

MEETING NOTICE

A meeting of the
Bayside Traffic Committee
will be held in the Rockdale Town Hall, Pindari Room
Level 1, 448 Princes Highway, Rockdale
on **Wednesday 6 February 2019 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

Bayside Traffic Committee

6/02/2019

Item No	BTC19.001
Subject	Minutes of the Bayside Traffic Committee Meeting - 5 December 2018
Report by	Pat Hill, Administrative Support Officer - City Infrastructure
File	SF19/69

Officer Recommendation

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

Present

Councillor Ed McDougal (Convener)
Traffic Sergeant Frank Gaal, St George Local Area Command,
Senior Constable Alexander Weissel, Botany Bay Police,
James Suprain, representing Roads and Maritime Services,
George Perivolarellis, representing State Members for Rockdale and Heffron,

Also present

Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council,
Bushara Gidies, State Transit Authority,
Lyn Moore, NSW Pedestrian Council,
Harry Haidar, St George Cabs,
Peter Hannett, St George Bicycle User Group,
Asith Nagodauithane, Transit Systems,
David Carroll, Senior Parking Patrol Officer, Bayside Council,
Malik Almuhanha, Traffic Engineer, Bayside Council,
Agasteena Patel, Traffic Engineer, Bayside Council,
Pat Hill, Traffic Committee Administration Officer, Bayside Council,
Debbie Fransen, Coordinator Asset Strategy, Bayside Council, (Item BTC18.199, BTC18.203, BTC18.211),
Todd Perry, Frasers Property Australia, (Item BTC18.199, BTC18.203, BTC18.211)

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.20 am and affirmed that Bayside Council respects the traditional custodians of the land, elders past and present and future leaders, on which this meeting takes place, and acknowledges the Gadigal and Bidjigal Clans of the Eora Nation.

1 Apologies

The following apologies were received:

Les Crompton, representing State Member for Kogarah,
Jeremy Morgan, Manager City Infrastructure, Bayside Council,

Glen McKeachie, Coordinator Regulations, Bayside Council

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC18.198 Minutes of the Bayside Traffic Committee Meeting - 7 November 2018

Committee Recommendation

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

4 Reports

BTC18.199 Arncliffe Street One Way Circuit Public Consultation

Committee Recommendation

- 1 That pending discussion and resolution of the concerns of a group from Discovery Point, 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 pedestrian crossing at the eastern end of Magdalene Terrace be approved.
- 8 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. That the endorsement be referred to Roads and Maritime Services for approval.

BTC18.200 Banks Street, Monterey - Community consultation results for proposed 90 degree angle parking arrangement between Cecil Street/Wycombe Avenue and O'Connell Street

Committee 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.

BTC18.201 Church Avenue, Mascot - proposed 'No Stopping' restrictions for indented parking bay to facilitate cycle lane extension in front of No. 56 Church Avenue

Committee Recommendation

- 1 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.
- 2 That planter boxes or similar barriers be installed at the same time as the installation of 'No Stopping' signs until funding is available to close off the parking bays.

BTC18.202 Delegations to Council's Officers to approve Works Zone Applications during the Christmas and New Year until 31 March 2019

Committee 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.

BTC18.203 Discovery Place, Wolli Creek, in front of Wolli Creek Railway Station - proposed extension of marked foot crossing

Committee 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.

**BTC18.204 Edward Street West of Caroline Street, Kingsgrove -
Proposed marked foot crossing****Committee 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.

**BTC18.205 England Street Brighton Le Sands - Proposed 200m broken
Centre Linemarking****Committee Recommendation**

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

**BTC18.206 No. 4 Innesdale Road Wolli Creek - Proposed 7m Works
Zone for 20 weeks****Committee 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.

**BTC18.207 Knight Street, west of Railway Street, Rockdale - Proposed
30m broken centre linemarking in front of Nos. 23 to 29
Knight Street****Committee 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.

**BTC18.208 Kyle Street at Charles Street intersection, Arncliffe -
signposting of statutory 'No Stopping' restrictions****Committee Recommendation**

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

BTC18.209 Lyon Street and Wellington Street - Request for Residential Parking Scheme**Committee Recommendation**

That the matter be deferred for further consultation by giving residents different parking time options in Wellington Street and Lyon Street, Mascot.

BTC18.210 McPherson Street and Nant Place, Banksmeadow - Proposed 'No Stopping' restriction.**Committee 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.

BTC18.211 Magdalene Terrace, Wolli Creek - Proposed 'P5 Minute' Restriction along the northern side of Magdalene Terrace**Committee Recommendation**

- 1 That the existing '2P' 8.30 am – 6 pm Mon-Fri, 8.30 am – 12.30 pm Sat restriction on the northern side of Magdalene Terrace between Brodie Spark Drive and Spark Lane be converted to 'P5 Minutes' 6 am – 6 pm Mon-Sat parking to facilitate the set down and pick up of passengers in the Wolli Creek precinct.
- 2 That 'Pick Up and Set Down' supplement signs be installed.

BTC18.212 Nos. 89A and 89 Maloney Street, Mascot - Proposed provision of 11.5m '1P' restriction**Committee Recommendation**

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

BTC18.213 Production Avenue north of Phillip Street - proposed parking area for people with disabilities at the newly built kerb ramp**Committee 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.

BTC18.214 Solander Street, Monterey, from Nos. 32-38 to O'Connell Street- Community consultation results - proposed 90 degree angle parking

Committee 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.

BTC18.215 Wardell Street, Arncliffe - Proposed 'No Parking 8 am - 9 am 2.30 pm - 3.30 pm School Days' in the cul de sac

Committee Recommendation

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

BTC18.216 Anti-Social Driving Behaviour

Committee Recommendation

No matter were raised for consideration.

BTC18.217 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

The following matters were raised by the Chair on behalf of Mr Ron Hoenig MP and Mr Thistlethwaite MP. These items are on state roads which will be referred to the RMS for consideration:

- 1 On Bunnerong Road exiting from Westfield Drive, Eastgardens, the line and lanes marking in Bunnerong Road at the traffic lights are confusing.
- 2 Proposed pedestrian crossing in Wentworth Avenue at McBurney Road, Botany.
- 3 The poor condition of Botany Road at High Street, Mascot.

BTC18.218 General Business

BTC18.21(a)

Subject: Proposed 'KEEP CLEAR' AT THE DRIVEWAYS IN Innesdale Road west of Marsh Street at the new traffic lights, raised by the RMS representative, James Suprain

Committee Recommendation

That temporary 'KEEP CLEAR' pavement marking be provided in Innesdale Road in front of 26-32 Marsh Street and 36-42 Innesdale Road driveways, west of Marsh Street.

BTC18.21(b)

Subject: Proposed bus zones in Smith Street near Bunnings Warehouse and in Beauchamp Road, raised by STA's representative, Bushara Gidies

Committee Recommendation

That approval be given to the installation of three bus zones as follows:

- 1 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 the Bus Zone on eastern side of driveway to premises number 26.
- 2 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 of number 40. Rear of bus zone from wooden ELP MA06075.
- 3 Smith Street, Eastgardens – new 18.0m Bus Zone on northern side of Smith Street, east of Rhodes Street and Denison 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 MA06080 existing 'No Stopping' for lead into roundabout at Rhodes Street commences.

