

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 March 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

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Bayside Traffic Committee

6/03/2019

Item No	BTC19.018
Subject	Minutes of the Bayside Traffic Committee Meeting - 6 February 2019
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SF19/70

Officer Recommendation

The Minutes of the Bayside Traffic Committee meeting held on 6 February 2019 be confirmed as a true record of proceedings

Present

Councillor Dorothy Rapisardi (Convener)
Traffic Sergeant Frank Gaal, St George Local Area Command;
Senior Constable Alexander Weissel, Botany Bay Police;
James Suprain, representing Roads and Maritime Services; and,
George Perivolarellis, representing State Members for Rockdale and Heffron, (9.40am)

Also present

Jeremy Morgan, Manager City Infrastructure, Bayside Council;
Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council;
Lyn Moore, NSW Pedestrian Council;
Peter Hannett, St George Bicycle User Group;
Asith Nagodauithane, Transit Systems;
Glen McKeachie, Coordinator Regulations, Bayside Council;
David Carroll, Senior Parking Patrol Officer, Bayside Council;
Malik Almuhanha, Traffic Engineer, Bayside Council;
Agasteena Patel, Traffic Engineer, Bayside Council;
Alex Silio, Asset Officer, Bayside Council;
Sam Nguyen, Student/Graduate, Bayside Council; and,
Pat Hill, Traffic Committee Administration Officer, Bayside Council.

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 McDougall
Les Crompton, representing State Member for Kogarah,
Harry Haidar, St George Cabs

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC19.001 Minutes of the Bayside Traffic Committee Meeting - 5 December 2018

Committee Recommendation

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

4 Reports

BTC19.002 Charles Street at the rear of No. 108 Princes Highway, Arncliffe - proposed alteration to the speed hump

Committee 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 Extending existing median island by 2m at its northern end
- 3 Installing two sets of rubber cushion pads
- 4 Painting two sets of 'one-way street pavement arrows'

BTC19.003 Chisholm Street, Wolli Creek - Proposed parking restriction

Committee 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'

BTC19.004 Church Avenue, along the southern kerb line, west of Bourke Street, Mascot - proposed change of 'No Stopping' to '1P, 7 am - 7 pm' restrictions

Committee 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

BTC19.005 1 Edward Street, in front of Botany Town Hall - proposed 'P5 Minute, 1pm-6pm, Tuesday, Permit Holders Excepted, AREA OTHER'

Committee 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.

BTC19.006 Emmaline Street, Ramsgate Beach, between The Grand Parade and Chuter Avenue - proposed 'two way street' signs

Committee 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.

BTC19.007 Florence Street Carpark, The Grand Parade, Ramsgate Beach - Installation of 'No Stopping' signs with times '9.00 pm to 5.00 am'

Committee 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.

BTC19.008 2 and 2a Halley Avenue, Bexley - proposed 'Parking, Motorbikes Only' at the driveways

Committee Recommendation

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

BTC19.009 King Street and Cameron Street intersection, Rockdale - Proposed 'Give Way' and centre lines

Committee 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.

BTC19.010 Kurnell Street, Botany, between Swinbourne Street and Warrana Street - Proposed traffic calming scheme

Committee Recommendation

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

BTC19.011 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

Committee Recommendation

That loading zone options in the car park east of The Grand Parade be reviewed to provide weekend loading zones to reduce conflicts with pedestrians and cyclists.

BTC19.012 Spring Street along the northern kerb line east of Albert Street, Banksia - proposed 10m 'No Stopping' restriction

Committee 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.

BTC19.013 Western end of Tramway Lane Rosebery - Change from 'No Parking' restriction to 'No Stopping' restriction

Committee 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

BTC19.014 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

Committee 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

BTC19.015 Referrals from Anti-Hooning Taskforce

Committee Recommendation

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

BTC19.016 Matters referred to the Bayside Traffic Committee by the Chair

Committee 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 be noted.

BTC19.017 General Business

Committee Recommendation

No items were raised.

The Convenor closed the meeting at 10.52am.

Attachments

Nil

Bayside Traffic Committee

6/03/2019

Item No	BTC19.019
Subject	ANZAC March and Dawn Services 2019 - Botany Road, Mascot & Bay St, Dalphine St, Ivy St, Daniel St Botany
Report by	Kylie Gale, Coordinator Events
File	SF19/70
Electorate	Heffron

Summary

The report relates to proposed road closures and crowd management of Botany Road Mascot for the Pre ANZAC March and road closures of Bay Street, Dalphine Street, Ivy Street and Daniel Street Botany for the Anzac Day Dawn Service.

Officer Recommendation

- 1 That the Committee note and endorse the report.
 - 2 That all relevant agencies not present at the meeting be notified.
-

Background

The Pre ANZAC Day March and Dawn Service are annual events organised by the Mascot and Botany RSL Sub Branches with support from Bayside Council and Botany Bay Local Area Command.

The plan includes a description and details of the proposed measures as well as identifying and assessing the impact of the proposed measures. The report outlines the impact of re-assigned traffic, the effect on public transport services and what provisions will be made for Emergency Services vehicles, heavy vehicles, cyclists and pedestrians.

Traffic plans are attached showing the proposed rolling road closures along Botany Road from King Street to Coward Street for the Pre Anzac Day March on Sunday 14 April 2019, 2pm – 2.45pm; as well as the proposed temporary road closures of Bay Street and Daniel Street on Anzac Day 25 April 2019, 5.4 5am – 7.00 am which will be in place to allow the Botany Bay LAC to manage the safety of crowds within Booralee Park.

Financial Implications

Not applicable



Community Engagement

Not Applicable

Attachments

- 1 ANZAC March - TMP [↓](#)
- 2 ANZAC March - TCP [↓](#)
- 3 ANZAC March - VMS [↓](#)
- 4 ANZAC March - ROL [↓](#)



ANZAC March 2019
Overview of Traffic, Transport & Pedestrian Management Plan

King St, Botany Rd & Coward St Mascot
Sunday 14th April 2019

This document contains confidential information and is not to be distributed to third parties



Prepared by: Robert Macpherson
RMS Card No: 005 141 8328
Event & Sports Projects Australia Pty Ltd
For: Bayside Council & Mascot RSL
Version Date: 19 February 2019

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1 GENERAL INFORMATION

This operational version of the Traffic, Transport & Pedestrian Management Plan (TMP) has been developed by Event & Sports Projects Australia Pty Ltd (ESPA) on behalf of Bayside Council.

This TMP has been developed after consultation with Council officials and local police who have been running the event for many years.

1.1 PURPOSE

The purpose of this document is to provide an overview of operational elements that will be implemented to form the basis of the Traffic, Transport & Pedestrian Management Plan (TMP) for the 2019 ANZAC March, to be held 2:15pm to 2:45pm on Sunday 14th April 2019 at Mascot from King St, Botany Rd and Coward St.

1.2 ORGANISATIONAL CONTEXT

Event & Sports Projects Australia Pty Ltd (ESPA) have been engaged by Bayside Council in conjunction with Mascot RSL Sub Branch; the organisers of The ANZAC March, to compile the Traffic Management Plan (TMP) to be held on Sunday 14th April 2019.

1.3 KEY STAKEHOLDERS & CONTACTS

Proponent	Mascot RSL President: Pam Richardson 0407 106 217 Rich1pam@exemail.com	Secretary: Carolyn McMahon 0414 674 391 carolynmcmahon@exemail.com
Operational Agencies	Bayside Council Scott McNairn 0422 520 093 scott.mcnairn@bayside.nsw.gov.au	Bayside Council Kylie Gale 0402 408 239 kylie.gale@bayside.nsw.gov.au
	Mascot LAC Snr Constable Alexander Weissel 02 8338 7399 Weis1ale@police.nsw.gov.au	CRS 24/7 (First Aid) Zach Jackson 0428 621 137 zach@crs247.com.au
	ESC International (Security) Riz Akbar 0411 188 393 riz@ecsintel.com.au	Traffic Management Centre Sin Mrdalj 0429 423 536 Sinisa.mrdalj@tmc.transport.nsw.gov.au
	ESPA (Traffic Control) Rob Macpherson 0414 748 246 Rob.macpherson@espaaustralia.com.au	

1.4 EVENT OVERVIEW

Event Name:	ANZAC March
Event Owner:	Mascot RSL
Date:	Sunday 14th April 2019
Operational Times:	2:15 PM – 2:45PM
Venue/ Location:	King St, Botany Rd and Coward St, Mascot
Activity:	ANZAC March from the Library Carpark in King St, left on to Botany Rd and then left again on to Coward St and into Mascot Memorial Park

Expected Attendance:	200 – 300 with 80 +
Classification:	Class 4 Event (based on; attendance, impacts on local road systems, impacts on local residents, requirement of Police and Security to be in attendance and other criteria as outlined within RMS planning matrix).
Demographic:	Families
Start Times:	Meet in Carpark: 1:40PM March: 2:15PM
Concludes:	2:45PM
Road Closures:	Rolling Road Closures will be in place on King St, Botany Rd and Coward St from 2:10PM – 2:45PM.

1.5 PROPOSED TIMELINE

TASK	DATE	COMPLETE
Site walk through	Tuesday 19/02/2019	
Traffic Management Plan submitted to Council	Friday 22/02/2019	
Traffic Management Plan submitted to Bayside Traffic Committee	Monday 25/02/2019	
Bayside Traffic Committee Meeting	Wednesday 06/03/2019	
Copy of Road Occupancy Licence forwarded to Council	Friday 15/03/2019	
Final site inspection	Monday 01/04/2019	
Event Day – Pre ANZAC Day March	Sunday 14/04/2019	
Event Debrief	Wednesday 05/06/2019	

2 AUTHORITY AND APPROVAL

2.1 AUTHORITY (AREA OF INCIDENCE & DURATION)

The final, agreed version of the TMP will be used along with associated plans and attachments, as the primary document for the management and control of traffic and transport systems for the 2019 ANZAC March as a 'one-off' plan for 2019 ANZAC March only. This plan and its associated Traffic Control Plans may not be amended or used for any other event at any other time, other than the event and timeframe specified within this document, and must not be used for any other purpose.

2.2 APPROVALS & PROCESS

The final, operational document is to recognise that the appropriate due process and consultation has been undertaken, involving the relevant key stakeholder and that the final version of the TMP is an accurate representation of the planning and operational deliverables agreed to by all stakeholders.

2.3 DISTRIBUTION

The final operational version of the TMP and any relevant sections will be issued to NSW Police and Bayside Council for operational use for the 2019 ANZAC March.

3 TRAFFIC MANAGEMENT

3.1 OVERVIEW OF TRAFFIC MANAGEMENT CONSIDERATIONS & STRATEGY

This is a rolling road closure that NSW Police Botany Bay PAC (Mascot) have run for many years, ESPA been employed to document this event for future years.

Road Closures will be in place on King Street and Botany Roads from 2:15PM and then follow the procession along Botany Road past the road closures on MacIntosh and Forster Streets which will then be opened. Coward Street will then be closed to traffic heading westbound by Police and ESPA to close Eastbound with the help of a Council truck until the March has entered the Park at which time all roads will be opened.

3.2 SPECIAL EVENT CLEARWAY

As per previous years Police have requested a Special Event Clearway be in place from 12:30pm to 3:00pm

Botany Rd between King St and Coward St North bound

3.3 TRAFFIC CONTROL PLANS

Traffic Control Plans (TCP) have been drawn for a rolling closure by NSW Police of King Street and Botany Road and then up to Coward Street and westbound traffic. ESPA will do the closure of McIntosh and Forster Streets at 2:15pm until the march has past and once the march enters Coward St or called in by NSW Police ESPA will close Coward Street to eastbound traffic.

The objective of the TCPs is to provide adequate information to Traffic Controllers working on these points in the form of a diagrammatic representation of the site along with an overlay of traffic control devices and personnel with instructions about what needs to be implemented at prescribed times.

See **Attachment 1:** Traffic Control Plans.

3.4 EMERGENCY ACCESS

Emergency Access will be maintained at all times to;

- Emergency Situations,
- First Aid Locations.

4 IMPLEMENTATION OF TMP

4.1 STAFFING AND EQUIPMENT

RMS certified Traffic Controllers and RMS approved traffic equipment will be used to implement the final approved version of the TCPs. Any staff managing vehicles in and around the event site will hold a minimum RMS Traffic Control Certificate.

4.2 COMMUNICATION

Communication will be via 2-way radio. All traffic controllers that are working on a TCP will be provided with a 2-way radio to communicate with other controllers and as a direct link to the course and event operations.

4.3 NOTIFICATIONS TO THE NON EVENT COMMUNITY

Bayside Council are responsible for the notifications to non-event community. This may take the form of letterbox drops, website announcements or social media posts. As part of the TMP, advanced notifications will take place through the use of portable VMS signs.

4.4 VARIABLE MESSAGE SIGNS (VMS)

Portable Variable Message Signs (VMS) will be placed at Coward St face eastbound traffic at the corner of O'Riordan St and a second on Botany Road for northbound traffic at the corner of Robey Street. Delivery 12th April 2019 and display 14th April displaying, frame 1 "Changed Traffic Conditions Ahead", frame 2 "Divisions Ahead"

See **Attachment 2**: VMS Overview Plan including Messaging.

