

## 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 7 November 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

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## **5 GENERAL BUSINESS**

## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.177
Subject	<b>Minutes of the Bayside Traffic Committee Meeting - 3 October 2018</b>
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/11

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### **Officer Recommendation**

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

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### **Present**

Jeremy Morgan, Manager City Infrastructure, Bayside Council (Acting Convener),  
Traffic Sergeant Frank Gaal, 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, State Transit Authority - west,  
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,  
Scott McNairn, Events Officer, Bayside Council. (Item BTC18.168)

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

## **2 Disclosures of Interest**

There were no disclosures of interest.

### 3 Minutes of Previous Meetings

#### **BTC18.159 Minutes of the Bayside Traffic Committee Meeting - 5 September 2018**

##### Committee Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 5 September 2018 be confirmed as a true record of proceedings.

### 4 Reports

#### **BTC18.160 Alfred Street north of Ramsgate Road, Ramsgate Beach - Proposed change from 'No Stopping' to a '1P, 8.30am-6pm' restriction**

##### **Committee Recommendation**

That the existing 'No Stopping' restriction be changed to '1P, 8.30 am-6 pm' restriction along the eastern kerb line of Alfred Street, north of Ramsgate Road, in front of the medical centre at No.152 Ramsgate Road, Ramsgate Beach.

#### **BTC18.161 Hanna Street at the rear of 1364-1366 Botany Road, Botany - Proposed 25m Works Zone for 33 weeks**

##### **Committee Recommendation**

That the approval be given to the installation of 25m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction along the northern side of Hanna Street, rear of 1364-1366 Botany Road, Botany, for the duration of 33 weeks, subject to relevant conditions and:

- The applicant demonstrate that the swept paths for the largest construction vehicles can traverse the intersections of Hanna Street and Waratah Street and Fremlin Street and Botany Road to Council's satisfaction.
- The type of vehicles be provided.
- The construction vehicle movements be constricted in a one-way anticlockwise direction from Botany Road to Waratah Street then left turn into Hanna Street then left turn into Fremlin Street and exiting Botany Road.
- Construction vehicles are not permitted to double park or layover and idle in nearby streets and in Hanna Street.
- The local residents be advised by developers.



**BTC18.162 Hanna Street rear of 1368 Botany Road, Botany - Proposed 12m Works Zone for 26 weeks****Committee Recommendation**

That the approval be given to the installation of 12m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction along the northern side of Hanna Street, at the rear of 1368 Botany Road, Botany, for the duration of 26 weeks, subject to relevant conditions and:

- The applicant demonstrate that the swept paths for the largest construction vehicles can traverse the intersections of Hanna Street and Waratah Street and Fremlin Street and Botany Road to Council's satisfaction.
- The type of vehicles be provided.
- The construction vehicle movements be constricted in a one-way anticlockwise direction from Botany Road to Waratah Street then left turn into Hanna Street then left into Fremlin Street and exiting Botany Road.
- Construction vehicles are not permitted to double park or layover and idle in nearby streets and in Hanna Street
- The local residents be advised by developers.

**BTC18.163 Light Traffic Thoroughfare restriction - proposed updating all load limit signs with the standard 'No Trucks' signs with a truck symbolic with a red slash****Committee Recommendation**

That approval be given to the progressive replacement of:

- all existing load limit signs, '3t AND OVER with a truck symbol with a red slash' signs
- all existing load limit signs, '4.5t with a truck symbol with a red slash' signs
- and other existing similar signs

with '**No Trucks**' signs with a truck symbol with a red slash signs, (type R6-10-2) as signs require replacement.

**BTC18.164 Lynwen Crescent, west of West Botany Street, Banksia - proposed temporary one-way street during the 2018 Christmas and 2019 New Year period between 8 Dec 2018 and 7 Jan 2019****Committee Recommendation**

That endorsement be given to the conversion of Lynwen Crescent, Banksia, west of West Botany Street, to a temporary one-way street (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 8 December 2018 and 07 January 2019 and that a Traffic Management Plan be submitted to the Roads and Maritime Services for consideration.

**BTC18.165 Maders Avenue, Kogarah, east of Rocky Point Road - proposed temporary one-way street during the Christmas and New Year period (8 Dec 2018 to 7 Jan 2019)**

**Committee Recommendation**

That endorsement be given to the conversion of Maders Avenue, Kogarah, east of Rocky Point Road, to a temporary one-way street (anticlockwise direction) to control the traffic flow during the Christmas and New Year period, between 8 December 2018 and 07 January 2019 and that a Traffic Management Plan be submitted to the Roads and Maritime Services for consideration.

**BTC18.166 Miller Avenue between Bexley Road and New Illawarra Road - proposed painted median and one way pavement arrows**

**Committee Recommendation**

- 1 That approval be given for the installation of a painted median island including raised reflective pavement markers along the centre of Miller Avenue around the existing street trees and electric light poles to enhance traffic safety.
- 2 That approval be given to the painting of four (4) of one way street pavement markings to reinforce the direction of flow in the separated carriageway of Miller Avenue.

**BTC18.167 26 McPherson Street Banksmeadow - Proposed 6m 'Motorbikes Only' Restriction**

**Committee Recommendation**

- 1 That the approval be given for the provision of a 6m 'No Stopping' restriction outside 26 McPherson Street, Banksmeadow to enhance sight distance for motorists exiting the car park.
- 2 That the proposed 'No Stopping' restriction near Nant Street be further investigated

**BTC18.168 New Year's Eve 2018 - Fireworks Display - Traffic Management Plan and Traffic Control Plan**

**Committee Recommendation**

- 1 That the attachment/s to this report be withheld from the press and public as they are confidential for the following reason:

With reference to Section 10(A) (2) of the Local Government Act 1993, the attachment relates to(f) issues affecting the security of the Council, Councillors, Council Staff or Council property. It is considered that if the matter were discussed in an open Council Meeting it would, on balance, be contrary to the public interest due to the issue it deals with public security and safety.

- 2 That the Committee notes this Class 1 event to be forwarded to the Transport Management Centre for approval and endorses the report.
- 3 That all relevant agencies not present at the meeting be notified.

#### **BTC18.169 Princess Street and The Boulevarde, Brighton Le Sands - Proposed parking restrictions**

##### **Committee Recommendation**

That approval be given for the following restrictions:

- 1 That approval be given for the installation of '2P 8 am-9 pm' parking restrictions on both sides of Princess Street to the existing 35 unrestricted parking spaces between The Grand Parade and Moate Avenue.
- 2 That approval be given for the replacement of '1P 8.30 am-6 pm Mon-Fri and 8.30 am-12.30 pm Sat, Front to Kerb' restrictions for 15 car spaces along both sides of The Boulevarde with '2P, 8 am-9 pm Front to Kerb' parking restrictions between The Grand Parade and Crighton Lane.
- 3 That approval be given to the installation of '2P 8 am-9 pm' parking restrictions on both sides of The Boulevarde for 31 spaces between Crighton Lane and The Boulevarde Walk adjoining the Council car park.

#### **BTC18.170 Solander Street, Monterey, from Nos. 32-38 to O' Connell Street- proposed change parallel parking to a 90 degree angle parking arrangement**

##### **Committee Recommendation**

- 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 Bayside Traffic Committee for further consideration.

**BTC18.171 Valda Avenue, and Marsh Street east of West Botany Street and Marsh Street, Wolli Creek - airport parking issues****Committee Recommendation**

- 1 That a resident parking scheme not to be installed in Valda Avenue and Marsh Street east of West Botany Street, Arncliffe as it does not satisfy the requirements of the RMS Permit Parking Guidelines.
- 2 That consultation be undertaken with residents of Valda Avenue and Marsh Street east of West Botany Street, Arncliffe, regarding options for timed parking restrictions.

**BTC18.172 14 Willison Road Carlton - Proposed 12m Works Zone for 32 weeks****Committee Recommendation**

That the approval be given to the installation of 12m of 'Works Zone, 7 am – 6.30 pm, Mon – Fri- and 8 am – 3.30 pm Sat' restriction outside No.14 Willison Road, Carlton for the duration of 32 weeks, subject to relevant conditions.

**BTC18.173 Wollongong Road between Forest Road and Hamilton Street, Arncliffe - proposed traffic calming scheme****Committee Recommendation**

That approval be given to the construction of a traffic concrete island and two rubber cushion pads in Wollongong Road at Hamilton Street, Arncliffe as shown in the attached detailed drawing.

**BTC18.174 Anti-Social Driving Behaviour****Committee Recommendation**

No matters were raised for consideration.

**BTC18.175 Matters referred to the Bayside Traffic Committee by the Chair****Committee Recommendation**

No matters were raised by the Chair.

**BTC18.176 General Business**

**Committee Recommendation**

That this report be received and noted.

**5 General Business**

There was no General Business.

The Acting Convenor closed the meeting at 11.30 am.

**Attachments**

Nil

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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.178
Subject	<b>Alfred Lane, Botany Lane, Frogmore Lane, Hardie Lane, Johnson Lane and King Lane - proposed 'Park in Parking Bays Only'</b>
Report by	Coordinator Traffic and Road Safety – TR1
File	SC18/11
Electorate	Heffron

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### **Summary**

Council has received a number of complaints from residents about parking issues in the rear lanes to their properties between King Street to the north, Botany Road to the west, Wentworth Avenue to the south and Sutherland Street to the east.

This matter was previously considered by Bayside Traffic Committee at its meeting of 2/11/2016, item BTC16.33. The Committee recommended that community consultation be carried out and the results of the consultation be reported back for further consideration.

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### **Officer Recommendation**

- 1 That endorsement be given to the installation of 'Restricted Parking Area – Park in Marked Bays Only' in the following lanes:
    - a. Alfred Lane
    - b. Botany Lane
    - c. Hardie Lane
    - d. Johnson Lane
    - e. King Lane

(NB: A painted bay is 5.4m long x 2.1m wide, parking is allowed on the footpath)
  - 2 That endorsement be given to the installation of 'Park in Marked Bays Only' signs at the entrances to the above five laneways. Other traffic regulatory signs in the laneways will be removed.
  - 3 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.
- 

### **Background**

Council has received a number of complaints from residents about parking issues in the rear lanes to their properties between King Street to the north, Botany Road to the west, Wentworth Avenue to the south and Sutherland Street to the east.

This area is signposted with a resident parking scheme 'G' as shown in the attached plan.

The parking issues in this area was considered by the Bayside Traffic Committee for consideration, and recommended as follows:

1. *That Community Consultation be undertaken for the proposal.*
2. *That the results of the Community Consultation be reported back to the Bayside Traffic Committee.*

Subsequently, the consultation with affected residents for the proposed installation of 'No Parking' restriction was carried out in June and July 2018. Fifteen (15) responses have been received which could be described as shown below and the summarised in the attached spreadsheet.

- One response – FOR King Lane
- Four responses – FOR Frogmore Lane
- Eight responses – AGAINST Frogmore Lane
- One response – suggested a compromise solution with a short term parking in Frogmore Lane
- One response – AGAINST everything.

To relieve parking issues in the laneways and to ease the traffic flows, it is recommended to install 'Restricted Parking Area – Parking in Bays Only' restrictions in Alfred Lane, Botany Lane, Hardie Lane, Johnson Lane and King Lane.

The painted parking bays are not to be installed in front of or opposite any garages or driveways.

Preliminary investigation has found that some parking bays can be provided in the following lanes:

- a. Alfred Lane, (1 x parking bay)
- b. Botany Lane, (2 x parking bays)
- c. Hardie Lane, (5 x parking bays)
- d. Johnson Lane, (3 x parking bays)
- e. King Lane ( 2 x parking bay)

(NB: A painted bay is 5.4m long x 2.1m wide, parking is allowed on the footpath)

In accordance with NSW Road Rules 2014, no one is allowed to park and block any driveway including your own driveway.

Frogmore Lane parking should be retained subject to further investigation especially parking issues in Sutherland Street.

A parking bay is 5.4m long and 2.1m wide. The 'Park in Bays Only' signs will be installed at the entrances of laneways.

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## Financial Implications

- |                                      |                                     |   |
|--------------------------------------|-------------------------------------|---|
| Not applicable                       | <input type="checkbox"/>            |   |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Painting of parking bays in the rear lanes of RPS area G' will be funded through the Block Grant for Traffic Facilities |
| Additional funds required            | <input type="checkbox"/>            |   |
- 

## Community Engagement

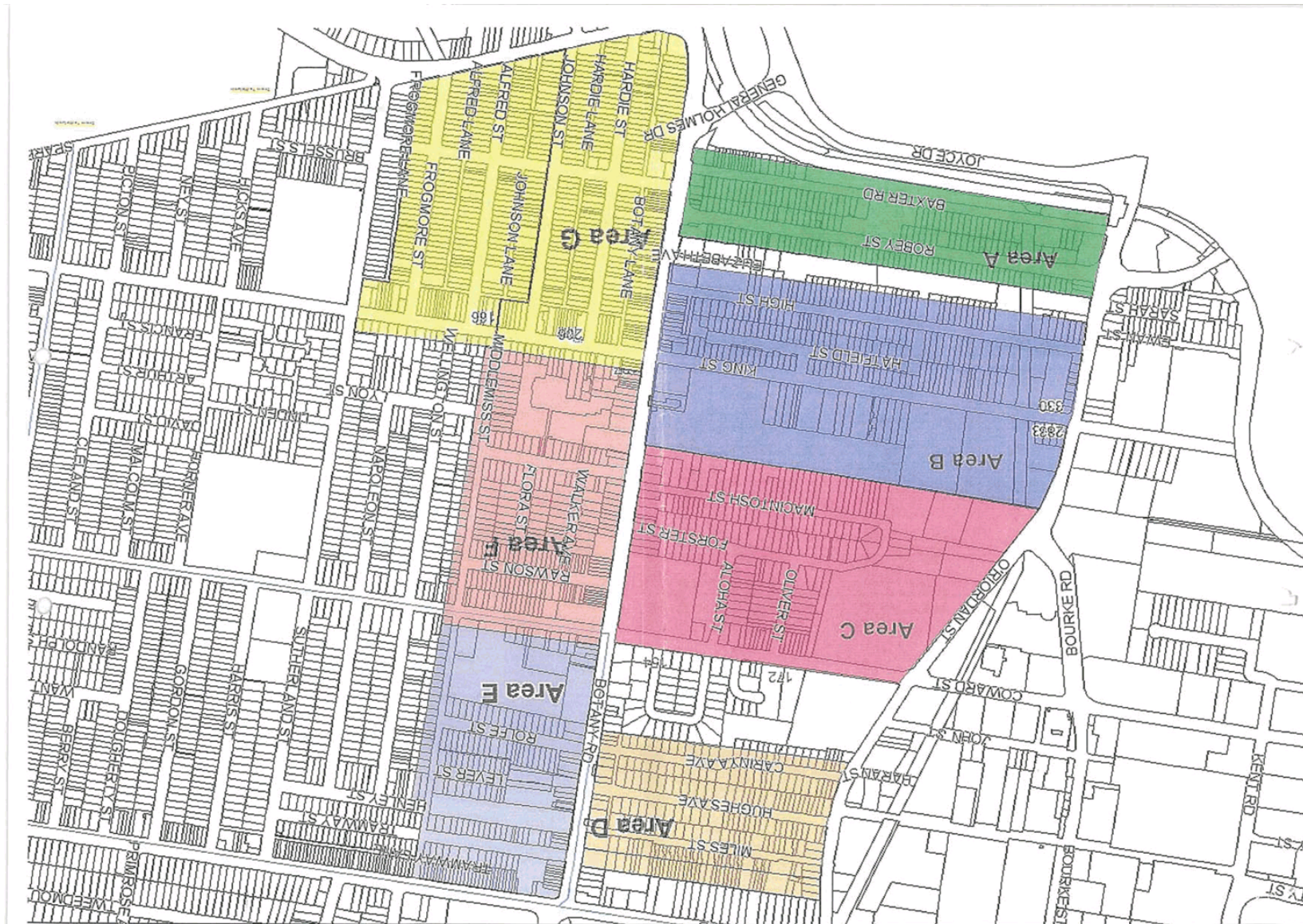
Affected residents be advised of Council's decision.