The Convenor closed the meeting at 10.40 am and wished all the members a seasonal greeting and a safe holiday.

Attachments

Nil

Bayside Traffic Committee

6/02/2019

Item No	BTC19.002
Subject	Charles Street at the rear of No. 108 Princes Highway, Arncliffe - proposed alteration to the speed hump
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Rockdale

Summary

The traffic conditions in Charles Street at the speed hump at the rear of No. 108 Princes Highway, Arncliffe, was previously considered by Bayside Traffic Committee at its meeting of 1 August 2018, item BTC18.114.

The Committee recommended that an on-site meeting be conducted with the Committee Members and refer the results of the meeting to the Committee for further consideration.

Officer Recommendation

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

- 1 Removing the existing concrete speed hump
 - 2 removing 2m of existing median island from the front of the residential driveway
 - 3 extending existing median island by 2m at its northern end
 - 4 installing two sets of rubber cushion pads
 - 5 painting two sets of 'one-way street pavement arrows'
-

Background

As the result of the Committee recommendation, an on-site meeting was held in September 2018. The Police representative and Council Officers were present. The attendees recommended that:

- The existing concrete speed hump be removed from the residential driveway and some 2m of the existing median be trimmed off to allow access to the driveway
- Some rubber cushion pads be provided in lieu of the concrete speed hump
- Some 2m of new concrete median island be extended at the northern end of the existing median
- Two sets of 'one-way street pavement arrows' be provided.

The estimated costs of the work in removal of the existing concrete island and install two rubber cushion pads, extend the median island and painting the one way street pavement arrows and associated warning signs and road markings are approximately \$9,000. This project will be included in the list of future projects to be considered for funding.

The locality, of the existing and proposed traffic safety measures, is shown in the attached drawing.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Subject to the availability of funding through capital projects
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected residents be advised of Council's decision.

Attachments

Charles Street speed hump modification and proposed traffic safety measures



Bayside Traffic Committee

6/02/2019

Item No	BTC19.003
Subject	Chisholm Street, Wolli Creek - Proposed parking restriction
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Rockdale

Summary

Fraser's Property Australia seeks endorsement Bayside Traffic Committee for proposed parking restrictions in the new private road called 'Chisholm Street, Wolli Creek'. The new road is situated immediately north of Wolli Creek Railway Station. Approval of the proposal will enable parking enforcement.

Officer Recommendation

That endorsement be given to the installation of new parking restrictions in Chisholm Street, Wolli Creek, which is a privately owned, public accessible road, as follows:

- along the northern kerb line, proposed 'No Stopping' and 'No Parking' restrictions
 - along the southern kerb line,
 - proposed 25.2m of '1P, 8.30 am – 6 pm, Mon – Fri and 8.30 am - 12.30 pm, Sat',
 - proposed 15.6m of 'Disabled Parking' with indented parking and pram ramps
 - proposed 12.6m of 'Loading Zone, 8.30am-6pm, Mon – Fri and 8.30 am - 12.30 pm, Sat'
 - proposed 6.3m of 'No Parking, Car Share Vehicles Excepted'
 - proposed 'No Stopping'
-

Background

A new private street has been built between Spark Lane and Brodie Spark Drive by Fraser's Property Australia. However, the street is used by the public in the vicinity of Wolli Creek Railway Station.

The proposed parking restrictions in Chisholm Street will comprise of:

- along the northern kerb line, proposed 'No Stopping' and 'No Parking' restrictions
- along the southern kerb line,
 - proposed 25.2m of '1P, 8.30 am – 6 pm, Mon – Fri and 8.30 am - 12.30 pm, Sat',
 - proposed 15.6m of 'Disabled Parking' with indented parking and pram ramps
 - proposed 12.6m of 'Loading Zone, 8.30 am – 6 pm, Mon – Fri and 8.30 am - 12.30 pm, Sat'
 - proposed 6.3m of 'No Parking, Car Share Vehicles Excepted'
 - proposed 'No Stopping'

It is recommended that endorsement be given to the proposed installation of the above restrictions in Chisholm Street, Wolli Creek, as shown in the attached drawing.

Financial Implications

- | | | |
|--------------------------------------|-------------------------------------|--|
| Not applicable | <input checked="" type="checkbox"/> | Fraser's Property Australia will fund the installation of restrictions in their private street |
| Included in existing approved budget | <input type="checkbox"/> | |
| Additional funds required | <input type="checkbox"/> | |
-

Community Engagement

Fraser Property Australia is to consult with residents, clients and customers as required.

Attachments

Chisholm Street parking restriction drawing



Bayside Traffic Committee

6/02/2019

Item No	BTC19.004
Subject	Church Avenue, along the southern kerb line, west of Bourke Street, Mascot - proposed change of 'No Stopping' to '1P, 7 am - 7 pm' restrictions
Report by	Student/Graduate – TR8
File	SF19/69
Electorate	Heffron

Summary

Council has received a request to replace the existing 'No Stopping' signs on the southern kerb line of Church Avenue, west of Bourke Street, Mascot with '1P, 7 am – 7 pm' signs as the existing 'No Stopping' zone is no longer required for the construction of a building.

Officer Recommendation

That approval be given to the removal of the existing 'No Stopping' restriction and replacement with '1P, 7 am – 7 pm' restriction along the southern kerb line of Church Avenue, west of Bourke Street, Mascot, as follows:

- * from 0m to a point 11m – retain 'No Stopping'
 - * from 11m to 61m – proposed change of 'No Stopping' to '1P, 7 am – 7 pm'
 - * from 61m westward – retain existing parking and 'No Stopping' restrictions
-

Background

The 'No Stopping' signs were installed during construction of an adjoining property, which is now complete.

Church Avenue is close to Mascot Station, and numerous restaurants and retail stores. It is also a residential block, accommodating hundreds of apartments. As a result, this area generates traffic and parking demands.

Currently, there are other '1P, 7 am – 7 pm' restrictions in Church Avenue.

The proposal will provide approximately 6 new parking spaces.