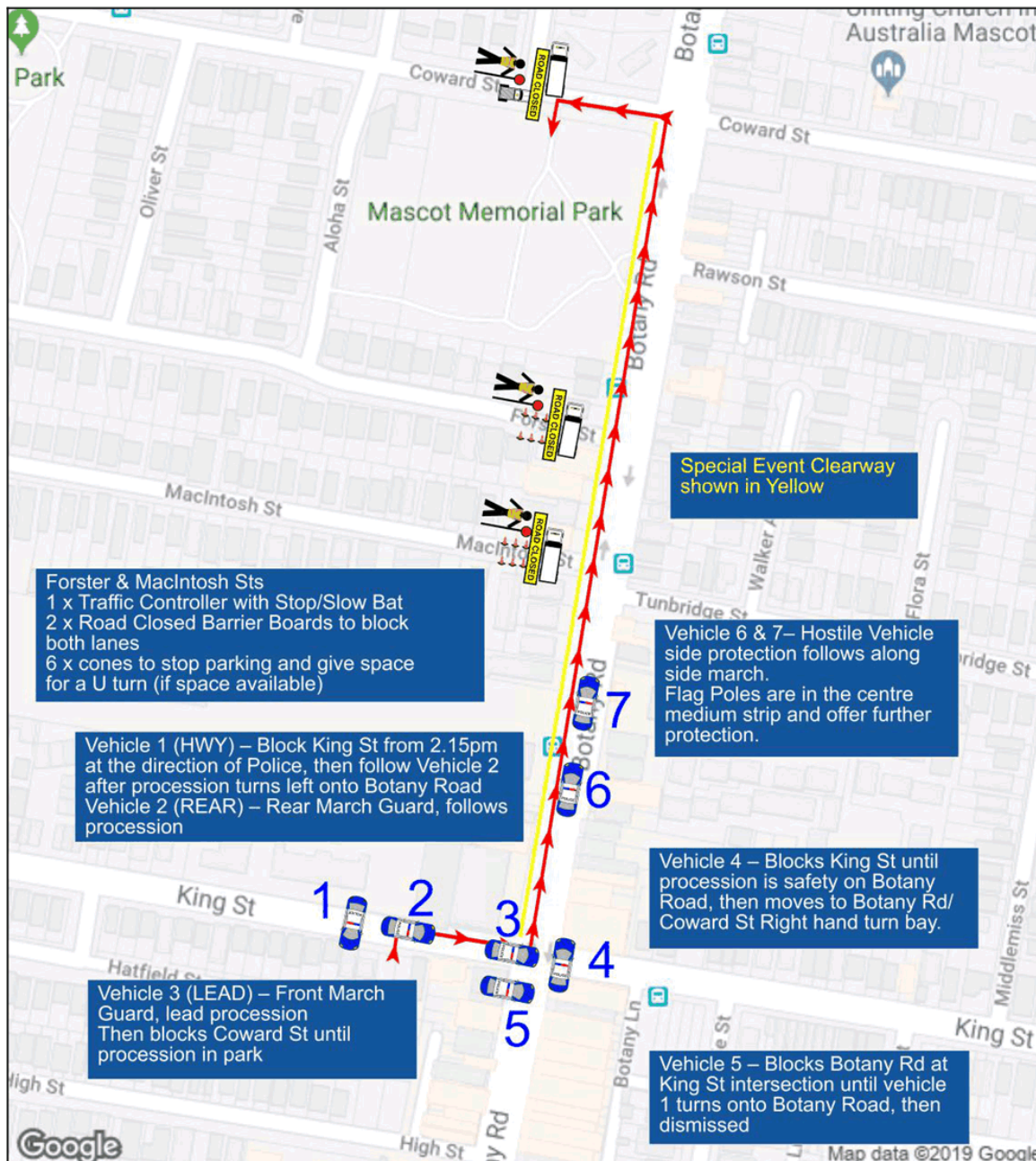
5 LIST OF ATTACHMENTS


Attachment 1: Traffic Control Plans (v19Feb19)

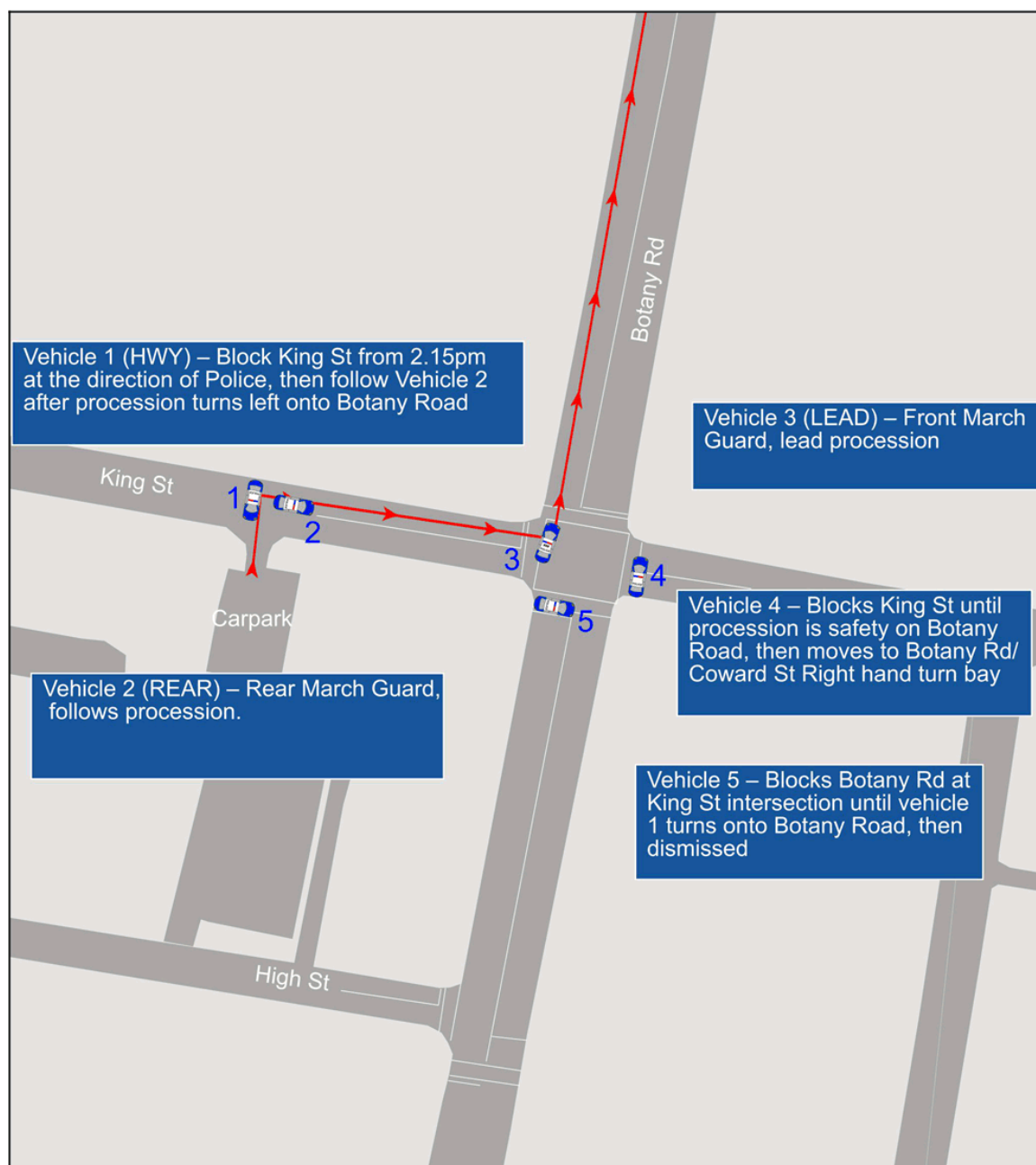
Attachment 2: VMS Overview Plan including Messaging

Attachment 3: ROL Application

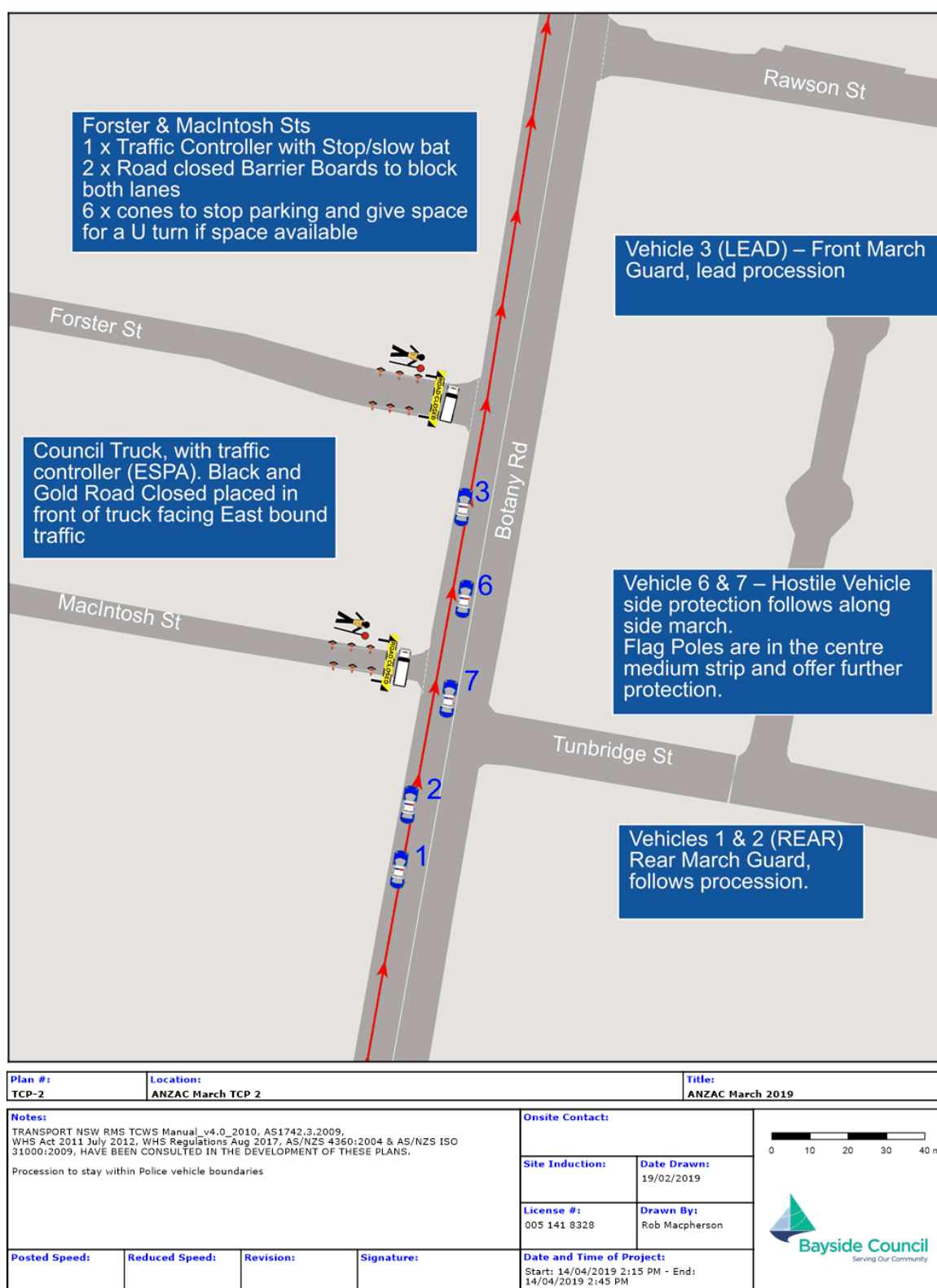
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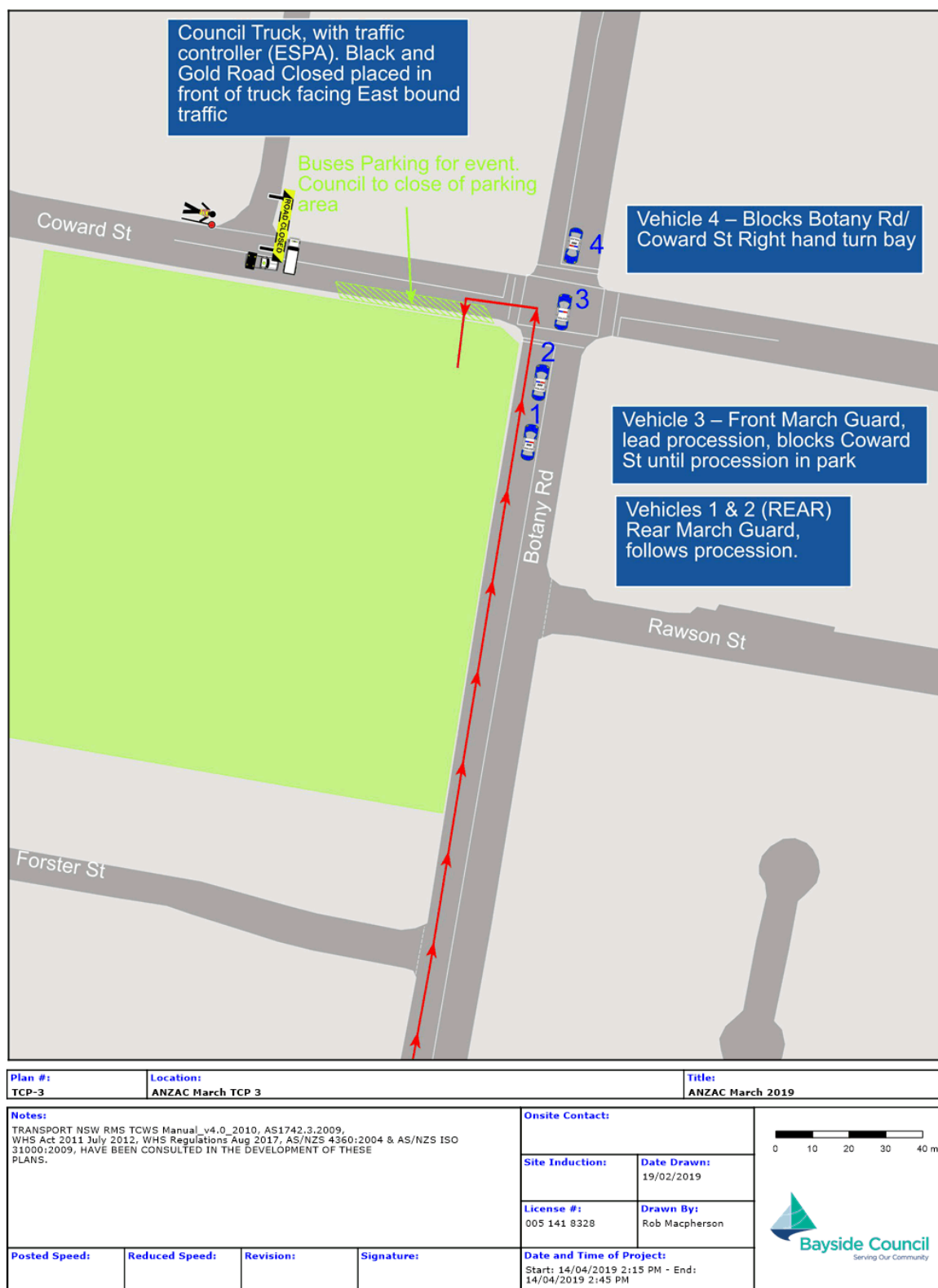


Plan #: Map 1	Location: ANZAC March Map	Title: ANZAC March 2019
Notes: TRANSPORT NSW RMS TCWS Manual v4.0_2010, AS1742.3.2009, WHS Act 2011 July 2012, WHS Regulations Aug 2017, AS/NZS 4360:2004 & AS/NZS ISO 31000:2009, HAVE BEEN CONSULTED IN THE DEVELOPMENT OF THESE PLANS. Lead Police vehicle to form up on Botany Road. Police vehicles used for Vehicle mitigation to form up in lane 2 of 2 on Botany Road behind lead Police vehicle, RSL March to march and form up behind Lead Police vehicle and hold until Rear Police vehicle has turned onto Botany Road. Procession to stay within Police vehicle boundaries		Onsite Contact: Site Induction: License #: 005 141 8328 Date and Time of Project: Start: 14/04/2019 2:15 PM - End: 14/04/2019 2:45 PM
Posted Speed:	Reduced Speed:	Revision:
Signature:		Drawn By: Rob Macpherson 



Plan #: TCP-1	Location: ANZAC March TCP 1	Title: ANZAC March 2019
Notes: TRANSPORT NSW RMS TCWS Manual v4.0_2010, AS1742.3.2009, WHS Act 2011 July 2012, WHS Regulations Aug 2017, AS/NZS 4360:2004 & AS/NZS ISO 31000:2009, HAVE BEEN CONSULTED IN THE DEVELOPMENT OF THESE PLANS. Lead Police vehicle to form up on Botany Road. Police vehicles used for Vehicle mitigation to form up in lane 2 of 2 on Botany Road behind lead Police vehicle. RSL March to march and form up behind Lead Police vehicle and hold until Rear Police vehicle has turned onto Botany Road.		Onsite Contact: Site Induction: License #: 005 141 8328 Date and Time of Project: Start: 14/04/2019 2:15 PM - End: 14/04/2019 2:45 PM
Posted Speed:	Reduced Speed:	Revision: Signature: Drawn By: Rob Macpherson Bayside Council Serving Our Community