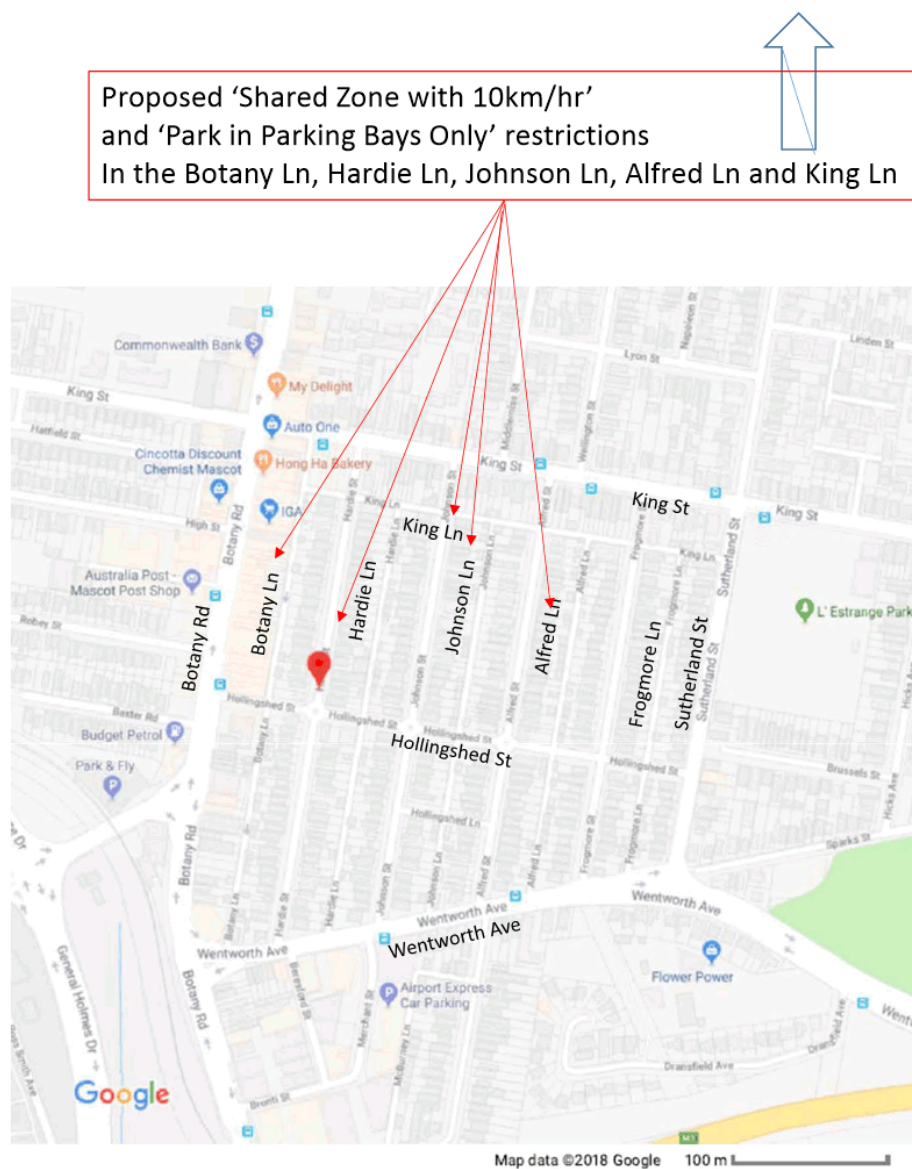
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## Attachments

- 1 Resident Parking Scheme Area G Map
- 2 Park in Parking Bays Only and a shared Zone map
- 3 Responses from residents Frogmore/Sutherland Street







Alfred Lane, Botany Lane, Frogmore Lane, Hardie Lane, Johnson Lane, King Lane

Aerial Map

								Alfred Lane Frogmore Lane Hardie Lane Hollingshed Street Johnson Lane - proposed 'No Parking' . For privacy name/address/phone numbers have been hidden
No.				Street name			Against or For the proposed 'No Parking'	Summary of Their Response or Feedback
1				Sutherland St			Against	Want to park in front of their garage, parking is scarce in Sutherland St during sporting seasons, parking in the laneway slows down speed, live in this area for 30 years and it has never been an issue before,
2				Sutherland St			Against	Did not receive the survey, wanting the closing date extended, Want to park in front of their garage, parking is essential for moving home, vehicle cleaning, loading and unloading goods, wanting parking in the laneways for visitors and for busy periods, live in this area for 30 years and it has never been an issue before, if for the garbage collection vehicle the restriction
3				Frogmore St			Against	Did not receive the survey, wanting the closing date extended, Want to park in front of their garage, parking is essential for moving home, vehicle cleaning, loading and unloading goods, wanting parking in the laneways for visitors and for busy periods, live in this area for 30 years and it has never been an issue before, if for the garbage collection vehicle the restriction should be restricted for those hours, not the proposed 24/7 parking restriction
4				Frogmore St			For	Fantastic idea and long overdue. There have been numerous times, I have been unable to either exist or enter my garage due to some inconsiderate person has parked blocking access. I have cancelled appointments because I can't locate the driver of the vehicle in question as
5				Frogmore St			For	I live in Frogmore St and have garage access in Frogmore Lane. I totally approve a 'No Parking' restriction in Frogmore Lne, Moreover, I also support a 'No Parking' restriction in King Lane at
6				Johnson St			For	The proposed restrictions are a very positive for all laneways. Vehicles, and boats currently park all day and night in these lanes, blocking residents from accessing their lane only garages as well as making it extremely difficulty for the waste collection trucks to access lanes and

7				Sutherland St			Against	As parking space is limited on Sutherland St at certain times due to sports days and also people leaving their cars when going to airport. We have no parking on some occasions so we need to park in the backlane. Live in the street over 20 years it has never been issue with residents parking their vehicles. Parked vehicles will slow down the speed of traffic. We park
8				Sutherland St			Compromise	Some people leaving their cars to go to the airport. Some remains for 3 weeks. Some taxi have arrived and blow their horns we told them that we are not the ones going to the airport. Sometimes ago, Council had to tow vehicles away in order to do the kerb guttering works. A parking 30 minute parking limit would be ideal. My daughters or friends can't park anywhere in Sutherland and they have no alternative but to park in Frogmore Lane if they want to drop
9				Frogmore St			For	agrees with 'No Parking'
10				Sutherland St			Against	does not agree
11				Sutherland St			Against	Absolutely against the 'No Parking' proposal
12				Sutherland St			Against	against the 'No Parking' restriction
13				Sutherland St			Against	against the 'No Parking' restriction



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## Bayside Traffic Committee

7/11/2018

Item No	BTC18.179
Subject	<b>Bonar Street near Monk Avenue, Arncliffe - Proposed centre line type S1 in Bonar Street and Double barrier lines in Monk Avenue</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Rockdale

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### Summary

A request has been received to improve safety at the intersection of Bonar Street and Monk Avenue, Arncliffe.

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### Officer 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
- 

### Background

Bonar Street and Monk Avenue are both residential streets in Arncliffe. Bonar Street is approximately 8m wide and Monk Avenue is 6.4m wide.

Monk Avenue primarily has single dwellings, whilst Bonar Street has single dwellings in this section, but transitions to multistorey residential buildings at either end. Demand for on-street parking is high, with a school in the vicinity of this precinct. Residents have raised concerns about the safety at the intersection of Monk Avenue and Bonar Street and that motorists cut corners whilst entering and leaving Monk Avenue.

It is therefore recommended to install 10m double barrier centre line in Monk Avenue and S1 type centre line marking in Bonar Street between Thompson Street and Wollongong Road.

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### Financial Implications

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

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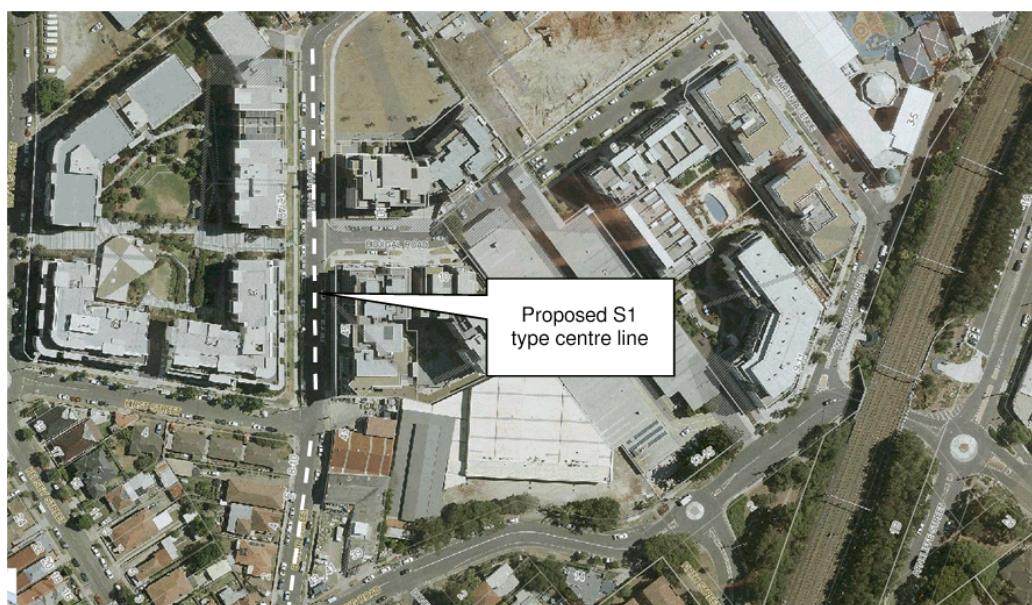
### Community Engagement

Not required

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## **Attachments**

Bonar Street and Monk Avenue



Bonar Street and Monk Avenue - Proposed linemarking

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**Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.180
Subject	<b>1-3 Chapel Street at rear of 21 Bay Street, Rockdale - Proposed 50m Works Zone for 14 weeks</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Rockdale

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**Summary**

Council has received a request from the builders at No. 21 Bay Street (1-3 Chapel Street), Rockdale for the provision of 50m 'Works Zone' along the northern kerb line of Chapel Street, south of Bay Street for a period of for 14 weeks to facilitate construction activities associated with construction of a mixed use development comprising 435 units, retail area and basement car park.