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

Financial Implications

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

Additional funds required

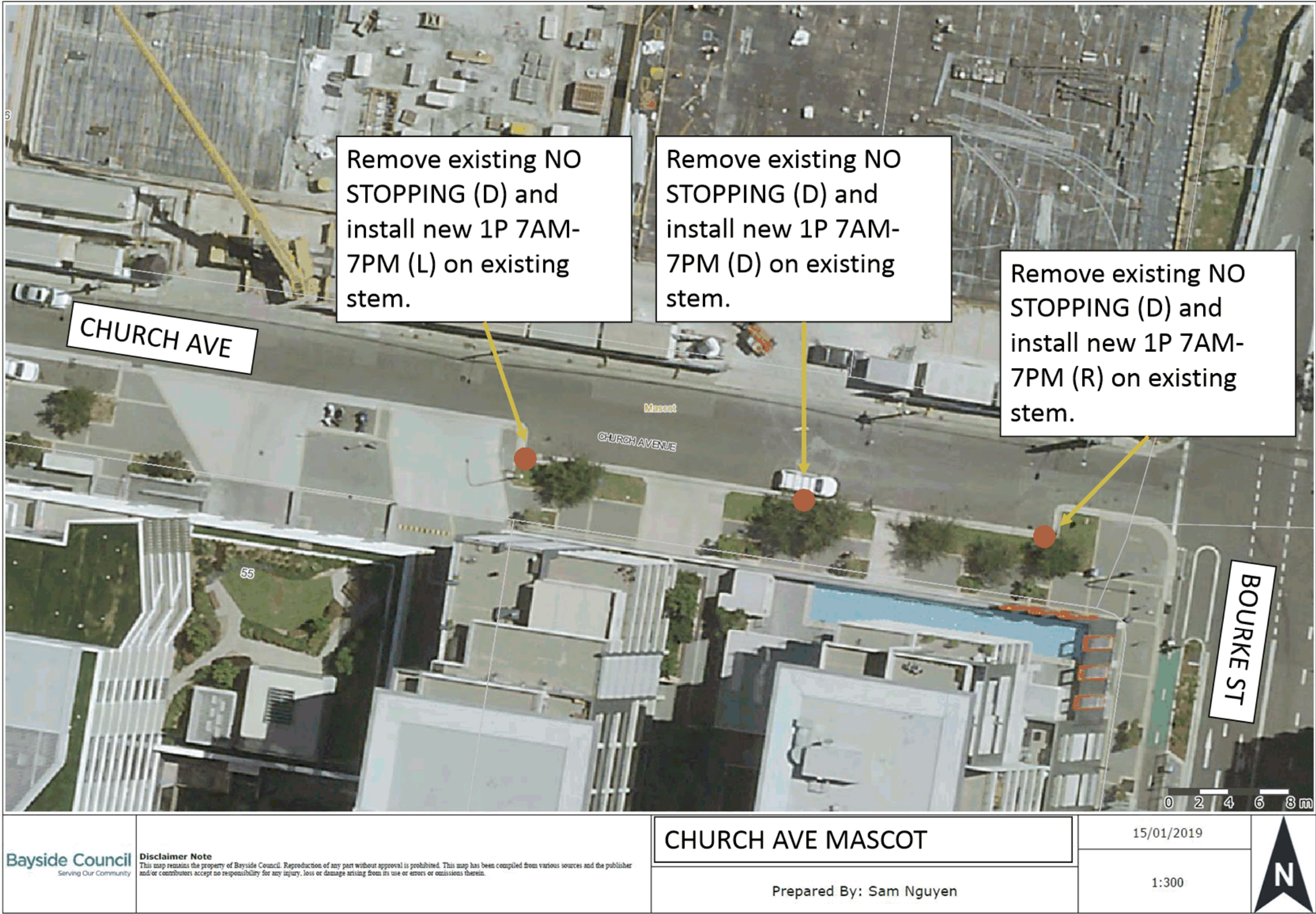
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Community Engagement

Attachments

Church Avenue, Mascot- Replace 'No Stopping' signs with '1P 7 am - 7 pm' signs drawing



Bayside Traffic Committee

6/02/2019

Item No	BTC19.005
Subject	1 Edward Street, in front of Botany Town Hall - proposed 'P5 Minute, 1pm-6pm, Tuesday, Permit Holders Excepted, AREA OTHER'
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Botany

Summary

Council has received a request to change the existing parking restriction along the northern kerb line of Edward Street between Botany Road and James Bourke Place, in front of Botany Town Hall from 'No Parking, 5.30 pm - 8.30 pm, Wednesday, Council Vehicles Excepted' to 'P5 Minutes, 1 pm – 6 pm, Tuesday, Permit Holders Excepted, AREA - OTHER'.

Officer Recommendation

That approval be given to the proposed change of a parking restriction along the northern kerb line of Edward Street between Botany Road and James Bourke Place, in front of Botany Town Hall from 'No Parking, 5.30 pm - 8.30 pm, Wednesday, Council Vehicles Excepted' to 'P5 Minutes, 1 pm – 6 pm, Tuesday, Permit Holders Excepted, AREA OTHER' restriction.

Background

The existing parking restriction, 'No Parking, 5.30 pm - 8.30 pm, Wednesday, Council Vehicles Excepted' is no longer required. However, changes have been requested to enable authorised vehicles to attend Bayside Planning Panel Meetings on Tuesdays. As it is no longer acceptable to associated permissible parking with restrictions such as No Parking, it is proposed to replace the No Parking with a P5 zone. In addition, to ensure vehicles are appropriately identified, a permit parking scheme will be used.

It will not affect any resident or local business parking in the area. The parking area will accommodate three parking spaces.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The change to parking restriction in Edward Street, Botany, will be funded through Block Grant for Traffic Facilities on local streets.
Additional funds required	<input type="checkbox"/>	

Community Engagement

Not required.

Attachments

Edward Street P5 min Permit Holders Excepted Area Other



Bayside Traffic Committee

6/02/2019

Item No	BTC19.006
Subject	Emmaline Street, Ramsgate Beach, between The Grand Parade and Chuter Avenue - proposed 'two way street' signs
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Rockdale

Summary

Council has received a request to enhance safety in Emmaline Street between The Grand Parade and Chuter Avenue, Monterey. It has been reported that some drivers are confused with regard to the direction of the traffic flow in the street.

Officer Recommendation

- 1 That approval be given to the installation of 'two way' regulatory traffic signs in Emmaline Street between The Grand Parade and Chuter Avenue, Ramsgate Beach, and mid-block facing both directions of traffic
 - 2 That approval be given to the painting of a 'one-way street pavement arrow' in Chuter Avenue immediately south of Emmaline Street to reinforce the existing 'No Left Turn' restriction from the southbound traffic from turning left from Chuter Avenue to Emmaline Street.
-

Background

Emmaline Street between The Grand Parade and Chuter Avenue is a narrow two way street. The road carriageway width of Emmaline Street is 5.7m wide.

Parking is prohibited along the northern kerb line of Emmaline Street. Vehicles are permitted to park on the southern kerb line facing west. It has been reported there is some confusion among drivers and visitors to the street, regarding traffic flow direction in the street.

At the intersection of Chuter Avenue and Emmaline Street eastern leg, there is a 'No Left Turn' restriction banning southbound traffic from Chuter Avenue to turn left into Emmaline Street to travel east.

Additional reports have been received that some drivers ignore the 'No Left Turn' restriction at the intersection of Chuter Avenue and Emmaline Street banning the southbound traffic along Chuter Avenue from turning into Emmaline Street to travel east.

In accordance with Roads and Maritime Services crash statistics, there were non-injury crashes reported in the five year period ending on 31 March 2018 in Emmaline Street between The Grand Parade and Chuter Avenue.

