distance they would have to travel to access parking in Spark Lane and concern the layout would increase traffic in front of the station (Discovery Point Place).
- However vehicles can also access these car parks via the Arncliffe Rd / Guess Av/ Mt Olympus Boulevard one way route. This route will have right of way at the Mt Olympus/Magdalene Terrace intersection and this will improve the flow of traffic to this area.

The ability to exit Discovery Point, on Brodie Spark Drive towards the Princes Highway via the roundabout will be improved with both option 1 and 2. The addition of pedestrian crossings will provide a break in the traffic flow allowing egress from Brodie Spark Drive, as will the removal of traffic from the Arncliffe Street direction.

### Pedestrian Crossings

The community engagement indicated a strong desire for more pedestrian crossings. This feedback is discussed below.

Pedestrian Crossing Suggestion	Council Response
6 responses requested a change to location of pedestrian crossing on Magdalene to be further west.	This is in alignment with the service access to the buildings to the south therefore not supported by Council.
To increase distance from roundabout and to service the desire line between the access way to buildings to the south and the Village Square.	Council proposes to retain the location as proposed in the consultation material, close to the roundabout, <b>at the eastern end of Magdalene Terrace</b> , where the existing pram ramps are located.
This location will also suit pedestrians from Bonar Street Precinct wishing to cross Magdalene Terrace (after crossing Mt Olympus Boulevard).	There is no loss of parking by placing pedestrian crossing in this location.
5 responses request additional pedestrian crossing on Magdalene Terrace near Mt Olympus Boulevard to enable residents from Bonar St Precinct	Council have included this additional pedestrian crossing on <b>Magdalene Terrace</b> near Mt Olympus Boulevard in

<b>Pedestrian Crossing Suggestion</b>	<b>Council Response</b>
to access the Village Square / railway station.	the revised proposal included in this report.  There will be a loss of parking in this location.
3 responses requested a pedestrian crossing on Arncliffe Street towards Guess Avenue.	Council have included an additional pedestrian crossing on <b>Arncliffe Street</b> (near Guess Avenue) in the revised proposal included in this report
3 responses requested a pedestrian crossing on Guess Avenue to the west of the railway line. There is a desire line on the speed hump/driveway to the apartments to the south of Guess Avenue.	Council do not support the proposed location but will investigate an additional pedestrian crossing on Guess Avenue towards Bonar Street.

Council has also proposed an additional pedestrian crossing at the southern end of Mt Olympus Boulevard to provide walking access for residents of Bonar Street Precinct to Woolworths or Aldi, located east of Mt Olympus Boulevard.

The additional pedestrian crossing locations are shown in an updated detailed drawing (Attachment 5). The 3 pedestrian crossings added following community consultation are shown in bubbles as the detailed design of these pedestrian crossings has not yet been completed.

Council has sought to increase the width of the footpath on Mt Olympus Drive by liaising with Railcorp to move the fence 1m into Railcorp land, to provide extra width without removing the trees that narrow Council's footpath. This request has been declined and Council will follow up with Railcorp to seek an alternative which may include a beautification strip on Railcorp land and removal of the trees in the Council footpath.

Many responses raised concern over the almost constant stream of pedestrians crossing to and from the station preventing the flow of traffic towards Spark Lane. This could be mitigated by residents following the one way circuit and entering parking on Spark Lane from the Mt Olympus Boulevard direction. Some vehicles using this road for drop offs and pickups could use Magdalene Terrace, if the parking on this road is changed to 'P5 Minute' drop off and pick up zone.

### **Other Issues Raised During Community Consultation**

A number of responders highlighted a desire for a lower speed environment and Council will proceed with actions required to implement a 40km/h zone for Wolli Creek, encompassing the Wolli Creek area from Allen Street/ Arncliffe Street intersection and from Guess Avenue /Bonar Street intersection, and on Brodie Spark Drive at the entrance from the Princes Highway.

Council received a suggestion to convert the north side of Magdalene Terrace car parking to provide additional parking for drop offs to the Wolli Creek Station with access via the Village Square. This concept is supported by officers and is subject to a separate report.

Many responders identified the difficulty existing and entering both Wolli Creek and the Bonar Street Precinct from the Princes Highway due to a limited number of points of entry/exit and short traffic light sequences. Many of these aspects are outside of the Councils control.

Concern was raised over the provision on cycle lanes vs. mixed traffic bicycle facilities. The proposal for cycle lanes on Arncliffe Street, Guess Avenue and Magdalene Terrace includes a 0.5m buffer between the parking space and the edge of the 1.2m cycle lane to reduce the risk of car door openings impacting on cyclists. The layouts have been reviewed by a Road Safety Auditor and the revised proposal is subject to a further Road Safety Audit before construction. This review will be completed following this Committee meeting.

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### Financial Implications

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

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### Community Engagement

A variety of engagement methods were used to capture public feedback, including a letter box drop (4,100 dwellings), online survey through the Council Have your Say webpage, an email contact address and an onsite information session at Wolli Creek Woolworths. The have your say website was advertised in the newspaper, on public posters and Facebook.

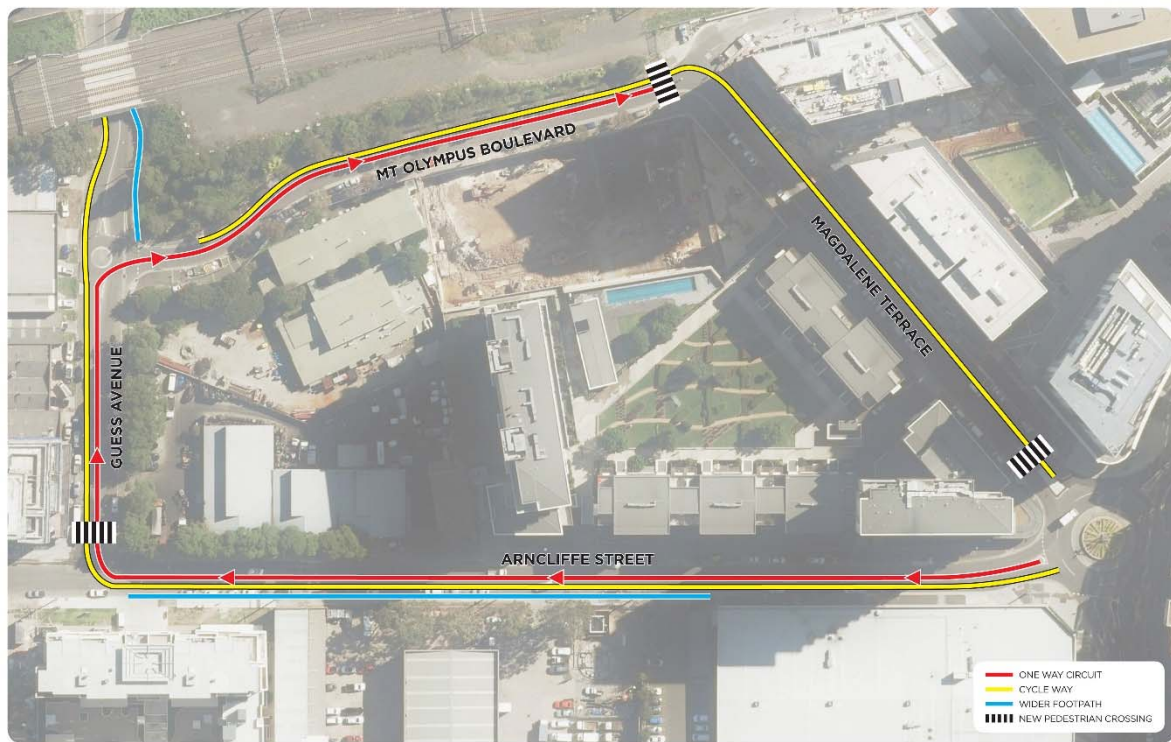
There was a very good response with more than 1,100 visits to the pages. 206 surveys completed. Many of the responders provided detailed feedback. This feedback has been considered when preparing this report.

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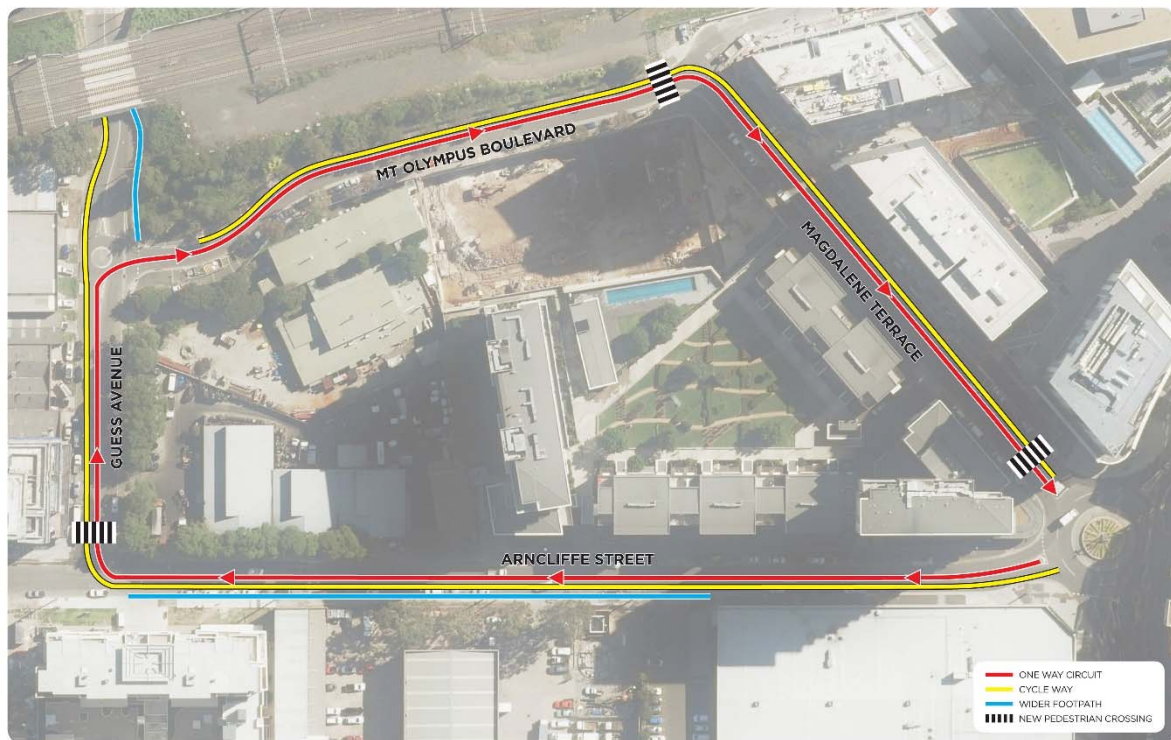
### Attachments

- 1 Wolli Creek One Way Circuit Option 1
- 2 Wolli Creek One Way Circuit Option 2
- 3 Option 1 detailed drawing
- 4 Option 2 detailed drawing
- 5 Proposed layout option 2 with 5 new pedestrian crossings