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**Officer 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.
- 

**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 drawing.

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**Financial Implications**

Not applicable ☐

Included in existing approved budget ☒

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

Additional funds required ☐

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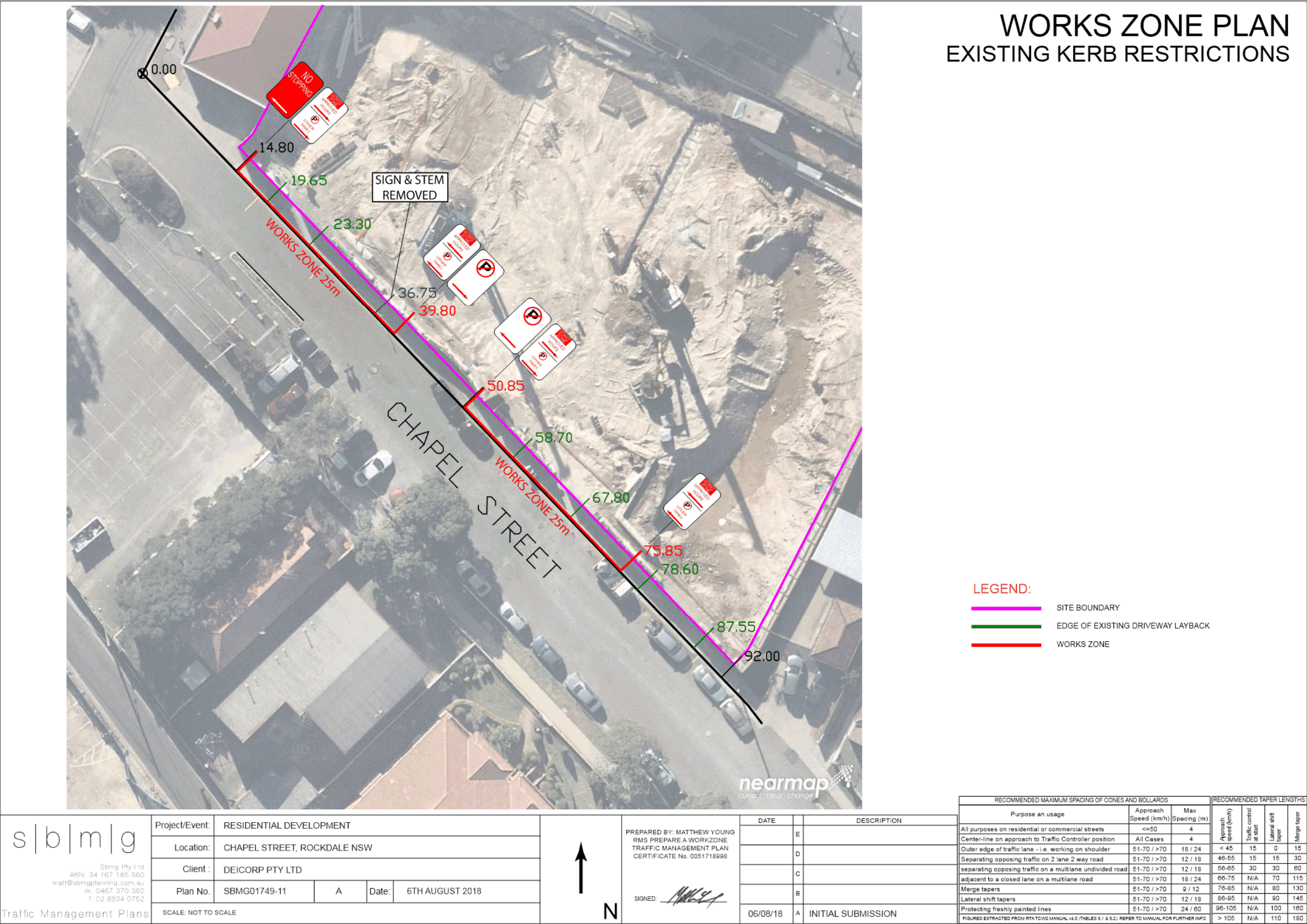
**Community Engagement**

Not Applicable

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**Attachments**

- 1 21 Bay Street Works Zone
- 2 Islands to be removed



s | b | m | g

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Traffic Management Plans

Project/Event: RESIDENTIAL DEVELOPMENT

Location: CHAPEL STREET, ROCKDALE NSW

Client: DEICORP PTY LTD

Plan No. SBMG01749-11    A    Date: 6TH AUGUST 2018

SCALE: NOT TO SCALE

↑

N

PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. 0051718998

SIGNED:

DATE: 06/08/18

DESCRIPTION: INITIAL SUBMISSION







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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.181
Subject	<b>Edgehill Avenue and Hayden Place intersection, Botany - proposed signage to reinforce the 10m Statutory 'No Stopping' restriction</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Maroubra

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### **Summary**

Council received a request to review parking restrictions at the intersection of Edgehill Avenue, and Hayden Place, Botany.

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### **Officer 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.
- 

### **Background**

Edgehill Avenue, and Hayden Place, Botany, are residential streets where Hayden Street is a cul de sac end. Traffic in Hayden Place is controlled by a GIVE WAY priority control. Edgehill Avenue bends through the intersection. Double centre lines have been provided on both approaches of Edgehill Street approaches.

This area is situated in a residential area and parking is in high demand. It has been observed that motorists have been parking in Edgehill Avenue near Hayden Place 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' restriction in Edgehill Avenue to improve compliance with NSW Road Rules 2014 and increase traffic safety.

At the bend near Hayden Place, there are 2 X 20m 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.

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

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"/>	

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**Community Engagement**

Not Applicable

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**Attachments**

- 1 Edgehill Avenue Drawing
- 2 Edgehill Avenue Picture
- 3 Edgehill Avenue and Hayden Place intersection Aerial Map











01/11/2018

52 Edgehill Ave - Google Maps

Google Maps 52 Edgehill Ave



Image capture: Oct 2015 © 2018 Google

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1/2





## Bayside Traffic Committee

7/11/2018

Item No	BTC18.182
Subject	<b>Fraser Avenue west of Bunnerong Road, Eastgardens - Proposed Refuge Island</b>
Report by	Traffic Engineer – TR3 Coordinator Traffic and Road Safety – TR1
File	SC18/11
Electorate	Heffron

## Summary

Council has received a request for the provision of traffic safety measure to assist pedestrians crossing Fraser Avenue west of Bunnerong Road, Eastgardens.

## Officer 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.

## Background

Fraser Avenue, Eastgardens, is a residential street with low to medium density dwellings.

Due to its close proximity to Champagnat Primary School, Champagnat College, and Eastgardens Shopping Centre, this street is heavily used by many pedestrians and frequented by school children.

It was reported that there are many turning vehicles in and out from Frasers Avenue to Bunnerong Road fail to give way to pedestrians crossing Frasers Avenue.

Vehicle and pedestrian counts were conducted in Frasers Avenue on 30/10/2018. The results of the counts are shown in the table below.

Date 30/10/18, Weather :Fine	Traffic volume in Fraser Avenue (vehicles per hour unit)		Number of pedestrians (persons per hour unit)		
	V1 (Eastbound)	V2 (Westbound)	P1 (Children)	P2 (Elderly)	P3 (adults)
Time					
10am-11am	17	4	18	17	70
<b>TOTAL</b>	21		105		
2.30pm-3.30pm	15	7	15	8	90
<b>TOTAL</b>	22		113		

The site does meet the RMS warrants for the marked footcrossings where the required number of vehicles are to be at least 500 vehicles per hour and the product of PxV is to be more than 60,000 units.

In accordance with RMS crash statistics, no pedestrian crashes had been reported in Fraser Avenue during the period of five years ending 30 September 2017.

Additionally, the eastern part of Fraser Avenue is being signposted as a 40km/h school zone area.

It is recommended that a pedestrian refuge be provided as the alternative. The pedestrian refuge island will serve as a safe crossing point for pedestrians by providing a two-stage crossing as well as improve traffic safety. However, the refuge island will result in the loss of approximately 6 on-street parking spaces.

The locality of the proposed pedestrian refuge island in Fraser Avenue is shown in the Attached plan.

---

## Financial Implications

Not applicable ☐

Included in existing approved budget ☐

Additional funds required ☒

This facility will cost approximately \$16,000, and will need to be considered in a future Operational Plan.

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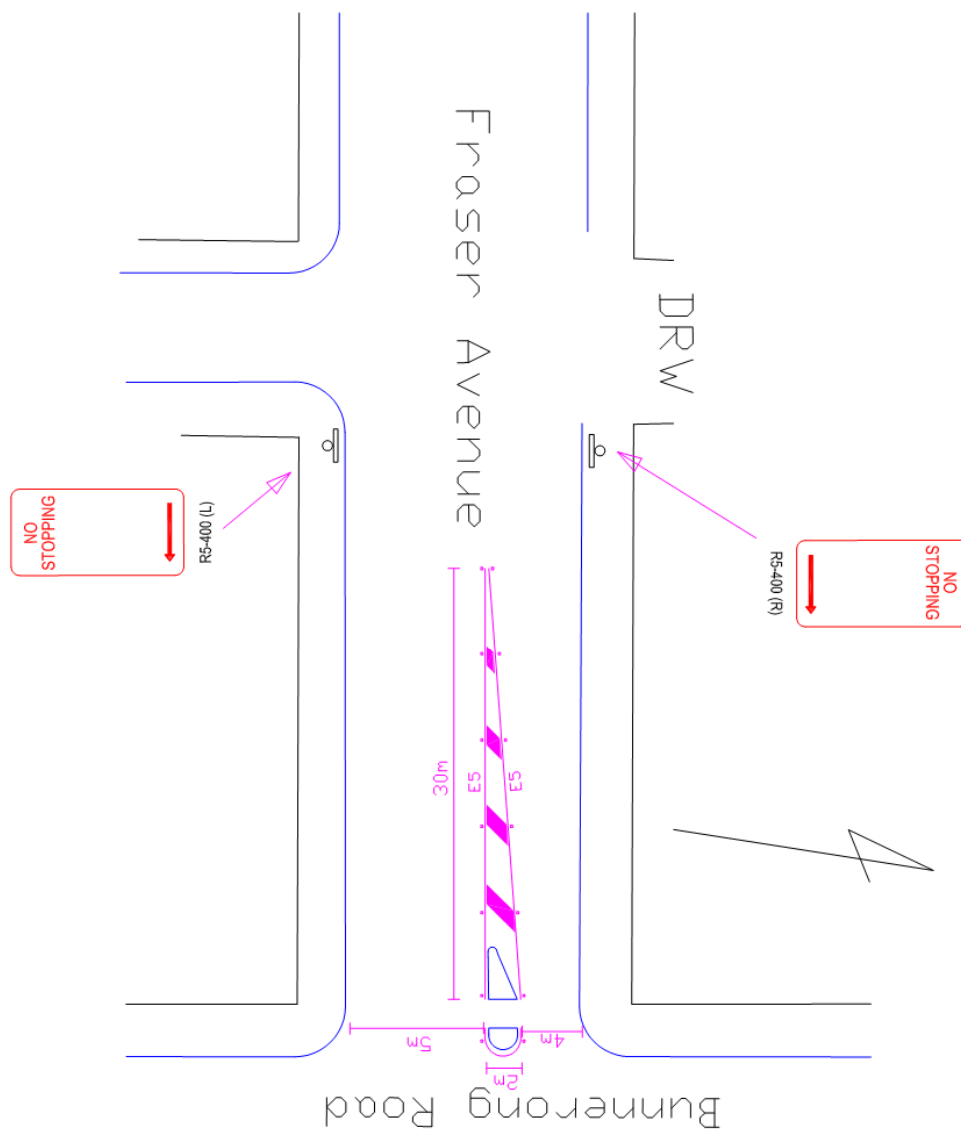
## Community Engagement

Affected residents will be informed of Council's decision.

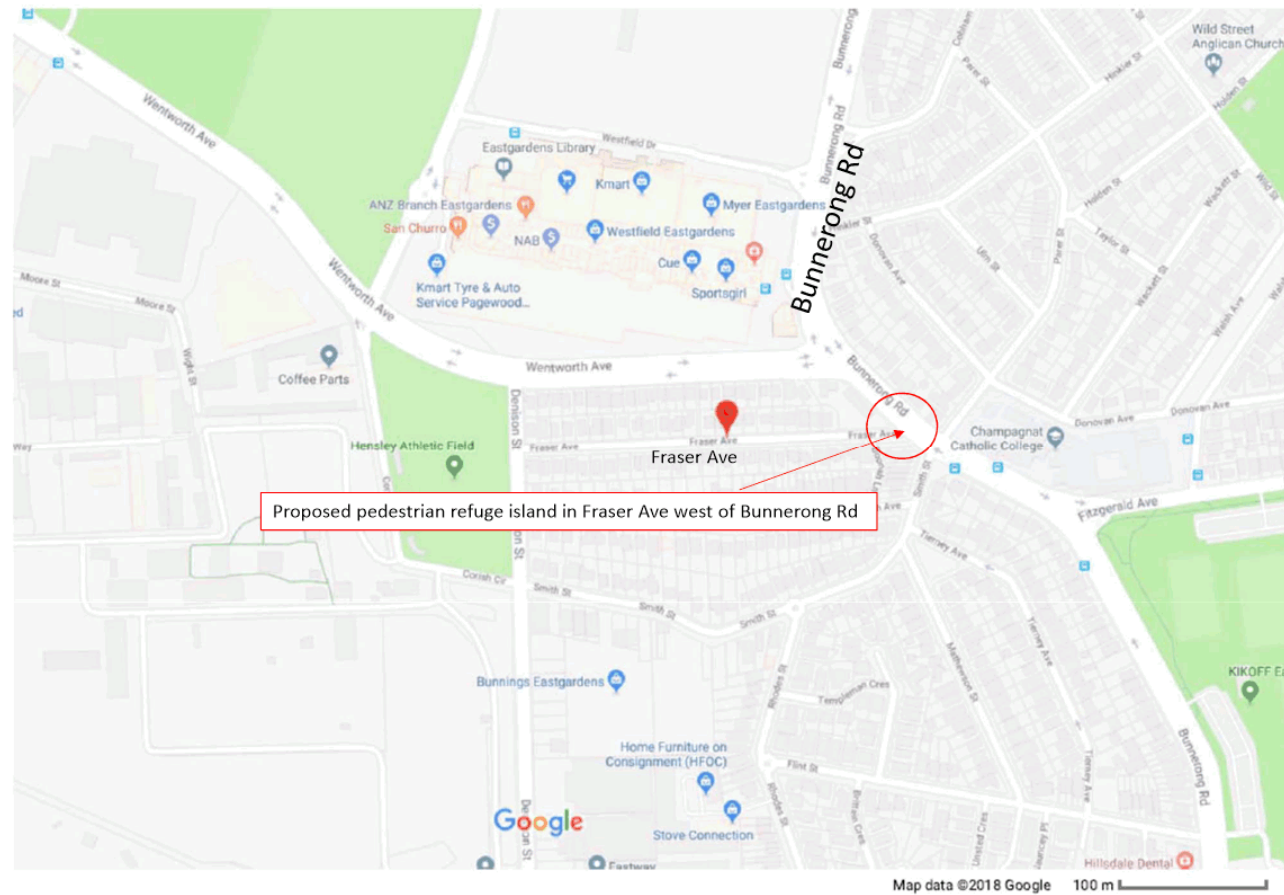
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## Attachments

- 1 Refuge Island Fraser Avenue
- 2 Fraser Ave Photo
- 3 Fraser Avenue and Bunnerong Road Aerial Map







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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.183
Subject	<b>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.</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Maroubra

---

### **Summary**

The condition 72 of Development Application No. 14/80/03 for No. 32 Page Street, Pagewood, requires the installation of a temporary right turn ban restriction from Holloway Street, at the eastern approach to the Page Street northern approach, Pagewood.

---

### **Officer 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 RMS for approval.
- 

### **Background**

As part of DA-14/80/03 issued on 21 March 2017, Council requires the installation of a temporary 'No Right Turn, 7am-9am and 4pm-6pm, Mon – Fri' restriction be implemented at the intersection of Holloway Street and Page Street, Pagewood (Condition No.72).