It is recommended some 'TWO WAY STREET' signs be installed and 'ONE WAY STREET PAVEMENT ARROW' be provided in Emmaline Street.

The locality of the proposed 'two way street' signs and the proposed one way street pavement arrow' in Emmaline Street, is shown in the attached drawing.

Financial Implications

Not applicable ☐

Included in existing approved budget ☐

The installation of two way street signs and the one way street pavement arrow in Emmaline Street will be funded through Block Grant for traffic facilities on local streets.

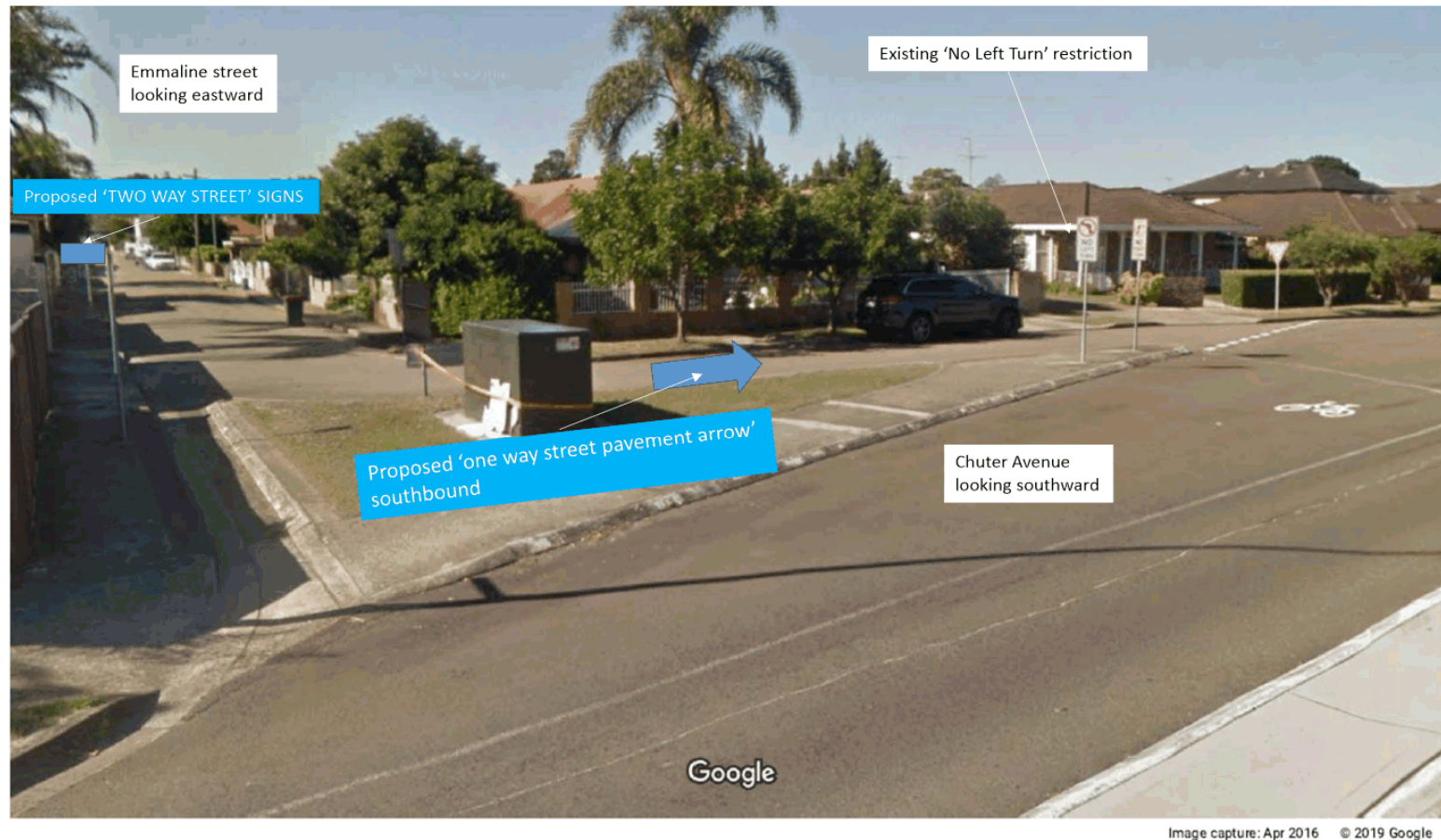
Additional funds required ☐

Community Engagement

Affected residents be advised of Council's decision.

Attachments

- 1 Emmaline Street and Chuter Avenue proposed 'one way street pavement arrow'
- 2 Emmaline Street proposed 'Two Way Street' signs





EMMALINE STREET BETWEEN THE GRAND PARADE AND CHUTER AVENUE, RAMSGATE BEACH
PROPOSED 'TWO WAY STREET' SIGNS AND 'ONE WAY STREET PAVEMENT ARROW'

Bayside Traffic Committee

6/02/2019

Item No	BTC19.007
Subject	Florence Street Carpark, The Grand Parade, Ramsgate Beach - Installation of 'No Stopping' signs with times '9.00 pm to 5.00 am'
Report by	Civil Projects Officer – TR7
File	SF19/69
Electorate	Rockdale

Summary

It is proposed to establish 'No Stopping 9.00 pm – 5.00 am' restrictions in the recently upgraded car park on The Grand Parade, Ramsgate (opposite Florence Street).

Officer Recommendation

- 1 That 'No Stopping 9.00 pm – 5.00 am' restrictions be installed at the off-street car park on The Grand Parade, Ramsgate Beach (opposite Florence Street).
 - 2 That a 'Park in Bays Only' sign be installed at vehicle each entry point to the car park.
-

Background

A recent project has been completed to separate the cycleway from a number of Cook Park car parks on The Grand Parade between President Avenue to Ramsgate Road. The cycleway has been diverted from sharing the car park aisles to a separated pathway. This project was undertaken to create a much safer environment for cyclists.

A number of other car parks along Cook Park have previously been nominated as 'No Stopping' 9.00 pm – 5.00 am to deter anti-social behaviour and camper vans along the Botany Bay foreshore. It is recommended that similar restrictions be applied to the car park opposite Florence Street.

In addition, it is recommended that a 'Park in Bays Only' sign be installed to reduce the overall number of signs required in the car park.

Financial Implications

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

Community Engagement

Affected residents in the local area have been consulted.

Attachments

Nil

Bayside Traffic Committee

6/02/2019

Item No	BTC19.008
Subject	2 and 2a Halley Avenue, Bexley - proposed 'Parking, Motorbikes Only' at the driveways
Report by	Traffic Engineer – TR3
File	SF19/69
Electorate	Kogarah, TRIM18/141641

Summary

Council has received a request for the provision of 'No Parking' restriction in Halley Avenue, Bexley between number 2 and 2A, due to parked vehicles blocking their vehicular access.