**WOLLI CREEK** | OPTION  
**ONE WAY CIRCUIT** | ONE



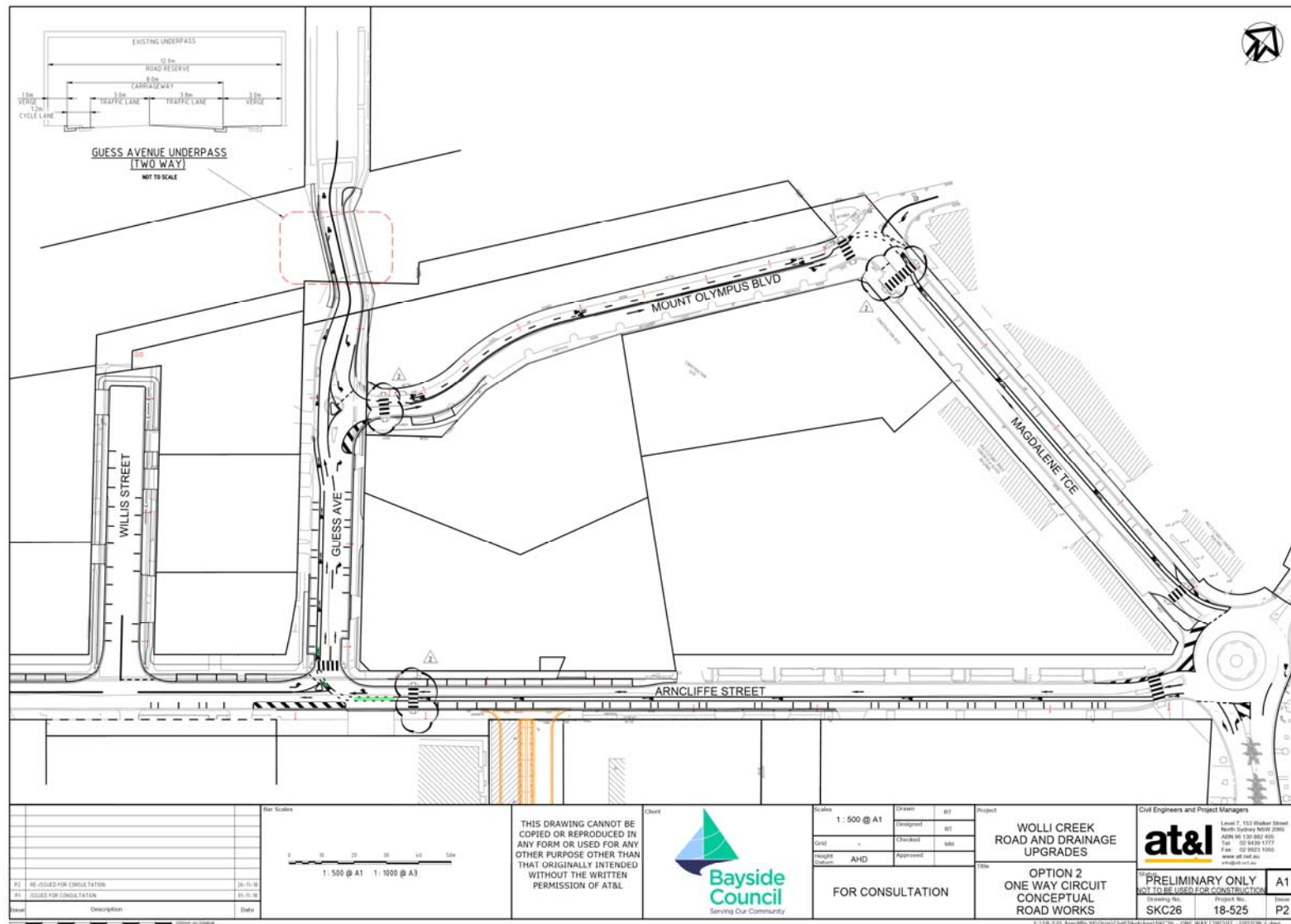
**WOLLI CREEK** | OPTION  
**ONE WAY CIRCUIT** TWO













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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.200
Subject	<b>Banks Street, Monterey - Community consultation results for proposed 90 degree angle parking arrangement between Cecil Street/Wycombe Avenue and O'Connell Street</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/12
Electorate	Rockdale

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### **Summary**

Council has received a request to provide additional parking for residents of Banks Street, Monterey, between O'Connell Street and Cecil Street/Wycombe Avenue.

This parking issue in Banks Street was previously considered by Bayside Traffic Committee at its meeting on 3/2/2018, item BTC18.170.

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### **Officer Recommendation**

That detailed designs be prepared for 90 degree angle parking on the southern side of Banks Street between No. 11 and Cecil Street, Monterey.

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### **Background**

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Banks Street, Monterey, is a residential street which has many residential blocks. There is a high demand for parking in this area.

The Bayside Traffic Committee considered the parking issue in Banks Street at its meeting on 7/2/2018, item BTC18.170 and recommended as follows:

- 1 That community engagement be undertake with affected residents in Banks Street, between O'Connell Street and Cecil Street/Wycombe Avenue to determine the level of support for the proposed 90 degree angle parking between O'Connell Street and the existing 90 degree parking.
- 2 That the results of public consultation be submitted to the Traffic Committee for further consideration.

Council at its meeting on 14/02/2018 adopted the above recommendations.

Subsequently, consultation with residents of Banks Street, Cecil Street/Wycombe Avenue and the multi-dwelling developments along the adjoining area of the Grand Parade seeking their opinion with regard to the proposed 90 degree angle parking scheme. A total of 50 responses were received as shown below. The summary of responses, is attached.

- 29 were in support and
- 21 against.

Currently, Banks Street has:

- 90 degree angle parking between The Grand Parade and Wycombe Avenue/Cecil Street. Most of the properties are residential flat buildings.
- Parallel parking between Wycombe Avenue/Cecil Street and O'Connell Street – parallel parking on both sides. Most of the properties are residential houses.

In general, the majority of responders supporting the provision of additional 90 deg parking were from the eastern end of the street in the multi-dwelling developments, and the majority of opposition to the proposal was generated from the residents of the lower density housing. This split in response is consistent with previous survey of residents in the street for additional angled parking in Banks Street.

The road carriageway width is 18.4 wide. This is less than the recommended 25.2m width for 90deg parking on both sides based on the Australian Standard AS2890.5 – 1993 Parking facilities Part 5: On-street parking, which suggests:

- Overall width for 90 degree angled parking (kerb to separation line) W – 12.6m for both sides (Figure 2.5)

The Australian Standard is not a mandatory standard, it gives guidance on the provision and layout of on-street parking, both as parking zones and parking areas. The standard identifies the principal function of a public road for the movement of vehicular traffic. The Foreword of the Standard states that:

“On-Street parking should therefore be permitted only to the extent that it will not result in an unacceptable loss of capacity for moving traffic or that it will not create unacceptable hazards for moving traffic due to partial blocking of moving lanes or the parking manoeuvre itself”.

Angled parking in Banks Street has been in existence from the 1960's.

Options are available to:

1. Leave existing parking arrangements;
2. Implement sections of 90 degree parking; or
3. Implement 90 degree parking between O'Connell Street and Wycombe Avenue/Cecil Street.

Given the division in the responses from the residents, a partial implementation of additional angled parking could be considered as a compromise. The properties on the southern side of Banks Street between No. 13 Banks and Cecil Street have vehicle access from the rear of the site from Cecil Street. As a result, the kerb line along this section of Banks Street is continuous without laybacks. If this section was converted to 90 degree angled parking, a net gain of approximately 20 spaces would be achievable.

To reduce the impact of headlights on the adjoining properties, it would be recommended that rear to kerb parking restrictions be considered.

Detailed designs for this option would be required due to the proximity of the Cecil Street and Wycombe Avenue intersection.

**Financial Implications**

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

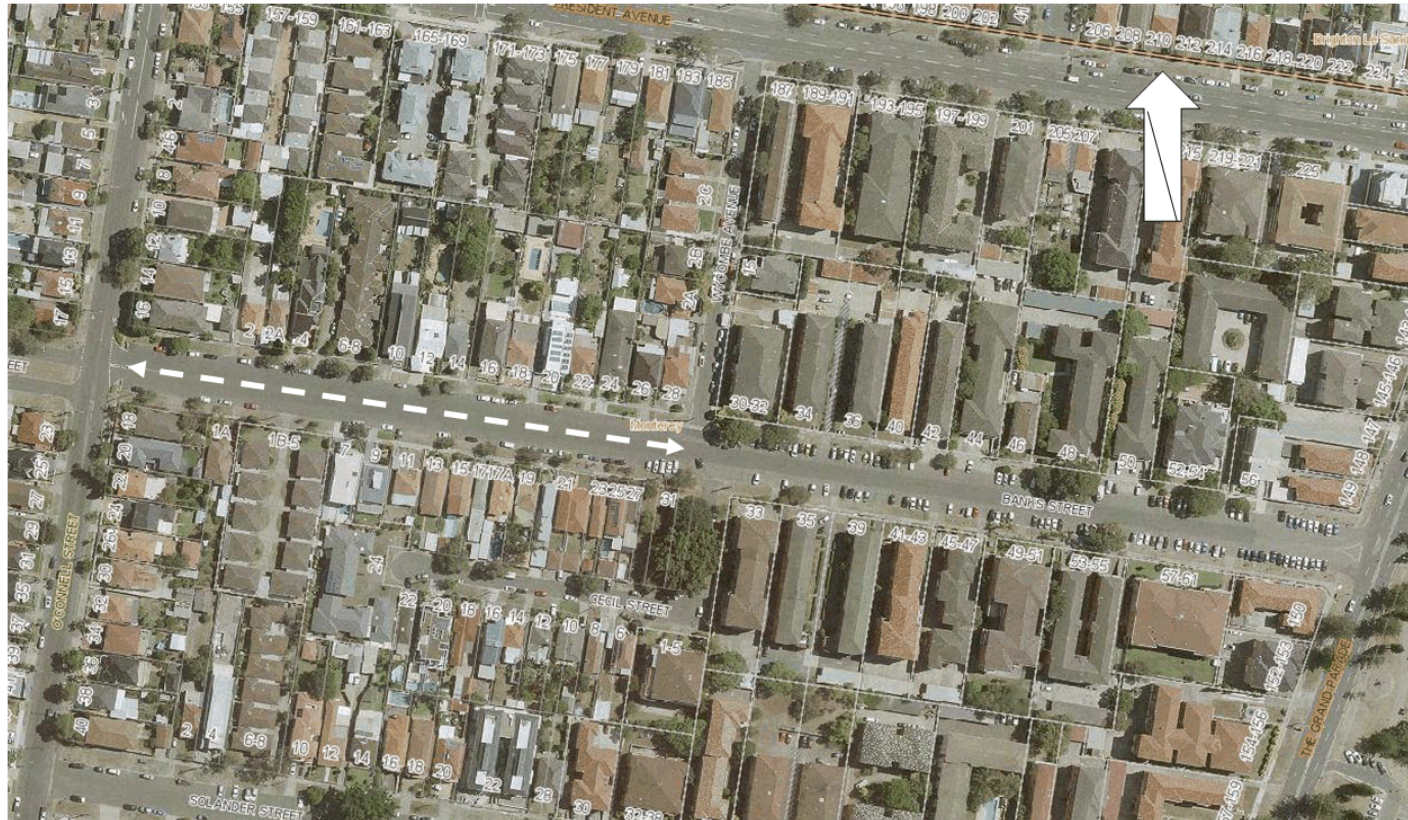
**Community Engagement**

Affected residents in Banks Street and respondents to the survey be advised of Council's decision.

---

**Attachments**

- 1 Banks Street - 90 degree angle parking
- 2 Banks Street summary of responses



Banks Street, Monterey – Proposed 90 degree angle parking between Cecil Street/ Wycombe Avenue and O'Connell Street

**Banks Street between Cecil Street and O'Connell Street, Monterey - proposed change parallel parking to 90 degree angle parking'**

**Against or For the proposed '90 degree angle parking'**

For	
Against	
For	
For	
Against	
For	
Against	
For	
For	
For	
For	
Against	
Against	

**Summary of Their Response or Feedback**

- Residential parking scheme should be considered. Length of vehicles parking in 90 degree spots. Rear to kerb  
It will create a lot more traffic in the street. Banks still will become less safe.
- It is very good idea to have angle parking the length of Banks Street. Cecil St will also need more parking as more units are being built  
90 degree parking in upper part of street and install parking meters on beach side half of street and have residential parking to eliminate beach  
goers parking all day.
- he feels 90 degree angle parking causes congestion rather than alleviate. I have also been privy to the arguments and near assault interaction  
between motorist wo either could not see past the numerous cars parked or simply swerved too wide to ease into the awkward 90 degree.  
All consider removing abandoned vehicles, assign some motorbike only spots so they don't take a whole car space, unregistered boats and  
caravans.
- Leave Monterey to way it is. Council should introduce 2hr timed parking all along the beachfront like all other beach areas in Sydney  
People in Banks St are parking in Cecil St  
too many people from Banks Street park in Cecil Street  
People in Banks St are parking in Cecil St. Cars park too close to corner.  
It has been a serious issue for a long time. People don't sue their garages and park in Cecil St
- Will encourage people out of the area to park in Banks St. Their car was written off by a person using the 90 degree parking. Too many boats are  
parked in the street. Unit owners don't use their garages and park down the western end of Banks St because it is safer. Visibility is greatly reduced.  
Illegal corner parking in Cecil St. We need more parking.  
Perfect idea. Very hard to find parking.  
We desperately need more parking in the street.  
Extra parking not necessary. 90 angle parking will reduce traffic flow. Pedestrian and driver safety. Visibility issues. Non-resident long-term parking.  
Developers should be taking measures to add sufficient parking bays to any units. Bins should not be placed on road.  
Kerb obstruction, reduced traffic flow, pedestrian and driver safety. Will be unable to cut lawn on footpath.