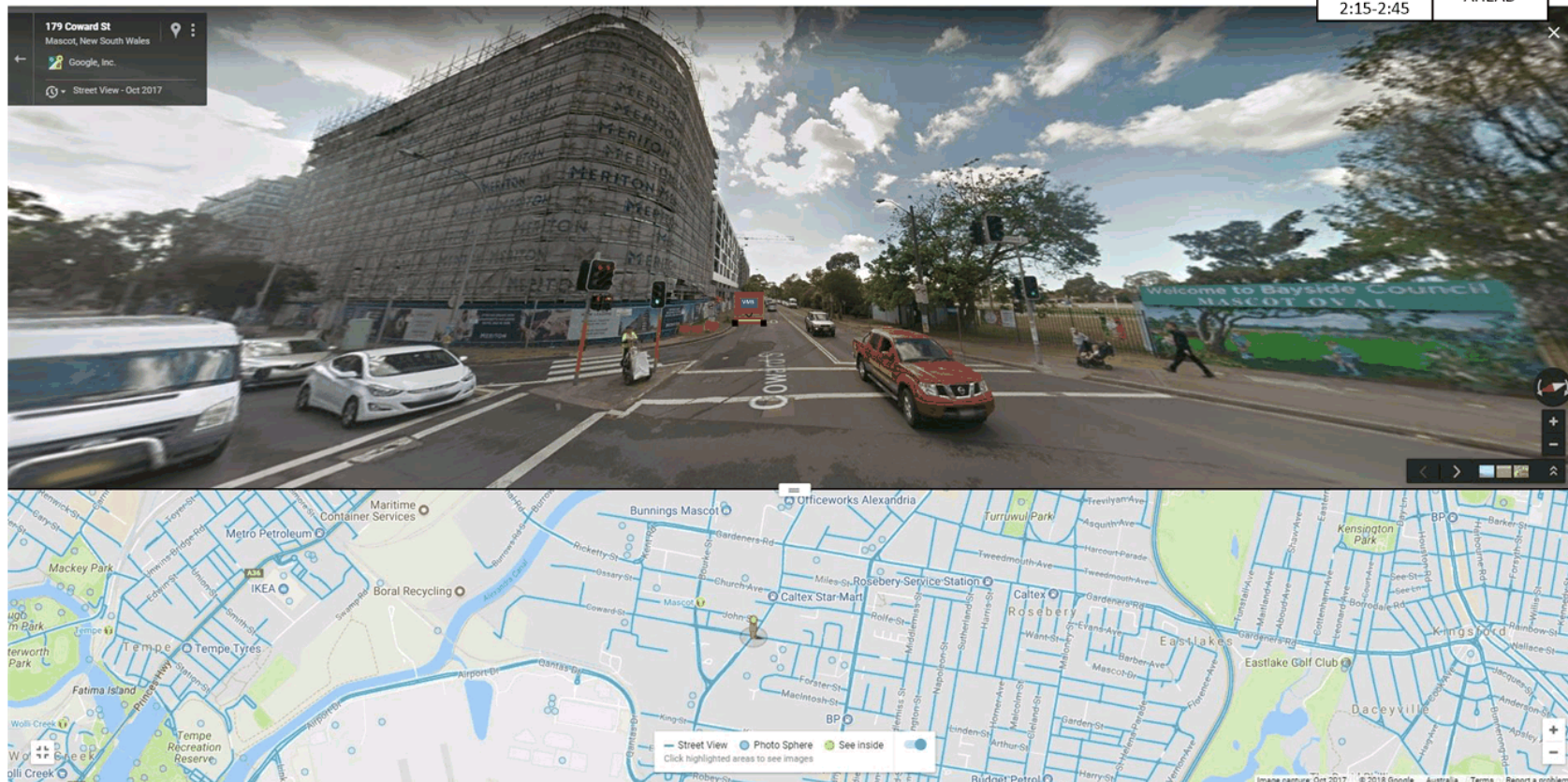
ANZAC March (Sunday 14th April)

In the parking bay on Coward St just after O'Riordan St

Facing west for eastbound traffic

Installed Friday 12/04/2019

Message	
14 th April 7:00am – 2:15pm	14 th April 2:15 pm – 2:50pm
Frame 1: CHANGED TRAFFIC CONDITIONS	Frame 1: CHANGED TRAFFIC CONS AHEAD
Frame 2: ANZAC MARCH 2:15-2:45	Frame 2: DIVERSIONS AHEAD



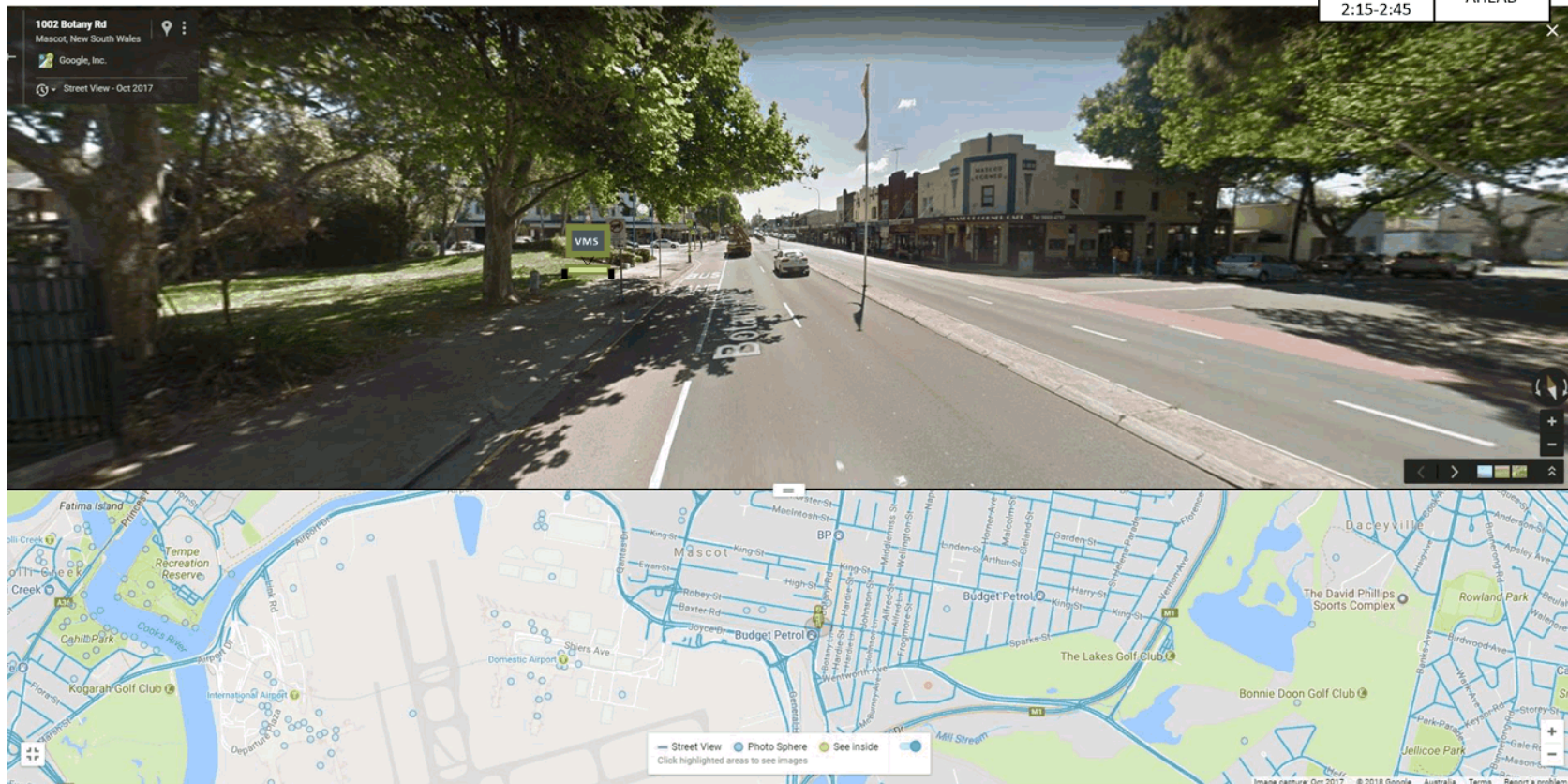
ANZAC March (Sunday 14th April)

In the park on the corner of Robey St and Botany Rd

Facing south for northbound traffic

Installed Friday 12/04/2019

Message	
14 th April 7:00am – 2:15pm	14 th April 2:15 pm – 2:50pm
Frame 1: CHANGED TRAFFIC CONDITIONS	Frame 1: CHANGED TRAFFIC CONS AHEAD
Frame 2: ANZAC MARCH 2:15-2:45	Frame 2: DIVERSIONS AHEAD



ROAD OCCUPANCY LICENCE**LICENCE NO : 1122940****TRANSPORT MANAGEMENT CENTRE (TMC)****Phone: 0283961513 Monday To Friday 8.30 AM - 4.30 PM**

To activate and deactivate your approved work shift(s) on your Road Occupancy Licence, please visit: myrol.transport.nsw.gov.au. This licence is for the occupation of the road space only. If you are unable to access myrol.transport.nsw.gov.au, please call TMC on 1800 679 782. For further assistance, please refer to the proponent's user manual here: myrol.transport.nsw.gov.au/help.pdf

SPECIAL EVENT - CLASS 4

Project: Not Applicable
This Activity : ANZAC March

LOCATION

Subject Road: BOTANY RD
From: KING ST, MASCOT
To: COWARD ST, MASCOT
Council: BOTANY BAY

LICENSEE

Organisation: Event & Sports Projects Australia Pty Ltd
Ref No:
Name: Robert Macpherson
Phone: 0414748246

ONSITE CONTACT

Name: Robert Macpherson
Phone: 0414748246

TRAFFIC MANAGEMENT

Flow Management: Short Term / Intermittent Works
Closure Type: All lanes one direction
Closure Lane(s): Median Shoulder
Direction(s): Northbound

LICENCE DURATION

From: 14-Apr-2019
To: 14-Apr-2019

LICENCE CONDITIONS

- 1 YOU MUST USE SHIFT ACTIVATION WEB ADDRESS <https://myrol.transport.nsw.gov.au> TO ACTIVATE AND DEACTIVATE YOUR APPROVED ROAD OCCUPANCY LICENCE(S). (TO CHANGE TRAFFIC CONTROL SIGNALS TO FLASHING YELLOW OR TO ACTIVATE PERMANENT VARIABLE MESSAGE SIGNS DIAL 1800 679 782)
- 2 THIS LICENCE IS NOT AN APPROVAL OF THE PROPONENT'S TRAFFIC CONTROL PLAN. PLEASE NOTE WORKCOVER REQUIRES THAT TRAFFIC CONTROL PLANS COMPLY WITH AS1742.3
- 3 ALL MATTERS RELATING TO NOISE GENERATION OR OTHER ENVIRONMENTAL FACTORS ON SITE ARE UNDER THE JURISDICTION OF THE LOCAL COUNCIL AND/OR THE ENVIRONMENTAL PROTECTION AUTHORITY.
- 4 SHOULD THE PROPOSED WORKS INVOLVE UNDERBORING OR EXCAVATION OF STATE ROAD ASSETS OR THE REMOVAL OF KERB AND GUTTER, DETAILS OF WORKS MUST BE APPROVED BY THE RMS'S ASSEST MANAGEMENT BRANCH.
- 5 NOTIFICATION TO AFFECTED BUSINESSES, RESIDENTS AND OTHER STAKEHOLDERS MUST BE UNDERTAKEN AT LEAST 5 BUSINESS DAYS PRIOR TO WORKS COMMENCING
- 6 1. THESE WORKS ARE ONLY TO PROCEED AT THE DISCRETION OF THE TMC DUTY CHIEF CONTROLLER AT THE COMMENCEMENT OF EACH SHIFT.
 2. ADEQUATE ADVANCE WARNING MUST BE PROVIDED TO APPROACHING MOTORISTS.
 3. LICENCEE MUST COMPLY WITH ALL COUNCIL & POLICE CONDITIONS BEFORE THE ROAD CLOSURES FOR THIS EVENT ARE IMPLEMENTED.
 4. QUALIFIED TRAFFIC CONTROLLERS AND/OR NSW POLICE MUST BE ON SITE DIRECTING TRAFFIC DURING ACTIVITIES.
 5. CLOSE CONTACT MUST BE MAINTAINED WITH TRANSPORT MANAGEMENT CENTRE ON 1300 725 886 DURING THE WORKS.

APPROVED DATES & TIMES

From Shift				To Shift				
From	D	M	Time	-	To	D	M	Time
Sun	14	Apr	14:00	-	Sun	14	Apr	15:00

All pages of this Road Occupancy Licence and associated Speed Zone Authorisation(s) must be available on site at all times and must be produced for inspection when requested by representatives of NSW Police, Roads & Maritimes Services, Transport for NSW and other Government Agencies.

Bayside Traffic Committee

6/03/2019

Item No	BTC19.020
Subject	ANZAC March - Class 4 Special Events within Bayside Council LGA
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Rockdale and Kogarah

Summary

Council has received a request for consent regarding traffic management for ANZAC events within Bayside Council's LGA

Officer Recommendation

That Committee receive and note, section 5 of chapter 3 of RMS's "The Guide to Traffic and Transport Management for 'Special Events', stating that ANZAC parades, which are being as a class 4 special event *'does not require RMS/TMC or Council consent'*

Background

Council has received a request for consent regarding traffic management for ANZAC events . In accordance with RMS's 'Special Events' Guidelines, the parades planned for ANZAC DAY with Police escorts are considered as class 4 events.

The relevant section in the RMS guidelines relating to special events indicates that only Police notification is required for class 4 events. Therefore, No Council or RMS/TMC consent/approval is required.

This year, three (3) RSL Clubs have approached St George Police for police escort.

Brighton-Le-Sands RSL

Location: Closure of Bay Street between The Grand Parade and Moate Avenue

Time: 5:30am - 7:00am

This is a service only, this closure will be managed by Police and TMC

Ramsgate RSL

Form up: Campbell Street between Ramsgate Road and Park Road

Route: Ramsgate Road > Chuter Avenue > Ramsgate RSL

Time: 6:00am - 7:30am

The on-road aspect is a march only, the service will be held within Ramsgate RSL

Kingsgrove RSL

Form up: Shaw Street outside Kingsgrove Hotel

Route: Shaw Street > Kingsgrove Road > Edward Street > The Avenue >

Brocklehurst Lane > Kingsgrove RSL

Time: 6:45am - 8:30am

The group will gather in Shaw Street outside Kingsgrove Hotel, this section of the road will be closed both ways by Police vehicles

Financial Implications

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

Community Engagement

NA

Attachments

Class 4 Special Events within Bayside Council LGA [↓](#)

3.5 Class 4 Special Events

3.5.1 Features of class 4 special events

Features common to all Class 4 special events are that the event:

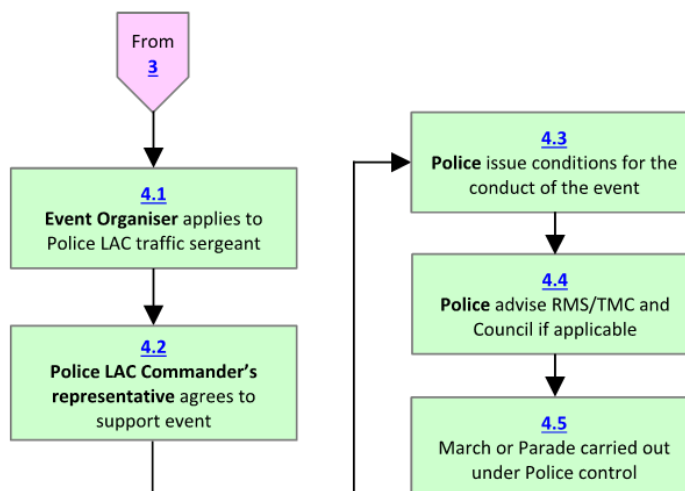
- requires Police consent only
- is within the capacity of the Police to manage on their own
- is not a protest or demonstration
- is always an on-street moving event
- does not require RMS/TMC or Council consent
- does not require advertising the event's traffic aspects to the community
- does not require a Transport Management Plan
- does not require the involvement of other Government agencies.

