

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 3 April 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.

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2 DISCLOSURES OF INTEREST

3 MINUTES OF PREVIOUS MEETINGS

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Bayside Traffic Committee

3/04/2019

Item No	BTC19.043
Subject	Minutes of the Bayside Traffic Committee Meeting - 6 March 2019
Report by	TR5
File	SF19/71

Officer Recommendation

That the Minutes of the Bayside Traffic Committee meeting held on 6 March 2019 be confirmed as a true record of proceedings.

Present

Councillor Dorothy Rapisardi (Acting Convenor)
Senior Constable Alexander Weissel, Botany Bay Police Area Command
James Suprain, representing Roads and Maritime Services
George Perivolarellis, representing State Members for Rockdale and Heffron

Also present

Maritza Abra, Acting Manager City Infrastructure, Bayside Council
Pintara Lay, Coordinator Traffic and Road Safety, Bayside Council
Lyn Moore, NSW Pedestrian Council
Harry Haidar, St George Cabs
Kathee Quirk, St George Bicycle User Group
Rabih Bekdache, 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 (Traffic), Bayside Council
Pat Hill, Traffic Committee Administration Officer, Bayside Council
Debbie Fransen, Coordinator Asset Strategy, Bayside Council (Item BTC19.30)
Robbie Allen, Transport Planner, Bayside Council
Sam Nguyen, Graduate Engineer, Bayside Council
Andrian Bitzios, Bitzios Consultants (BTC19.28)
Alex Giyahi, Bitzios Consultants (BTC19.28)

The Convenor opened the meeting in the Rockdale Town Hall, Pindari Room, Level 1, 448 Princes Highway, Rockdale at 9.23 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:

Councillor Ed McDougall

Jeremy Morgan, Manager City Infrastructure, Bayside Council
Les Crompton, representing State Member for Kogarah
Traffic Sergeant Frank Gaal, St George Police Area Command

2 Disclosures of Interest

There were no disclosures of interest.

3 Minutes of Previous Meetings

BTC19.018 Minutes of the Bayside Traffic Committee Meeting - 6 February 2019

Committee Recommendation

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

4 Reports

BTC19.019 ANZAC March and Dawn Services 2019 - Botany Road, Mascot & Bay St, Dalphine St, Ivy St, Daniel St Botany

Committee Recommendation

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

BTC19.020 ANZAC March - Class 4 Special Events within Bayside Council LGA

Committee 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'*

BTC19.021 Ashton Street, Rockdale, east of Princes Highway - Proposed 'No Parking' restrictions in cul de sac end

Committee 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.

BTC19.022 Beaconsfield Street between Seaforth Street and Queen Victoria Street, Bexley - Proposed traffic calming scheme.**Committee 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.

BTC19.023 Bryant Lane, rear of 38 Bryant Street, Rockdale - Proposed extension of 'No Stopping' zone.**Committee 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.

BTC19.024 St Catherine Greek Orthodox Church, Coward Street, Mascot - Road Closures for the Easter Service on Friday 26 April 2019 & Sunday 28 April 2019**Committee 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 Police Area Command 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 7 days prior to the date.

BTC19.025 6 Harry Street Eastlakes - Proposed timed 1P restriction**Committee Recommendation**

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

BTC19.026 King Lane, Rockdale, rear of 458 Princes Highway - proposed removal of a Loading Zone across a driveway

Committee Recommendation

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

BTC19.027 Martin Avenue, in front of Al Zahra College, Arncliffe - Proposed change of 'P5 min with school times' restriction to a combined 'No Parking and Kiss and Ride with school times' restriction

Committee Recommendation

- 1 That the existing 'P5 min, 8 am - 9.30 am and 2.30 pm – 4 pm, School Days' restriction along the northern kerb line of Martin Avenue, between Wollongong Road and Booth Street, 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.

BTC19.028 Mascot Railway Station Precinct Study - updated information

Committee Recommendation

- 1 That 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 due 27 March 2019 to Council's Coordinator Traffic and Road Safety.

BTC19.029 O'dea Avenue, Owen Avenue and Mutch Avenue, Kyeemagh - Proposed 'No Stopping - 10 pm - 5 am' restriction

Committee Recommendation

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

BTC19.030 One Way Circuit Wolli Creek

Committee 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.

BTC19.031 Orion Street, Bardwell Valley - Proposed 70m of separation line from the intersection with Virginia Avenue

Committee Recommendation

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

BTC19.032 Percival Street, Bexley, near Carlton Public School - Proposed extension of existing Bus Zone by 2m at the northern end.

Committee 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 kerblines of Percival Street.

BTC19.033 Production Avenue north of Phillip Street - proposed 10 minute parking outside No. 13

Committee Recommendation

- 1 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
- 2 That the customer be advised that it will be patrolled when staffing level allow.

BTC19.034 Reede Street, Turrella - Proposed extension of existing 'No Parking' restrictions by 18m up to the driveway of 120 Turrella Street.

Committee 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.

BTC19.035 St Georges Road, Bexley - Proposed traffic calming using separate through and parking lanes line marking

Committee 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.