Against	Would recommend parallel parking on either side of Banks Street and I would recommend that Wycome St be turned into one way same as above.
Against	
For	Tired of people parking boats and trailers and bikes in sports where a car could have parked. New units with not enough underground parking.
For	We need this to happen to stop people ridding out the No Stopping signs. An aptement block approved in Cecil St is only going to add to the problem
For	
for	maybe introduce a timed parking zone which will move long term parked vehicles. Too many boats parked on the road. Don't cram too many car spaces between driveways, which will restrict vision.
For	caravans, trailers and boats take up parking spaces. New developments don't have enough parking provided.
For	will provide additional parking
For	extreme congestion. Cars park too close to corners in Banks/Cecil Streets
For	Bring in strangers to the area. I feel parking is not essential for residents as it is a home suburb not an apartment car park as units have allocated car park.
Against	
Against	get rid of unregistered vehicles. Instal 10 metres no standing signs at corners.
For	boats and buses parked in Cecil Street may relieve this problem. No Stopping signs at corners keep getting pulled out.
For	I think one side of Solander and Banks should be 90 degree angle parking and the other side should remain parallel parking. Get rid of caravans and trailers that park in same spot for years.
For	Parking congestion in area is extreme
For	signage should be for vehicles less than 6m. Longer vehicles/boats makes it dangerous to attempt to exit the parking spot.
Against	90 degree parking would impact on traffic flow. Kerb obstruction. Pedestrian and driver safety. Visibility issues. Non-resident long-term parking.
Against	Reduced traffic flow, kerb obstruction, pedestrian and driver safety. Visibility issues, non-resident long-term parking, planning.
Against	Adverse effecton the liveability of the street. Street never parked out. Affect the visual impact of the street. More danger to children
Against	No need for additional parking in street. Lack of council/police involvement in rectifying illegal behaviour of drivers/vehicles. Fumes from vehicles, headlights would enter the houses of evenings.
For	It will help with the shortage of parking in Banks Street. Too many people from Banks Street park in Cecil Street.
Against	Too many cars in Banks Street park too close to the corners of Cecil Street.

Have never had an issue with parking. Most houses in Banks Street have off street parking. New developments don't have enough off street parking. The existing 5 (90 degree) parking spots in front of Cecil Street Reserve have created a safety issue as they are too close to the intersection and one cannot see approaching traffic.	
Against	Will take legal action against Bayside Council if the proposal is implemented.
Against	Not enough parking in area so this alleviates this problem.
For	vision obstruction, increase traffic in Banks St will impact noise pollution. Will cause more accidents.
Against	driveways are regularly blocked, No Parking signs corner Banks and Cecil Street, are often removed. Parking on footpaths and other common areas.
For	Parking too close to the corners. Parking bays should be marked.
This area is strictly single dwelling area and no need for such action.	
Against	Would create a lot more parking. I have to park a long from my house at night time because all the parking has gone. Feel unsafe. Why not make
For	Wycombe Ave one way.
For	address the problem of illegal parking. Cars are using the nature strip as a parking lot. Cars park across driveway.
Against	
Against	Rear to kerb along entire street. Dedicated motorcycle parking spots. Repainting car parking lines to achieve evenly spaced spots. Resident parking scheme.
For	
29	
21	

---

## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.201
Subject	<b>Church Avenue, Mascot - proposed 'No Stopping' restrictions for indented parking bay to facilitate cycle lane extension in front of No. 56 Church Avenue</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/12
Electorate	Heffron

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### **Summary**

To complete and connect the cycleway in Church Avenue in line with Mascot Town Centre Plan, it is proposed to convert existing unrestricted 3 parking spaces to 'No Stopping' zone outside number 56 Church Avenue.

---

### **Officer Recommendation**

That approval be given to install 'No Stopping' restrictions along 3 car spaces in indented parking bays outside 56 Church Avenue Mascot to facilitate the connection of cycleway in Church Avenue.

---

### **Background**

The Mascot Town Centre Plan was developed to guide the High Density Developments around the Mascot Station Area and in part, aims to create a safe environment for pedestrians and cyclists.

This plan required the developments in the block bounded by Kent Road / Gardeners Road / Bourke Street and Church Avenue to dedicate a 7m wide strip across along the Church Avenue frontage to enable the widening of Church Avenue.

As part of this plan the Public Domain Area outside each Church Avenue Development is required to provide an area comprising of a 2.5m wide footpath, a 3.3m wide landscape strip and a 3m wide cycle lane to a total width of 8.8m.

Developments in this area have been implementing this design with the last development at Number 42 Church Avenue is now completing the final section.

A midblock development at Number 56 Church Avenue which was completed approximately 15 years ago, whilst has a set back to its boundary, does not comply with the current Mascot Town Centre Design.

The main difference being the location of the footpath, landscape area and a kerb side parking area which does not align with the new layout.



To modify this footpath area it is proposed to remove the 3 kerb side parking spaces and incorporate this strip into the Church Avenue Cycle Lane and adjust the footpath and landscaped areas to transition into the new design.

The loss of 3 parking spaces in this area is trade-off for safety of cyclists in the area who would otherwise be forced to ride on the road for a short section before travelling on a dedicated cycle lane.

Attached are plans showing the design of the new footpath area along this section of Church Avenue and photographs showing the existing footpath and parking spaces outside 56 Church Avenue.

It is recommended that this section of kerb side parking be removed and replaced with the new cycleway that connects to the existing Regional Cycleway along Bourke Street.

To reinforce the presence of cycle lane, it is proposed to install 'No Stopping' restriction along the 3 indented car spaces.

---

### Financial Implications

Not applicable

☐

Included in existing approved budget

☐

Additional funds required

☒

The proposed works are currently unfunded.

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### Community Engagement

Not required

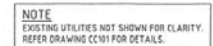
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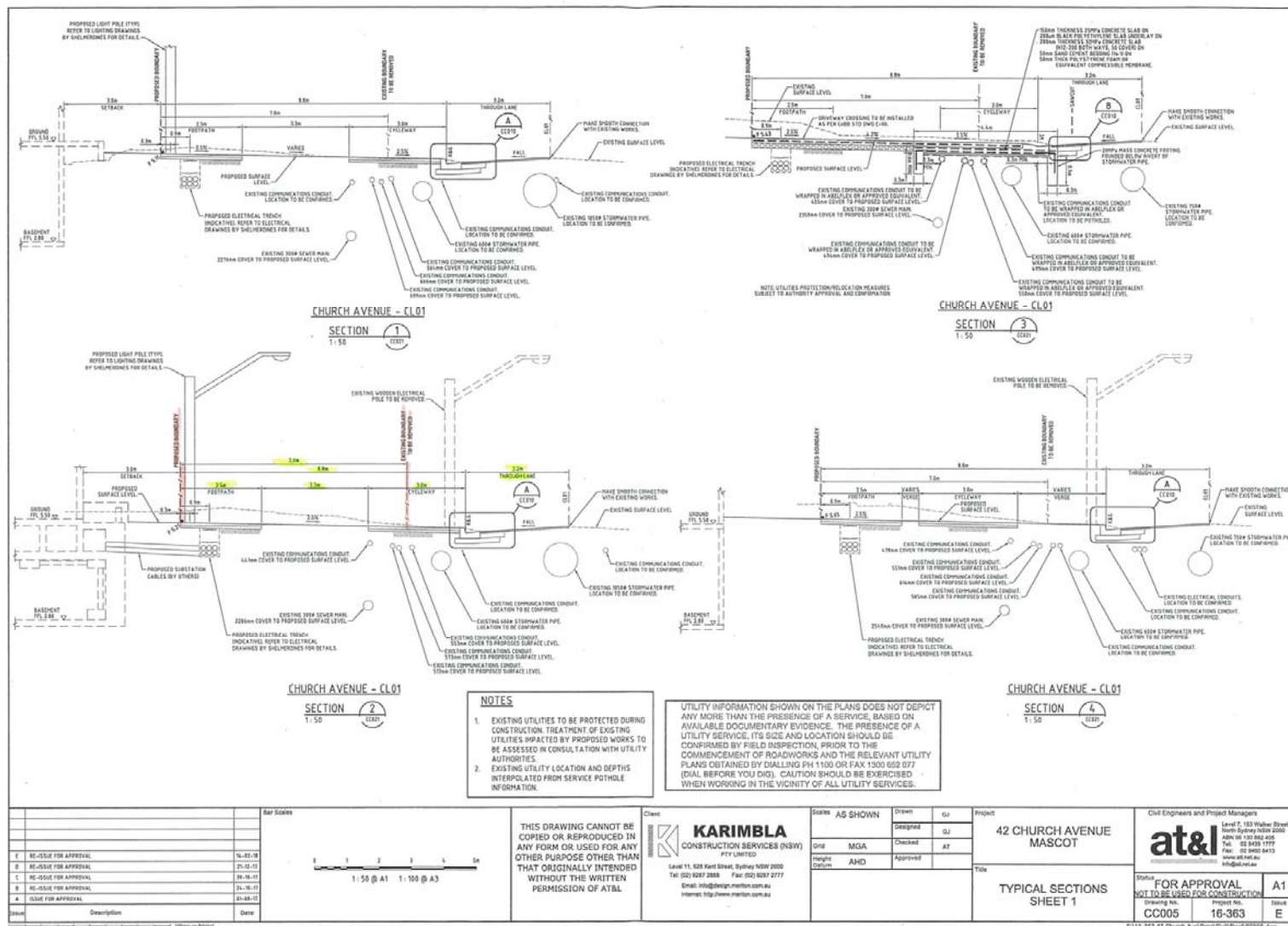
### Attachments

- 1 Church Avenue No Stopping signs
- 2 Church Avenue cycle way
- 3 Church Avenue sites