Other features of a Class 4 special event are that it may:

- be conducted on classified or non-classified roads
- cause zero to considerable disruption to the non-event community
- cross Police Local Area Commands (LACs)
- cross Local Government Areas (LGAs)
- require Council and RMS/TMC to assist if requested by Police
- depending on the nature of the event, invoke the Police "User Pays" policy.

Examples

- a small ANZAC Day march in a country town
- a small parade conducted under Police Escort



Bayside Traffic Committee

6/03/2019

Item No	BTC19.021
Subject	Ashton Street, Rockdale, east of Princes Highway - Proposed 'No Parking' restrictions in cul de sac end
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Rockdale

Summary

A request has been received to consider parking restrictions in Ashton Street at the cul de sac end to facilitate Council's waste management vehicles to negotiate the street.

Officer Recommendation

That approval be given for the installation of approximately 41m of 'No Parking' restrictions in the cul de sac end of Ashton Street to enable vehicles to turn around.

Background

Ashton Street is a local street in Rockdale, east of Princes Highway with a number of medium to high density dwellings. Demand for street parking is high. This results in a number of motorists parking their vehicles perpendicular to kerb in the cul de sac end.

It makes it very difficult to Council's waste management vehicles and other removalist and larger vehicles to negotiate the cul de sac end to turn around and exit Ashton Street.

It is therefore recommended to install 41m 'No Parking' restrictions as per the attachment.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The cost for the restrictions will be funded through block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

Not required

Attachments

Ashton Street cul de sac end Proposed 'No Parking' map [↓](#)



Ashton Street, Rockdale – Proposed 'No Parking' in cul de sac

Bayside Traffic Committee

6/03/2019

Item No	BTC19.022
Subject	Beaconsfield Street between Seaforth Street and Queen Victoria Street, Bexley - Proposed traffic calming scheme.
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Kogarah

Summary

Council has received a request for the provision of a traffic calming scheme in Beaconsfield Street between Seaforth Street and Queen Victoria Street, Bexley, due to speeding vehicles.

Officer Recommendation

- 1 That consultation be carried out with affected residents regarding the proposed traffic calming scheme including rubber cushion pads and painted kerb parking lanes.
 - 2 That results of consultation be reported back to the Traffic Committee for further consideration.
-

Background

Beaconsfield Street is a 9.5m wide residential street in Bexley. Parking is allowed on both sides of the street. It has a crest at mid-block. It has been reported that vehicles speed through Beaconsfield Street between Seaforth Street and Queen Victoria Street. It was reported that some residents' vehicles have been damaged. Residents find it hard to exit their driveways due to the presence of the crest and speeding vehicles.

Beaconsfield Street links two regional roads; Harrow Road to the north and Queen Victoria Street to the south.

Seaforth Park is situated off Beaconsfield Street and attracts visitors by cars. Kogarah Marist Brothers College students are also regular visitors to the park for sport activities.

Traffic Count Data

The latest traffic count conducted in December 2018 indicates the 85th percentile speed was recorded to be 53km/h and a five day average daily volume of 1,710 Vehicles per 24 hours. The recorded speed is acceptable for the 50km/h residential street.

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 Beaconsfield Street is approximately \$12,000.

Accident data

Upon review of the accident data in the past 5 years ending March 2018, two accidents have been reported by RMS with one accident resulting in an injury.

Load limit restriction

There are load limit restrictions in Beaconsfield Street, Seaforth Street.

Bus Services

Buses services operate in Seaforth Street.

The area map of Beaconsfield 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

Beaconsfield Street map [↓](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.023
Subject	Bryant Lane, rear of 38 Bryant Street, Rockdale - Proposed extension of 'No Stopping' zone.
Report by	Malik Almuhanha, Traffic Engineer
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to review parking restrictions in Bryant Lane Rockdale.

Officer Recommendation

That the existing 'No Stopping' restriction be extended west of its original position by 8.5m along the northern kerb line of Bryant Lane opposite the rear garage of no. 38 Bryant Street, Rockdale.

Background

Bryant lane is a 3.8m wide, two-way lane in Rockdale. A request was received from a resident in Bryant Street claiming that they have difficulty in accessing their rear garage in Bryant Lane.

Therefore, it is recommended that the 'No Stopping' sign be moved west of its existing location by 8.5m to allow for safer two way movement around the bend and a safer access to the garage of number 38. The current parking restriction is '*No Parking, 6 am – 9 am, Thursday*'

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

Financial Implications

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

Community Engagement

Affected residents will be notified of Council's decision.

Attachments

38 Bryant Lane [↓](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.024
Subject	St Catherine Greek Orthodox Church, Coward Street, Mascot - Road Closures for the Easter Service on Friday 26 April 2019 & Sunday 28 April 2019
Report by	Kylie Gale, Coordinator Events
File	F18/946
Electorate	Heffron - Council Resol TRIM BP18/999

Summary

St Catherine Greek Orthodox Church host two Easter services and a procession. They have requested road closures on Oliver Street, Forster Street, Aloha Street, and Coward Street for the procession and Coward Street for the service on Friday 26 April 2019 between 9.15 pm and 10.30 pm and 28 April 2019 11.00 pm – 2.30 am.

Officer Recommendation

- 1 That Committee endorse the proposed partial road closures of Oliver Street, Forster Street, Aloha Street, and Coward Street near St Catherine Greek Orthodox Church on Friday 26 April 2019 starting from 9.15 pm to 10.30 pm and closure of Coward Street on 28 April 2019 11 pm – 2.30 am subject to conditions.
 - 2 That the Church Management be requested to organise with Botany Bay Area Local Command (Mascot Police) for the escort or to provide their own traffic control plan and notify public authorities of their event.
 - 3 That the Church Management be requested to instruct the participants to keep the noise levels to a minimum when participating in the street procession.
 - 4 That Church Management notify affected residents and local businesses in the area of the event at least 5 days prior to the date.
-

Background

Friday 26 April – Good Friday Service and Procession

The service commences at 6.30 pm with an expected crowd of 2,500. The service shall be followed by a procession from the church commencing at 9.15 pm and shall continue via:

Oliver Street – Southward
Forster Street – Eastward
Aloha Street – Northward
Coward Street – Westward

The procession concludes at 10.30 pm

Saturday 28 April - Resurrection Service

The service shall commence at 11 pm with an expected crowd of 2,000. The service concludes at 2.30 am.

Crowds cannot be contained within the church and many people will stand outside on Coward Street, Mascot. A partial road closure of Coward Street is required from 11 pm – 2.30 am.

Financial Implications

Not applicable

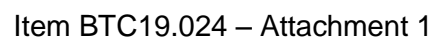
☐ Existing Budget

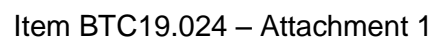
Community Engagement

Affected residents in the area be informed of the event, by the Church Management, 5 days prior to the event.

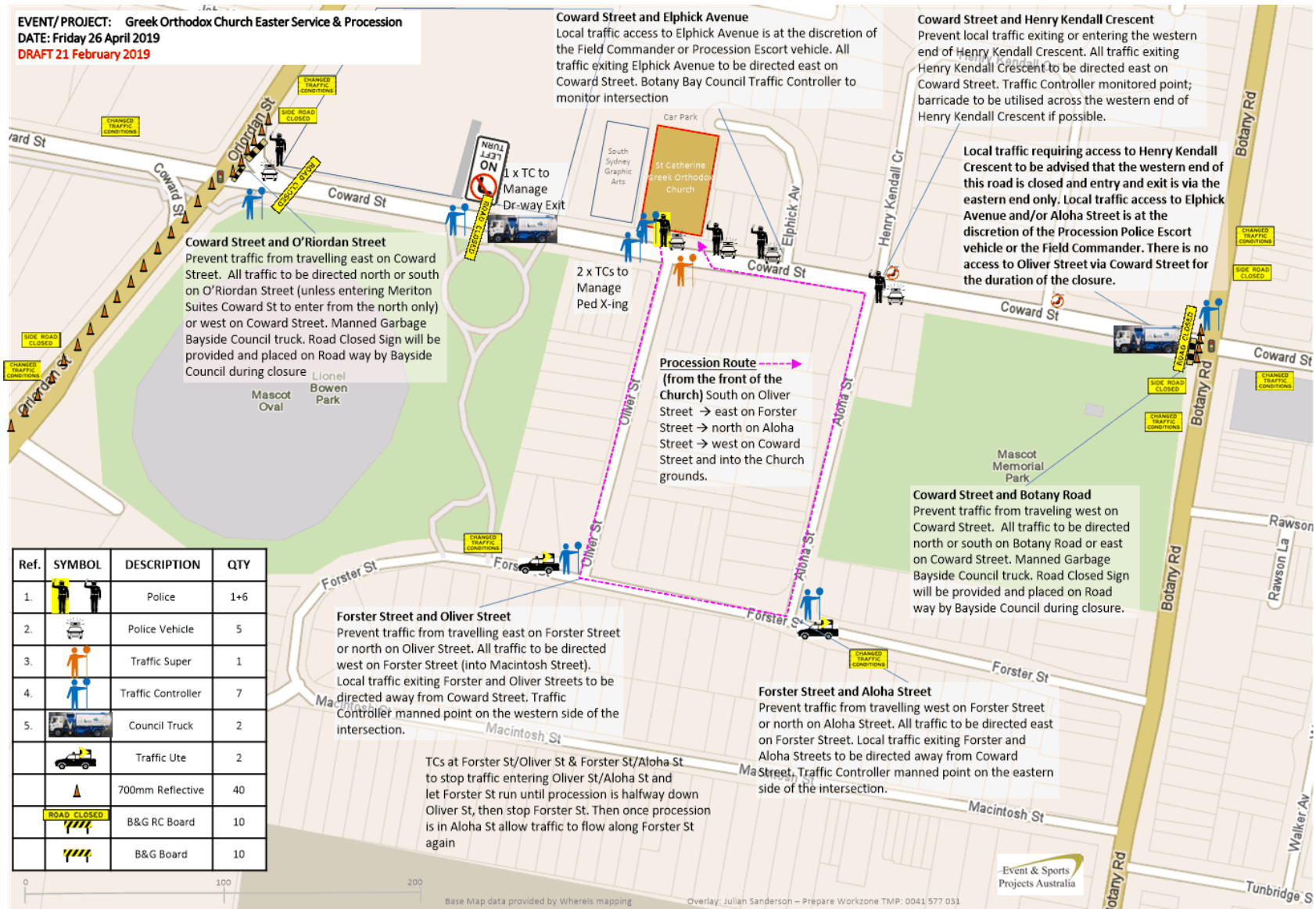
Attachments

TCP & TMP Greek Easter 2019 [↓](#)











Bayside Traffic Committee

6/03/2019

Item No	BTC19.025
Subject	6 Harry Street Eastlakes - Proposed timed 1P restriction
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Heffron

Summary

Council has received a request for the provision of a parking space for people with disabilities in front of a church at No. 6 Harry Street, Eastlakes.

Officer Recommendation

That a 6m '1P, 8 am – 12 pm, Sunday' restriction be provided in front of a church at 6 Harry Street, Eastlakes.

Background

Council has received a request for a parking space for people with disabilities in front of a church at No. 6 Harry Street, Eastlakes to accommodate people with mobility difficulties attending Church Services on Sunday morning.

The area in front of the applicants' property is not suitable for a disabled parking space in accordance with the Australian standard, as an indented parking bay and pram ramp cannot reasonably be provided. It is therefore recommended that an 6m (one car space) of '1P, 8am-12pm, Sunday' restriction be provided at that location, noting that Accessible Mobility Permit Holders can park for an unrestricted period in the 1P parking zone in accordance with Rule 206 (2) (b) (iii) of the Road Rules.

The locality of the proposed parking restriction see attached drawing.

Financial Implications

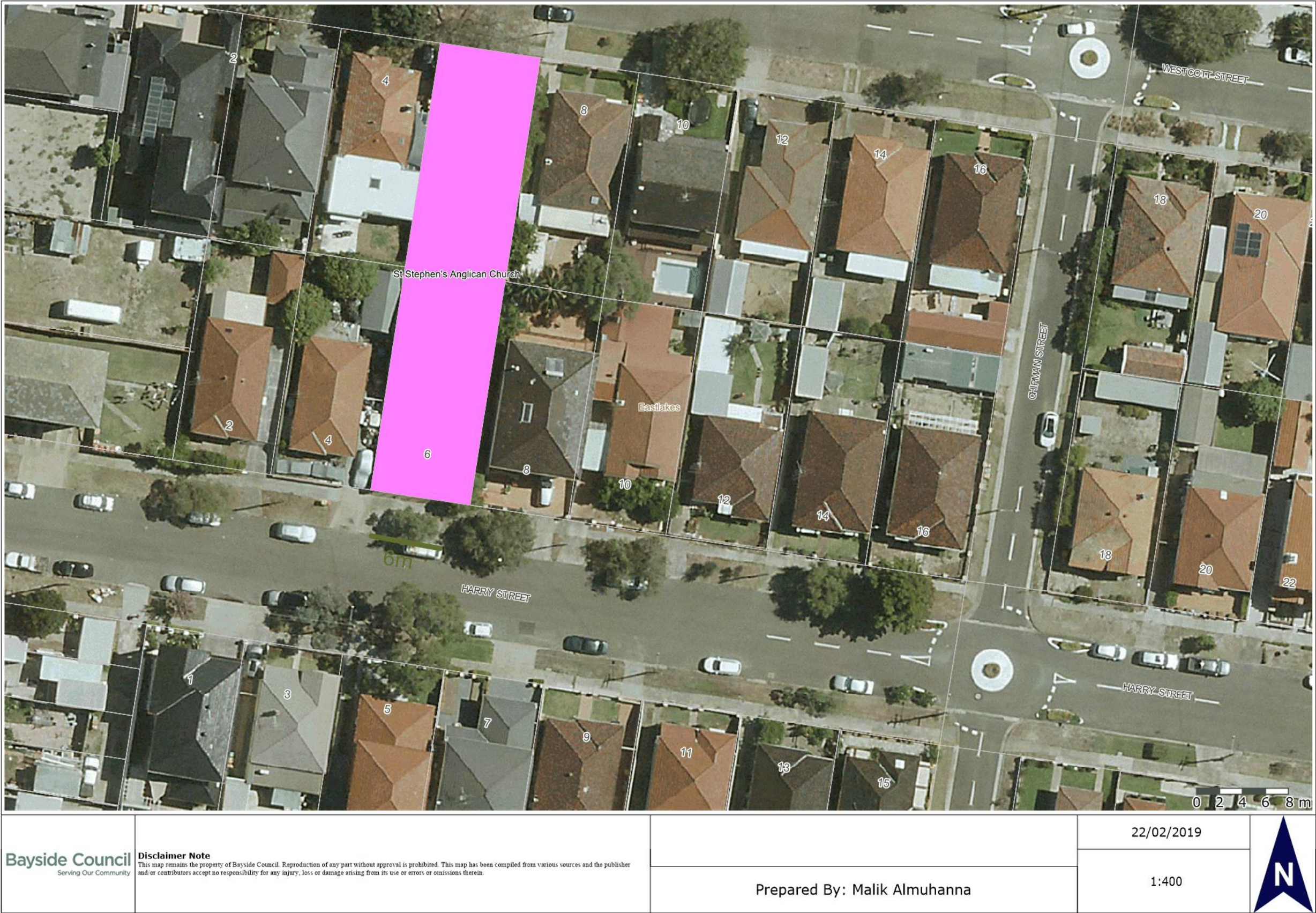
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funded through block grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected residents will be notified of Council's decision.