The proposed temporary 'No Right Turn' restriction will be applied to the movement of traffic from Holloway Street eastern approach into Page Street as shown in the attached plan.

The temporary 'No Right Turn' restriction will cease when the permanent upgrades of the intersection of either Wentworth Avenue/Page Street or Wentworth Avenue/Baker Street has been completed.

The applicant will bear the cost of installation of the No Right Turn signage as per the consent condition.

The traffic management plan, Questions A to H, for the proposed 'No Right Turn' restriction is attached. Under delegations from RMS to Councils, any proposed turn restrictions be referred to RMS for approval.

The representatives from the RMS, and Transit Systems have been consulted and they have not raised an objection to the proposal.

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

---

### Financial Implications

Not applicable	<input checked="" type="checkbox"/>	Applicant will assume associated costs.
Included in existing approved budget	<input type="checkbox"/>	
Additional funds required	<input type="checkbox"/>	

---

### Community Engagement

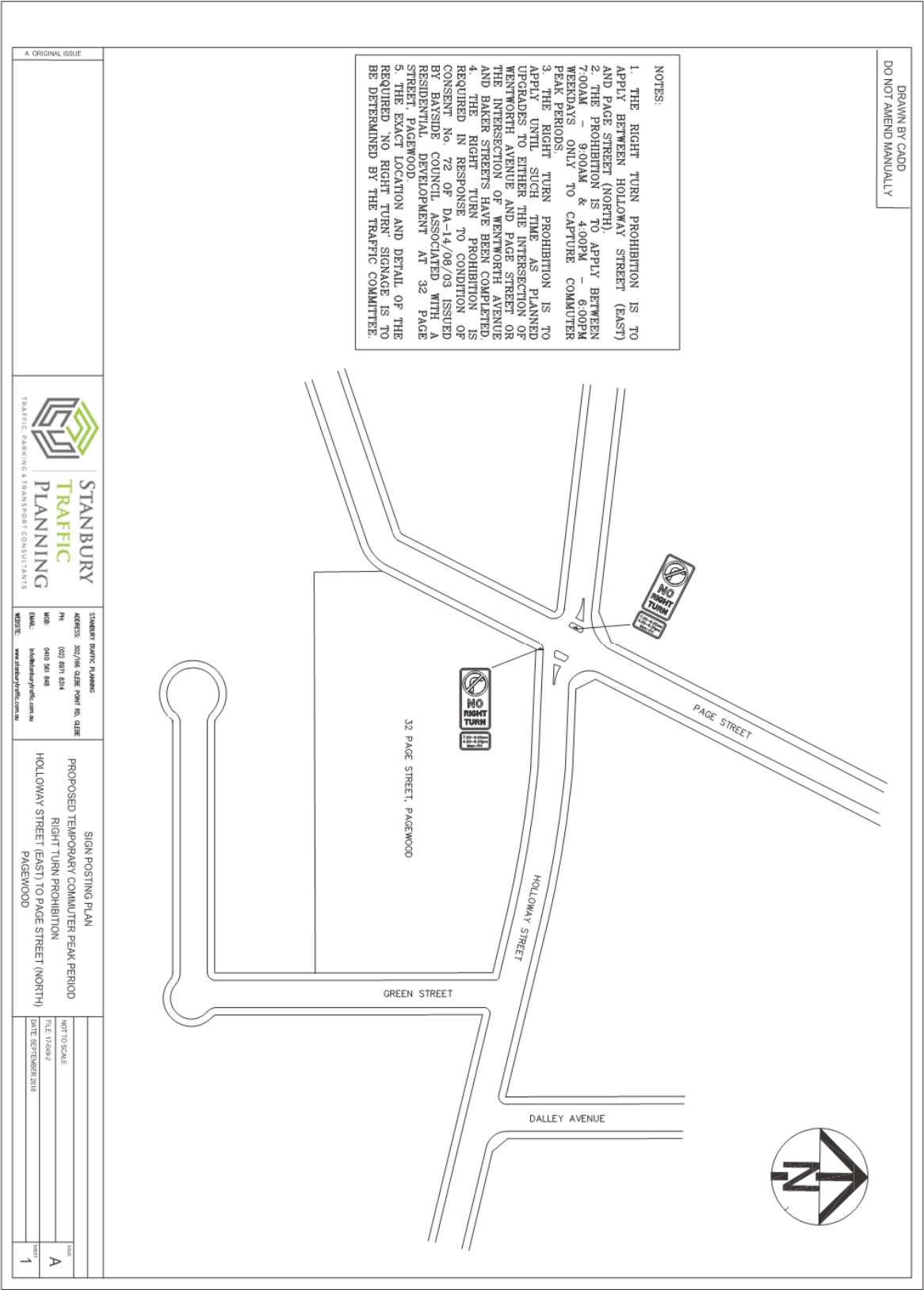
No Applicable

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### Attachments

- 1 Page Street NRT
- 2 Page Street and Holloway Street Questions A to H of TMP







**TRAFFIC MANAGEMENT PLAN**  
**QUESTIONS A TO H**

**LOCATION: 32 PAGE STREET, PAGEDWOOD**

**PROPOSAL: TEMPORARY 'NO RIGHT TURN' RESTRICTION FROM HOLLOWAY STREET (EAST) TO**  
**PAGE STREET**

**A. DESCRIPTION OR DETAILED PLAN OF PROPOSED MEASURES.**

As part of development application DA-14/80/03 issued on 21/3/17, Bayside Council has conditioned (Condition of Consent No. 72) the installation of a temporary no-right-turn restriction (between 7-9am and 4-6pm weekdays) be implemented at the intersection of Holloway Street and Page Street.

The no-right-turn restriction is to apply to the movement of traffic from Holloway Street (east) into Page Street. A sign posting plan illustrating the proposed temporary no-right turn signage has been prepared and is attached as **Appendix 1**.

The temporary no-right-turn restriction shall cease when the permanent upgrades to the intersection of either Wentworth Avenue and Page Street, or Wentworth Avenue and Baker Street has been completed by Council.

**B. IDENTIFICATION AND ASSESSMENT OF IMPACT OF PROPOSED MEASURES.**

Holloway Street is a local access road under the care and control of Bayside Council, providing an east-west link between Baker Street in the east and Page Street in the west. It provides a 12m wide pavement providing one through lane of traffic in each direction in conjunction with untimed parallel parking along both kerb alignments.

Holloway Street forms a cross intersection with Page Street under Give Way signage control with Page Street performing the priority route. Holloway Street forms a T-junction with Baker Street under major / minor priority control to the east, with Baker Street forming the priority route.

Holloway Street also forms T-junctions with Green Street and Dalley Avenue under major / minor priority control to the east of the subject site, with Holloway Street performing the priority route.

Traffic flow within Holloway Street is governed by a full time sign posted speed limit of 40km/h and a 3 tonne load limit. The sign posted speed limit is accompanied by two raised thresholds / speed humps adjacent and to the east of the subject site.

Traffic surveys undertaken in associated with the development application traffic impact assessment (by others) indicate that the temporary no-right-turn restriction will divert up to 26 cars in the morning peak hour and up to 229 vehicles in the afternoon peak hour.

---

302/166 glebe point road  
glebe nsw 2037

morgan@stanburytraffic.com.au  
www.stanburytraffic.com.au

ph : 0410 561 848  
abn : 23 613 111 916

The temporary no-right-turn will be in place until the completion of planned upgrade works to either the intersection of Page Street and Wentworth Street or the intersection of Wentworth Avenue and Baker Street, understood to be funded by Section 94 Contributions.

The implementation of temporary no-right-turn (between 7-9am and 4-6pm weekdays) from Holloway Street (east) to Page Street is expected to result in the redistribution of vehicles along the local road network. The majority of vehicles are expected to utilise Baker Street to access Wentworth Avenue, which is planned to be upgraded to a signalised intersection. It is very likely that once this intersection is upgraded, it will become a more attractive route to travel north and east, particular until such time at the intersection of Wentworth Avenue and Page Street is upgraded.

During peak times it is typical that "green time" at the intersection of Wentworth Avenue and Page Street is increased on the state road at the expense of Page Street, which ultimately increases delay to the lower order Page Street. It is expected that redirecting vehicles to Baker Street then westbound on Wentworth Avenue to avoid Page Street will result in similar travel times due to sufficient spare capacity associated with the left turn from Baker Street to Wentworth Avenue.

During periods of congestion, motorists are most likely to select a route that provides the lowest delays (i.e. path of least resistance). Accordingly, a low number of vehicles are expected to use Dalley Avenue to access Page Street northbound during peak periods.

#### **C. MEASURES TO AMELIORATE THE IMPACT OF REASSIGNED TRAFFIC.**

It is expected that the low volume of right turn movements, approximately one per two minutes during the morning peak period and up to four per minute during the afternoon peak, will not result in a noticeable impact to the surrounding local network.

The temporary no-right-turn will be in place until the completion of planned upgrading works to the intersection of Page Street and Wentworth Avenue, or the intersection of Wentworth Avenue and Baker Street, to be funded by Section 94 Contributions.

#### **D. ASSESSMENT OF PUBLIC TRANSPORT SERVICES AFFECTED.**

The Installation of a temporary no-right-turn restriction (between 7-9am and 4-6pm weekdays) will not affect the operation of bus routes or impact the safety of people using public transport.

#### **E. DETAILS OF PROVISION MADE FOR EMERGENCY VEHICLES, HEAVY VEHICLES, CYCLISTS AND PEDESTRIANS.**

Emergency services will still have access to Holloway Street and will not be affected by this proposal.

Garbage collection vehicles and delivery which access Holloway Street are able to exit the precinct via Baker Street.

Pedestrian and cyclist access will not be affected as alternative routes are available as discussed in section B.

**F. ASSESSMENT OF EFFECT ON EXISTING AND FUTURE DEVELOPMENTS WITH TRANSPORT IMPLICATIONS IN THE VICINITY OF THE PROPOSED MEASURES.**

A desktop review indicates limited future growth due to current land availability and zoning along Holloway Street. Development would be typically construction and or renovation of housing in existing properties.

There is not expected to be any great future increase in residential traffic, other than that associated with the development at No. 32 Page Street. All new residents at No. 32 Page Street would become well aware of the surrounding road network during peak hours (prior to the completion of planned upgrading works) such that they are likely to avoid utilising Page Street to travel to Wentworth Avenue and would select the alternate route via Baker Street.

Similarly there is not expected to be a great future increase in heavy vehicle traffic as Holloway Street is governed by a load limit. Heavy vehicle traffic is therefore limited to garbage trucks, residential deliveries and road maintenance.

**G. ASSESSMENT OF EFFECT OF PROPOSED MEASURES ON TRAFFIC MOVEMENTS IN ADJOINING COUNCIL AREAS.**

There will be no impact on traffic movements in neighbouring council areas.

**H. PUBLIC CONSULTATION PROCESS.**

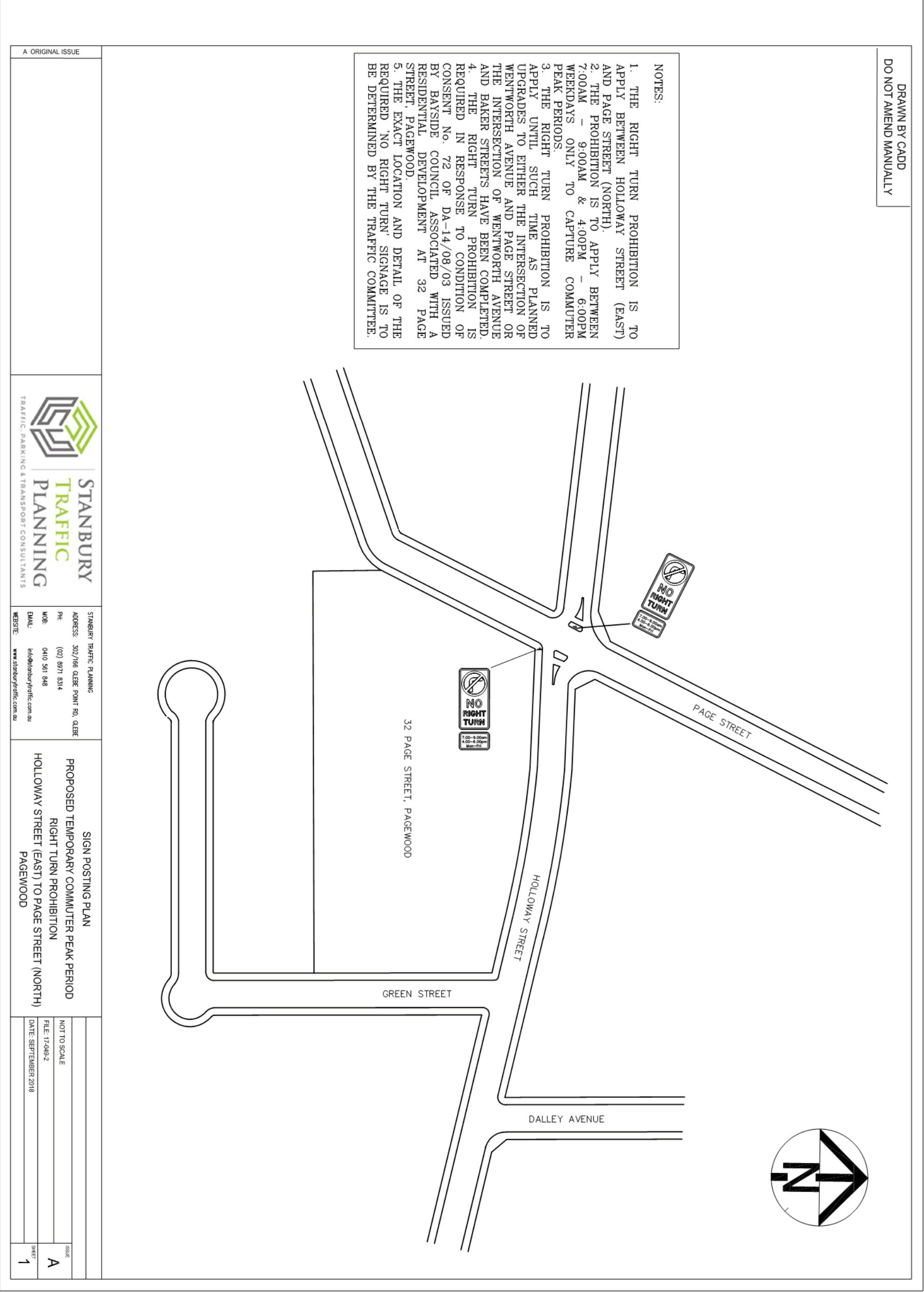
Bayside Council requested consultation with Pagewood Public School. A copy of correspondence forwarded to the school is attached as **Appendix 2**.