BTC19.036 St Helena Parade and Robinson Street intersection Eastlakes - Provision of white painted 'One Way' arrows

Committee 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.

BTC19.037 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

Committee Recommendation

- 1 That the existing parking restriction lines and signs be retained in The Little Grand Parade and the customer be advised that parking across driveways is an offence.
- 2 That the parking lane lines in front of driveways be obscured.

BTC19.038 Watkin Street between Herbert Street, Ferrier Street and Frederick Street, Rockdale - Extension of the Rockdale 40km/h High Pedestrian Activity Area

Committee 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.

BTC19.039 Wentworth Street, between John Street and Dowling Street, Arncliffe - Proposed broken barrier lines

Committee 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.

BTC19.040 Referrals from Anti-Hooring Taskforce

Committee Recommendation

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

BTC19.041 Matters referred to the Bayside Traffic Committee by the Chair

Committee Recommendation

No matters were raised.

BTC19.042 General Business

Committee Recommendation

No matters were raised.

The Acting Convenor closed the meeting at 11.45 am.

Attachments

Nil

Bayside Traffic Committee

3/04/2019

Item No	BTC19.044
Subject	Alexandra Parade, Rockdale - Detailed Design Drawings for the proposed traffic calming scheme
Report by	TR7
File	SF19/71
Electorate	Rockdale - Council Resol TRIM BP18/999

Summary

Council is looking to upgrade the existing traffic situation around the corner of Harrow Road and Warialda Street, Rockdale.

This report provides a detailed design drawing for the proposed traffic calming scheme in Alexandra Parade, Rockdale, comprising two sets of rubber cushion pads.

Officer Recommendation

That endorsement be given for the implementation of a right turning lane, upgraded traffic islands, and traffic calming measures on both approaches to the corner as per the attached design.

Background

Alexandra Parade and Harrow Road had been identified as high-priority location for implementation of additional traffic measures upon crash data analysis and other traffic studies.

The finalised design is attached for approval.

Financial Implications

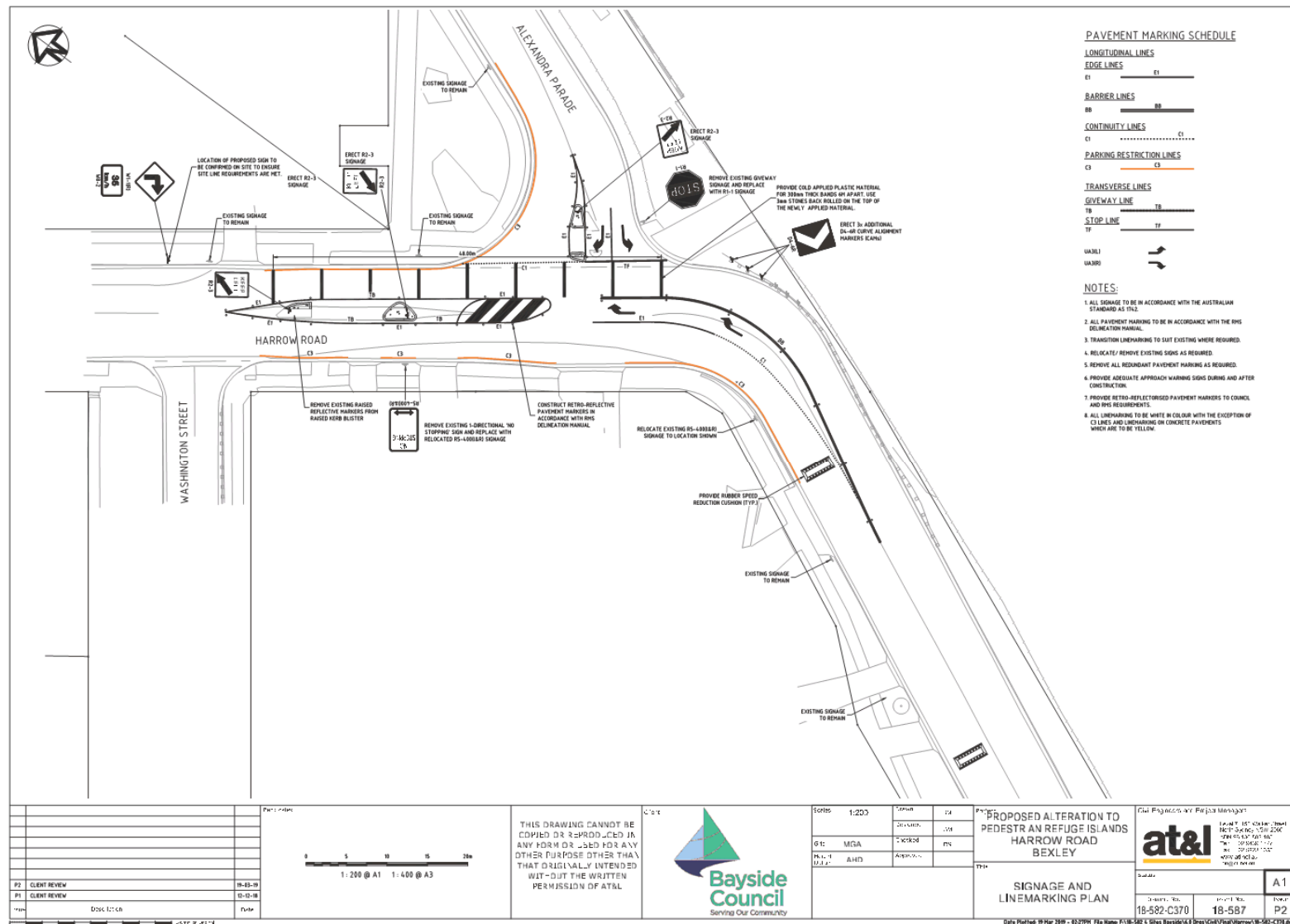
Not applicable	<input type="checkbox"/>
Included in existing approved budget	<input checked="" type="checkbox"/>
Additional funds required	<input type="checkbox"/>