Attachments

Harry Street Map



Bayside Traffic Committee

6/03/2019

Item No	BTC19.026
Subject	King Lane, Rockdale, rear of 458 Princes Highway - proposed removal of a Loading Zone across a driveway
Report by	Asset Officer - Traffic – TR6
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to remove the existing 'Loading zone, 8.30 am – 6 pm, Mon-Fri, 8.30 am – 12.30 pm, Sat' restriction across the driveway in King Lane at the rear of property 458 Princes Highway.

Officer Recommendation

That approval be given to the removal of the existing 'Loading zone, 8.30 am – 6 pm, Mon-Fri, 8.30 am – 12.30 pm, Sat' restriction across the driveway in King Lane at the rear of property 458 Princes Highway.

Background

King Lane is a very busy loading and unloading area. It has been reported by the owner of the business that drivers are parking in front of her driveway during the day and after hours, without allowing her to exit the building.

It is recommended to remove the loading zone restriction, in King Lane, in front of the rear driveway of 458 Princes Highway, Rockdale. As a result, two new 'Loading zone, 8.30 am – 6 pm, Mon-Fri, 8.30 am – 12.30 pm, Sat' signs will be required at each corner of the property pointing outwards.

Financial Implications

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

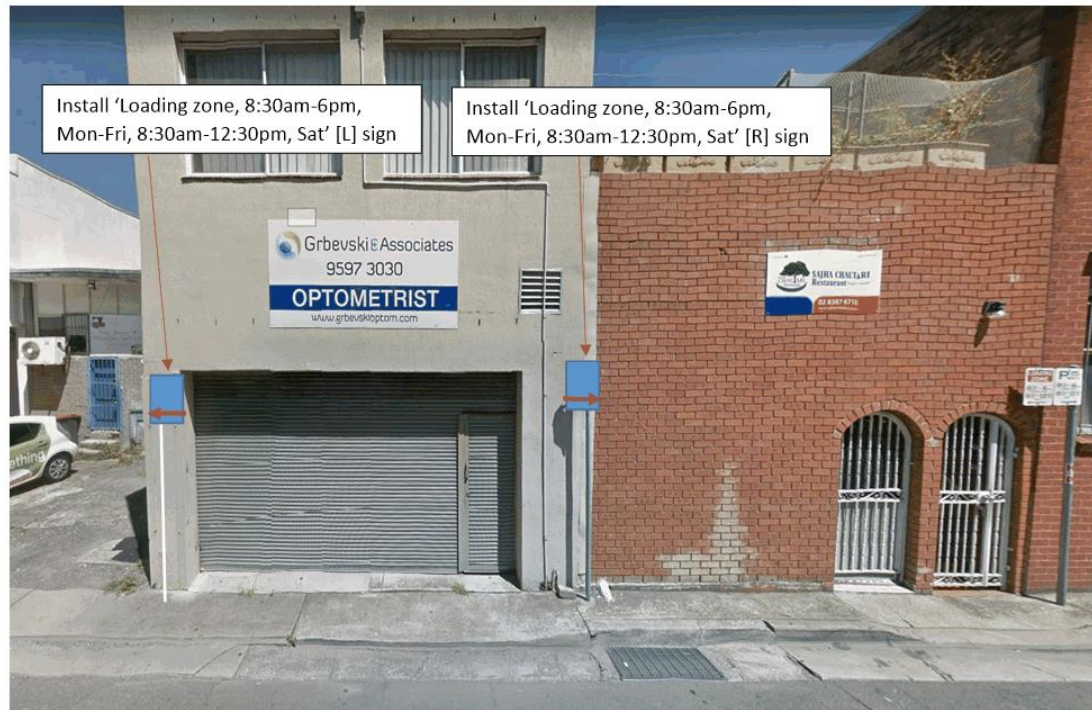
Community Engagement

Not applicable

Attachments

King Lane rear of 458 Princess Hwy Loading zone [↓](#)

King Lane rear of 408 Princess Hwy



Bayside Traffic Committee

6/03/2019

Item No	BTC19.027
Subject	Martin Avenue, in front of Al Zahra College, Arncliffe - Proposed change of 'P5 min with school times' restriction to a combined 'No Parking and Kiss and Ride with school times' restriction
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Rockdale

Summary

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

This matter was previously considered by Bayside Traffic Committee on 4 July 2018, item BTC18.102.

Officer Recommendation

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

Background

This item was raised at the 4 July 2018 BTC meeting with the following Committee recommendation:

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

Subsequently, two Council officers met with the principal of Al Zahra College, who preferred to keep the existing (P5 min) restriction but did not oppose the introduction of the new 'Kiss and Ride' restriction.

On 21 February 2019, another observation was conducted and it was found that numerous drivers were observed excessively over-staying the timed parking restrictions.

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

'Kiss and Ride' signs will be installed as supplementary signs to the above 'No Parking' restriction.

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

The locality of existing and proposed parking restrictions in Martin Avenue is shown in the attachment.

Financial Implications

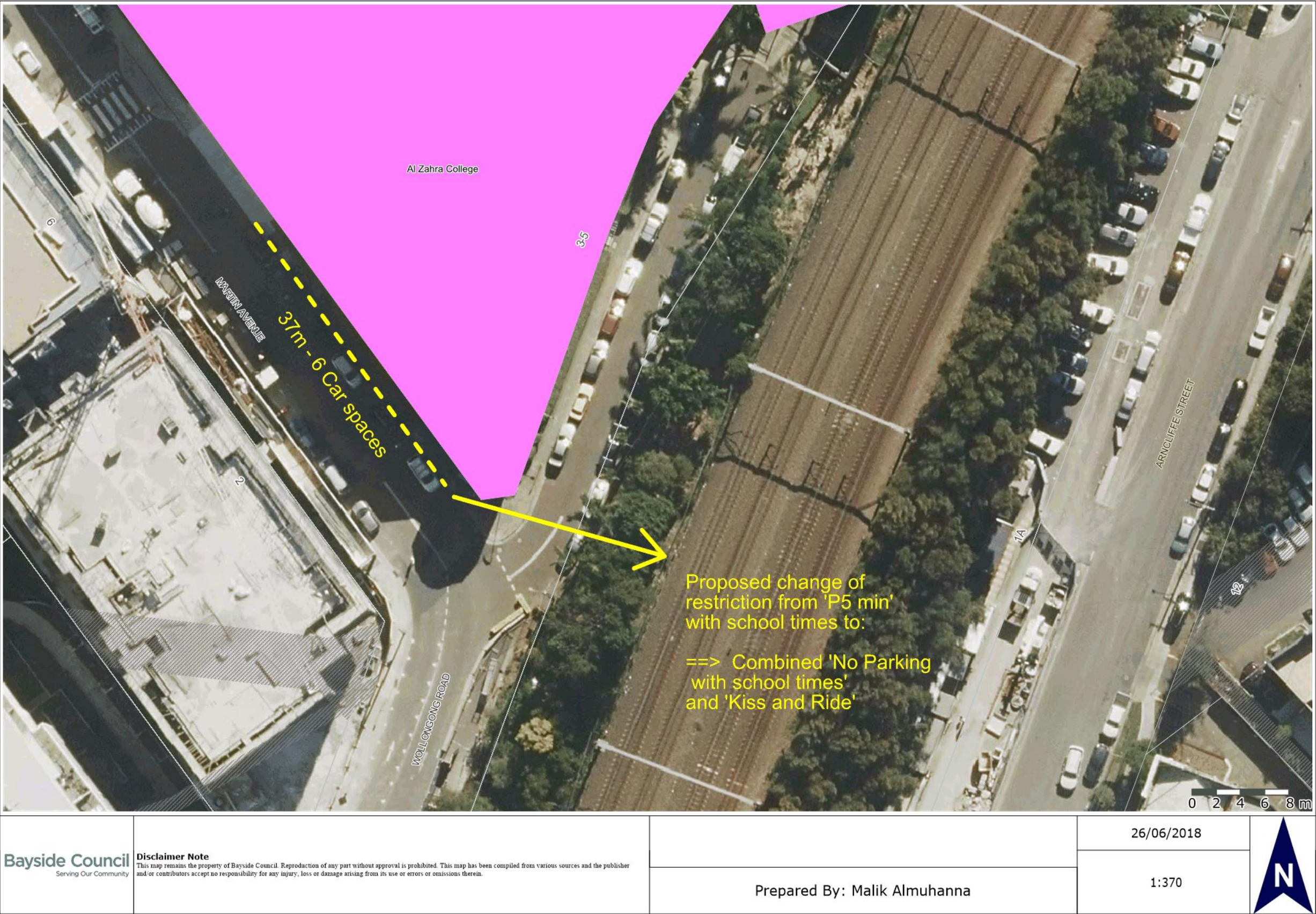
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Funded through block grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

The school management be advised of Council's decision.

Attachments

Martin Avenue Map [↓](#)





Bayside Traffic Committee

6/03/2019

Item No	BTC19.028
Subject	Mascot Railway Station Precinct Study - updated information
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Heffron

Summary

A request was made for an update on the Mascot Railway Station Precinct Study.

Officer Recommendation

- 1 That Bayside Traffic Committee allow traffic and transport consultants for Mascot Railway Station Precinct Study to update the Committee for a period of 30 minutes.
 - 2 That a draft report for Mascot Railway Station Precinct Study be circulated to traffic committee members and internal stakeholders for feedback prior to community consultation.
-

Background

An external consultant was engaged last year to provide a traffic study report for the Mascot Railway Station Precinct. The scope of the study can be found in the attachments section.

This matter was previously dealt with by Bayside Traffic Committee at its meeting on 6/2/19, item BTC19.016 part 2. Working papers and the calibration of the transport modelling of the study were presented to Committee.

The Committee recommended that an update be provided on the Mascot Railway Station Precinct Study at its next available meeting.

It is anticipated that the report prepared by the consultants will be tabled at the March 2019 meeting seeking comments from the Traffic Committee members.

Financial Implications

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

The study is funded by Section 94 contribution.

Additional funds required	<input type="checkbox"/>
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Community Engagement

NA

Attachments

Mascot Railway Station Scope of Study [↓](#)

Schedule D - Specifications

Specification

Local Area Traffic and Parking Management Study - Mascot Railway Station Precinct

VP107263

Details

To engage professional traffic and transport consultants to carry out a local area traffic and parking management study for Mascot Railway Station Precinct. The study area is bounded by Gardens Road to the north, O'Riordan Street to the east, Coward Street to the south and Kent Road to the west.

Background information / Compatibility requirements

Details

The study comprises the following stages:

Stage One-Identify all the existing traffic i.e. vehicles/buses, pedestrians and cyclists movements (including the banned movements) and on street parking with new or supplementary traffic and parking survey data (map showing the proposed locations and types of surveys will be useful) and, advise Council any traffic and parking issues relating to the existing road network configuration e.g. heavy vehicle volumes and through traffic-Hold Point One;

Stage Two-Investigate the feasibility of the two way traffic proposal in Church Avenue in terms of all traffic movements, parking provision and road reserve/intersection geometry given the extensive existing utility services along Church Avenue. An option should be allowed for the production, calibration/validation of a Traffic Simulation Model of the study area and test of any traffic and parking proposals using the validated Traffic Simulation Model as directed by the Council e.g. relaxation or/and retainment of existing banned traffic movements, change of intersection/pedestrian crossing control.

Investigate the cause of traffic congestion in Bourke Street in front of Mascot Railway Station and recommend traffic measures to provide pedestrian safety and relieve congestion.

-Hold Point Two;

Stage Three- Produce a robust cost estimate and a realistic work programme of the study and delivery for the two-way traffic proposal in Church Avenue. Present the study findings to Council stakeholders including assistance required for Traffic Committee/Council submissions and community consultation if necessary.

The study needs to take into account the following:

- The Westconnex Project;
- Airport East Precinct works;

Bayside Traffic Committee

6/03/2019

Item No	BTC19.029
Subject	O'dea Avenue, Owen Avenue and Mutch Avenue, Kyeemagh - Proposed 'No Stopping - 10 pm - 5 am' restriction
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to provide a 'No Stopping – 10 pm – 5 am' restriction in O'Dea, Mutch and Owen Avenues, Kyeemagh.

Officer Recommendation

That the existing parking conditions in O'Dea, Owen and Mutch Avenues, Kyeemagh, be retained.

Background

Council has received a request from a resident living in Kyeemagh complaining about anti-social behaviour, litter, hoons and dangerous driving in O'Dea, Owen and Mutch Avenues, Kyeemagh.

It was claimed that hoons do burnouts and disturb the residents all night. The geographic of Kyeemagh makes it an area where hoons can hang out as there is no passing traffic.

NSW Police Force is responsible to control anti-social behaviour of some drivers. Traffic sign installations will not resolve this anti-social behaviours.

It is recommended that the existing parking restrictions in O'Dea, Owen and Mutch Avenues, Kyeemagh, be retained.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input type="checkbox"/>	<<Enter comment if required or delete>>
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

6/03/2019

Item No	BTC19.030
Subject	One Way Circuit Wolli Creek
Report by	Debbie Fransen, Coordinator Asset Strategy
File	SF19/70
Electorate	Rockdale

Summary

In December 2018 a report was presented to the Bayside Traffic Committee, item BTC18.199 on the results of community consultation on the one way circuit in Wolli Creek. The consultation showed 84% support for the one way circuit. Option 2, a complete clockwise one way circuit received the greatest support. In December Council received representation from a group in Discovery Point requesting further consultation. On 21 February 2019, four Council staff attended a meeting with the Discovery Point Cooperative and discussed their concerns. The outcome was support from the Cooperative for proceeding with Option 2 and a desire for Council to progress the introduction of the 40km/h High Pedestrian Activity Area and implementation of the pedestrian crossings, especially on Magdalene Terrace, now Aldi has opened.

Officer Recommendation

That a one way circuit incorporating Arncliffe Street, Guess Avenue, Mount Olympus Boulevard and Magdalene Terrace, in accordance with the design proposed in Option 2, a complete clockwise circuit, subject to a final independent road safety audit, be endorsed.