**I. NAME OF THE ORGANISER OF THE EVENT AND THE PHONE NUMBER**

Name: Nick Maodus  
Position: Site Engineer  
Company: Parkview Group  
Ph: 0438 651 934  
Email: nick.maodus@pview.com.au



**APPENDIX 1**



**APPENDIX 2**

9/20/2018

Stanbury Traffic Planning Pty Ltd Mail - Proposed No Right Turn Restriction



Morgan Stanbury &lt;morgan@stanburytraffic.com.au&gt;

**Proposed No Right Turn Restriction**

1 message

**Morgan Stanbury** <morgan@stanburytraffic.com.au>  
To: pagewood-p.school@det.nsw.edu.au

Wed, Sep 19, 2018 at 6:26 PM

Hi Liz,

Reference is made to our telephone discussion yesterday in relation to the proposed temporary installation of a 'No Right Turn' restriction at the intersection of Page Street and Holloway Street.

As discussed, Bayside Council has conditioned the installation of a temporary 'No Right Turn' restriction (between 7:00am - 9:00am and 4:00pm - 6:00pm weekdays) at the intersection of Holloway Street and Page Street as part of the residential development at 32 Page Street, Pagewood. The right turn prohibition is to apply for movements between Holloway Street (east) to Page Street and is to be installed prior to any occupation of the approved residential development (scheduled to be towards the end of this year).

An indicative sign posting plan illustrating the proposed 'No Right Turn' restriction has been prepared and is attached for your reference.

Peak hour traffic surveys undertaken in association with the Development Application traffic assessment for the approved residential development indicate that it is expected that the temporary 'No Right Turn' restriction will divert approximately 26 vehicles during the weekday morning peak hour, which coincides with the school start period. The proposed afternoon restriction is to occur following the school finish period.

The 'No Right Turn' restriction is proposed to be temporary in nature. In this regard, the restriction is proposed to be removed following planned upgrades of either the intersection of Wentworth Avenue and Page Street, or the intersection of Wentworth Avenue and Baker Street, funding for which is allocated within Council's Section 94 Contributions Plan.

It is expected that the majority of vehicles currently turning right from Holloway Street to Page Street will be redistributed to Baker Street, thence accessing Wentworth Avenue.

As discussed on the phone, Council is seeking feedback with respect to the proposed temporary 'No Right Turn' restriction. If the school has any comments or feedback, please contact Morgan Stanbury (details below).

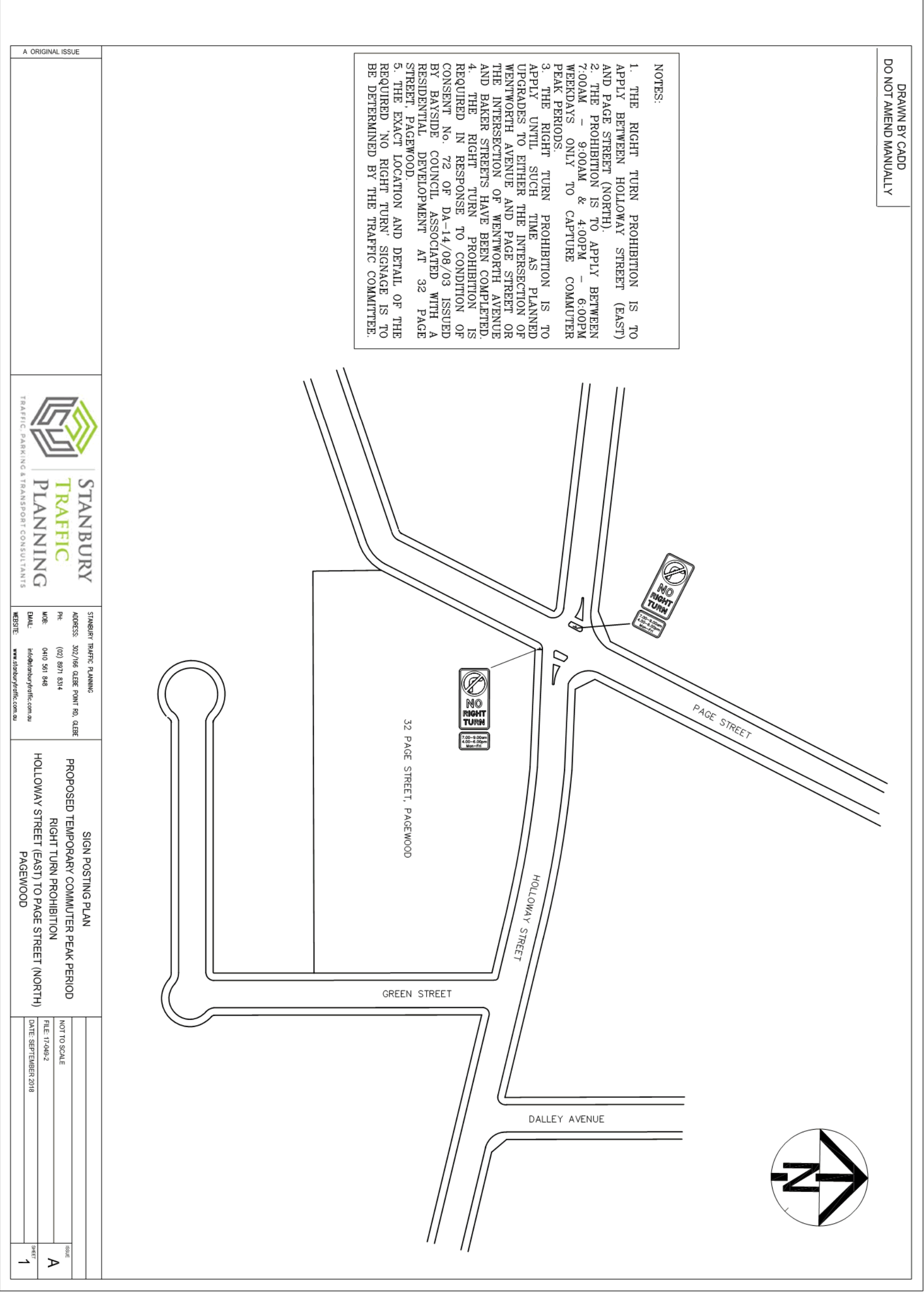
Thank you for your time and I look forward to any feedback the school may have.

*Kind Regards***Morgan Stanbury**  
DirectorStanbury Traffic Planning  
302/166 Glebe Point Road  
Glebe NSW 2037p 02 8971 8314 m 0410 561 848  
e [morgan@stanburytraffic.com.au](mailto:morgan@stanburytraffic.com.au)  
w [www.stanburytraffic.com.au](http://www.stanburytraffic.com.au)

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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.184
Subject	<b>James Bourke Place between Edward Street and Banksia Street, Botany - Proposed painting of ONE WAY arrow linemarking to reinforce the existing 'one way' restriction.</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Maroubra

---

### **Summary**

Council has received a request to provide additional traffic measures to reinforce the existing one way signage in James Bourke Place, Botany, between Edward Street and Banksia Street.

---

### **Officer 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.

---

### **Background**

James Bourke Place is a one-way northbound local street from Edward Street to Banksia Street, Botany.

It is situated between a commercial and a residential area. It has been reported that motorists are continuously ignoring the presence of 'one way' street signs by travelling in the wrong direction of the one way street.

It is recommended that two (2) of 'ONE WAY' arrows be painted to reinforce the existing restrictions and enhance safety and awareness in James Bourke Place, Botany.

The locality of the proposed road markings in James Bourke Place, is in the attached drawing.

---

### **Financial Implications**

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

---

### **Community Engagement**

Not Applicable

---

### **Attachments**

James Bourke Place aerial map





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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.185
Subject	<b>Jameson Lane between Sandringham Street and Bonanza Parade - proposed 'No Parking' and 'No Stopping' restriction</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Rockdale

---

### **Summary**

Council has received concerns in regards to vehicles parked in Jameson Lane, Sans Souci, between Sandringham Street and Bonanza Parade causing safety concerns for pedestrians and traffic.

---

### **Officer Recommendation**

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

### **Background**

Jameson Lane runs in north-south direction between Sandringham Street and Ida Street. The section of Jameson Lane between Sandringham Street and Bonanza Lane is only 4.7m wide and has no signposted restriction on the eastern side. The western side has 'No Stopping' restrictions applicable. The section of Jameson Lane between Bonanza Lane and Bonanza Parade which has the same width has 'No Stopping' restrictions signposted on western side and 'No Parking' restrictions on eastern side.

Numerous complaints have been received and regulations officers have confirmed that vehicles park contrary to NSW Road Rules 2014, half on kerb and half in the lane way. Pedestrians using the laneway to access Sandringham Street are forced to walk in the middle of the lane.

There is a childcare centre in Bonanza Parade with parking and access in Bonanza Lane.

To improve safety of traffic and pedestrians and have consistency in parking restrictions in the laneway, it is recommended to install 'No Parking' and statutory 'No Stopping' restrictions in Jameson Lane.

---

### **Financial Implications**

Not applicable



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>>

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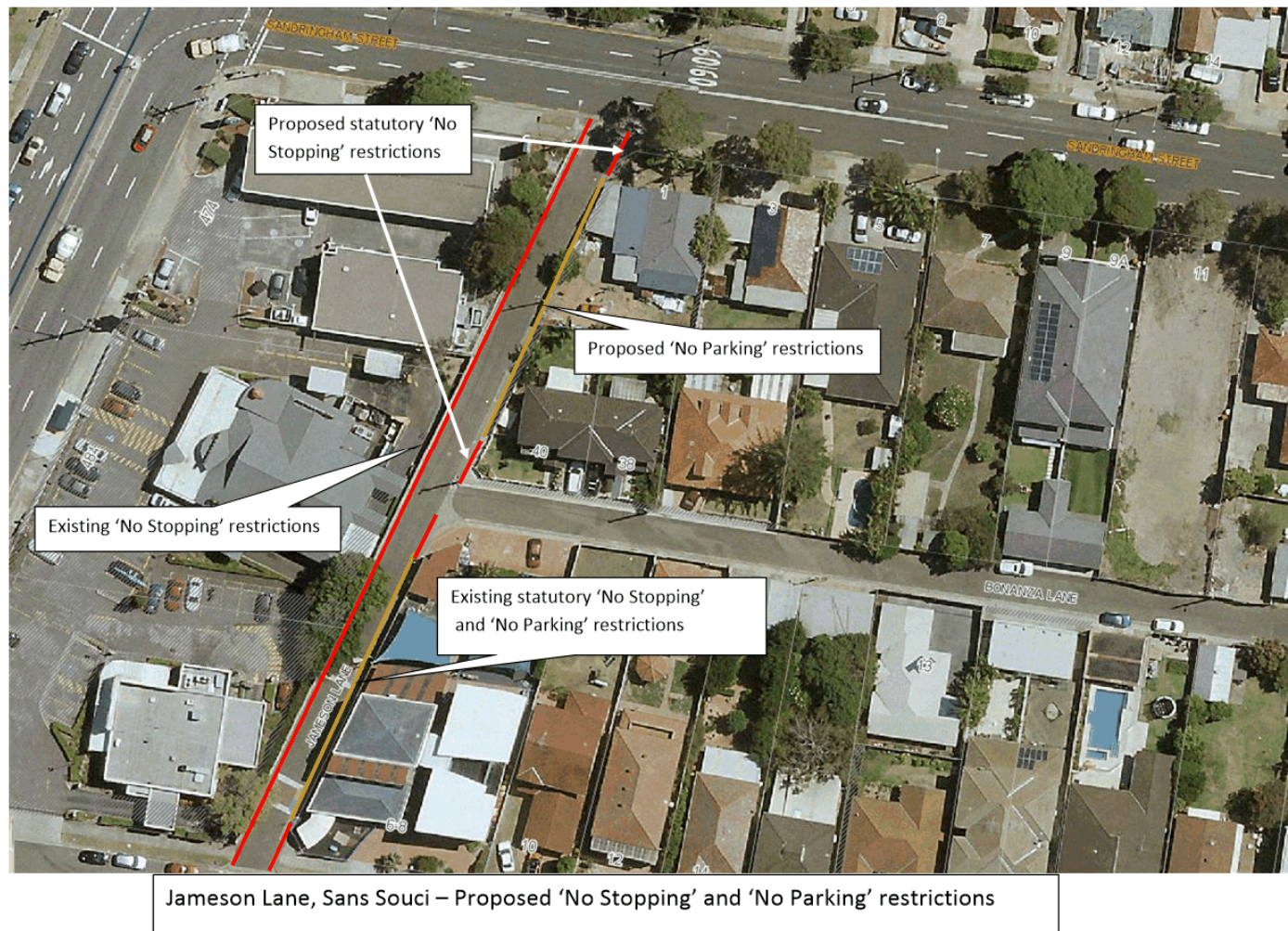
## Community Engagement

Affected residents have been notified of the proposed parking restrictions.

---

## Attachments

Jameson Lane Parking restrictions



## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.186
Subject	<b>King Street, Mascot, between Botany Road and Sutherland Street - Detailed Plan of traffic calming scheme funded by Commonwealth government under 2018/2019 Blackspot Program.</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Heffron

---

### **Summary**

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

This matter was previously considered by Bayside Traffic Committee on 4 July 2018.

---

### **Officer 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.
- 

### **Background**

Council considered this matter at its meeting on 11 July 2018 and resolved as follows:

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.*

Subsequently, consultation was carried with affected residents. 102 letters were distributed to affected residents of King Street. Two responses have been received which could be summarised down below.