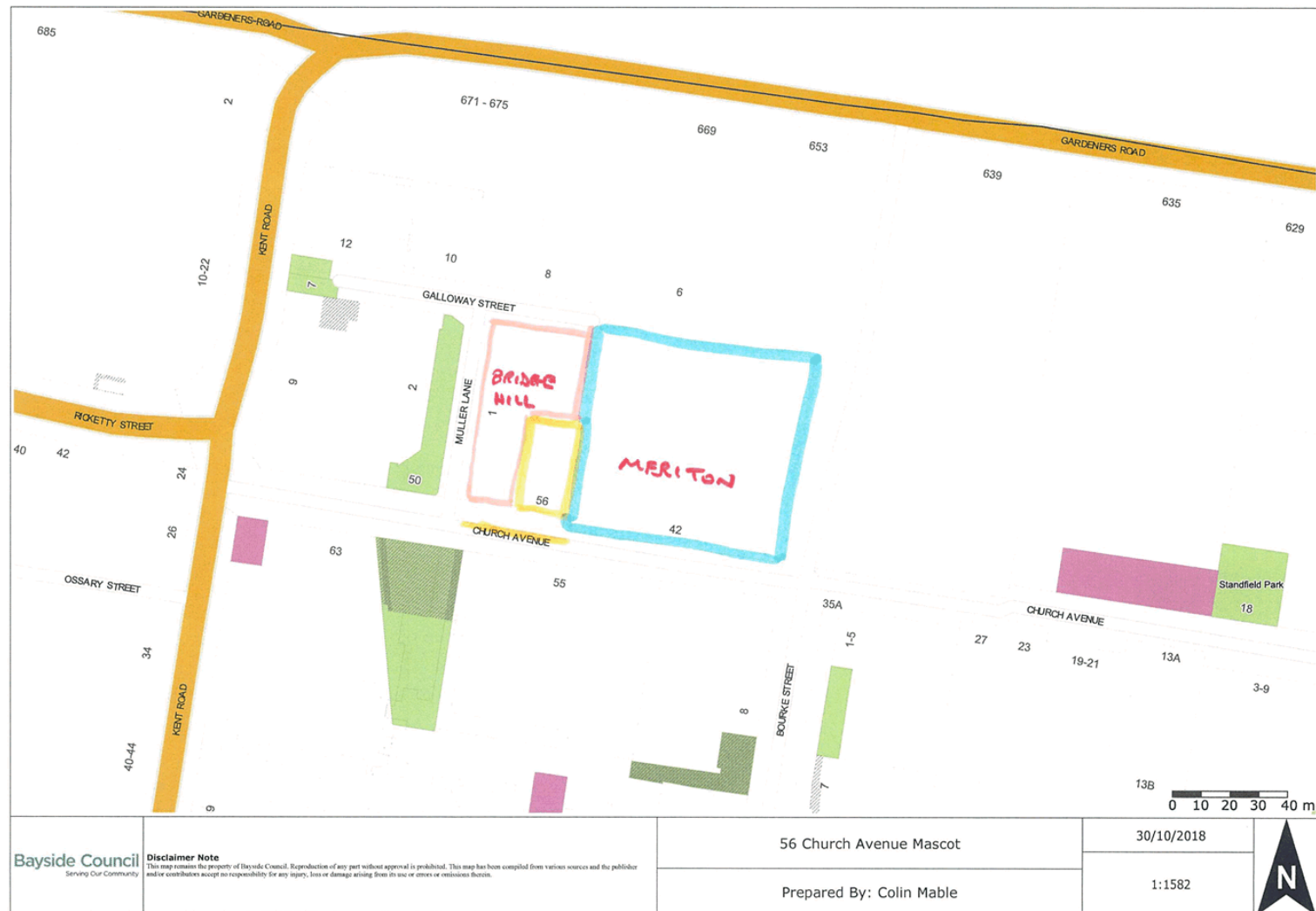


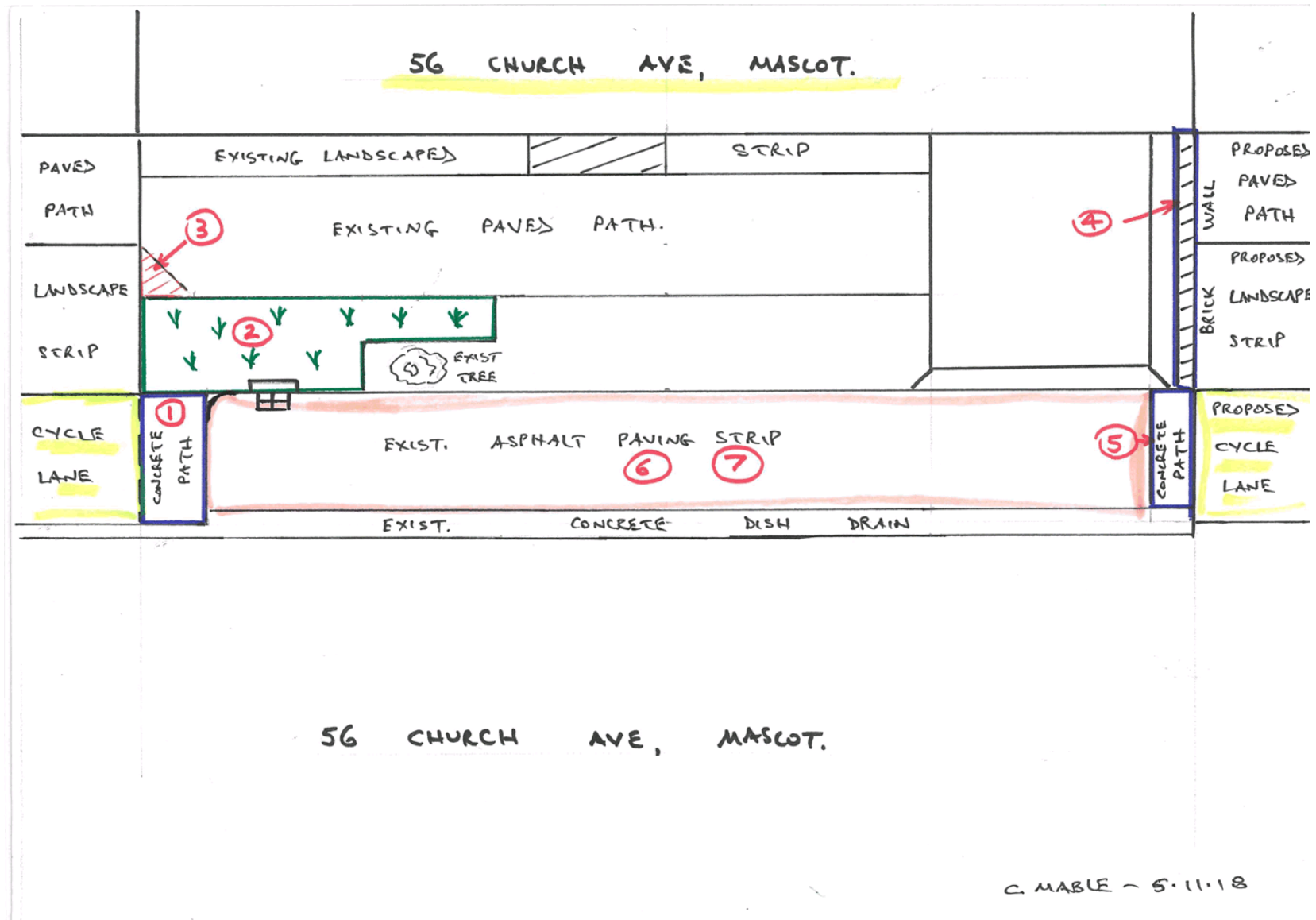
Church Avenue, Mascot outside number 56 – Proposed 'No Stopping' signs along 3 indented car spaces.











## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.202
Subject	<b>Delegations to Council's Officers to approve Works Zone Applications during the Christmas and New Year until 31 March 2019</b>
Report by	Pintara Lay, Coordinator Traffic and Road Safety
File	SC18/12
Electorate	All

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### **Summary**

It is often necessary for the kerb space surrounding a large construction to be kept clear of parked vehicles to allow access for heavy plant and vehicles and the removal /delivery of associated materials. To facilitate the construction activity, works zones are commonly utilised.

---

### **Officer Recommendation**

That delegated authority be given to the General Manager to approve Works Zone up to 31 March 2019 so that any applications received over the 2018 Christmas – 2019 New Year period can be determined without undue delays to applicant/builders.

---

### **Background**

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 the works zone in front of the building site.

As there are no Council meetings in January, it is recommended delegated authority be given to Council Officers to approve Works Zone up to 31 March 2019 so that any applications received over the Christmas – New Year period can be processed without undue delays to applicant/builders.

Applications received that seek to extend beyond 31 March 2019 will need to be referred to the Bayside Traffic Committee meeting in February 2019 for consideration.

---

**Financial Implications**

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | The installation of Works Zone signs and stems are born by the applicant/developer/builder. |
| Additional funds required            | <input type="checkbox"/>            |   |
- 

**Community Engagement**

Not applicable.

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**Attachments**

Nil



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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.203
Subject	<b>Discovery Place, Wolli Creek, in front of Wolli Creek Railway Station - proposed extension of marked foot crossing</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Rockdale

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### Summary

Council has received a request to endorse the extension of an existing marked foot crossing in Discovery Point Place in front of Wolli Creek Railway Station. This area and roadway is privately owned land, which is publically accessible.

---

### Officer Recommendation

That the proposed extension of the existing marked foot crossing at Discovery Point Place to a total width of 10.5m wide outside Wolli Creek Railway Station be endorsed.

---

### Background

Discovery Point Place is a privately owned road that is heavily used by Wolli Creek Station commuters. The Discovery Point project team approached Council with a proposal to extend the marked foot crossing line marking, footpath and pram ramp by 5.5m to accommodate the large volume of pedestrians crossing Discover Place. The resultant crossing will be a width of 10.5m. The existing 'No Stopping' restrictions are recommended to be retained.

The locality of the proposed extension is attached.

---

### Financial Implications

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

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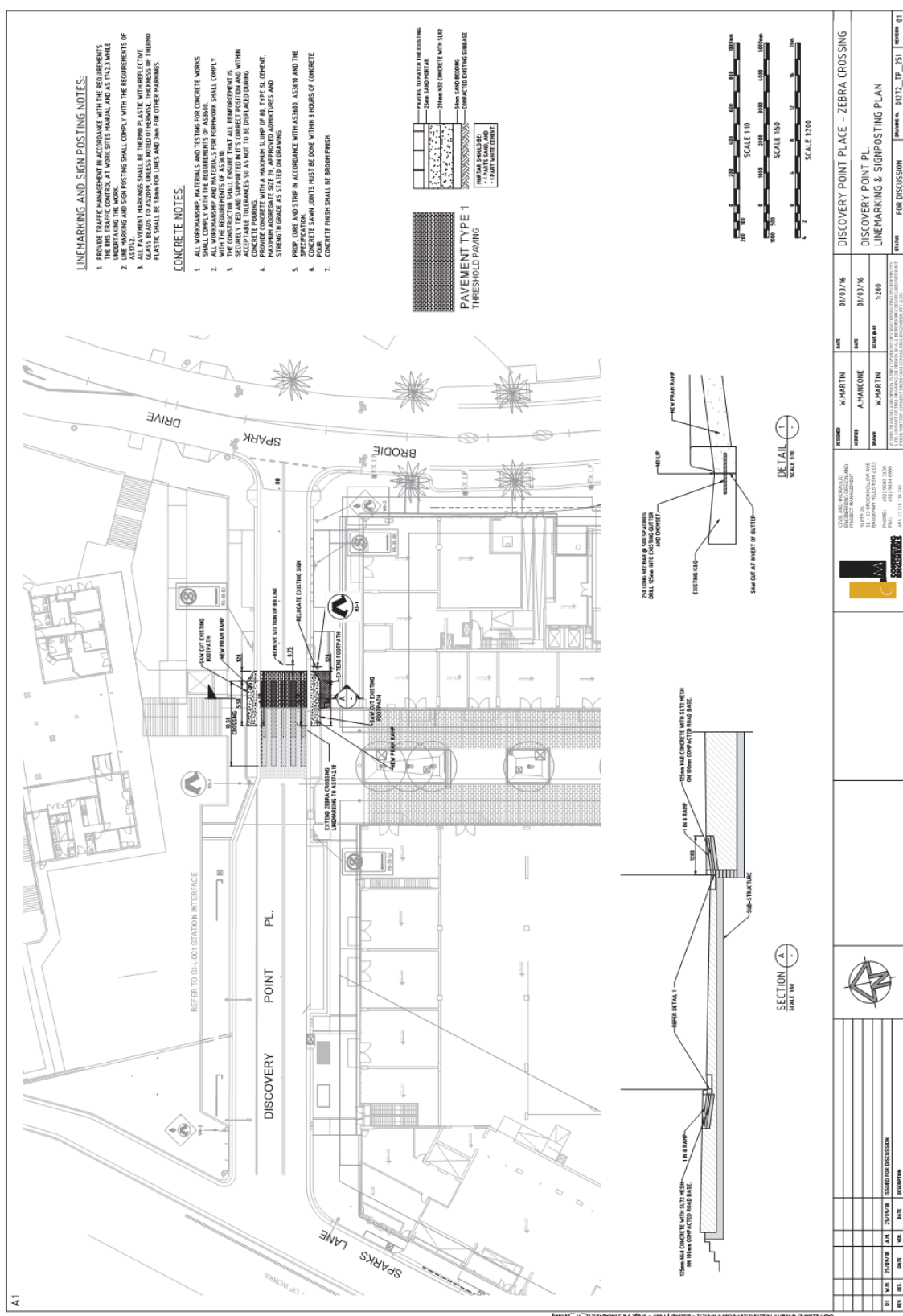
### Community Engagement

NA

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### Attachments

Discovery Point Place - proposed extended marked foot crossing



## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.204
Subject	<b>Edward Street West of Caroline Street, Kingsgrove - Proposed marked foot crossing</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Kogarah

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### **Summary**

Council has received a request for the provision of a marked foot crossing in Edward Street west of Caroline Street, Kingsgrove, to enhance safety for the school children of three schools in Caroline Street.