Background

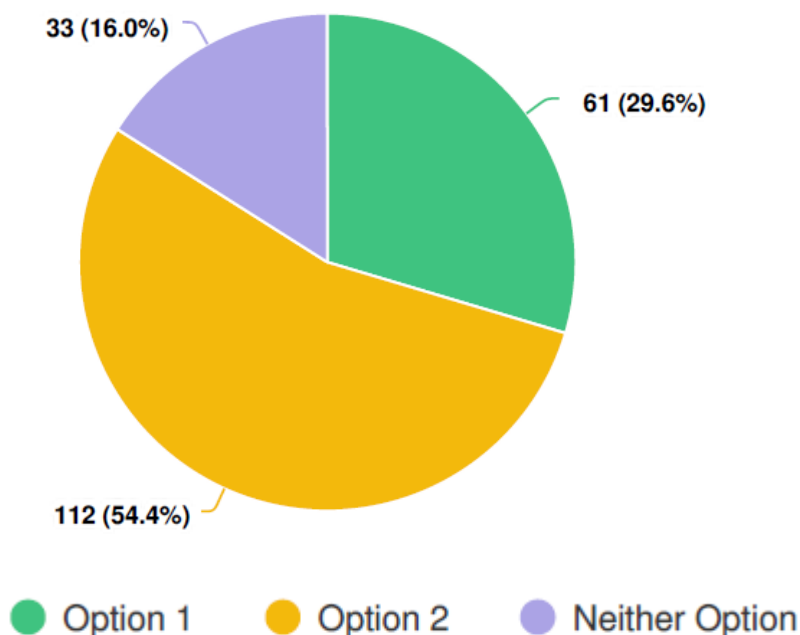
In 2015 Bitzios Consulting prepared a report investigating the current and future traffic in Wolli Creek. This report forecast traffic and demand through till 2031 and provides assessment and justification for the changes proposed.

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

The detailed design included a further option, involving making Magdalene Terrace one way, in an easterly direction towards Princes Highway. An external consultant prepared a road safety audit for both option 1 and 2 with minor comments noted on signage, markings and trees.

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

Preferred Option Arising From Community Consultation Survey



Optional question (206 responses, 0 skipped)

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

Timing of construction is subject to a Council decision on staging other works proposed on these roads including improvements to public domain, stormwater and the road surface.

Financial Implications

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

Community Engagement

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

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

Evaluation of Option 2

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

Changes to existing bus route.

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

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

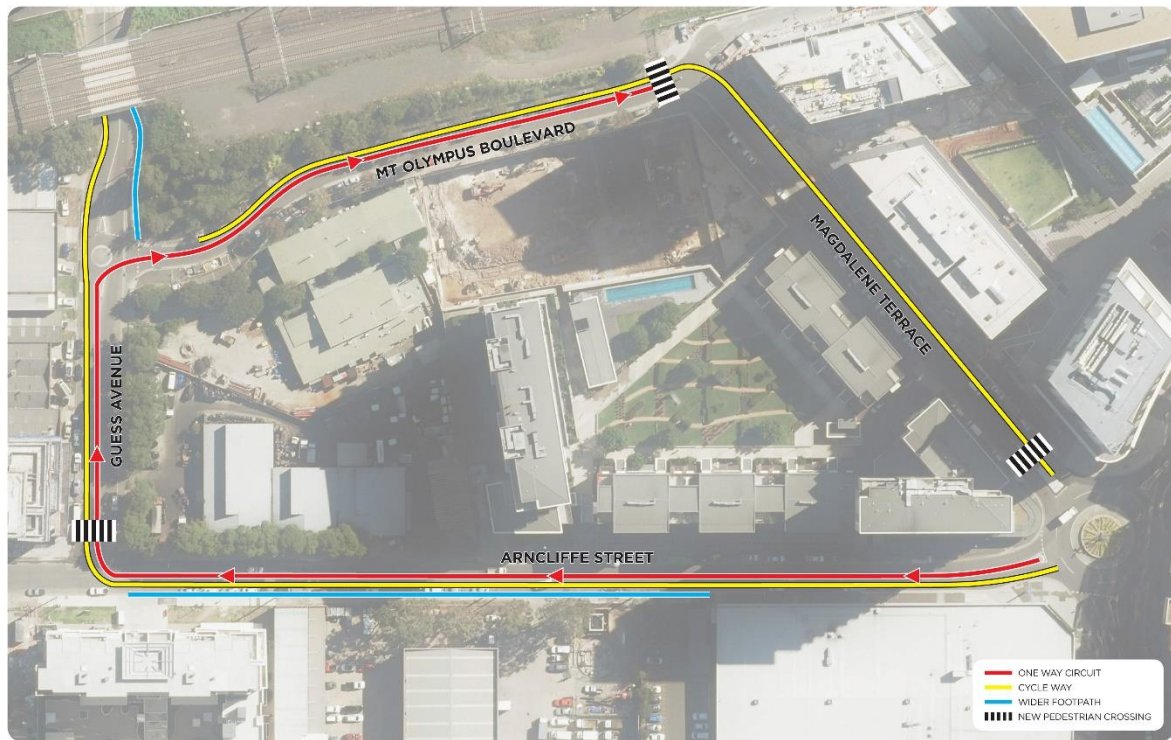
- The majority of people who preferred option 1 stated this was due to the extra distance they would have to travel under option 2, to access parking in Spark Lane and concern the layout would increase traffic in front of the station (Discovery Point Place).
- Vehicles can also access the Spark Lane car parks via the Arncliffe Street, Guess Avenue, Mount Olympus Boulevard one way route. This route will have right of way at the Mount Olympus Boulevard and Magdalene Terrace intersection and this will improve the flow of traffic to Spark Lane.

Both options 1 and 2 improve the ability for vehicles to exit Discovery Point, via Brodie Spark Drive towards the Princes Highway via the roundabout. The addition of pedestrian crossings on Magdalene Terrace will provide a break in the traffic flow allowing egress from Brodie Spark Drive, as will the removal of traffic from the Arncliffe Street direction, when it becomes one way south.

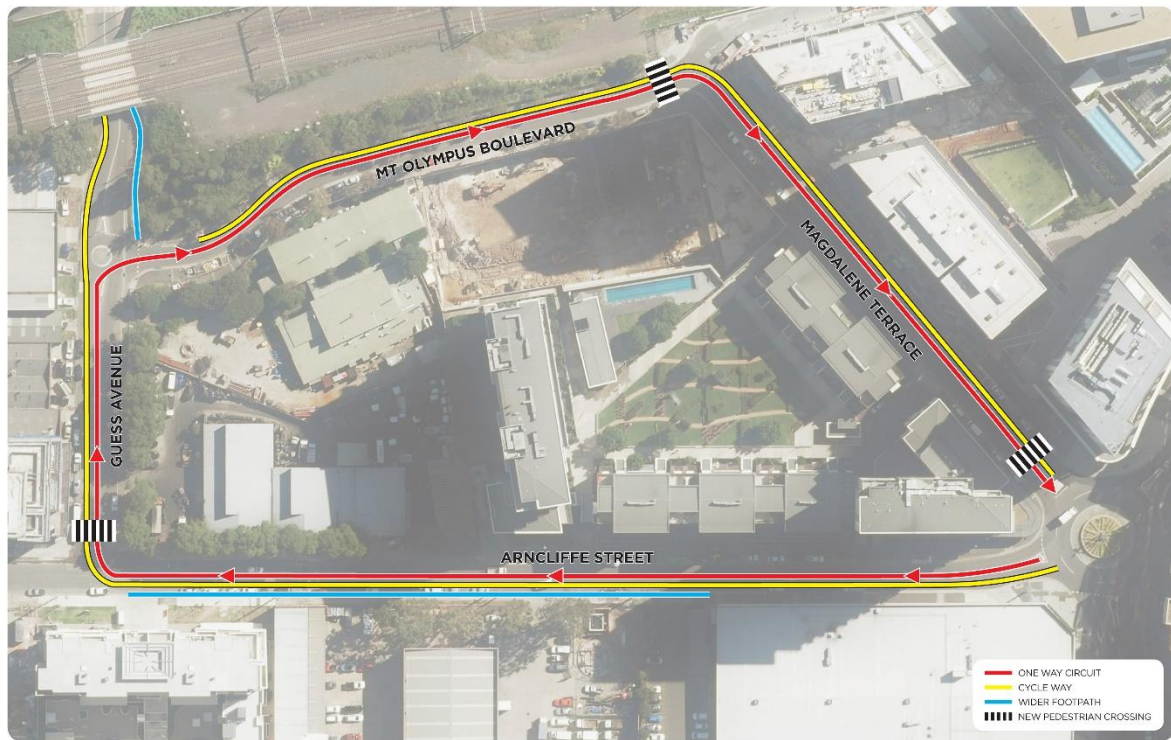
Attachments

- 1 Wollie Creek one way circuit option 1 [↓](#)
- 2 Wollie Creek one way circuit Option 2 [↓](#)
- 3 Option 1 detailed drawing [↓](#)
- 4 Option 2 detailed drawing [↓](#)

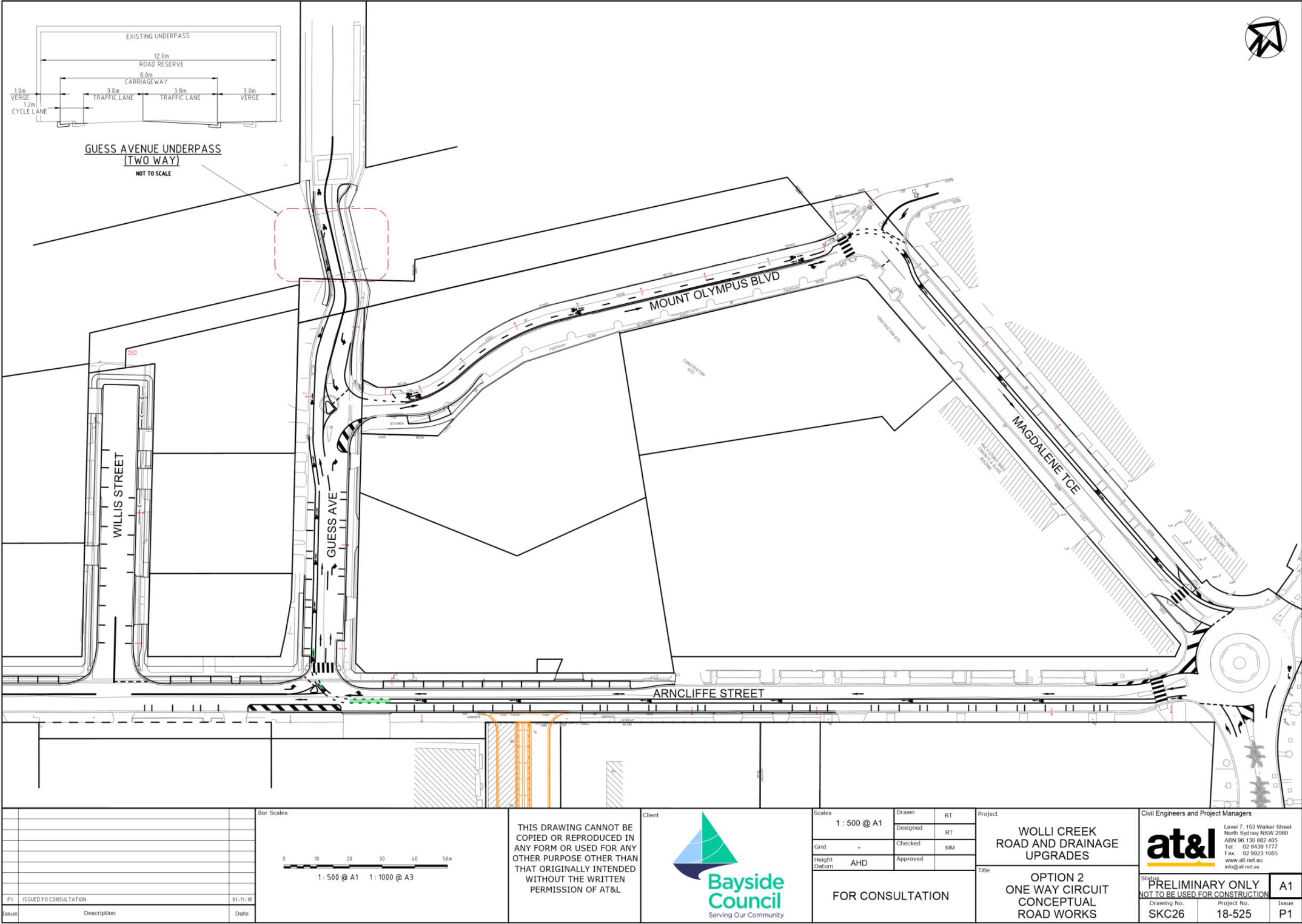
WOLLI CREEK | OPTION
ONE WAY CIRCUIT | ONE



WOLLI CREEK | OPTION
ONE WAY CIRCUIT TWO







Bayside Traffic Committee

6/03/2019

Item No	BTC19.031
Subject	Orion Street, Bardwell Valley - Proposed 70m of separation line from the intersection with Virginia Avenue
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Rockdale

Summary

A request has been received to address safety concerns whilst travelling along Orion Street, Bardwell Valley.

Officer Recommendation

That approval be given to the installation of 70m of S1 centre line in Orion Street from its intersection with Virginia Avenue.

Background

A request has been received to address safety concerns whilst travelling along Orion Street. Orion Street is local residential street in Bardwell Valley with gradient as well as curve in its geometry.

The traffic volumes in the street are very low with approximately 700 vehicles per hour. There is no crash history in the street.

Site inspections reveal that the bend along Orion Street to and from Virginia Street has limited sight distance and with parked vehicles the complexity increase. There is currently no line-marking in the street and drivers find it challenging to negotiate this bend.

It is therefore recommended to delineate the street with centre line marking to assist drivers whilst negotiating the bend.

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"/>	

Community Engagement

Not required

Attachments

Orion Street, Bardwell Valley - Proposed S1 centre line marking [↓](#)



Orion Street, Bardwell Valley – Proposed S1 centre line marking

Bayside Traffic Committee

6/03/2019

Item No	BTC19.032
Subject	Percival Street, Bexley, near Carlton Public School - Proposed extension of existing Bus Zone by 2m at the northern end.
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Kogarah

Summary

Council has received a request to adjust the existing bus zone in Percival Street on the western kerbline to assist the bus patrons to board and alight from the bus without being subjected to overland run-off in adverse weather.

Rockdale City Council had previously considered a request for changes to parking restrictions in Percival Street along the frontage of Carlton Public School at its meeting on 8 August 2015 via the recommendations of the traffic committee of 8 July 2015. The bus zone was converted to a Kiss and Ride zone.

Officer Recommendation

That approval be given to the extension of existing 'Bus Zone 6.30 am – 6 pm' by 2m at the northern end along the western kerbline of Percival Street.

Background

As per Council resolution at its meeting on 8 August 2015, the following was implemented in Percival Street:

"1 That approval be given to the installation of a proposed 24m 'Bus zone, 6:30am- 6pm' at the existing bus stop along the eastern kerb line of Percival Street in front of houses Nos. 36 and 40 Percival Street, Carlton.

2 That approval be given to the relocation of the bus zone by 43m west of its original position toward the Park Reserve at Byrnes Street with the old site of the bus zone be converted to a 35m 'NO PARKING, 8:30am - 9:30am and 2:30pm- 3:30pm, School Days' restrictions.

3 That approval be given to the installation of the 30m 'bus zone, 6:30am- 6pm' at the new bus zone in Percival Street at Byrnes Street and that a concrete pad and a bus seat be provided as part of this project.