Community Engagement

Notification will be carried out prior to commencement of works.

Attachments

Harrow Rd Traffic upgrade



Bayside Traffic Committee

3/04/2019

Item No	BTC19.045
Subject	Avenal Street, Arncliffe between Princes Highway and Marinea Street - Proposed P15 minutes parking in 90 degree angle parking spaces and full time 'No Stopping' zone
Report by	TR2
File	SF19/71
Electorate	Rockdale

Summary

Council has received a request to review parking restrictions in Avenal Street, Arncliffe to increase parking turnover and safety for Arncliffe Public School.

Officer Recommendation

That approval be given for the installation of the following restrictions along the northern kerb line of Avenal Street, Arncliffe, east of Marinea Street:

- 1 'P15 min 8.30 am – 4 pm School days' at the 90 degree angle parking spaces along the frontage of Arncliffe Public School
 - 2 Existing 14m 'P15min 8.30 am – 9.30 am & 2.30 pm – 3.30 pm School Days' be changed to full time 'No Stopping' restrictions
-

Background

Council has received a request to review and change parking restrictions in Avenal Street between Princes Highway and Avenal Lane.

Arncliffe Public School can be accessed via Avenal Street and Segenhoe Street. There are currently thirteen (13) 90 degree angle parking spaces along the northern kerblines of school frontage that offer unrestricted parking spaces.

Recently, due to construction works at a site in the vicinity, parking is occupied from early morning throughout the day preventing the school community to be able to park in the vicinity of the school. Proposed parking restrictions will prevent long-term parkers from occupying these spaces and provide for greater turnover of parking for the school community.

Along the northern kerblines of Avenal Street, there is 14m of P15 minute parking provided to facilitate pick up and drop from the school. Outside those times, the zone is sign posted as 'No Stopping'. P15 minute parking has been signposted on the southern kerblines.

It is considered that this zone should be converted to full time 'No Stopping' zone to enhance the safety of traffic and pedestrians in the area.

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

Financial Implications

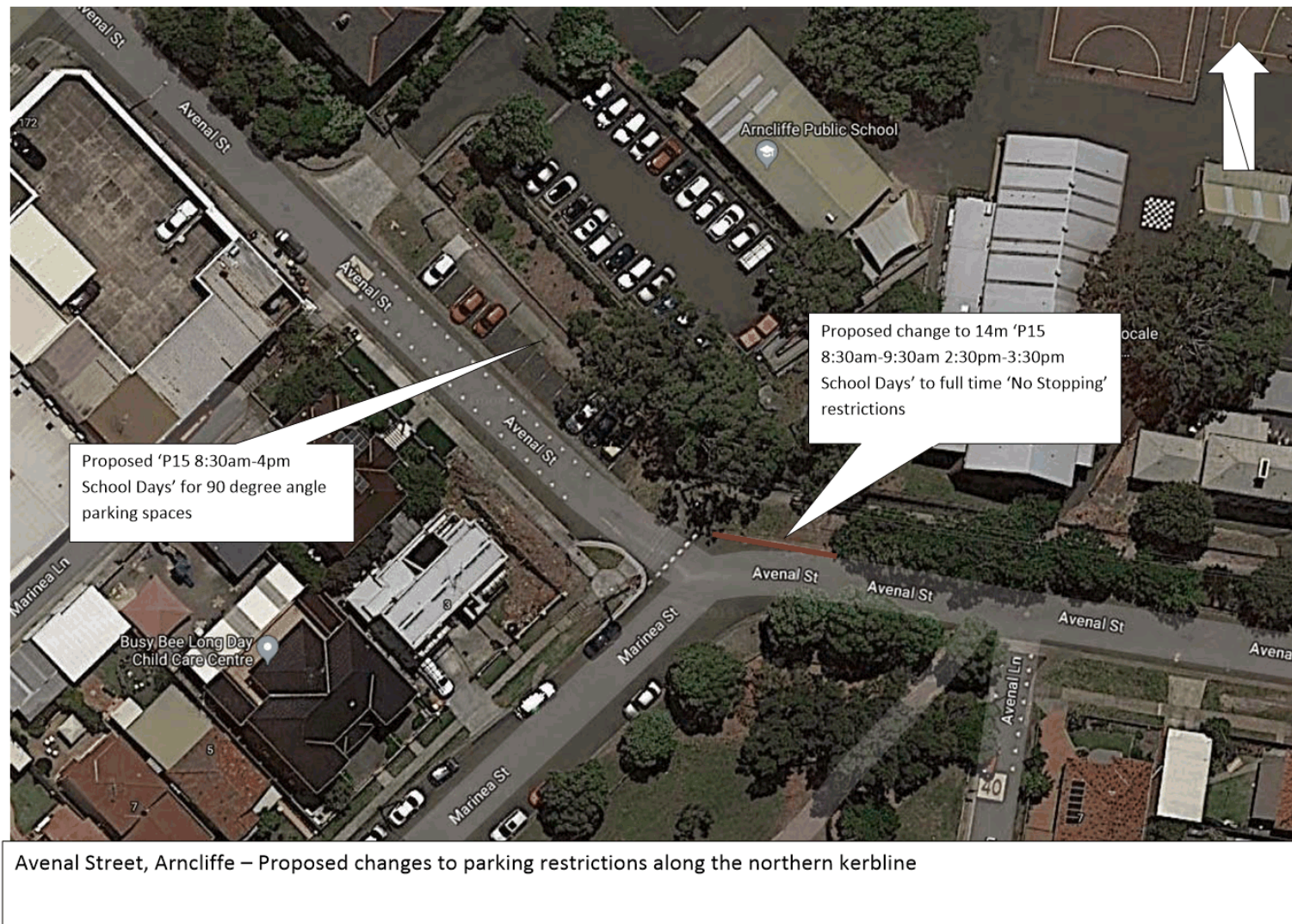
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