- 1 FOR the proposal. The resident further asked if the 'No Stopping' signs can be installed at the intersection of King Street and Alfred Street to increase the intersection sight distance. The proposed 'No Stopping' zone was also been represented by the State Member for Heffron.
- 1 AGAINST. The respondent raised concern about wasting rate money.  
**Comment from Traffic and Road Safety Section:** This scheme is fully funded by the Commonwealth Government funding and it is more beneficial to all road users and community as it is expected to reduce the likelihood and severity of accidents.

The proposed scheme comprises of:

- 8 x rubber cushion pads
- Kerb parking lane lines and centre lines with raised pavement markers

It is recommended that the proposed scheme 100% funded by Federal Government under 2018/2019 Blackspot Program be endorsed and be implemented.

This report provides detailed design drawings for the traffic calming scheme in King Street, Mascot.

---

## Financial Implications

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

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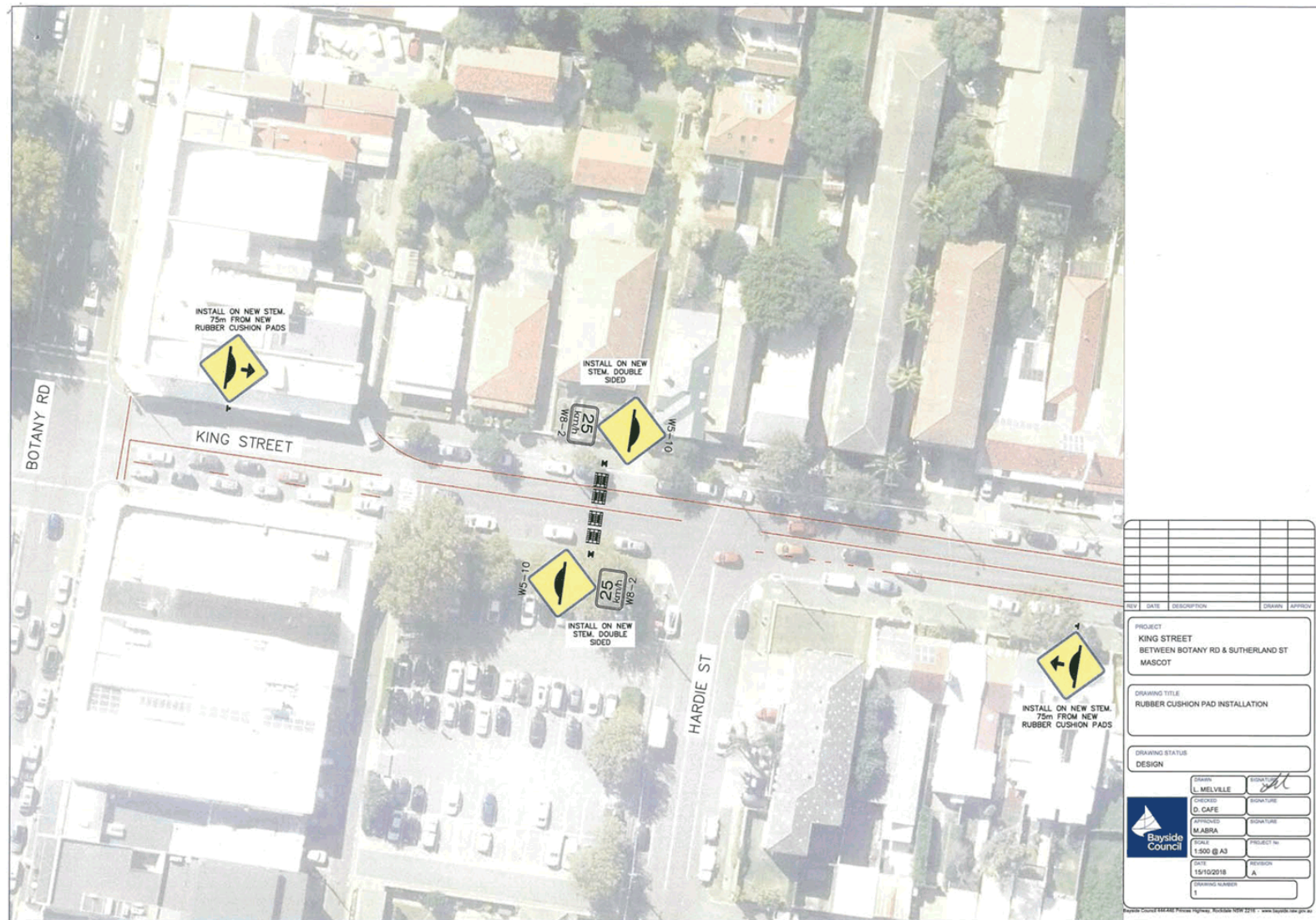
## Community Engagement

Not Applicable

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## Attachments

King Street Plan











## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.187
Subject	<b>Preddys Road at driveway to Angelo Anestis Aquatic Centre Car Park - Proposed painting of a dividing line</b>
Report by	Traffic Engineer – TR3
File	SC18/11
Electorate	Kogarah

---

### **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 Preddys Road, Bexley.

This matter was previously considered by Bayside Traffic Committee on 1/8/18, item BTC18.122.

---

### **Officer 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.

---

### **Background**

The matter has been raised previously to the Traffic Committee and Council Recommended the following on 8/8/2018:

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

Subsequently, an on-site meeting was arranged on 22/8/2018. Present at the meeting were representatives from RMS from the Office of Mr Chris Minns, MP and two Council's Officers.

It was observed that numerous drivers were not keeping left on entry and exit to the car park, and not having regard for the driveway being a shared entry/exit facility. Following review of the current arrangements, it is recommended that a solid line be painted at the driveway of the parking lot. The driveway is not sufficiently wide enough to enable a physical separation with a concrete median island.

The locality of the proposed linemarking is in the attached drawing.

---

### **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"/>	

---

## Community Engagement

Not applicable

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## Attachments

Preddy's Road at AAA Car Park Driveway proposed painted lines



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## Bayside Traffic Committee

7/11/2018

Item No	BTC18.188
Subject	<b>Ramsgate Road, Ramsgate, east of Chuter Avenue - Proposed extension of 'No Stopping' restriction by 13.5m</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Rockdale

---

### Summary

Council has received a concern about vehicles parking too close to the driveway of 136B Chuter Avenue, Ramsgate along Ramsgate Road, east of Chuter Avenue.

---

### Officer 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.
- 

### Background

136B Chuter Avenue has its driveway exit on Ramsgate Road. The driveway of 140A Ramsgate Road is adjacent to this driveway with a 3.5m gap in between. There is a 'No Stopping' restriction applicable west of the driveway of 136B along Ramsgate Road associated with the traffic signals. There is a gap of less than 3m to the driveway.

Residents have raised concerns about cars parking in short spaces overhanging the driveways. Ramsgate Road is a regional road in Council's road hierarchy and carries significant traffic volumes.

It is therefore recommended to extend the 'No Stopping' restrictions from Chuter Avenue further east by 13.5m to cover both the driveways and prevent vehicles from parking and overhanging the 2 driveways.

The proposal does not lead to loss of any on-street parking space.

---

### 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

☐

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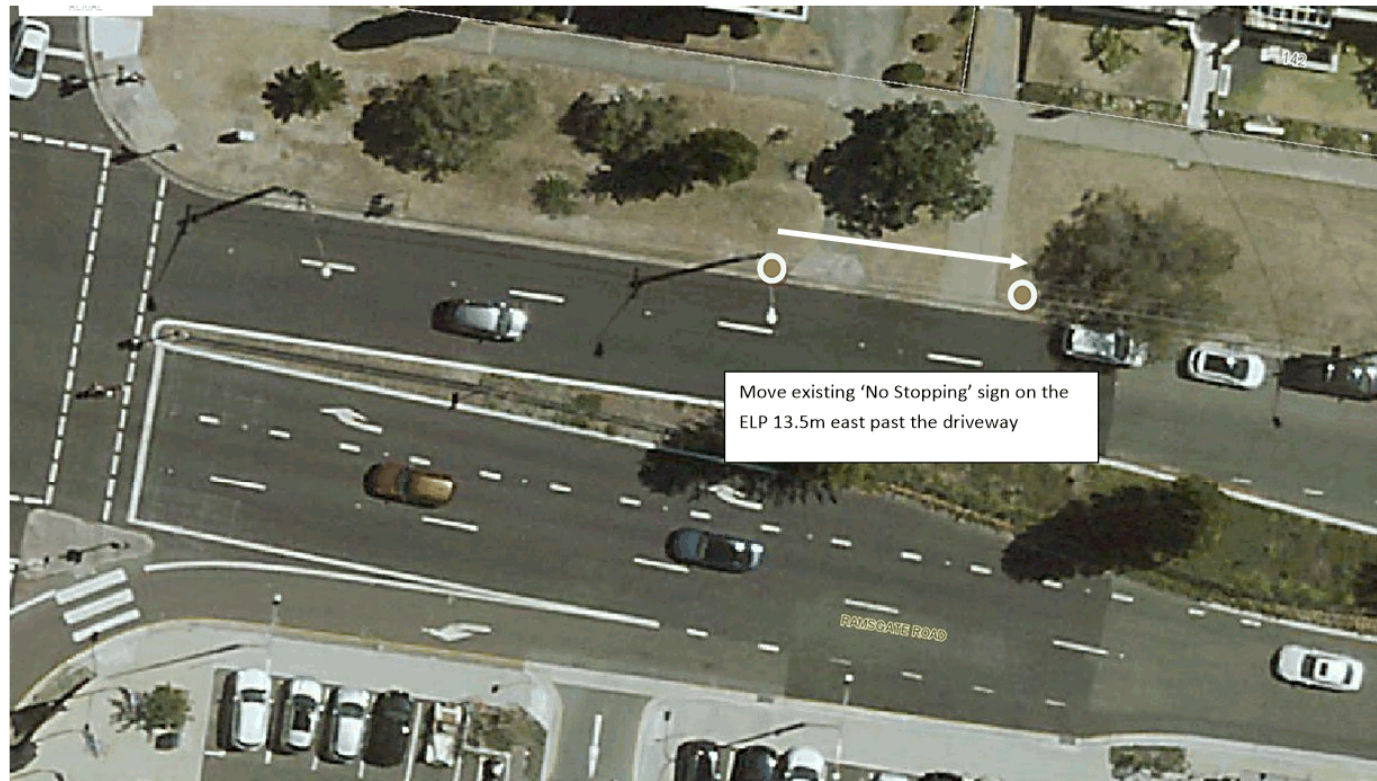
## **Community Engagement**

Not required.

---

## **Attachments**

Ramsgate Road extension of 'No Stopping' restrictions



Ramsgate Road, Ramsgate – Proposed relocation of existing 'No Stopping' sign east of the driveways

## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.189
Subject	<b>Roach Street at Gore Street, Arncliffe - proposed concrete median island and Give Way Priority control</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Rockdale

---

### **Summary**

Council has received a request to provide additional traffic safety measures, with community members stating several off-road crashes and hit and run crashes at the intersection of Roach Street at Gore Street, Arncliffe.

---

### **Officer 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.
- 

### **Background**

Roach Street forms a T-intersection with Gore Street where Gore Street is a terminating end street.

Gore Street, west of Roach Street is narrow with 6.5m width. Its width east of Roach Street is about 10m. The intersection of Roach Street and Gore Street is not symmetrical. Gore Street slopes down in an eastward direction.

Residents of Gore Street have reported that some drivers speed and do burnouts on Gore Street. In 2018, it was reported by residents that two incidents occurred when vehicles lost control, hitting parked vehicles and sped away from the accident scenes.

According to the RMS crash data there have been no reported crashes at this intersection in the latest 5-year period ending September 2017.

However, the topography and geometry of this intersection makes it challenging for some drivers and residents have reported crashes where drivers have hit and run parked vehicles.

It is recommended to install the above-mentioned treatments to improve the safety of traffic at this intersection.

---

**Financial Implications**Not applicable ☐Included in existing approved budget ☒

The cost for signs, line marking will be funded through block grant for traffic facilities and the concrete island from the Local Area Traffic Management Plan Funds.

Additional funds required ☐

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**Community Engagement**

Affected residents in the area be advised of Council decision.

---

**Attachments**

Roach Street concrete median island





## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.190
Subject	<b>2 Sarah Street, Mascot - Proposed 50m Works Zone for 52 weeks</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Heffron

### **Summary**

Council has received a request from the builders at No. 2 Sarah Street, Mascot for the provision of 50m 'Works Zone' along the southern side of Sarah Street, west of O'Riordan Street to facilitate construction activities associated with building of a 9 storey hotel with basement carpark for a period of 52 weeks.

### **Officer 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.

### **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.

### **Construction Traffic Management Plan**

The construction traffic management plan provides conflicting advice for entry and exit routes. It would be preferable to limit all truck movements in and out of the site through Sarah Street and O’Riordan Street only, without using Duguid Street and Ewan Street. However, the applicant must demonstrate that the vehicles can traverse the streets should they need to use these streets by swept path diagrams.

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

---

### Financial Implications

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

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### Community Engagement

Not Applicable

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### Attachments

Sarah Street, Mascot, Works Zone







## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.191
Subject	<b>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</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Kogarah

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### **Summary**

This report provides detailed design drawings for the proposed traffic calming scheme in Shaw Street.

The matter was reported to July 2018 meeting of Bayside Traffic Committee for in-principle support for the proposed scheme for which Council has received funding under the Commonwealth Government's 2018-2019 Blackspot program.

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### **Officer Recommendation**

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

---

### **Background**

Council at its meeting of 11 July 2018 considered the recommendations of the Bayside Traffic Committee meeting of 4 July 2018 (via item BTC18.107), and resolved as follows:

- 1 That in-principle support be provided for the proposed traffic treatment in Shaw Street between Bexley Road and Kingsgrove Road which has secured, \$32,000 (100%) funding under the Commonwealth Government's 2018-2019 Blackspot Program.
- 2 That community engagement be undertaken on the proposed traffic calming scheme with results reported to a future Bayside Traffic Committee Meeting.
- 3 That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.

Subsequently, community engagement was undertaken.

Four (4) responses have been received which can be summarised as follows:

- 3 respondents strongly supported it.

- One resident objected to speed humps in the street.

However no speed humps have been proposed as part of the scheme.