Officer Recommendation

That the approval be given for a 3.3m 'Motorbikes Only' restriction between Nos. 2 and 2A Halley Avenue, Bexley.

Background

The distance between driveways of Nos. 2 and 2A Halley Avenue is 3.3m. If a car is parked in that space, it encroaches on either or both driveways causing difficulty of egress and access for of vehicles. It was claimed that residents living in Forest Road next to Halley Avenue frequently park at this location. Forest Road has a morning clearway restriction, and as a result some residents of Forest Road move their cars to the adjoining street such as Halley Avenue.

Council sought comment from directly affected residents with regard to the proposed 'Parking Motorbikes Only' restriction at this driveway. One response has been received, supporting the proposal.

The representative from St George Police on the Traffic Committee concurred with this proposal.

Therefore it is recommended to place a 'Motorbikes Only' restriction to alleviate this issue.

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"/>	

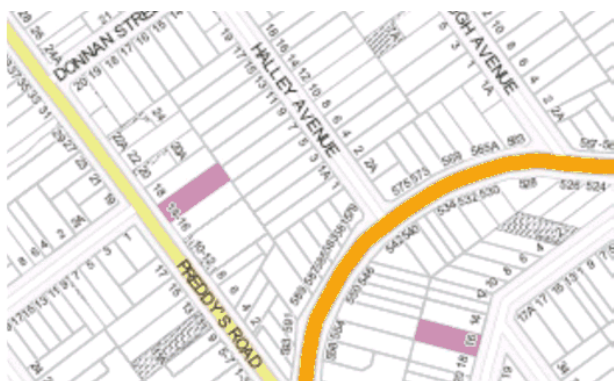
Community Engagement

Affected residents will be advised of Council's decision

Attachments

- 1 2 and 2A Halley Avenue Bexley Parking Motorbikes Only
- 2 Halley Avenue parked vehicle picture and map





Driveway of #2A

Google Maps 1 Halley Ave



Bayside Traffic Committee

6/02/2019

Item No	BTC19.009
Subject	King Street and Cameron Street intersection, Rockdale - Proposed 'Give Way' and centre lines
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Rockdale

Summary

Council has received a request to provide a traffic priority control at the intersection of King Street and Cameron Street, Rockdale, as drivers are confused with the priority at this intersection. This intersection is a T-junction where King Street is a terminating street. However, the traffic flow in King Street is more predominant than that of Cameron Street.

Officer Recommendation

- 1 That approval be given to the installation of Give Way priority control sign and line in King Street at Cameron Street, Rockdale.
 - 2 That approval be given to the installation of broken centre lines, type S1 and raised pavement markers in King Street west of Cameron Street.
-

Background

Council has received a request to provide a traffic priority control at the intersection of King Street and Cameron Street, Rockdale, as drivers are confused with the priority at this intersection.

This intersection is a T-junction where King Street is a terminating street. Normally, the installation of a priority control is not required at the T-Junction.

However, the traffic flow in King Street is more predominant than that of Cameron Street. King Street carries approximately 900 vehicles per day and Cameron Street 750 vehicles per day.

Cameron Street terminates at a cul-de-sac end near Rockdale Public School north of Pitt Street.

King Street becomes narrower when it approaches Cameron Street at an angle. A centre line aids in keeping traffic flow to the left of the road.

No reported crashes at the above intersection for the period of five years ending 31/3/18.

To enhance safety at this intersection, it is recommended to provide a Give Way priority control and centre line in King Street approach to Cameron Street.

Financial Implications

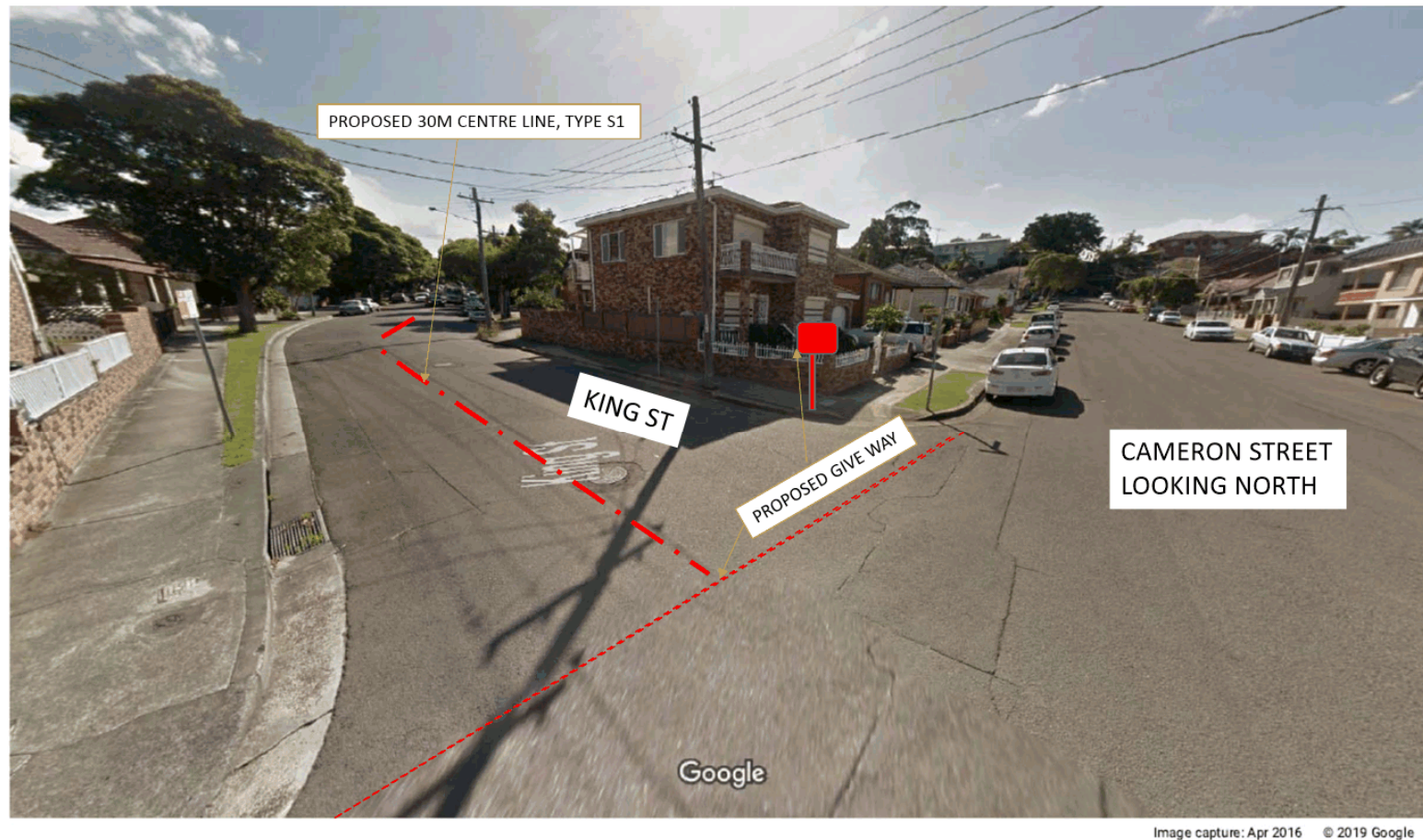
- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | The installation of Give Way and centre line in King Street will be funded through the Block Grant for traffic facilities |
| Additional funds required | <input type="checkbox"/> | |
-

Community Engagement

Not applicable

Attachments

- 1 King Street at Cameron Street - proposed Give Way and Centre lines drawing
- 2 King Street and Cameron Street aerial map





Bayside Traffic Committee

6/02/2019

Item No	BTC19.010
Subject	Kurnell Street, Botany, between Swinbourne Street and Warrana Street - Proposed traffic calming scheme
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Maroubra

Summary

Council has received a request for the provision of a traffic calming scheme in Kurnell Street between Swinbourne Street and Warrana Street, Botany, due to a high volume of non-local traffic.