The school will be notified of Council decision.

Attachments

Avenal Street proposed parking changes



Bayside Traffic Committee

3/04/2019

Item No	BTC19.046
Subject	Banks Street, Monterey - Proposed 90 degree angle parking - detailed drawing
Report by	TR9
File	SF19/71
Electorate	Rockdale

Summary

The proposed 90 degree angle parking in Banks Street, Monterey was previously dealt with by Bayside Traffic Committee Meeting on 05/12/2018, item number BTC18.200.

The Committee recommended that 'detailed designs be prepared for 90 degree angle parking on the southern side of Banks Street between No. 11 and No. 31 Banks Street, Monterey.

Officer Recommendation

That 90 degree parking, between No. 31 and No. 11 Banks Street, along the southern kerb line of Banks Street, be implemented as detailed drawing.

Background

Subsequently, the proposed 90 degree angle parking in Banks Street has been designed.

The detailed drawing is being submitted to Committee for further consideration and recommendation to Council for implementation.

Financial Implications

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

Community Engagement

Affected residents have been consulted and the results have been reported to the Bayside Traffic Committee.

Attachments

Banks Street, Monterey



Bayside Traffic Committee

3/04/2019

Item No	BTC19.047
Subject	122 and 124 Barton Street driveways, Monterey - proposed 'Parking motorbikes only' restriction
Report by	TR6
File	SF19/71
Electorate	Rockdale

Summary

Council has received a request to restrict the space between driveways of 122 and 124 Barton Street, Monterey to 'Motorbikes Parking only' restriction as the gap between the two driveways is too small to accommodate any parked vehicles.

Officer Recommendation

That approval be given to restrict the space between driveways of 122 and 124 Barton Street, Monterey to 'Motorbikes Parking only' restriction, as the space between the two driveways is less than 4.5m long

Background

The space between the two driveways is less than 4.5 metres long and it cannot accommodate any parked vehicles.

In several occasions, it was reported to Bayside Council that vehicles have parked in the space between the two mentioned driveways making it difficult for the neighbours, delivery and emergency vehicles to access the two properties affected.

The locality of the proposed 'Motorbikes Parking Only' restriction in Barton Street is shown in the attached drawing.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The Motorbikes Parking Only' restriction in Barton Street, Monterey will be funded through Block Grant for traffic facilities on local streets.
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Not applicable

Attachments

Proposed 'Parking motorbikes only between driveways' restriction between the driveways of 122 and 124 Barton Street, Monterey



Bayside Traffic Committee

3/04/2019

Item No	BTC19.048
Subject	47 Bestic Street, Rockdale, at Cameron Street - Proposed upgrade to existing refuge island to RMS standards, as part of conditions of consent for a child care centre
Report by	TR3
File	SF19/71
Electorate	Rockdale

Summary

Council received a request for consent to upgrade the existing refuge island in front of No. 47 Bestic Street, Rockdale, at Cameron Street, as part of condition of consent 53 of DA-2017/285- a child care centre.

Officer Recommendations

- 1 That endorsement be given to the attached detailed plan of the pedestrian refuge island in front of 47 Bestic Street, Rockdale in satisfying the requirements of the RMS's Technical Directions TDT2011.01a- Pedestrian Refuge island.
 - 2 That the existing 155m 'No Stopping' restriction along the southern kerblines of Bestic Street between Gibbs Street and George Street, Rockdale, be retained.
 - 3 That the existing 148m 'No Stopping' restriction along the northern kerblines of Bestic Street from George Street, to Gibbs Street, Rockdale, be extended by 4m to allow for 20m sight distance on the western approach of Bestic Street to the refuge island,
-

Background

As per condition 53 of DA2017/285, Council requires the upgrade of an existing refuge island in front of 47 Bestic Street, Rockdale. The proposed refuge island upgrade design was part of a road safety audit conducted by an external traffic consultant.