---

### **Officer Recommendation**

That a marked foot crossing be provided at Edward Street west of Caroline Street, Kingsgrove with associated 'No Stopping' restrictions, 20m on the approach and 10m on departure side of the crossing respectively.

---

### **Background**

The matter was presented to the Bayside Traffic Committee on 6/12/2017 with the following Council resolution:

- 1 That consultation be carried with affected residents in Edward Street and Caroline Street regarding a proposal to implement a marked foot crossing in Edward Street west of Caroline Street, Kingsgrove.*
- 2 That results of consultation be presented to the Traffic Committee for further consideration.*

Subsequently, consultation was undertaken with 35 residents of Edward Street and Caroline Street and three (3) schools.

Three (3) responses have been received (from a resident and two school Principals), all supported the proposed installation of the marked foot crossing.

It is recommended that the marked foot crossing with associated 'No Stopping' restrictions be supported. One parking space is lost from either side of Edward Street.

The marked foot crossing met the reduced warrants for the pedestrian crossing predominantly used by school children. The locality of the proposed marked foot crossing and a summary of the pedestrian and vehicle count can be found in the attachments.

---

**Financial Implications**

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

---

**Community Engagement**

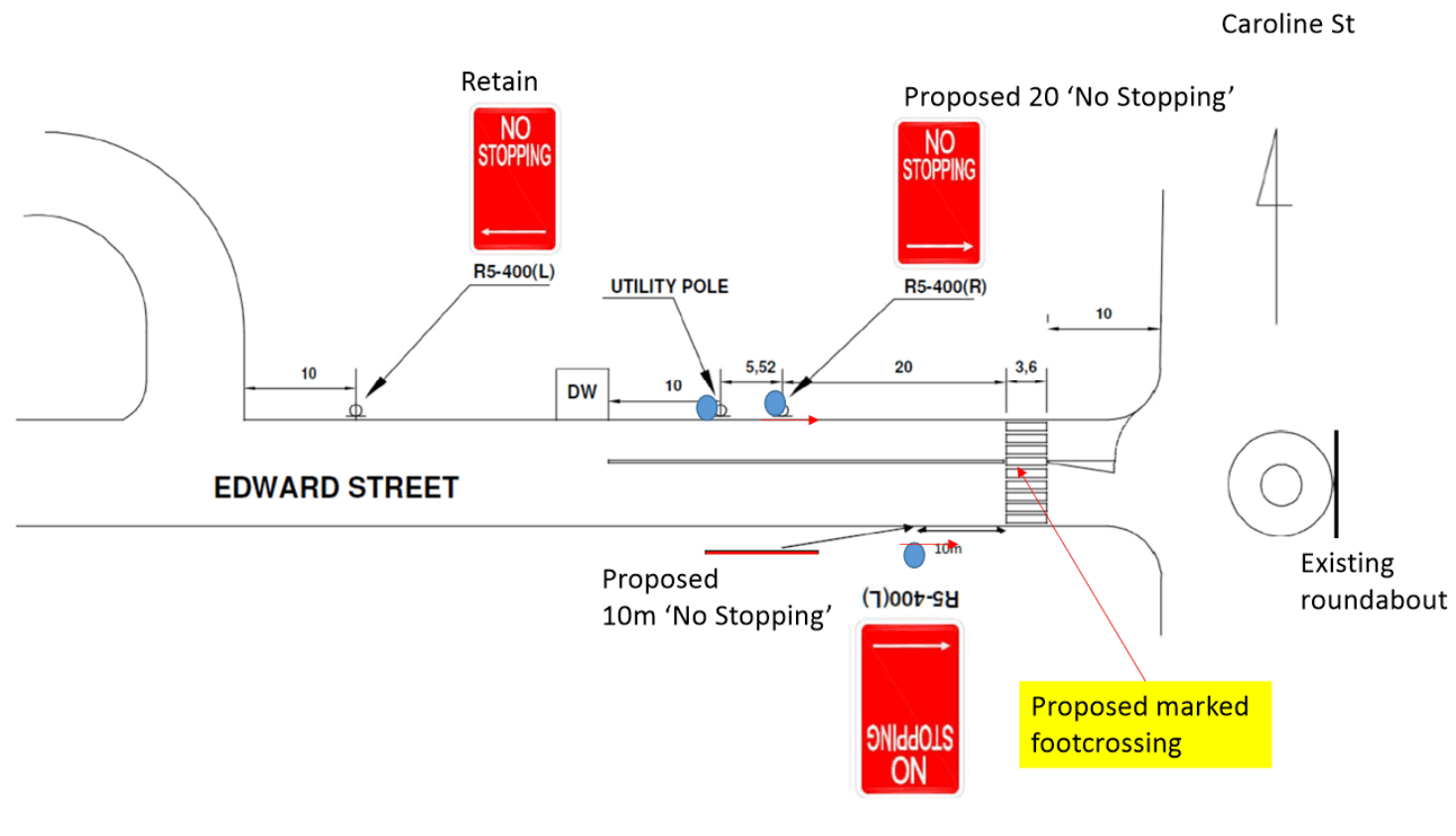
Affected residents will be informed of Council's decision.

---

**Attachments**

- 1 Vehicles and pedestrian counts
- 2 Edward Street marked foot crossing with No Stopping zones

TRAFFIC AND PEDESTRIAN COUNT FOR EDWARD STREET BETWEEN CAROLINE STREET AND THE AVENUE, KINGSGROVE 2208						Hamoon Bahari	DATE: September 1 <sup>ST</sup> 2017
TIME	V1	V2	P1 (AGED)	P2 (ABLE ADULT)	P3 (SCHOOL KIDS)	LOCATION & DIAGRAM	
8:30-8:45	32	37	1	20	23		
8:45-9:00	33	40	0	8	1		
9:00-9:15	20	22	0	11	2		
9:15-9:30	13	32	0	6	0		
TOTAL	98	131	1	44	26		
11:00-11:15	19	21	1	5	0		
11:15-11:30	16	16	1	1	0		
11:30-11:45	16	21	1	2	0		
11:45-12:00	22	24	0	2	0		
TOTAL	73	82	3	10	0		
14:30-14:45	32	33	5	23	23		
14:45-15:00	33	27	2	24	18		
15:00-15:15	33	28	4	18	30		
15:15-15:30	38	55	0	16	13		
TOTAL	136	143	11	81	84		



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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.205
Subject	<b>England Street Brighton Le Sands - Proposed 200m broken Centre Linemarking</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Rockdale

---

### **Summary**

Council has received a request to review traffic conditions in England Street, Brighton Le Sands.

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### **Officer Recommendation**

That a 200m broken centre line (type S1) be painted along England Street, Brighton Le Sands, between Bay Street and Kurnell Street.

---

### **Background**

England Street, is a 12m wide, straight residential street running between Bay Street and Kurnell Street, Brighton Le Sands.

It has been reported that motorists have been speeding along England Street. The latest traffic count data show that the 85<sup>th</sup> percentile speed is 55km/h, with a 7 day average daily traffic volume ADT of 1, 774 vehicles per 24 hours.

The traffic volume and speed of vehicles in England Street are within the typical levels of traffic for residential streets.

Additionally, RMS's crash data in the last 5 years (ending March 2018) show that 2 accidents occurred in England Street, both causing injuries. The RUM codes (Road User Movements) are 71 and 73 which indicate vehicles losing controlled on straight path.

It is recommended that a 200m broken centre line be painted along England Street to raise driver awareness of the centre of the road and improve safety in the area.

The locality of the current and proposed arrangements are shown in the attachments.

---

### **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"/>	



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## **Community Engagement**

NA

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## **Attachments**

England Street BLS S1 Linemarking



## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.206
Subject	<b>No. 4 Innesdale Road Wolli Creek - Proposed 7m Works Zone for 20 weeks</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Rockdale

### **Summary**

Council has received a request from the builders at No. 4 Innesdale Road, Wolli Creek for the provision of 7m 'Works Zone' to facilitate construction activities for a period of 20 weeks.

### **Officer Recommendation**

That the approval be given to the installation of 7m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction outside No.4 Innesdale Road, Wolli Creek for the duration of 20 weeks, subject to relevant conditions.

### **Background**

It is often recommended that kerb side parking surrounding a 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 Implications**

Not applicable ☐Included in existing approved budget ☒

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

Additional funds required ☐

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## Community Engagement

NA

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## Attachments

4 Innesdale Road Wolli Creek WZ





## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.207
Subject	<b>Knight Street, west of Railway Street, Rockdale - Proposed 30m broken centre linemarking in front of Nos. 23 to 29 Knight Street</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Rockdale

---

### **Summary**

Council received a request to review traffic conditions at the crest of Knight Street, Arncliffe in order to improve road safety.

---

### **Officer Recommendation**

That approval be given to the painting of 30m broken dividing line (type S1) at the crest in front of Nos. 23 to Nos. 29 Knight Street, Arncliffe.

---

### **Background**

Knight Street, Arncliffe, is a residential street linking Forest Road to the west to Railway Street to the east. The width of the road varies from 7m between Railway Street and No. 25 Knight Street and widens to 12.5m westward to Forest Road. The road is very steep between Nos. 25 and Railway Street.

It has been alleged that motorists have been speeding through Knight Street near the crest in front of Nos 23 to 29 Knight Street, causing a safety concern.

Parking is allowed on both sides of the street leaving a single two-way lane with limited visibility of oncoming traffic. Residents do not want to lose parking in front of their properties.

Upon review of RMS's crash data in the last 5 years ending 31 March 2018, there are three non-injury crashes which had been reported in Knight Street.

With the proposed broken centre lines, drivers are allowed to cross the centre line if it is safe to do so. No parking will be affected by the proposal.

The average daily traffic volume is approximately 600 per 24 hours and the 85<sup>th</sup> percentile speed 45km/h in front of Nos. 29 Knight Street.

The locality of the proposed line marking attached drawings.

---

### **Financial Implications**

Not applicable





Included in existing approved budget	<input checked="" type="checkbox"/>	Funded through block grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

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## Community Engagement

Not Applicable

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## Attachments

- 1 Knight Street S1 Linemarking
- 2 Knight Street Picture



**Bayside Council**  
Serving Our Community

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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.208
Subject	<b>Kyle Street at Charles Street intersection, Arncliffe - signposting of statutory 'No Stopping' restrictions</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/12
Electorate	Rockdale

---

### Summary

Council has received a request to improve the safety for traffic at the intersection of Kyle Street and Charles Street caused due to 90 degree angle parking in Kyle Street.

---

### Officer Recommendation

That approval be given to the installation of 'No Stopping' signs to reinforce 10m statutory restrictions in Kyle Street west of Charles Street.

---

### Background

Following the completion of development at 108 Princes Highway, the tenants and residents utilise the frontage of the development in Kyle Street for 90 degree angle parking. However due to lack of the statutory 'No Stopping' restrictions, motorists park too close to the corner of Charles Street. As a result, motorists travelling northbound on Charles Street find it difficult to see oncoming traffic from Princes Highway turning into Kyle Street.