The detailed design drawings for the proposed traffic calming scheme in Shaw Street comprises of:

- installation of separate through and parking lanes on both sides of the street
- installation of raised pavement markers on centre and edge lines
- upgrading Give Way to STOP priority control at the intersections of Shaw Street at its side streets; Berith Street, Wolli Street, Staples Street, West Drive and East Drive
- Relocating STOP lines using kerb extensions at the intersections of Shaw Street at its side streets; Wolli Street, Staples Street, West Drive and East Drive.

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## Financial Implications

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

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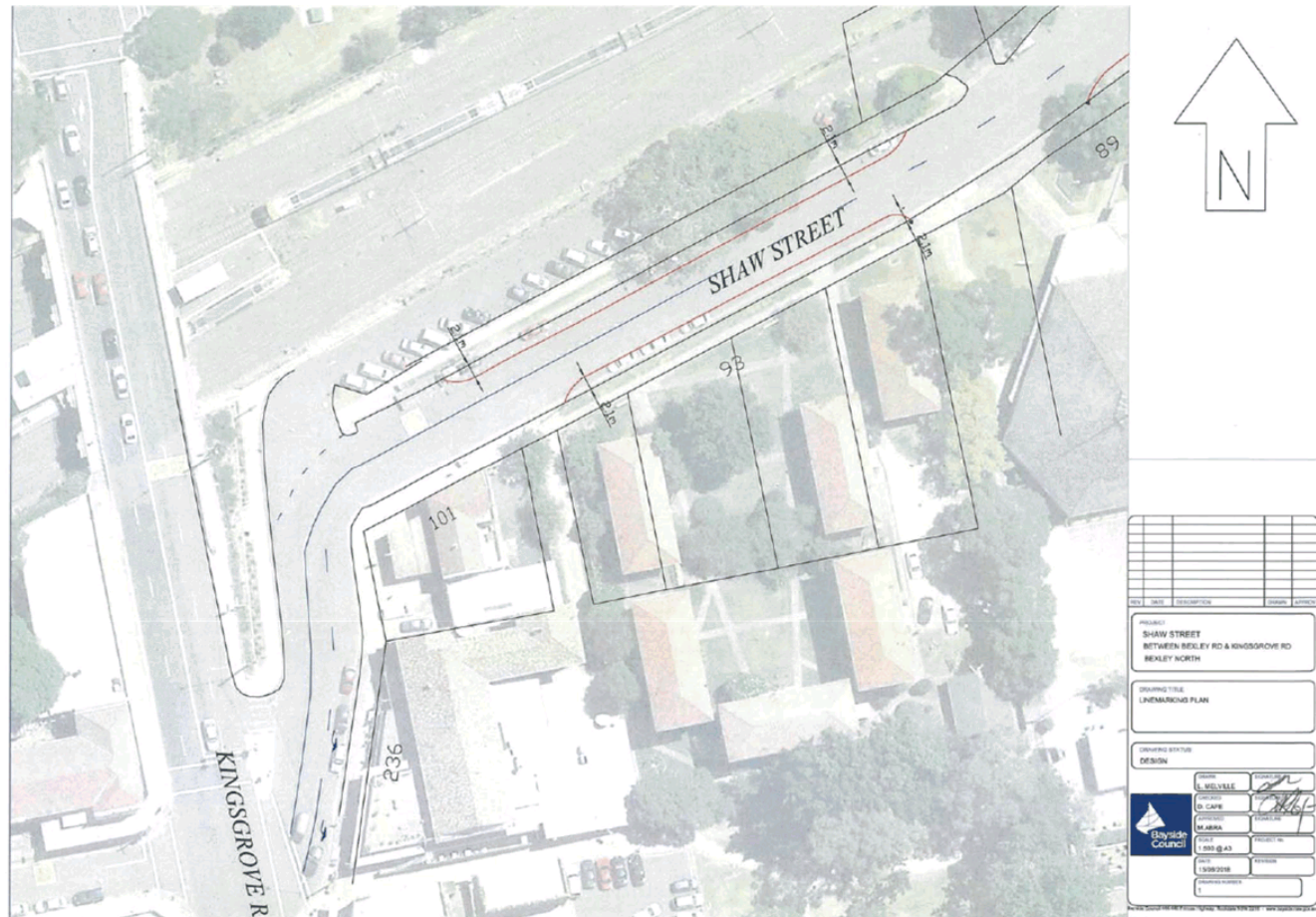
## Community Engagement

Completed

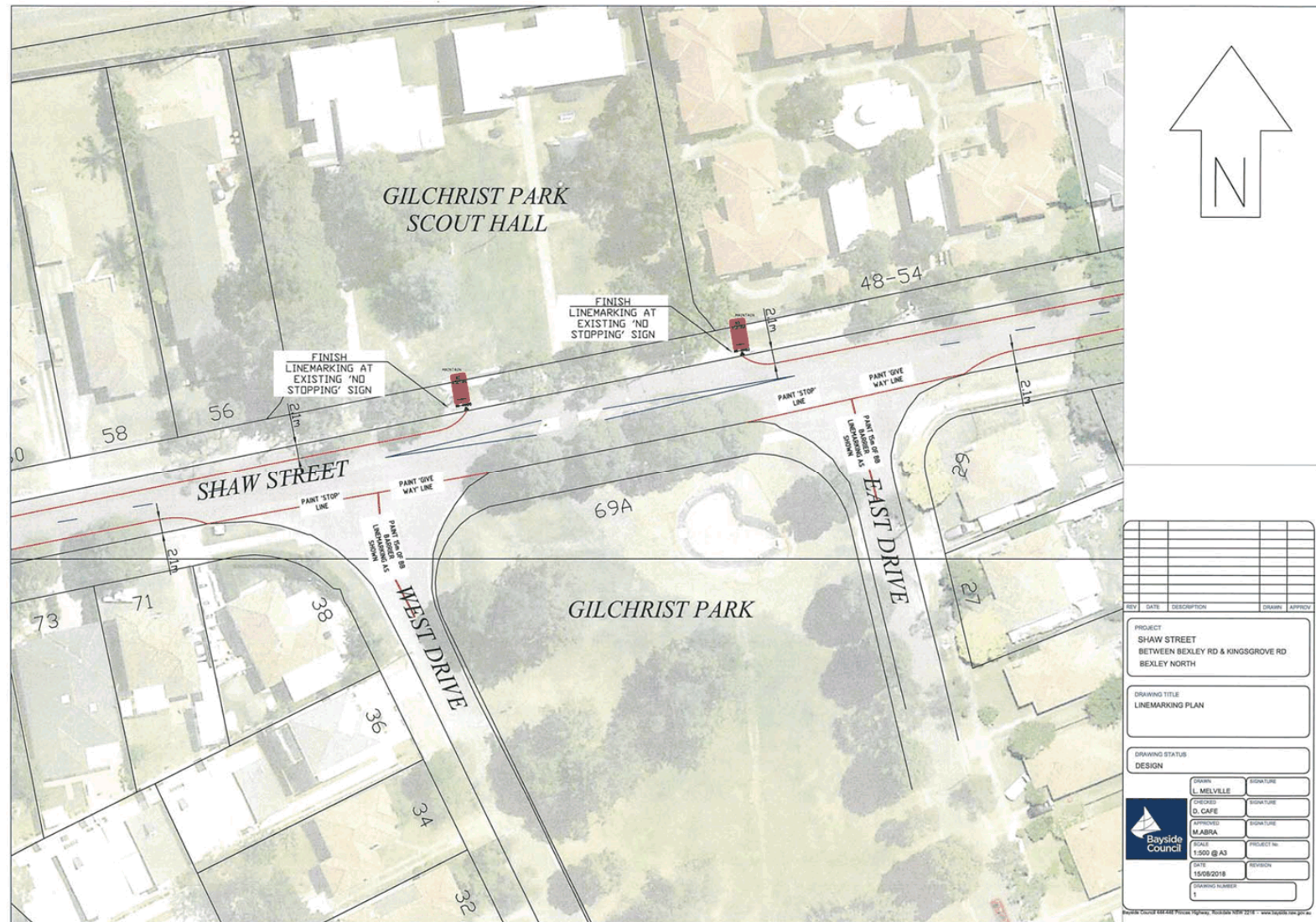
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## Attachments

- 1 Shaw Street drawing 1 near Kingsgrove Road
- 2 Shaw Street drawing 2 near East and West Drives
- 3 Shaw Street Drawing 3 near Berith Street
- 4 Shaw Street Drawing 4 schedules of work











[illegible]

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**Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.192
Subject	<b>Slade Road and Paine Street - Bus Zones for Punchbowl Bus routes</b>
Report by	Traffic Engineer – TR2
File	SC18/11
Electorate	Kogarah

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**Summary**

Council has received a request from Punchbowl Bus Company for relocation and signposting of bus zone restrictions in Paine Street and Slade Road.

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**Officer 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 kerbline 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
- 

**Background**

Council had received a request from Punchbowl Bus Company to relocate and formalise a bus stop in Paine Street, Kogarah and formalise an existing bus stop in Slade Road, Bexley North with time-limited 'Bus Zone' signposting.

The length of the proposed zone is 20m as both locations have 'No Stopping' restrictions adjacent to the bus stop.

The proposal aims to formalise existing parking restrictions that apply at the location, and will not result in loss of parking. NSW Road Rule 195 states that drivers must not stop within 20m of the approach to a bus stop sign, nor 10m after the sign.

It is recommended that parking signs be installed as shown in the attachments.

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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"/>	<<Discuss with Finance Partner and enter comment OR delete>>

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## **Community Engagement**

Not required

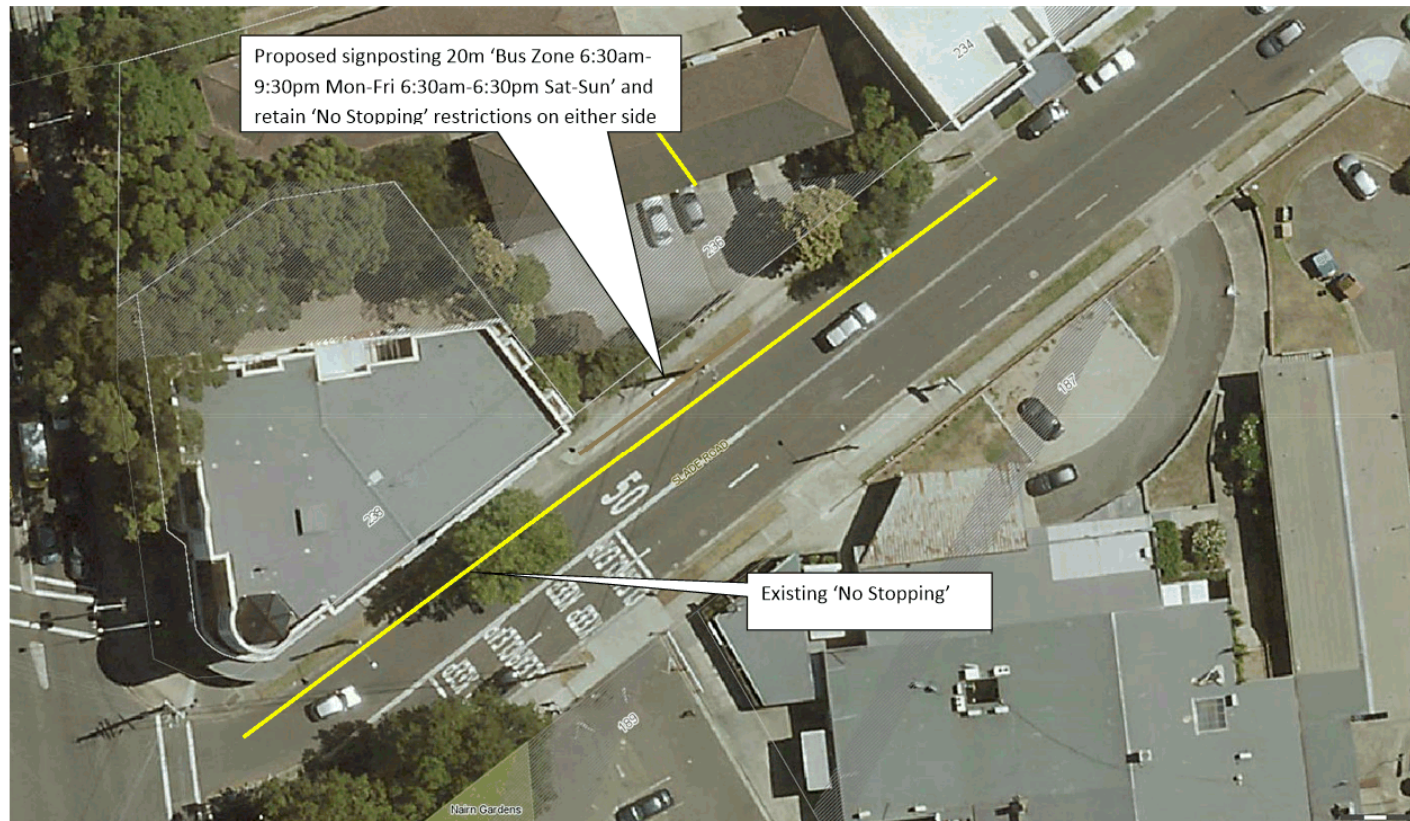
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## **Attachments**

- 1 Paine Street Bus Zone
- 2 Slade Road Bus Zone







Slade Road, Bexley North – Proposed signposting Bus Zone



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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.193
Subject	<b>Somerville Street, from Forest Road to Gore Street, Arncliffe - proposed Installation of Broken Barrier Lines</b>
Report by	Sue Watson, Road Safety Officer – TR4 Coordinator Traffic and Road Safety – TR1
File	SC18/11
Electorate	Rockdale

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### **Summary**

Council has received a request to install broken barrier lines in Somerville Street to improve road safety and speeding along Somerville Avenue, Arncliffe.

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### **Officer 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.
- 

### **Background**

A request has been made to install barrier lines in Somerville Street from Gore Street to Forest Road, Arncliffe to improve the safety of motorists using this busy road.

In 2017/2018, Council had installed concrete median islands in Somerville Street near the intersection of Gore Street and around the bend. The centre line has been provided around the bend at the ends of the concrete medians, but moved toward the eastern side of Somerville Street in order to preserve parking in front of houses on the western side.