The applicant will pay for and construct a pedestrian refuge island and provide associated signage at the existing concrete median island in front of the site as per the DA agreement. The proposed pedestrian refuge island has been designed to meet RMS Technical Direction for the Pedestrian Refuge islands (TDT2011.01a) and 'No Stopping' restrictions (TDT2002.12c).

It is recommended that the attached detailed plan of the pedestrian refuge island be endorsed.

Financial Implications

Not applicable

☒ Applicant will bear the cost of upgrade

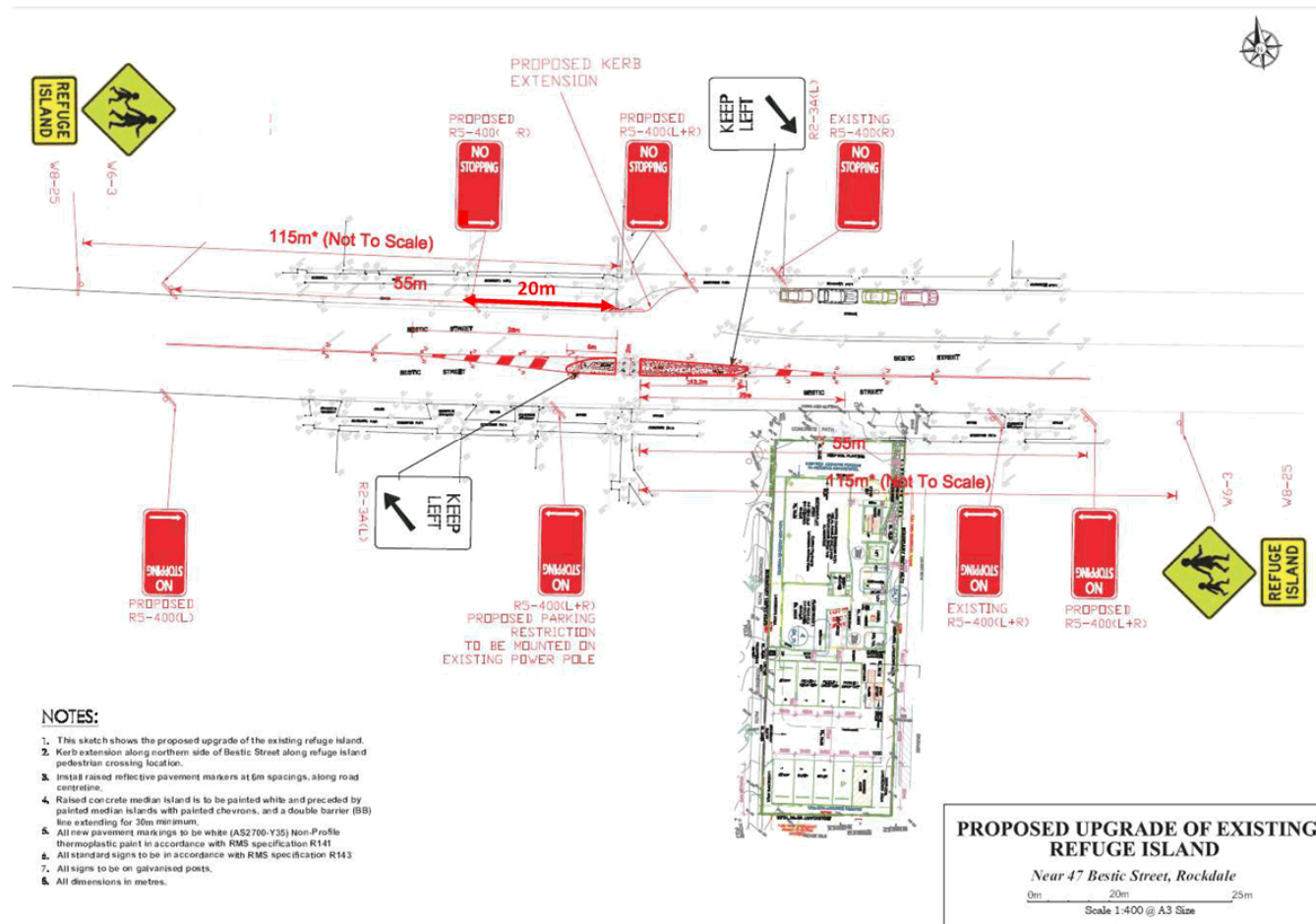
Included in existing approved budget ☐
Additional funds required ☐

Community Engagement

NA

Attachments

Bestic Street Design



Bayside Traffic Committee

3/04/2019

Item No	BTC19.049
Subject	Caledonian Street between Queen Victoria Street and Dunmore Street North, Bexley - Proposed traffic calming scheme.
Report by	TR2
File	SF19/71
Electorate	Kogarah

Summary

Council has received a request to address concerns of traffic speed and volumes in Caledonian Street, Dunmore Street North, Park Avenue, and Watkin Street in Bexley.