It is therefore proposed to signpost the statutory 'No Stopping'. There is no loss of parking as a result of the proposal as per NSW Road Rule 170.

The proposed work is shown in the attached sketch.

---

### 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"/>	

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### Community Engagement

Not required

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## **Attachments**

Kyle Street - No Stopping



Kyle Street at the intersection of Charles Street – Proposed signposting of statutory 'No Stopping' restrictions



## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.209
Subject	<b>Lyon Street and Wellington Street - Request for Residential Parking Scheme</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Heffron

---

### **Summary**

Council has received a request to review parking in Lyon Street and Wellington Street, Mascot.

The matter was presented to the Bayside Traffic Committee as item BTC18.081 on 6/6/2018. Council resolution was:

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

---

### **Officer Recommendation**

That the existing parking restrictions in Lyon Street and Wellington Street, Mascot, be retained.

---

### **Background**

Consultations has been carried out with the affected residents. Approximate, 108 circulars were delivered to letter box of affected residents seeking their opinions about the resident parking issues. All of them were aware of the proposed resident parking scheme.

Subsequently 15 responses received. A summary of the responses, is attached and as shown below:

- Ten (10) residents opposing a resident parking scheme,
- and five (5) in favour.

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

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

---

In light of the above, it recommended to retain the current parking arrangements in Lyon and Wellington Streets.

A locality map of Lyon and Wellington Streets and a summary of the responses from residents are attached.

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### Financial Implications

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

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### Community Engagement

Affected residents will be advised of Council's decision.

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### Attachments

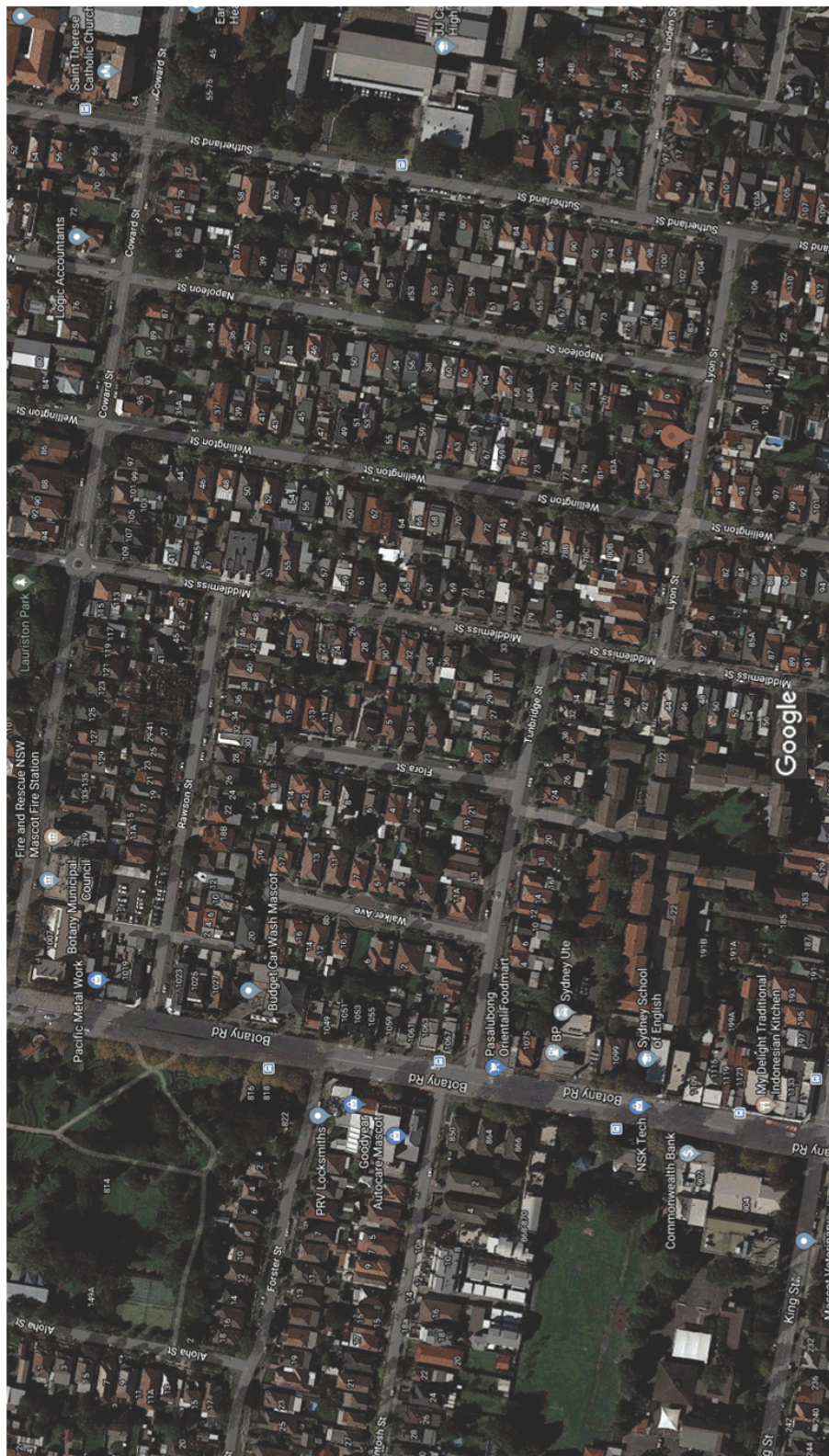
- 1 Lyon Street and Wellington Street summary of responses
- 2 Lyon and Wellington Street locality map

Closing date 21 September 2018		List of public responses	
No.	Street name	Against or For the proposed 'Resident Parking Scheme'	Summary of Their Response or Feedback
1	Wellington St	Against	Long term residents of Wellington St do not support nor see the requirement for the residential parking scheme to be adopted.
2	Wellington St	Against	I would suggest 90 degree angle parking in Wellington St
3		Against	Most residents have off street parking.
4		Against	he holds a disability permit and it is very difficult for him to park away from his house. He still finds parking on his street. No reason to change.
5	Wellington St	Against	Since Bayside Office in Coward Street closed parking in Wellington St has improved dramatically. Most people in street would not want RPS.
6	Wellington St	For	Support for the proposed residential parking scheme. We encounter daily challenges with parking outside our property.
7	Wellington St	Against	He does not have a problem parking in front of his property.
8	Wellington St	For	We encounter daily challenges with parking outside our property.
9	Wellington St	For	my view is that a parking scheme that provides adequate disincentive to airport users to park their vehicles in the streets needs to be introduced. For example an 8 - 12 hour parking scheme would al residents to have their visitors park in the streets while they are visiting but would prevent (or at least deter) airport users from parking in the streets for weeks on end as it currently happening.
10	Lyon St	Against	No problem in Lyon Street, the cost would be an issue for families with more than one car per household. Problem for visitors.
11	Wellington St	For	90% of the time I have cars parked directly outside my house for days on end. Most recently, I had two cars parked back to back for a week, one with a Victorian number pland and another with a Queensland number plate. I sincerely urge you to restrict the parking in our streets as soon as possible. Wether it be 8 hour parking or 3 hour parking to alleviate the pressures on our residents.
12	Wellington St	Against	Has never had a problem parking in front of her house. Maybe it needs to be revisited in two years.
13	Wellington St	For	In favour. Whilst there may be a cost associated with timed local parking it would be in the Council;s best interest to get the scheme into place as quickly as possible.
14	Wellington St	Against	Would like another solution. RPP would not work for him as his household has three cars. Too many people in the street have off street parking but park on the street. People leave their cars and catch an uber to the airport.
15	Wellington St	Against	requires reassessing of parking situation.

Lyon St - Google Maps

31/05/2018

Google Maps Lyon St



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

<https://www.google.com.au/maps/place/Lyon+St,+Mascot+NSW+2020/@-33.9276273,151.1971809,467m/data=!3m1!1e3!4m5!3m4!1s0x6b12b108740de4b9:0xe8b03032ac3d7b18m2!3d-33.9290472!4d151.1989941>



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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.210
Subject	<b>McPherson Street and Nant Place, Banksmeadow - Proposed 'No Stopping' restriction.</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Maroubra

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### Summary

Council has received a request to consider the issue difficulty of turning for heavy vehicles at McPherson Street, Banksmeadow near Nant Place.

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### Officer Recommendation

That approval be given to the installation of 'No Stopping' signs to reinforce the 10m statutory 'No Stopping' restriction at the intersection of McPherson Street and Nant Place, Banksmeadow.

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### Background

McPherson Street, Banksmeadow is situated in an industrial area with a high proportion of heavy and long truck movements. Trucks have been reported to manoeuvre unsafely at McPherson Street near Nant Place.

To ensure safe turning for heavy vehicles, it is recommended that 'No Stopping' signs be installed to reinforce the statutory 10m 'No Stopping' restriction at both ends of Nant Place, Banksmeadow.

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

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### Financial Implications

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

---

### Community Engagement

NA

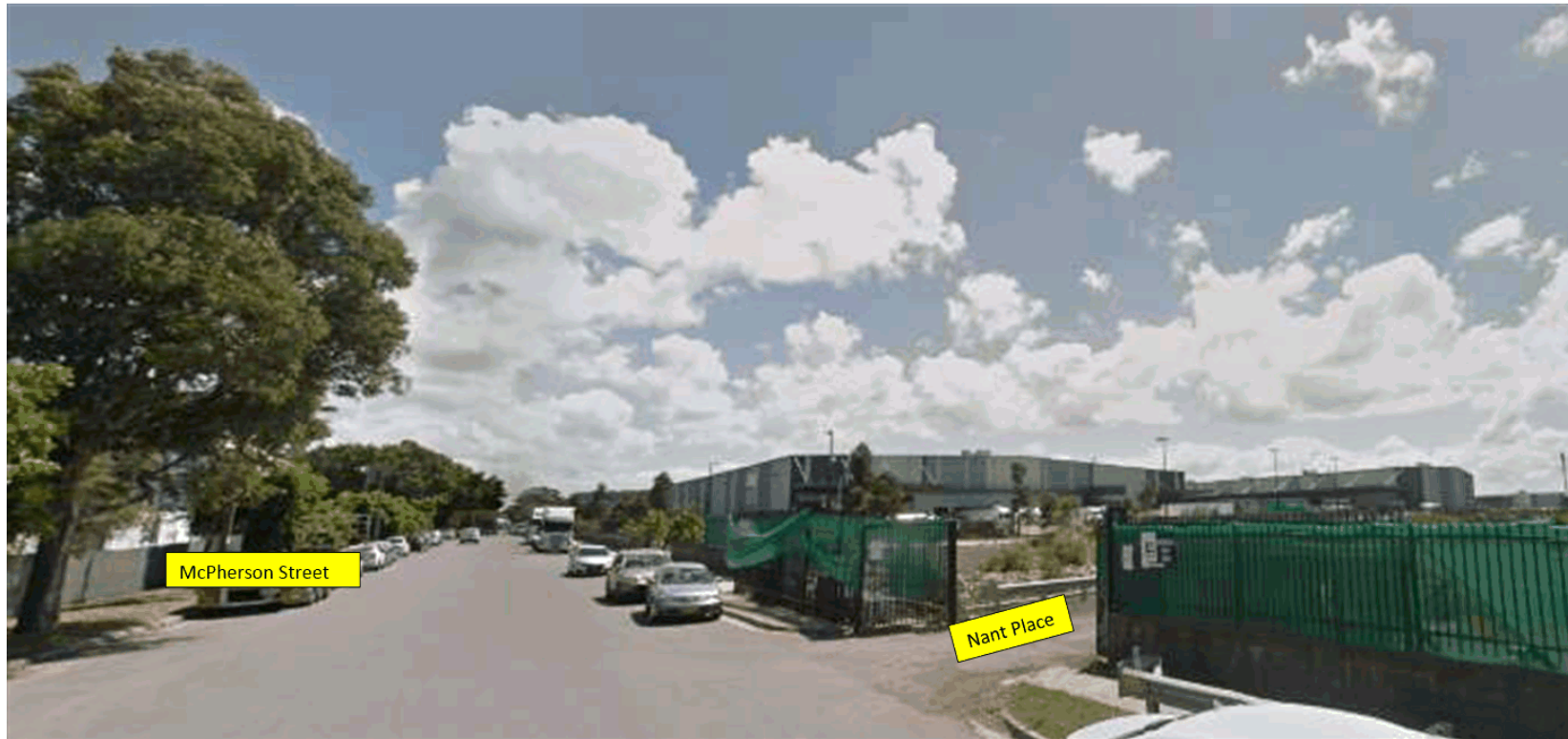
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## **Attachments**

- 1 McPherson Street Map
- 2 McPherson Street Photo







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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.211
Subject	<b>Magdalene Terrace, Wolli Creek - Proposed 'P5 Minute' Restriction along the northern side of Magdalene Terrace</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Rockdale

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### **Summary**

Council received a request to increase parking turnover in Magdalene Terrace, Wolli Creek.