However, the centre line was not carried out to the top part of Somerville Street which is located between Gore Street and Forest Road.

Somerville Street carries approximately 3,000 vehicles per 24 hours.

The road carriage width of Somerville Street between Gore Street and Forest Road, is varied from 7m wide in front of No. 1 Somerville Street, near Forest Road to 10.7m in front of No.29 Somerville Street near Gore Street.

Somerville Street has some sub-standard curve and approaches Forest Road which is major road. The topography of the street is hilly.

Below are the RMS warrants for using the S1 barrier type line markings, and in this regard it satisfies the conditions of special warrant, in that it approaches a major road, i.e. Forest Road. It is also a marked bicycle route.

## **4.2.2 Warrants for use**

### **4.2.2.1 Volume warrants**

Dividing line markings, including barrier type (see Section 4.3), where required, should be used on sealed pavements 5.5 m or more wide if the AADT (see Section 1.6 and Section 2.5.3 for AADT definition and further explanation) is in excess of the following:

- (a) 300 vehicles on rural roads
- (b) 2500 vehicles on urban roads

### **4.2.2.2 two-lane two-way roads:**

A dividing (separation) line (S1) should be provided on sealed pavements of 5.5 m or more in width, if the road satisfies the volume warrants, outlined in Section 4.2.2.1.

### **4.2.2.3 Multi-lane roads:**

On undivided multi-lane roads where there are more than one lane in one or both directions of traffic, a wider dividing (separation) line (S6) should be provided.

### **4.2.2.4 Special warrants**

Irrespective of the above warrants, marking of other continuous or isolated sections may be desirable where special conditions apply. These conditions include:

- (a) Frequent horizontal and/or vertical curves
- (b) Sub-standard curves
- (c) Areas which are subject to fog
- (d) Approaches to a major road
- (e) Accident record indicates the need
- (f) Continuity of an arterial route
- (g) Heavy night traffic or tourist traffic

Drivers are allowed to drive over the broken barrier lines, type S1, if it is safe to do so.

In view of the above, it is recommended that:

- 1) The proposed barrier line be painted in Somerville Street. It is to be closer to the eastern kerb line of Somerville Street in order to preserve the existing parking lane in front of residential houses on the western side of Arncliffe. The eastern trafficable lane width of Somerville Street is proposed to be varied from 3.5m wide near Forest Road to 3.7m near Gore Street.
- 2) The 'No Stopping' yellow lines be provided along the eastern kerb line of Somerville Street to keep this area free from parked vehicles.

The proposed barrier lines, 'No Stopping yellow lines' and the width of lanes of Somerville Street are shown in the attached drawings.



**Financial Implications**

- |                                      |                                     |  |
|--------------------------------------|-------------------------------------|--|
| Not applicable                       | <input type="checkbox"/>            |  |
| Included in existing approved budget | <input checked="" type="checkbox"/> | The barrier lines will be funded through Block Grants for Traffic Facilities |
| Additional funds required            | <input type="checkbox"/>            |  |
- 

**Community Engagement**

Not required.

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**Attachments**

- 1 Somerville Street centre line in front of No. 11
- 2 Somerville Street 1
- 3 Somerville Street No. 15
- 4 Somerville Street centre line













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## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.194
Subject	<b>Teralba Road, Kings Road and Hercules Roads, Brighton Le Sands - Proposed Angled Parking</b>
Report by	Manager City Infrastructure – M1
File	SC18/11
Electorate	Rockdale

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### **Summary**

The parking strategy for Brighton Le Sands recommends implementing angled parking in a number of residential streets surrounding the town centre. Numerous streets in the area have been marked with angled parking for many years. The width of these existing streets does not meet the current Australian Standard. The purpose of this item is to seek endorsement for a variation to the standard to provide additional on-street parking.

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### **Officer Recommendation**

- 1 That the parking modules and aisle width from the Australian Standard 2890.1 Parking facilities Part 1: Off-Street car parking be endorsed for application on Teralba Road, Kings Road and Hercules Road, Brighton-Le-Sands, subject to detailed design, as similar width streets in the area function adequately with angled parking, and speed can be controlled with traffic facilities.
  - 2 That consultation be undertaken with residents of Teralba Road, Kings Road and Hercules Road, Brighton-Le-Sands on the proposed 90 degree angled parking.
- 

### **Background**

Previous parking studies for Brighton Le Sands (BLS) suggests the angled parking be reviewed at the following locations:

- Teralba Road
- Brighton Avenue (700m to Bay St - Bakers Delight)
- Roslyn Avenue (850m)
- Wycombe Avenue (900m)

An initial review by Officers indicated that Teralba, Queens, Kings and Hercules Road, and Trafalgar Street are most likely to yield additional spaces, and the streets are closer to Bay St (less than 650m) than those listed in the study.

- 45, 60, and 90deg arrangements were tested at these locations.
- The review revealed that parking gains of approximately 15% additional parking (25 spaces)

Subsequently a more detailed measured investigation was undertaken and Queens Road and Trafalgar Street and not recommended to be pursued as the yield is minimal.

However, Council is considering proceeding with Teralba, Kings and Hercules Roads.

The relevant standard for on-street parking is Australian Standard AS 2890.5 – 1993 Parking Facilities Part 5: On-street parking. The standard sets out requirements for the location, arrangement and dimension of on-street parking facilities. It is applicable to public roads, and covers parallel and angled parking scenarios.

Under this standard, the minimum widths for a road with 90 deg parking on one side and parallel parking on the other is 18.4m. This is based on:

- Two-way road;
- Parallel parking one side, 90deg angle parking the other side;
- Standard height 150mm kerb (no overhang as >100mm);
- Low turn-over usage (generally all-day, unrestricted parking);
- 0-800 vehicles per hour;
- Vehicle speeds less than 60km/h
- Parallel parking space 2.3m wide (standard space Table 2.1);
- Clearance to parallel parking 0.5m wide (Clause 2.4(a));
- Travelling lane adjacent to parallel parking is 3.0m
- Minimum overall width for 90deg parking, kerb line to separation line is 12.6m (dimension W from Figure 2.5).

None of the existing roads with angled parking and parallel parking in the vicinity of the BLS Town Centre meet the minimum standard provided in AS 2890.5. The average width for this area is 12.8m (5.6m less than the standard).

Duke Street has 90deg parking of both sides, with a width of approximately 16.3m (8.9m less than the standard – ie.  $12.6 + 12.6 = 25.2$ ).

### **Alternate Solution**

Standards Australia have also published AS 2890.1 – 2004 Parking facilities Part 1: Off-street car parking. This Standard sets out the minimum requirements for the design and layout of off-street parking facilities, including multi-storey car parks for motor cars, light vans and motorcycles. It includes access and egress requirements for both public and private car parks, and car parking on domestic properties.

If traffic calming is implemented, and the traffic is from the local catchment and parking related, it may be appropriate to utilise a hybrid between the standards for On-street and Off-street parking standards.

The Off-street parking standard is based on vehicles generally travelling less than 30km/h. The use of one-lane slow points or thresholds would be recommended to reduce the design speeds. The standard recommends traffic control devices where the aisle length exceeds 100m in length.

The width under this arrangement, with 90deg parking would be 11.2m based on:

- User category 3 – Full opening, all doors, Short term, city and town centre parking
- No overhang (standard 150mm kerb)
- Space depth 5.4m
- 2.6m wide space
- Aisle width 5.8m

The streets under consideration all exceed the minimum recommended widths of AS 2890.1. The aisle width (essentially carriageway width) in each of the streets exceeds the minimum width of 5.8 by between 0.6m and 1.6m, as detailed below and shown in the attachment:

- Teralba Road – 7.4m;
- Kings Road – 6.4m; and,
- Hercules Road – 7.3m,

On this basis, it is recommended that this standard be applied, subject to the implementation of traffic facilities to control speed in each of the locations.

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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

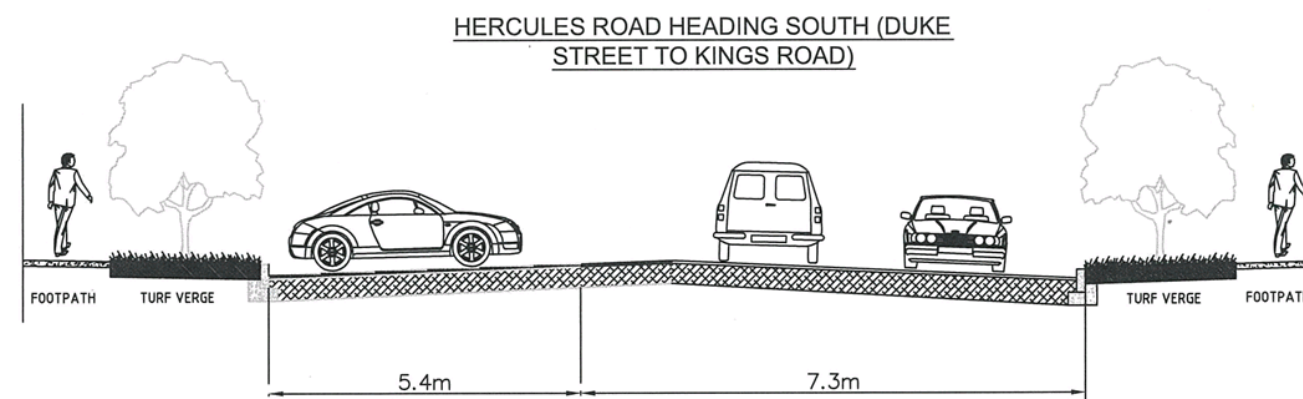
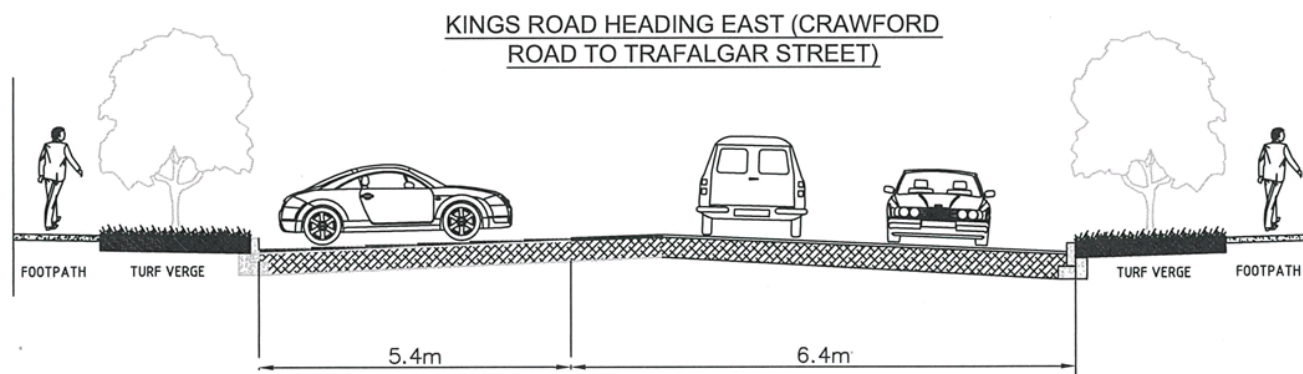
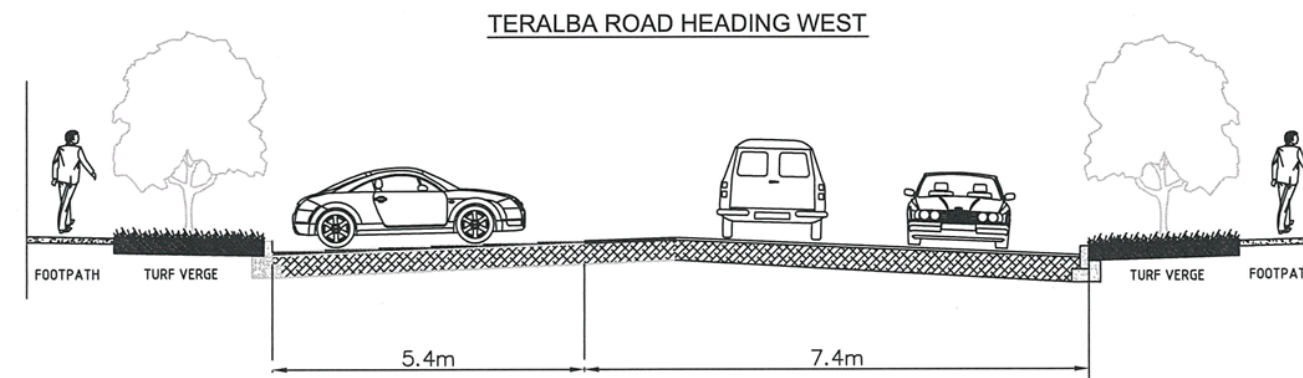
Consultation is recommended with residents of the proposed streets.

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### Attachments

Cross Sections - Teralba, Kings and Hercules Roads







PROJECT  
TERALBA ROAD  
KINGS ROAD AND HERCULES ROAD  
BRIGHTON LE SANDS

DRAWING TITLE  
**PROPOSED CROSS SECTIONS**

DRAWING STATUS  
**CONCEPT**



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## Bayside Traffic Committee

7/11/2018

Item No	BTC18.195
Subject	<b>Anti-Social Driving Behaviour</b>
Report by	Manager City Infrastructure – M1
File	SC18/11
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

That matters raised be considered.

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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 of and Maritime Services, and appropriate Council officers.
  - 3 In addition, the Committee may request other parties to join with the consent of the Mayor, and the committee may hold public meetings with approval from the General Manager and Mayor.
- 

### Financial Implications

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

Additional funds required

☐

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## **Community Engagement**

Not applicable

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## **Attachments**

Nil

## Bayside Traffic Committee

**7/11/2018**

Item No	BTC18.196
Subject	<b>Matters referred to the Bayside Traffic Committee by the Chair</b>
Report by	Manager City Infrastructure – M1
File	SC18/11
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



## **Bayside Traffic Committee**

**7/11/2018**

Item No	BTC18.197
Subject	<b>General Business</b>
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SC18/11
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 checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

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### Community Engagement

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### Attachments

Nil