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 in Caledonian Street.
 - 2 That no further traffic calming devices be provided in Dunmore Street North, Park Avenue and Watkin Street.
 - 3 That results of consultation be reported back to the Traffic Committee for further consideration.
-

Background

Council has received a request to address concerns of traffic speed and volumes in Caledonian Street, Dunmore Street North, Park Avenue and Watkin Street in Bexley.

Caledonian Street is an 11m wide residential street in Bexley. Parking is allowed on both sides of the street. It has a crest at mid-block. Caledonian Street has roundabout with pedestrian refuge islands at its intersection with Dunmore Street North.

Dunmore Street North is approximately 14m wide with parking allowed on both sides and a number of traffic treatments within the street. There is a raised threshold at the intersection of Dunmore Street and Monomeeth Street, 'No Right Turn' restrictions at Forest Road intersection applicable during morning and afternoon peak hours on weekdays and parking lane line markings.

Watkin Street is approximately 12.5 m wide with parking allowed on both sides and parking lane line treatment installed along its length.

Park Avenue is 12.5m wide with parking allowed on both sides and has 3 pedestrian refuge islands as well as raised threshold south of Watkin Street.

All the above-mentioned streets are part of a collector road network within Council's road hierarchy and serve a significant transportation function.

Caledonian Street links two regional roads and a state road; Harrow Road to the north and Queen Victoria Street as well as Willison Road further south. It provides the connection between Carlton and Rockdale town centres via Bexley for local residents.

The other route that complements this link is Henry Street and Warialda Street which are also classified as collector roads and provide connections between Carlton and Rockdale Town centres via Bexley and carry similar traffic volumes as Caledonian Street route.

Pedestrian safety near Seaforth Park

Seaforth Park is situated off Caledonian Street and attracts visitors by cars as well as pedestrians. Kogarah Marist Brothers College students are also regular visitors to the park for sport activities. All pedestrian walkways within the park have pedestrian refuges at the street interface in Seaforth Street, Caledonian Street and Park Avenue for pedestrians to safely negotiate the precinct.

Traffic Count Data

The traffic volume and speed count data was reviewed for the streets. A comparison was drawn between historic traffic count data and the latest traffic count data that was collected in October 2018. The analysis is presented in the table below.

Street name	85 th percentile speed	Traffic volume Annual Average Daily Traffic volume (October 2018)	Percentage change in traffic volume annually since early 2000s
Caledonian Street	55kmh	4767	0.7 % ↓
Dunmore Street	55kmh	2506	0.27% ↑
Watkin Street	54kmh	5593	2% ↓

Traffic volumes in Caledonian Street has decreased by 4 percent between Nov 2012 and Oct 2018 compared to a 31% net decrease in traffic volumes since 2001.

Traffic volume in Watkin Street has increased at the rate of 1.1% per year since 2005 however, there has been a net drop of 36% in traffic volume since 2001 when the average annual daily traffic volume in the street was about 8700 vehicles per day.

Traffic volume in Dunmore Street has increased by only 98 vehicles between 2003 and 2018 which is a net increase of 4% over a 15 year period.

Crash data

The crash data provided by Roads and Maritime Service for the latest 5-year period ending March 2018 was reviewed.

2 injury crashes have been reported at the intersection of Dunmore Street and Gladstone Street. These crashes however, cannot be attributed to speed or volumes but error in driver judgement. Additional 'STOP' signs were installed in Gladstone Street to increase visibility and compliance.

5 crashes have been reported in Caledonian Street, of which 1 is injury crash. 1 non-injury crash has been reported in Park Avenue and 1 injury crash in Watkin Street.

Based on the RMS' definition of a blackspot, none of these streets or sites can be classified as a blackspot and have lower crash history compared to other similar streets within the precinct that have a higher crash history whilst carrying similar traffic volumes, having comparable land uses and perform similar function.

Load limit restriction

Watkin Street between Harrow Road and Park Avenue has a load limit restriction. No trucks are allowed.

Bus Services

Buses services operate in Caledonian Street, Park Avenue and Watkin Street. These streets form part of 2 bus routes, 453 and 493 operated by Transdev and by State Transit respectively. The buses operate at a frequency varying from 20 min to an hour.

Past consideration of the matter

At its meeting in October 2003, via item RT04 of Rockdale Traffic Committee meeting dated 8 October 2003, Council resolved as follows:

"1. That the traffic measures be installed, in the Bexley Area, Precinct 4, in Stages and that they are as follows:

STAGE I

- * requesting the RTA to approve the installation of "No Right Turn" restriction at peak hours banning eastbound movements from Forest Rd into Dunmore St North.*
- * relocating the STOP priority control signs from Park Ave into Watkin St with the "Traffic Conditions Changes Ahead" warning signs installed on the three approaches of the intersection of Park Ave/Watkin St.*
- * painting double centre lines in Wolseley St south of Dunmore St South.*
- * installing 12m "No Stopping" zones on every corner of the intersection of Washington St and Dunmore St South.*