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### **Officer Recommendation**

1. That the existing '2P' 8:30am – 6pm Mon-Fri, 8:30am - 12:30pm Sat restriction on the northern side of Magdalene Terrace between Brodie Spark Drive and Spark Lane be converted to 'P5 Minutes' 6am -6pm Mon-Sat parking to facilitate the set down and pick up of passengers in the Wolli Creek precinct.
  2. That Pick Up and Drop Off Point advisory signs be installed.
- 

### **Background**

Magdalene Terrace, Wolli Creek, is a local street near Wolli Creek Railway Station with a high demand for parking. Consultation has been undertaken with representatives of residents in the local area. The request to review the parking arrangements was supported by the State Member for Rockdale and Chairperson of the Traffic Committee.

It is recommended that the existing '2P' 8:30am – 6pm Mon-Fri, 8:30am - 12:30pm Sat restriction on the northern side of Magdalene Terrace be converted to 'P5 Minute' facility to improve the parking turnover. It will provide additional capacity for drop-off and collection of passengers for the Wolli Creek residents and station precinct. The area is located approximately 150m from the Wolli Creek rail station entry point through the pedestrian plaza. The location should assist in reducing the amount of traffic circulation along Discovery Point Place and congestion near the station entry.

The loading zone near Spark Lane will remain in place. The proposal will convert eleven (11) existing 2P parking spaces to P5 Minute Parking with Kiss and Ride advisory signs.

It is not recommended to install 'Kiss and Ride' facility as these zones have been primarily designed for school locations for the safety of school children. They operate under the same conditions as 'No Parking' zones, with a maximum of 2 minute stay, and the driver must remain within 3 metres of the vehicle. A P5 Minute zone provides additional functionality in this location.

The locality of the proposed restriction is attached.

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**Financial Implications**

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

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**Community Engagement**

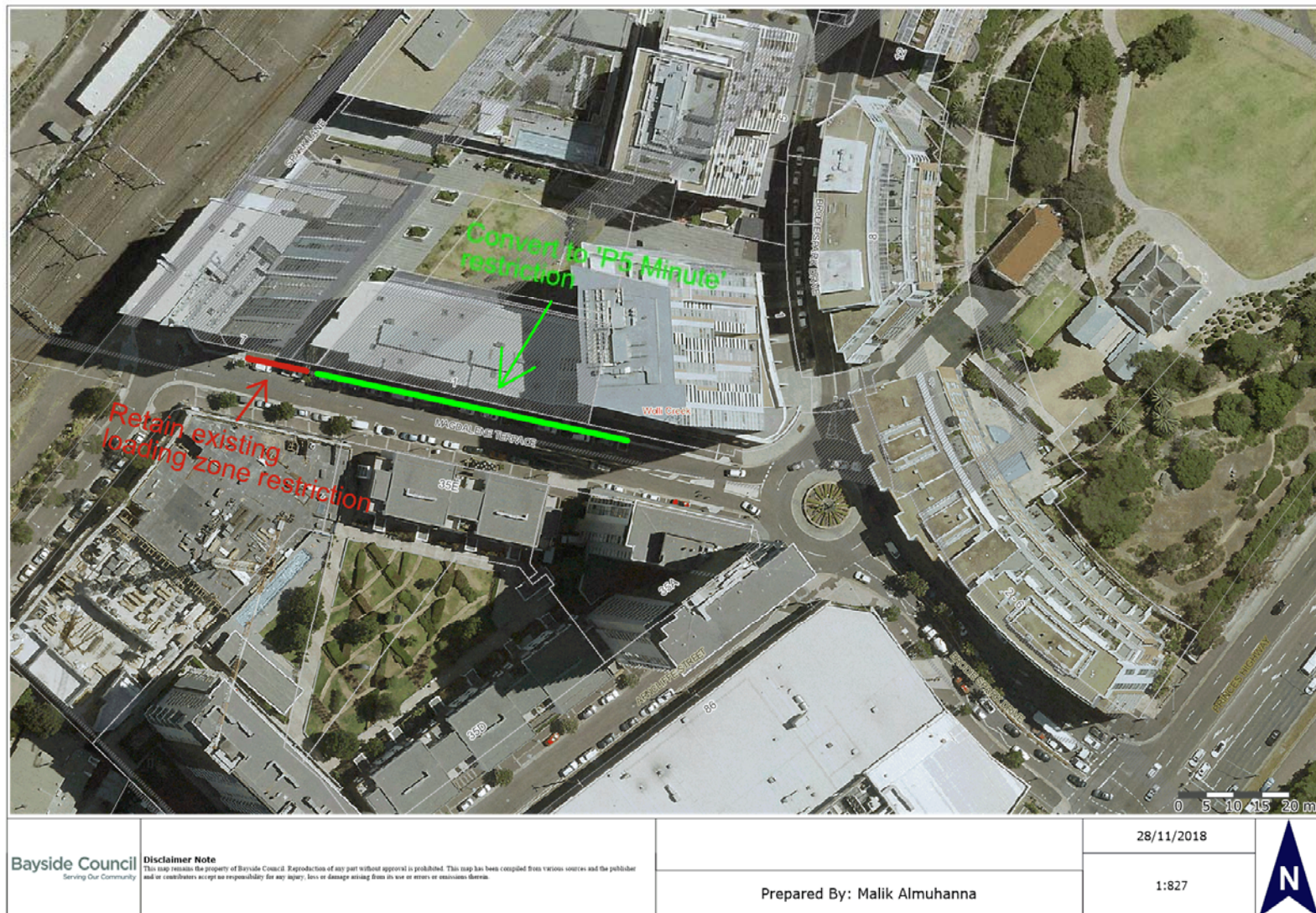
The recommendation is in response to a meeting with community representatives.

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**Attachments**

Magdalene Terrace P5 Minute





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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.212
Subject	<b>Nos. 89A and 89 Maloney Street, Mascot - Proposed provision of 11.5m '1p' restriction</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Heffron

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### Summary

Council has received a request for a parking space for people with disabilities in front of Nos. 89 and 89A Maloney Street, Mascot.

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### Officer Recommendation

- 1 That an 11.5m of '1P' restriction be provided in front of 89 and 89A Maloney Street, Mascot.
- 

### Background

Council has received a request for a parking space for people with disabilities in front of Nos. 89 and 89A Maloney Street, Mascot which has now been investigated.

Maloney Street is a collector street with a high demand for parking. A council officer has met with the residents, who presented their valid disability permits. Residents of number 89 have a 2.1m driveway that the resident claims they cannot fit their car into. Residents of number 89 does not have any off street parking option.

The area in front of the applicants' properties is not suitable for a disabled parking space in accordance with the standard, as an indented parking bay and pram ramp cannot reasonably be provided. It is therefore recommended that an 11.5m (two car spaces) of '1P' restriction be provided outside numbers 89 and 89A Maloney Street, Mascot, noting that Accessible Mobility Permit Holders can park for an unrestricted period in the 1P parking zone in accordance with Rule 206 (2) (b) (iii) of the Road Rules.

The locality of the proposed line marking attached drawings.

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### Financial Implications

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

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## **Community Engagement**

Affected residents will be notified of Council's decision.

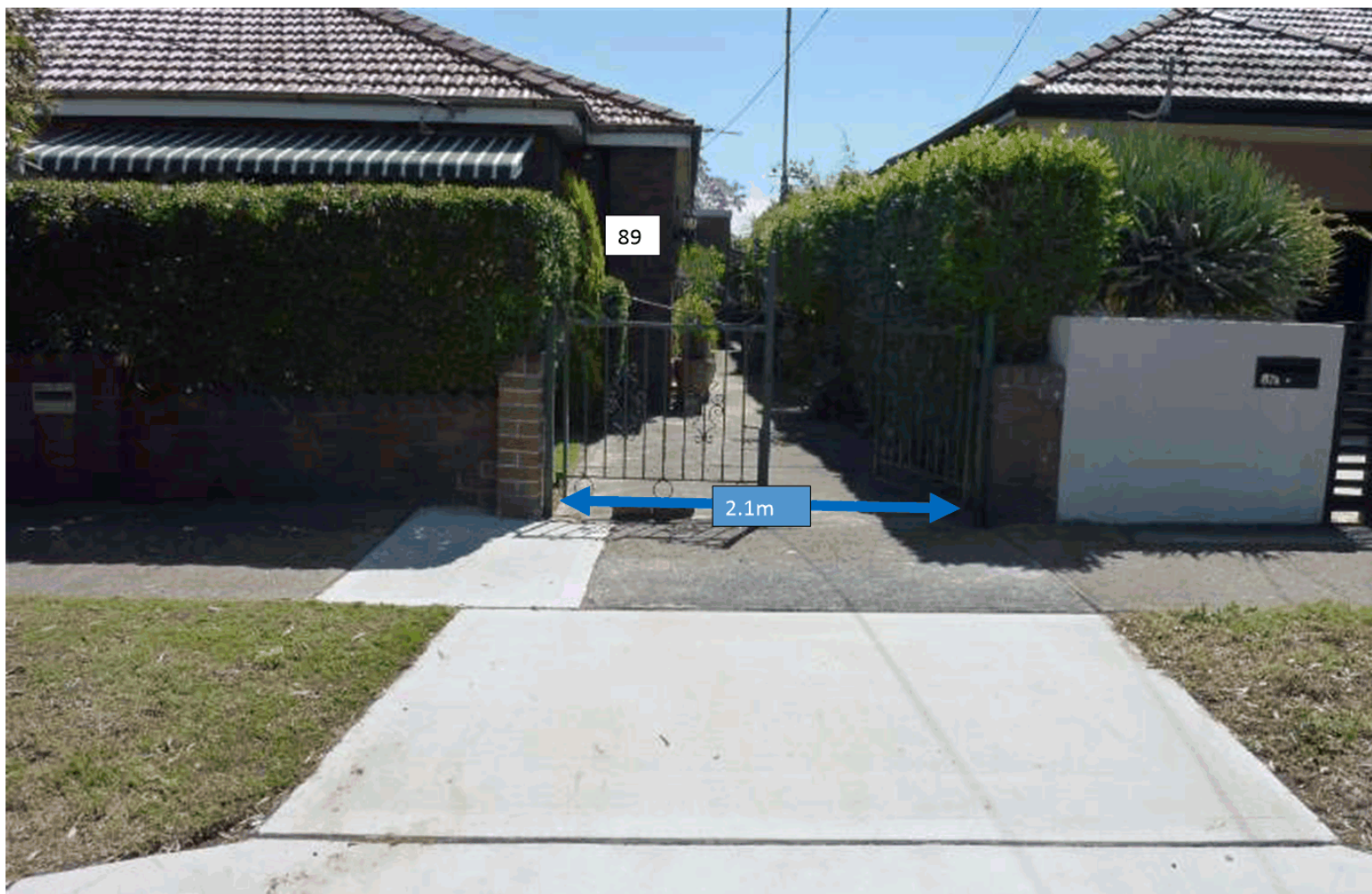
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## **Attachments**

89 & 89A Maloney Street Mascot







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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.213
Subject	<b>Production Avenue north of Phillip Street - proposed parking area for people with disabilities at the newly built kerb ramp</b>
Report by	Malik Almuhanha, Traffic Engineer
File	SC18/12
Electorate	Kogarah

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### Summary

Council has recently completed the construction of new public amenities in Scarborough Park, including a newly built kerb ramp to provide access between the parking area and the building. It is proposed to allocate a parking area for people with disabilities to ensure adequate access is provided to the new building.