Officer Recommendation

- 1 That consultation be carried out with affected residents regarding the proposed traffic calming scheme which could comprises:
 - One way street
 - Rubber cushion pads
 - Load limit restriction
 - 2 That results of consultation be reported to the Traffic Committee for further consideration.
-

Background

Kurnell Street is a residential two-way street. The road carriageway width is approximately 9m wide. Kerbside parking is permitted on both sides of the street.

Since the completion of new residential flat buildings in Pemberton Street and Wilson Street near Botany Road, residents have reported a high volume of traffic using Kurnell Street as a short cut and a through road. As a result, some residents report that vehicles have been damaged by passing traffic.

A street meeting was held on Friday 23 November 2018 between Councillor Christina Curry, 33 residents, and a Council Officer to discuss several traffic measure options which could be considered to enhance safety in the street.

Many attendees preferred to have a one way street installed in the street because of the perceived road narrowness and to reduce the volume of through traffic.

A traffic count for seven days (7) was carried out, in front of No.13 Kurnell Street, starting from 4 December 2018 showing the results as follows:

	Southbound Direction (km/hr)	Northbound Direction (km/hr)	Combined both directions (veh/24hrs)	Percentage of heavy vehicles	Percentage of vehicles travelled faster than 50km/h
Weekly 50 th %	40	40	40		
Weekly 85 th %	48	48	48		
Five Day Average Daily traffic	1009	973	1982		
Seven Day Average Daily Traffic	959	935	1894	5%	5.2%

Traffic counts in Kurnell Street in previous years are shown in the table down below:

Date, year	85 th percentile speed (km/h)	Combined both directions, average traffic volume (vehicles/24hrs)
26/11/2002	46	699
29/6/2010	49	551
22/7/2016	48	1084

Note:

The traffic volume data in Kurnell Street increased by 75% in a two and half year (from June 2016 to December 2018). However, the typical acceptable traffic for residential streets is less than 5,000 vehicles per day in accordance with Council Road Hierarchy. On this basis, it is noted that there has been a significant increase in traffic, however the volumes in Kurnell Street are within an acceptable range for a residential street.

Advantages of a one-way street include:

- Conflict points of opposing traffic is reduced;
- More even traffic flow;
- Parking manoeuvre tend be easier and cause less obstruction; and,
- Accident number may be reduced.

Disadvantage of one-way street:

- Garbage collection requires all bin presentations to be on one side of the street;
- Trip length for local traffic could be increased;
- Traffic will be diverted to adjoining streets (approximately 1000 veh/day);

- Higher operation speeds as motorists will not need to slow and yield for opposing traffic;
- Delivery vehicles and emergency vehicles may find difficult in reaching the desired destination;
- Motorist not familiar with the area may cause delays to other traffic as they attempt to find their way; and,
- Additional signs and road markings to be provided and maintained.

Effects of speed humps

Studies of the effects of speed humps have shown that the traffic volumes of through or non-local traffic can be reduced by 33%.

The estimated cost to provide speed humps (rubber cushion pads) in Kurnell Street is approximately \$12,000.

Accident data

In accordance with RMS crash statistics, no reported crashes in Kurnell Street were recorded for a five year period ending 31/3/18.

Load limit restriction

There are no load limit restrictions in Kurnell Street nor Warrana Street

Bus Services

No buses services operate in Kurnell Street.

The area map of Kurnell Street is shown in the attached document.

Financial Implications

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

Community Engagement

Affected residents be advised of Council's decision.

Attachments

Kurnell Street aerial map



Bayside Traffic Committee

6/02/2019

Item No	BTC19.011
Subject	Ramsgate Beach Car Park east of The Grand Parade, Ramsgate Beach - proposed extension of time to the existing Loading Zone to cover seven days a week
Report by	Coordinator Traffic and Road Safety – TR1
File	SF19/69
Electorate	Rockdale

Summary

Council has received a request to extend the time limit of the Loading Zone restrictions in Ramsgate Beach Car Park east of The Grand Parade, Ramsgate, near the Ramsgate Life Saving Club, amenities and restaurant.

Officer Recommendation

That the existing loading zone 8.30 am – 12 pm, Mon – Fri' restriction remain so that the potential conflict between cyclists, pedestrians and delivery vehicles on Saturdays and Sunday is not increased.

Background

The current loading zone was installed in November 2018 during the construction of the Pine Park Car Park off Carruthers Drive. The loading zone is time limited between 8.30 am – 12 pm (noon), Monday to Friday.

The operators of the restaurant request the loading zone to be operational for seven days a week, during 8.30 am and 12 pm (noon). At other times, Council's vehicles can park. This is primarily for park maintenance and building cleaning personnel.

The current 'No Stopping' and 'One Way Street' signage in the car park will be retained.

The car park and loading zone area is shared with the regional cycleway. There is no separation between cyclists and the vehicles. The time limited loading zone was established to reduce the conflict between cyclists and vehicles.

Council has been embarking on a program of separating cycleways from car parks over the last few years, however the building is located close to the roadway on one side, and the foreshore pathway on the east side. Ideally the cycleway would be separated from this car park to avoid the potential conflict.

By extending the current loading zone be converted to a combined 'Loading Zone, 8.30 am – 12 pm (noon)' over Saturday and Sunday, recreational cyclists will be impacted by the change. A sketch of the requested change is attached.