STAGE II

- * installing a roundabout at the intersection of Beaconsfield St and Seaforth St. The estimated cost is approximately \$45,000.*
- * installing four (4) pedestrian refuge islands at the intersections of Monomeeth St/Queen Victoria, Monomeeth St/Harrow Rd, Gladstone St/Queen Victoria St, Beaconsfield St/Harrow Rd. The estimated cost for the four islands is approximately \$12,000.*

STAGE III

- * Installing a raised platform at the intersection of Dunmore St North/Monomeeth St. The estimated is approximately \$30,000.00*

STAGE IV

- * Installing a raised platform at mid-block of Caledonian St between Queen Victoria St and Seaforth St. The estimated cost is approximately \$25,000.*

STAGE V

- * investigating other issues that had been raised from the public consultation, the Traffic Consultant Reports Recommendations and other suggestions such as:*
- * Installing a raised platform in Beaconsfield St to slow down the speed of vehicles. The estimated cost is approximately \$26,000.00*
- * partial road closure of Watkin St's southern approach to the intersection of Watkin St/Harrow Rd to prevent the southbound/westbound traffic to go through.*

2. That the Police Highway Patrol be requested to conduct speed surveillance in the area to deter speeding and apprehend offending drivers.

3. That local residents/businesses and respondents to the public consultation be advised of Council's decisions."

It should be noted that all works from Stage I to III were completed.

To complete Stage V works, Bayside Council at its meeting on 13 March 2019, considered via item BTC19.022, Beaconsfield Street – traffic calming proposal and resolved as follows:

- '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.'

To deliver Stage IV works, it is proposed to install rubber speed cushions and painted kerb parking lanes. Whilst the recommendation was to install raised threshold, they are currently not considered a suitable device along bus routes.

Raised threshold vs. Rubber Speed Cushions

Raised thresholds are expensive to build and to make them bus-friendly they have to be very wide and low. Such design does not effectively mitigate speeds of smaller vehicular traffic and hence defies the purpose of installation.

Rubber speed cushions are modular in design and can be built with smaller width which are more sympathetic in design towards buses, emergency vehicles and cyclists while still effective in reducing speeds of cars and passenger vehicles.

It is therefore recommended that rubber speed cushions and parking lane lines be considered for Caledonian Street. The area map of Caledonian Street is shown in the attached document with proposed location for treatments.

Financial Implications

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

Community Engagement

Community consultation will be undertaken with the affected residents.

Attachments

Caledonian Street, Bexley



Caledonian Street, Bexley – Proposed traffic calming treatment

Bayside Traffic Committee

3/04/2019

Item No	BTC19.050
Subject	Coward Street between Botany Road and Henry Kendall Crescent - Proposed 'No Stopping', 6.30am-9.30am, Mon - Fri restriction along the northern kerbline
Report by	TR3
File	SF19/71
Electorate	Heffron

Summary

Council received a request to review parking to relieve traffic congestion in Coward Street, Mascot.

Officer Recommendation

That the existing 40m 'No Parking, 6.30 am – 9.30 am, Mon-Fri' restriction along the northern kerbline of Coward Street, between Botany Road and Henry Kendall Crescent, be changed to 'No Stopping, 6.30 am – 9.30 am, Mon-Fri'.

Background

Coward Street is a busy regional street with active traffic flow, especially during peak hours. Council received a request to tackle the issue of build-up of vehicles travelling eastbound in Coward Street.

A survey was conducted in Coward Street in the morning and it was observed that traffic backlogged past Henry Kendall Crescent in all 10 cycles of the survey.

At present, there is a 'No Parking, 6.30 am – 9.30 am, Mon-Fri' that is not proving to relieve traffic congestion at morning peak hours, hence it is proposed that the existing restriction be changed to 'No Stopping, 6.30 am – 9.30 am, Mon-Fri'. There is currently a 'No Stopping, 2 pm – 7 pm' restriction tackling the afternoon traffic congestion issue.

The locality of the proposed parking restriction can be found in the attached drawings.

Financial Implications

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

Community Engagement

NA

Attachments

Coward Street NST Map



Bayside Council Serving Our Community	Disclaimer Note This map remains the property of Bayside Council. Reproduction of any part without approval is prohibited. This map has been compiled from various sources and the publisher and/or contributors accept no responsibility for any injury, loss or damage arising from its use or errors or omissions therein.			25/03/2019	
		Prepared By: Malik Almuhanha		1:408	

Bayside Traffic Committee

3/04/2019

Item No	BTC19.051
Subject	Cross Lane between President Avenue and Green Street, Kogarah - proposed painting 'One way arrow' line marking to reinforce the existing 'One way' restriction
Report by	TR6
File	SF19/71
Electorate	Rockdale

Summary

Council has received a request to provide additional traffic measures to reinforce the existing one way signage in Cross Lane between President Avenue and Green Street in Kogarah.

Officer Recommendation

It is recommended that four (4) 'One way street pavement arrows' are painted to reinforce the existing restrictions and enhance safety and awareness in Cross Lane between President Avenue and Green Street in Kogarah.

Background

Cross Lane is a one-way northbound local road from President Avenue to Green Street in Kogarah, which is situated in a residential area near TAFE College.