4 That the redesign of the landscaped pedestrian refuge island and its kerb blister islands, pedestrian pram ramps at the intersection of Percival Street and Byrnes Street including the fencing and the footpath in the Park Reserve be included for consideration in the list of future projects in the Capital City Program."

Council has received a request to adjust the bus zone due to concerns of overland run-off at the existing bus zone especially during heavy rains making it difficult for patrons to board and alight from the buses.

It is therefore proposed to extend the existing Bus Zone by 2m north to allow the buses to stop at elevated ground level so that patrons can enter/exit the bus comfortably and avoid pools of water.

Financial Implications

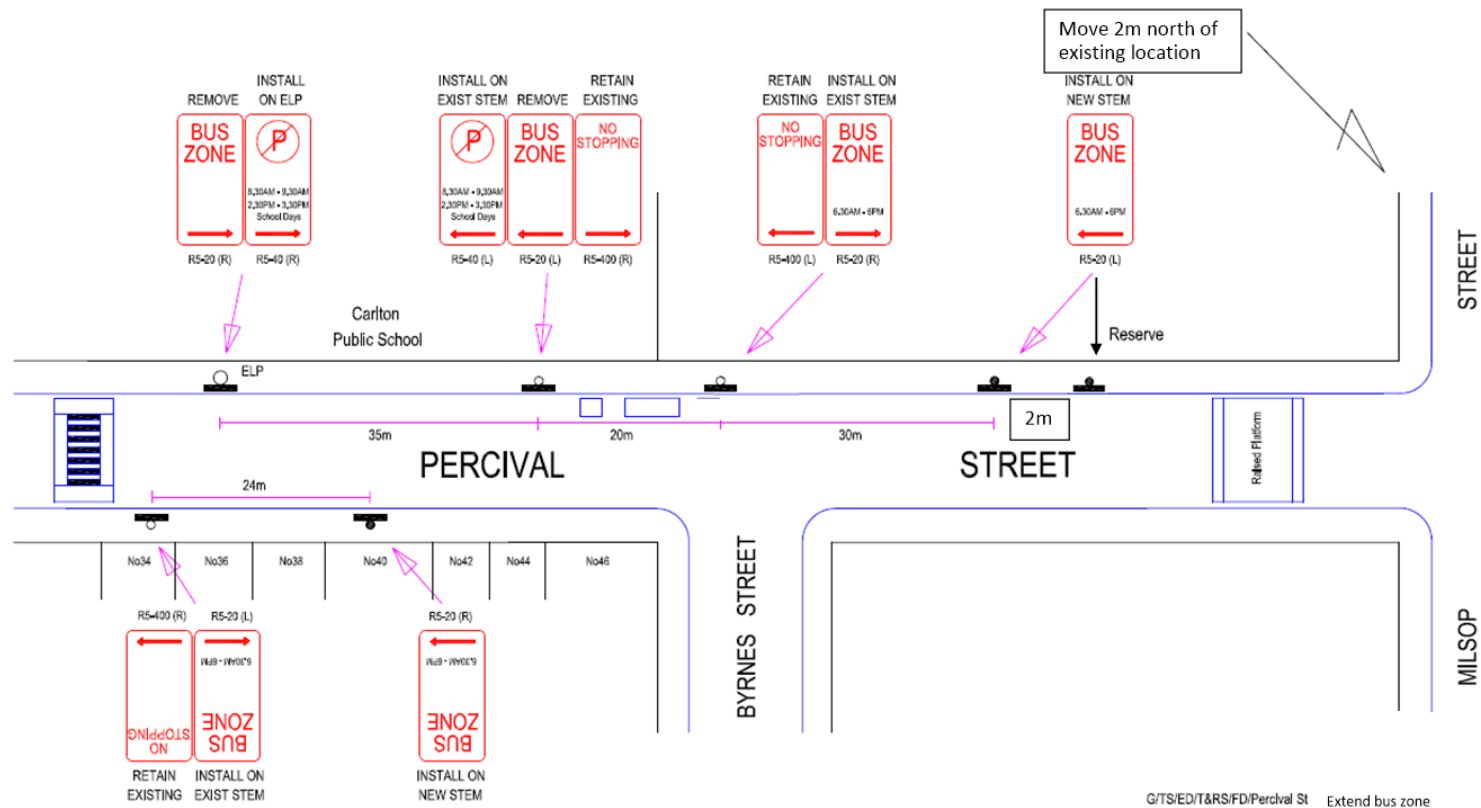
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block Grant for Traffic Facilities in local streets
Additional funds required	<input type="checkbox"/>	At applicant's cost

Community Engagement

Not required

Attachments

Percival Street extension of bus zone [↓](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.033
Subject	Production Avenue north of Phillip Street - proposed 10 minute parking outside No. 13
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to provide parking restrictions outside a business at 13 Production Avenue, Kogarah to assist the customers with parking.

Officer Recommendation

That approval be given for the installation of 5.8m 'P10min ,8.30 am – 6 pm' parking restrictions outside 13 Production Avenue, Kogarah west of the existing electric light pole

Background

Production Avenue has a lot of commercial and retail enterprises. Parking demand is very high. Most of the parking in the area is unrestricted. Often customers are unable to find short-term parking in the area whilst visiting business and commercial entities.

The business at 13 Production Avenue has raised concerns in regards to lack of parking for its patrons and sought provision for short-term parking to assist their customers.

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

Financial Implications

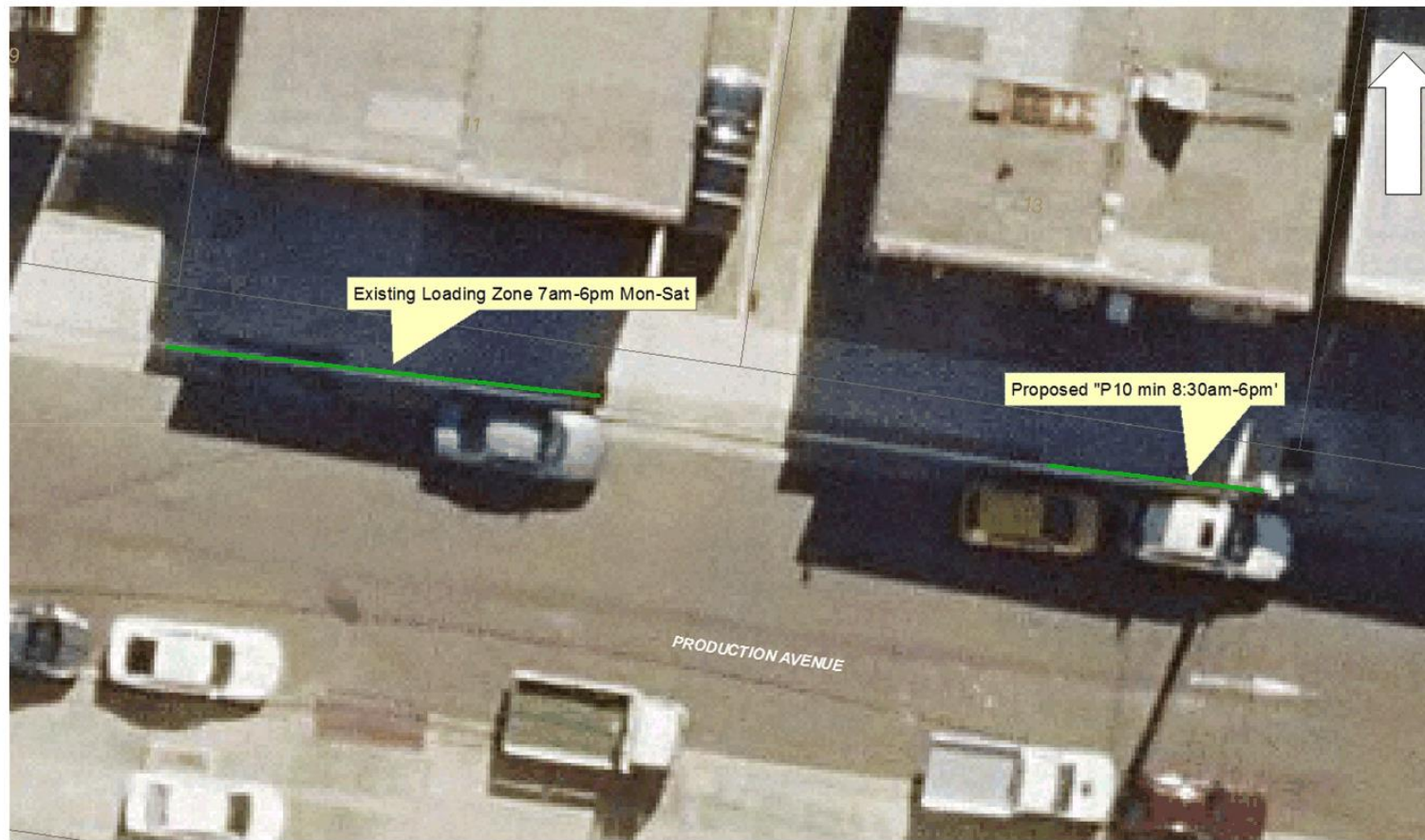
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Production Avenue, Kogarah [↓](#)



Production Avenue, Kogarah – Proposed P10min parking outside number 13

Bayside Traffic Committee

6/03/2019

Item No	BTC19.034
Subject	Reede Street, Turrella - Proposed extension of existing 'No Parking' restrictions by 18m up to the driveway of 120 Turrella Street.
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request for improving safety for traffic in Reede Street south of driveway of the new apartment building at 120 Turrella Street, created as a result of long-term parking in the narrow section.

Officer Recommendation

That approval be given for the extension of 'No Parking' restrictions along eastern kerbline by 18m north of existing restrictions up to the driveway of 120 Turrella Street, Turrella.

Background

Due to significant property redevelopment in the recent years in Turrella in the vicinity of the railway station, demand for parking along Henry Street, Reede Street and Turrella Street, has increased.

Residents of the building have raised concerns about parking along eastern side of Reede Street south of the driveway of 120 Turrella Street where the width of Reede Street reduces towards Cook Street.

'No Parking' restrictions currently apply on the eastern side of Reede Street between Cook Street and opposite No 3.

It is necessary to extend the existing 'No Parking' restrictions north by 18m up to the driveway of 120 Turrella Street to prevent vehicles parking illegally at 90 degree angle on nature strip as well as the bend where Reede Street narrows.

Financial Implications

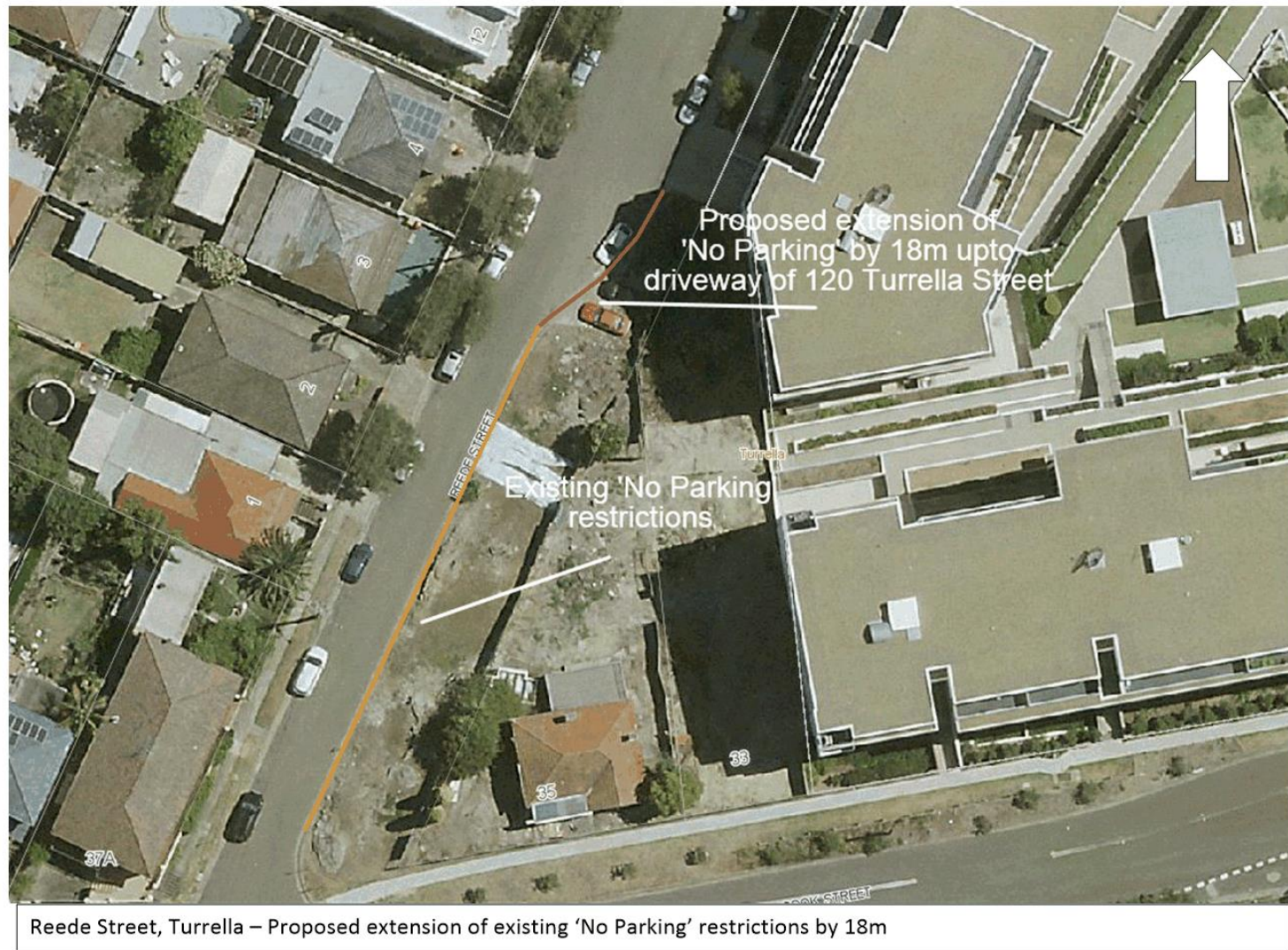
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local street
Additional funds required	<input type="checkbox"/>	

Community Engagement

The strata manager of the building will be informed of Council's decision.

Attachments

Reede Street, Turrella - Extension of 'No Parking' restrictions [↓](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.035
Subject	St Georges Road, Bexley - Proposed traffic calming using separate through and parking lanes line marking
Report by	Traffic Engineer – TR2
File	SF19/70
Electorate	Kogarah

Summary

Council has received a request to address concerns of speeding in St Georges Road, Bexley.

Officer Recommendation

That approval be given to the implementation of separate through and parking lane lines in St Georges Road between Forest Road and Stoney Creek Road, when funds become available.

Background

St Georges Road, Bexley is a collector road linking between two main state roads; Forest Road to the south and Stoney Creek Road to the north.

It is 11.5m wide in majority of the section. The road slopes down toward Stoney Creek Road.

Black car tyre marks are seen zig-zag along St Georges Road.

The traffic volume is approximately 2000 vehicles per day. The 85th percentile speed has been recorded at 58kmph even though the signposted speed limit in the street is 50km/h.

Based on the crash data provided by the Roads and Maritime Service for the 5 year period ending March 2018, there have been 3 crashes in the street. 2 of them are injury and 1 is a non-injury crash.