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### Officer Recommendation

That a parking area for people with disabilities restriction be installed across two parking spaces with associated cross-hatched line marking in Production Avenue, north of Phillip Street, Kogarah.

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### Background

A newly built kerb ramp leads to a parking spaces in Production Avenue, Kogarah. The existing parking arrangements block access to the street and footpath. It is recommended that 2 parking spaces be provided for people with disabilities, with a cross-hatched line marking area in the middle to allow for wheelchair loading/unloading.

Three parking spaces will be transformed to two standardised accessible parking spaces.

The locality of the proposed parking arrangement can be found in the attachments.

---

### Financial Implications

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

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### Community Engagement

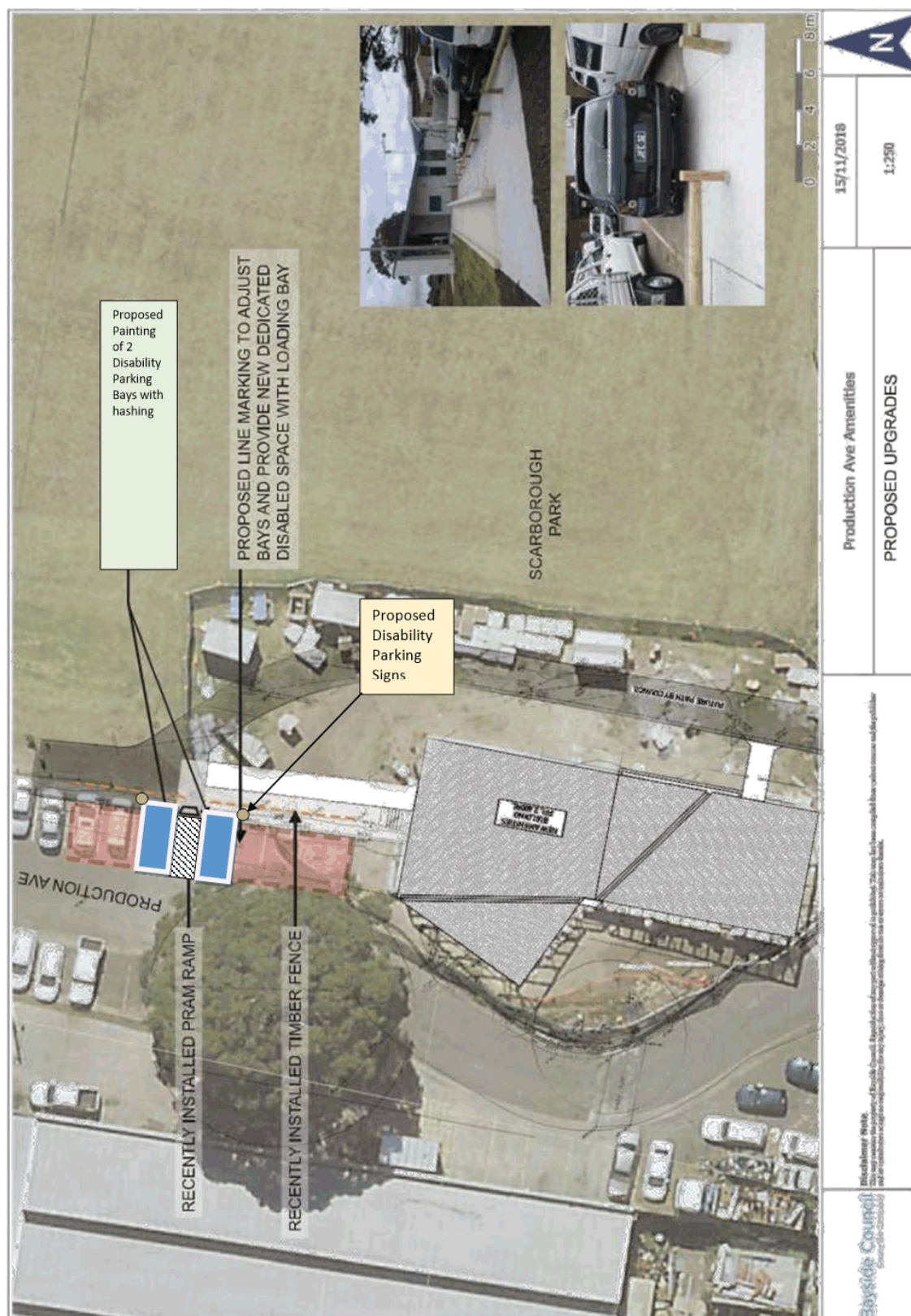
NA

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## **Attachments**

Production Avenue Map





## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.214
Subject	<b>Solander Street, Monterey, from Nos. 32-38 to O' Connell Street- Community consultation results - proposed 90 degree angle parking</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/12
Electorate	Rockdale, CRM209016

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### **Summary**

Council has received a request to provide additional parking for residents of Solander Street, Monterey, between O'Connell Street and The Grand Parade.

This matter was previously considered by Bayside Traffic Committee at its meeting on 3/10/2018, item BTC18.170.

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### **Officer Recommendation**

That approval be given for the installation of 90 degree angle parking along the northern kerb line of Solander Street, between O'Connell Street and the existing 90 degree parking at 32-38 Solander Street.

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### **Background**

Solander Street, Monterey, is a residential street which has many residential blocks. There is a high demand for parking in this area.

The Bayside Traffic Committee considered the parking issue in Solander Street at its meeting on 3/10/2018, item BTC18.170 and recommended as follows:

- 1 That community engagement be undertake with affected residents in Solander Street, between O'Connell Street and The Grand Parade to determine the level of support for the proposed 90 degree angle parking between O'Connell Street and the existing 90 degree parking at 32-38 Solander Street.
- 2 That the results of public consultation be submitted to the Traffic Committee for further consideration.

Council at its meeting on 10/10/2018 adopted the above recommendations.

Residents in Solander Street and adjoining multi-dwelling developments on The Grand Parade were delivered a survey on the proposed change to parking conditions. The survey provided did not nominate a recommended location of northern kerb side or southern



kerbside for the angled parking, providing an opportunity for residents to nominate their preference.

A total of 19 responses were received. 12 were in support, 6 against and 1 was supportive on the condition that no signs were installed that would have any aesthetic impacts on the street.

Currently, Solander Street has:

- A 90 degree angle parking, rear to kerb arrangement, along the northern kerb line between properties Nos. 32-38 Solander Street and The Grand Parade
- A 90 degree angle parking, rear to kerb arrangement along the northern kerb line between properties Nos. 6 and 12 Solander Street
- A parallel parking throughout the southern kerb line.

The road carriageway width is 14.9m wide. This is less than the recommended 18.9m width based on the Australian Standard AS2890.5 – 1993 Parking facilities Part 5: On-street parking, which suggests:

- Parallel Parking space – 2.3m (Table 2.1);
- Parallel and angled parking clearance – 0.5m (S2.4 (a));
- Lane width (adjacent to parallel parking) L – 3.5m
- Overall width for 90 degree angled parking (kerb to separation line) W – 12.6m

The Australian Standard is not a mandatory standard, it gives guidance on the provision and layout of on-street parking, both as parking zones and parking areas. The standard identifies the principal function of a public road for the movement of vehicular traffic. The Foreword of the Standard states that:

“On-Street parking should therefore be permitted only to the extent that it will not result in an unacceptable loss of capacity for moving traffic or that it will not create unacceptable hazards for moving traffic due to partial blocking of moving lanes or the parking manoeuvre itself”.

Angled parking in Solander Street has been in existence for approximately 20 years. In low volume, low speed residential streets, impacts on capacity for moving traffic is negligible. Partial blocking of moving lanes acts as a traffic calming measure, and in these environments has not proven to be a significant hazard.

A detailed review of changing parallel parking along the northern kerb line of Solander Street between O’Connell Street and properties at 32/38 Solander Street to a 90 degree angle parking arrangement showed a net gain of approximately 22 parking spaces.

A similar yield of approximately 20 spaces is anticipated if 90 degree angle parking was implemented along the southern kerb line between O’Connell Street and No. 23 Solander Street.

In accordance with RMS crash statistics, no crashes had been reported in Solander Street between O’Connell Street and properties Nos. 32-38 Solander Street for the period of five years ending on 30 September 2017.

Additional 90 degree angle parking is proposed to increase parking supply, located along the northern kerblines.

The locality of the existing and proposed parking layouts in Solander Street, is shown in the attached plan.

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### Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funded by block grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

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### Community Engagement

Affected residents in Solander Street will be consulted on the proposal.

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### Attachments

Solander Street proposed 90 degree angle parking aerial map



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## Bayside Traffic Committee

5/12/2018

Item No	BTC18.215
Subject	<b>Wardell Street, Arncliffe - Proposed 'No Parking 8 am - 9 am 2.30 pm - 3.30 pm School Days' in the cul de sac</b>
Report by	Agasteena Patel, Traffic Engineer
File	SC18/12
Electorate	Rockdale

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### Summary

Council has received a request to provide parking restrictions in Wardell Street, Arncliffe in the cul de sac area during school drop off and pick up times.

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### Officer Recommendation

That approval be given to the installation of 'No Parking 8 am – 9 am 2.30 pm – 3.30 pm School Days' in the cul de sac of Wardell Street south of View street.

---

### Background

Wardell Street runs south of Forest Road, Arncliffe and provides access to St Xavier's Catholic Primary School. There is an existing drop off and pick up zone along the school frontage north of View Street, accommodating approximately 6 cars.

Council officers have raised concerns regarding traffic and parking breaches in the street during school drop off and pick up times.

There are no other parking restrictions in the street and parking is often not available. There is 90 degree angle parking in the street along the western kerbline which is unrestricted. A number of parents and carers park in the cul de sac at pick up and drop off times. This further exacerbates traffic conditions making it difficult for motorists to turn around and leave.

This area has been used by builders of a large construction site off Princes Highway south of Wardell Street.

It is therefore recommended to install the proposed parking restrictions to allow for motorists to safely pick up and drop off and leave the street without having to perform multiple-point turns in Wardell Street and View Street.

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### Financial Implications

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

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## **Community Engagement**

Affected residents will be informed of Council's decision

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## **Attachments**

Wardell Street cul de sac







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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.216
Subject	<b>Anti-Social Driving Behaviour</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	SC18/12
Electorate	N/A

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### **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.

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### **Officer Recommendation**

The Anti-Hooning Taskforce has not referred any matters for consideration of the Bayside Traffic Committee.

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### **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 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



Included in existing approved budget ☐  
Additional funds required ☐

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### **Community Engagement**

Not applicable

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### **Attachments**

Nil

## Bayside Traffic Committee

**5/12/2018**

Item No	BTC18.217
Subject	<b>Matters referred to the Bayside Traffic Committee by the Chair</b>
Report by	Jeremy Morgan, Manager City Infrastructure
File	SC18/12
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 ☐

Included in existing approved budget ☐

Additional funds required ☐

## Community Engagement

## Attachments

Nil

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## **Bayside Traffic Committee**

**5/12/2018**

Item No	BTC18.218
Subject	<b>General Business</b>
Report by	Pat Hill, Administrative Support Officer - City Infrastructure
File	SC18/12
Electorate	Heffron, Kogarah, Maroubra, Rockdale

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### **Summary**

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

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### **Officer Recommendation**

That this report be received and noted.

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### **Background**

#### **Items without notice**

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

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

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

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

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

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

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

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### **Financial Implications**

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

### **Community Engagement**

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### **Attachments**

Nil