Financial Implications

Not applicable ☐

Included in existing approved budget ☒

The extension of time to the existing Loading Zone to cover seven days a week in Ramsgate Beach Car Park east of The Grand Parade will be funded through block grant for Traffic Facilities on local streets

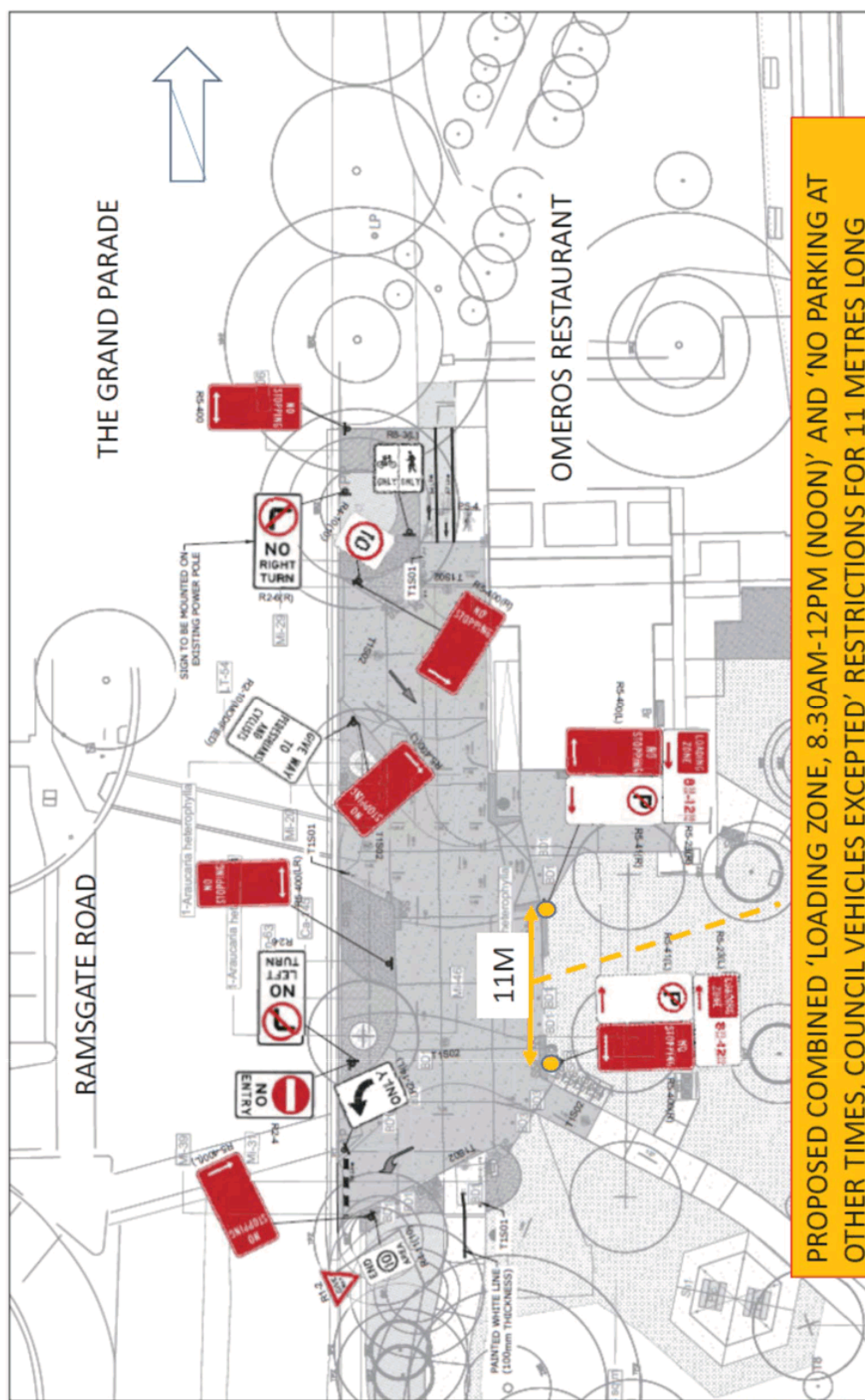
Additional funds required ☐

Community Engagement

Affected local businesses in the area be advised of Council's decisions.

Attachments

Ramsgate Beach Car Park east of The Grand Parade proposed combined Loading Zone and No Parking drawing



Bayside Traffic Committee

6/02/2019

Item No	BTC19.012
Subject	Spring Street along the northern kerb line east of Albert Street, Banksia - proposed 10m 'No Stopping' restriction
Report by	Asset Officer - Traffic – TR6
File	SF19/69
Electorate	Rockdale

Summary

Council has received a request to provide a parking restriction along the northern kerb line of Spring Street west of Albert Street as cars were seen to be parked too close to the corner of the above intersection.

Officer Recommendation

That approval be given to the installation of a 10m 'No Stopping' restriction along the northern kerb line of Spring Street west of Albert Street as cars were seen to be parked too close to the corner of the above intersection.

Background

Vehicles have been observed parking within the statutory No Stopping area adjacent to the intersection. As the location is in close proximity to the Princes Highway and nearby businesses, parking demand can be high in the immediate area. It is recommended that the location be sign posted to remind drivers of the statutory restrictions.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The installation of NO STOPPING will be funded through Block Grant
Additional funds required	<input type="checkbox"/>	

Community Engagement

Not applicable.

Attachments

- 1 Spring Street No Stopping drawing
- 2 Spring St Front elevation drawing





Bayside Traffic Committee

6/02/2019

Item No	BTC19.013
Subject	Western end of Tramway Lane Rosebery - Change from 'No Parking' restriction to 'No Stopping' restriction
Report by	Student/Graduate – TR8
File	SF19/69
Electorate	Heffron

Summary

Council has received a request from residents to change the existing 'No Parking' restriction to 'No Stopping' restriction at the western end of Tramway Lane as parked cars have been observed impeding access to six properties.

Officer Recommendation

That approval be given to the change of existing 'No Parking' restriction to 'No Stopping' restriction indicated by a solid yellow line marking at the western end of Tramway Lane Rosebery, as follows:

Starting from the western end of Tramway Lane, moving in the eastward direction:

- 0m to 15m along southern kerb line: yellow kerbside line marking for No Stopping restriction
 - 0m to 13m along northern kerb line: yellow kerbside line marking for No Stopping restriction
 - Kerb line transverse to southern and northern kerb line at western end of Tramway Lane: yellow kerbside line marking for No Stopping restriction
-

Background

Tramway Lane, Rosebery is a narrow road with 'No Parking' restrictions along the kerbs. On the western end of Tramway Lane, there is an access way to six properties, which forms the only vehicle access point to and from these properties. A resident of one of these properties has observed parked cars impeding access and has requested a change to the existing 'No Parking' signs to 'No Stopping'.

It is recommended that a 'No Stopping' zone be provided, and indicated with a yellow painted line.

Financial Implications

Not applicable

Included in existing approved budget



Block grant for traffic facilities in local streets

Additional funds required

☐

Community Engagement

Affected residents will be advised of the council's decision.

Attachments

Tramway Lane Rosebery- Change 'No Parking' to 'No Stopping' drawing



Bayside Traffic Committee

6/02/2019

Item No	BTC19.014
Subject	Walz Street along northern kerb line west of Railway Street, Rockdale - Change 'Taxi Zone' restriction west of Hesten Lane to 'Taxi Zone 6 am - 2 pm' and '1P at other times' restrictions
Report by	Student/Graduate – TR8
File	SF19/69
Electorate	Rockdale

Summary

Council has received a request from local businesses to review parking restrictions in Walz Street, west of Railway Street, Rockdale to provide more parking spaces for their customers.