The street is similar in topography and landuse to many other streets in the area. However, given it carries more traffic than other streets, it is important to address the speeding concerns in the street.

It is therefore proposed to install separate through and parking lane lines to delineate the street and create a visually narrowing impact in the street and channel traffic. The estimated cost, of the lines and raised pavement markers is approximately \$5,000

The locality of the proposed scheme is shown in the attached document.

Financial Implications

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

Community Engagement

Residents will be notified prior to implementation.

Attachments

St Georges Road [↓](#)



St Georges Road, Bexley – Proposed separate through and parking lane lines



St Georges Road, Bexley – Proposed separate through and parking lane lines



St Georges Road, Bexley – Proposed separate through and parking lane lines

Bayside Traffic Committee

6/03/2019

Item No	BTC19.036
Subject	St Helena Parade and Robinson Street intersection Eastlakes - Provision of white painted 'One Way' arrows
Report by	Student/Graduate – TR8
File	SF19/70
Electorate	Heffron

Summary

Council has received a request to paint 'One Way' arrows on St Helena Parade at the intersection with Robinson Street Eastlakes adjacent to the median islands on the carriage way.

Currently there are 'Keep Left' signs and lane dividers to guide drivers through the intersection, however, 'Keep Left' signs continue to get damaged.

Officer Recommendation

That approval be given to the provision of a white painted 'One Way' pavement arrow on St Helena Parade with Robinson Street, Eastlakes:

- 1 After the intersection with Robinson Street travelling **northbound** adjacent to the median island.
 - 2 After the intersection with Robinson Street travelling **southbound** adjacent to the median island.
-

Background

The alignment of St Helena Parade at the intersection with Robinson Street is slightly curved and the road is quite narrow. There are two kerbside parking bays segregated from the carriage way by narrow concrete islands situated on either side of the intersection on St Helena Parade. The current configuration of the segregated parking bays, carriageway and concrete islands can be confusing to drivers approaching the intersection, especially during poor driving conditions. There is evidence of vehicle accidents occurring at the intersection with apparent tyre marks on the median islands.

Currently there are 'Keep Left' signs and lane dividers to guide drivers through the intersection, however, 'Keep Left' signs continue to get damaged.

It is recommended that white 'One Way' pavement arrows be painted on St Helena Parade at the intersection with Robinson Street Eastlakes adjacent to the median islands on the carriage way.

Financial Implications

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

Community Engagement

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

Attachments

ST Helena Parade and Robinson Street proposed painted one way street pavement arrows





Bayside Traffic Committee

6/03/2019

Item No	BTC19.037
Subject	No.1 to No.45 The (little) Grand Parade Brighton Le Sands - provision of yellow 'No Stopping' lines in front of driveways along the western kerb line
Report by	Student/Graduate – TR8
File	SF19/70
Electorate	Rockdale

Summary

Council has received a complaint about cars parking in front of driveways along the western kerb line on The (little) Grand Parade. Currently, there are some restrictions on kerbside parking along the western kerb line. There is also a white edge line which delineates the kerbside parking spaces and white L-shaped lines across driveways. However, the painted lines have confused some drivers where to park.

Officer Recommendation

- 1 That approval be given to the provision of yellow painted 'No Stopping' lines in front of driveways along the western kerblines from No. 1 to No.45 The (little) Grand Parade, Brighton Le Sands.
 - 2 That existing 'Motorbikes Parking Only, between driveways' restrictions and 'No Parking' restrictions across some driveways in The Little Grand Parade be replaced with 'No Stopping' yellow line restrictions.
-

Background

The (little) Grand Parade services homes adjacent Cook Park and Botany Bay. The road is quite narrow, facilitating kerbside parking on the western kerblines only. An inspection revealed that there is sufficient parking in the area, however in summer and weekend times, competition for parking results in residents often parked in and experiencing difficulty in accessing their driveways.

It is recommended that yellow 'No Stopping' lines in front of the driveways be painted along the western kerblines from No.1 to No.45 The Grand Parade, Brighton Le Sands to further clarify parking restrictions.

Financial Implications

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

Community Engagement

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

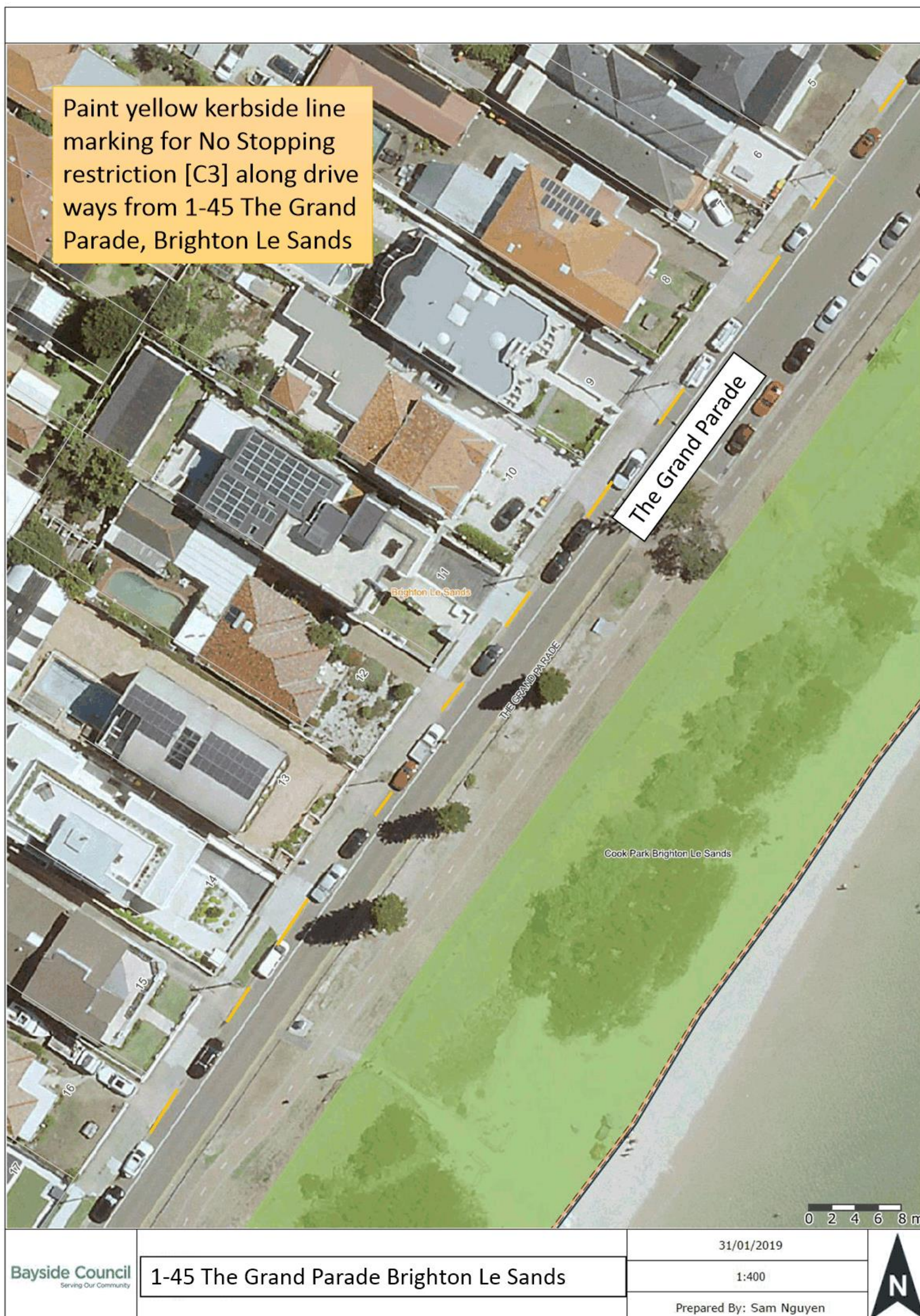
Attachments

The (little) Grand Parade No Stopping lines drawing [↓](#)











Bayside Traffic Committee

6/03/2019

Item No	BTC19.038
Subject	Watkin Street between Herbert Street, Villiers Street and Frederick Street, Rockdale - Extension of the Rockdale 40km/h High Pedestrian Activity Area
Report by	Road Safety Officer – TR4
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to extend the 40km High Pedestrian Activity Area (HPAA) in Watkin Street, Rockdale between Waltz Street & Frederick Street due to this area being heavily used by pedestrians and the high traffic volumes through this part of the local shopping centre. Currently the HPAA ends at the intersection of Walz and Watkin Streets.

Officer Recommendation

- 1 That endorsement be given to the extension of the 40 km/h High Pedestrian Activity Area of Rockdale CBD to include Watkin Street between Herbert, Ferrier and Frederick Streets, Rockdale with appropriate signposting and linemarking.
 - 2 That the existing 40km/h school flashing lights in Watkin Street be retained.
 - 3 That the above endorsement be referred to Roads and Maritime Services for approval.
-

Background

Currently, the Rockdale CBD 40km/h high pedestrian activity area includes Walz Street and Railway Street between Parker Street and Frederick Street.

Watkin Street between Frederick Street and is being signposted and marked as a 40k school zone due to the presence of St Joseph's Primary School.

Managing speed, in accordance with safe system principles, is a key component in managing pedestrian safety. Research and scientific analysis show that a pedestrian hit by a car travelling at 40 km/h has twice the chance of surviving the collision than if the car was travelling 50 km/h.

Travelling speeds higher than 40 km/h greatly increases the risk of injury and death to pedestrians.

Vehicle speed is a key factor in pedestrian injuries and fatalities. 40 km/h high pedestrian activity speed limits are installed where there are relatively large numbers of pedestrians and/or other vulnerable road users.

The maximum speed limit is 40km/h at all times. The different road environment helps to alert drivers to the lower speed limit and makes them aware of the presence of pedestrians moving about or near the road.

This creates a safer road environment for all road users, particularly for pedestrians, cyclists and children.

A map showing the existing and proposed 40km/h High Pedestrian Activity Area, is attached.

Financial Implications

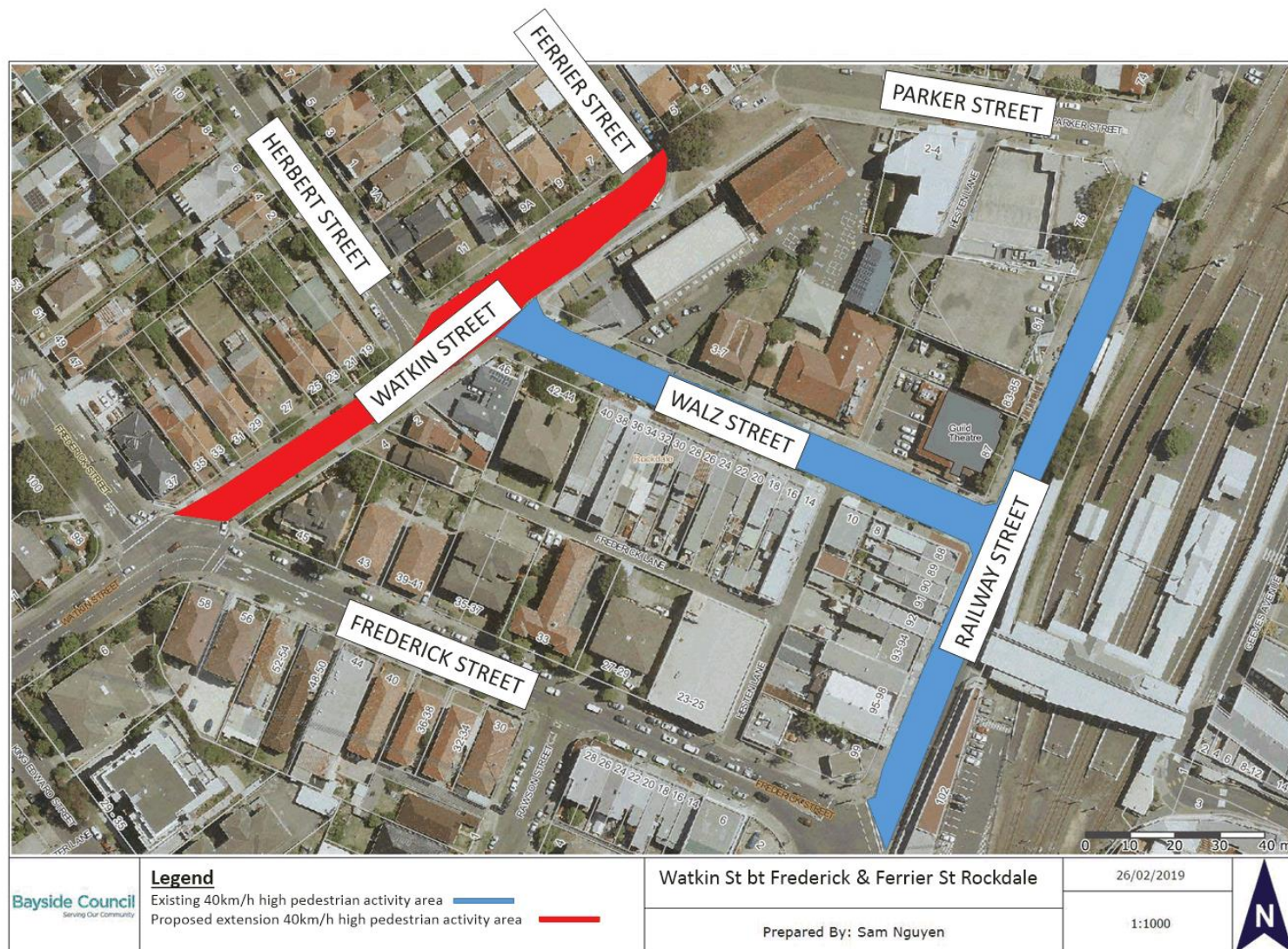
Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

Community Engagement

Not applicable.

Attachments

Watkin Street proposed extension of 40km/h High Pedestrian Activity Area Map [↓](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.039
Subject	Wentworth Street, between John Street and Dowling Street, Arncliffe - Proposed broken barrier lines
Report by	Traffic Engineer – TR3
File	SF19/70
Electorate	Rockdale

Summary

Council has received a request to improve road safety along Wentworth Street, Arncliffe due to a high number of speeding vehicles.

Officer Recommendation

That approval be given to the installation of 200m of broken barrier lines, type S1, in Wentworth Street between John Street and Dowling Street, Arncliffe.

Background

Wentworth Street is a 9.8m wide residential street running between John Street and Dowling Street, Arncliffe. It has been reported that motorists have been speeding along Wentworth Street.

The recorded traffic volume of vehicles in Wentworth Street are within the typical levels of traffic for residential streets.

In accordance with Roads and Maritime Services's crash data in the last 5 years (ending March 2018) it shows one injury crash occurred in Wentworth Street. The Road User Movement RUM code is 40 where the offending driver made a U-Turn in front of other moving traffic.

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

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

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block Grants for Traffic Facilities
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Wentworth Street Linemarking [!\[\]\(99f58673407353e96a019fbca558fd72_img.jpg\)](#)



Bayside Traffic Committee

6/03/2019

Item No	BTC19.040
Subject	Referrals from Anti-Hooning Taskforce
Report by	Manager City Infrastructure – M1
File	SF19/70
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

6/03/2019

Electorate	N/A
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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

6/03/2019

Item No	BTC19.042
Subject	General Business
Report by	Administrative Support Officer - City Infrastructure – TR5
File	SF19/70
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