After discussion with a representative of St George Cabs, it was agreed that the fourth 'Taxi Zone' space on Walz Street along the northern kerb line west of Hesten Lane will be converted to a combined 'Taxi Zone 6 am – 2 pm' and '1P at other times' restriction.

Officer Recommendation

That approval be given to the change of the fourth 'Taxi Zone' space to a combined 'Taxi Zone 6 am – 2 pm' and '1P at other times' restriction on Walz Street along the northern kerb line west of Hesten Lane, Rockdale, as follows:

- Starting from the western kerb line on Rail Street, in the westward direction:
 - From 0m to 20m – retain existing 'No Stopping'
 - From 21m to 40m – retain 'Taxi Zone'
 - From 50m to 60m – proposed change of 'Taxi Zone' to 'Taxi Zone 6 am-2 pm' and '1P at other times'
 - From 61m westward – retain existing restrictions
-

Background

Within the locality of Walz Street, west of Railway Street are numerous local businesses. These businesses have requested a review of the parking on Walz Street as parking is limited.

Currently on Walz Street along the northern kerb line west of Railway Street there are four 'Taxi Zone' spaces. Council has approached St George Cabs to propose the conversion of some of the taxi zone to parking spaces. It has been agreed that the taxi zone west of Hesten Lane will be changed from 'Taxi Zone' restriction to 'Taxi Zone 6 am – 2 pm' and '1P at other times' restrictions, which will add one extra parking space at specified times.

Financial Implications

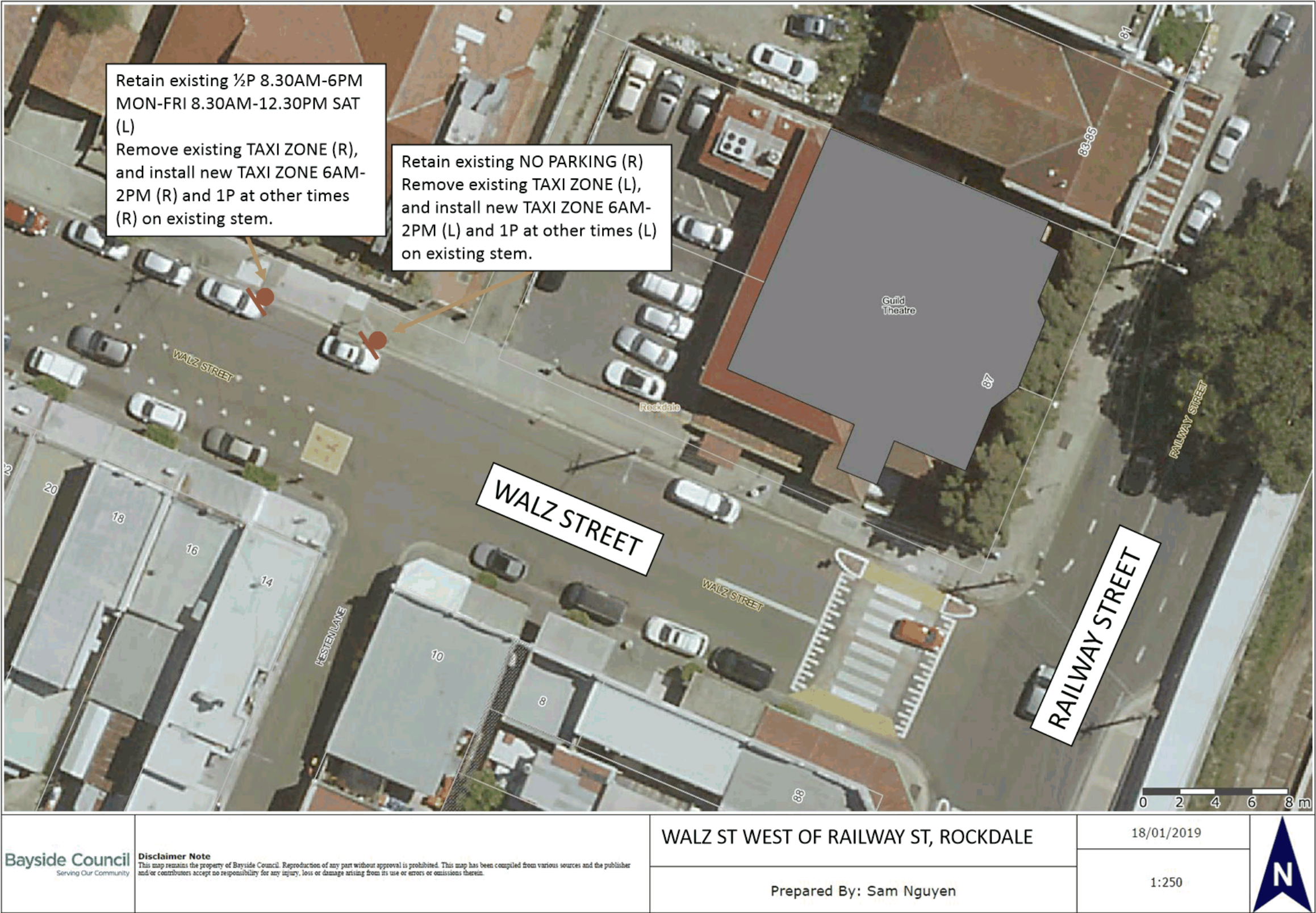
- | | | |
|--------------------------------------|-------------------------------------|---|
| Not applicable | <input type="checkbox"/> | |
| Included in existing approved budget | <input checked="" type="checkbox"/> | Block grant for traffic facilities in local streets |
| Additional funds required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

Community Engagement

Affected Stakeholders will be advised of the Council's decision.

Attachments

Walz Street west of Railway St, Rockdale- Change from 'Taxi Zone' to 'Taxi Zone 6am-2pm' and '1P at other times' drawing



Bayside Traffic Committee

6/02/2019

Item No	BTC19.015
Subject	Referrals from Anti-Hooning Taskforce
Report by	Manager City Infrastructure – M1
File	SF19/69
Electorate	N/A

Summary

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

Officer Recommendation

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

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 ☐

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

6/02/2019

Item No	BTC19.016
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	Manager City Infrastructure – M1
File	SF19/69
Electorate	N/A

Summary

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

Officer Recommendation

- 1 That an update be provided on the parking matter in front of the shops in Dalley Avenue Pagewood on the installation of timed parking.
 - 2 That an update be provided on the Mascot Railway Station Precinct Study.
-

Background

Financial Implications

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

Community Engagement

Attachments

Nil

Bayside Traffic Committee

6/02/2019

Item No	BTC19.017
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SF19/69
Electorate	Heffron, Kogarah, Maroubra, Rockdale

Summary

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

Officer Recommendation

Background

Items without notice

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

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

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

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

Informal Items - Traffic Engineering Advice

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

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

Financial Implications

- Not applicable ☐
 - Included in existing approved budget ☐
 - Additional funds required ☐
-

Community Engagement

Attachments

Nil