It has been reported that drivers are disregarding the presence of 'One way' signs by travelling in the opposite direction.

The locations of the proposed road markings are in the attached drawing.

Financial Implications

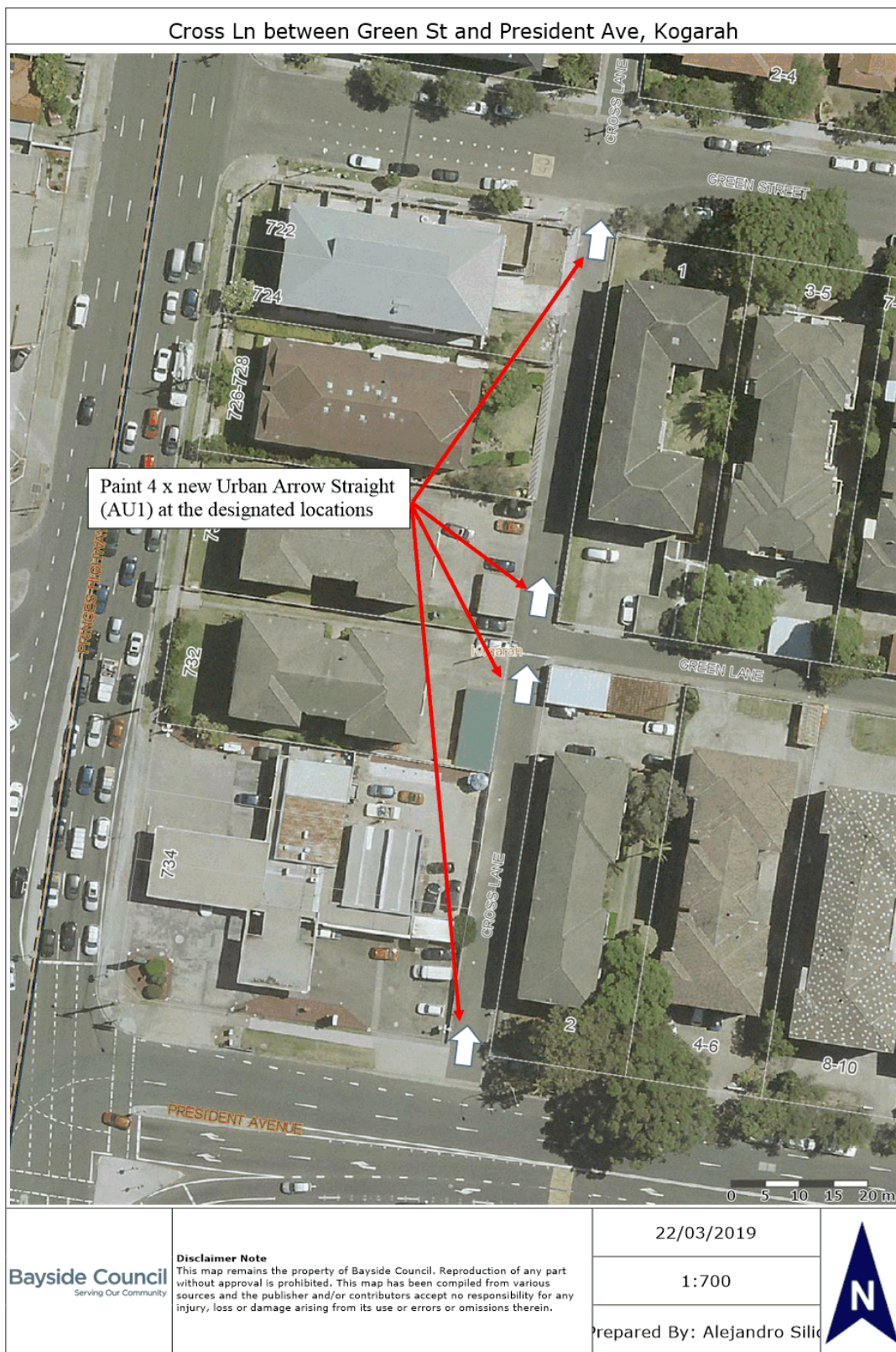
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block Grant for traffic facilities on local streets
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Not applicable

Attachments

Cross Lane Kogarah Straight arrows pavement marking



Bayside Traffic Committee

3/04/2019

Item No	BTC19.052
Subject	Edward Street east Caroline Street Kingsgrove - proposal to move 'No Stopping' restriction next to pram ramp along southern kerb line 5m to the east.
Report by	TR8
File	SF19/71
Electorate	Kogarah

Summary

Council has received a request to improve the pedestrian visibility from a pram ramp on the southern kerb line of Edward Street east Caroline Street Kingsgrove. Parked cars obscure pedestrians crossing the road at the pram ramp.

It is proposed to relocate the existing 'No Stopping' restriction on the southern kerb line next to the pram ramp, 5m further east.

Officer Recommendation

That approval be given to the relocation of the existing 'No Stopping' restriction adjacent to the pram ramp on the southern kerb line 5m east to improve the sight distance of pedestrians and west bound traffic.

Background

Edward Street Kingsgrove is a local street that dissects a low density residential area and situated to two schools; Our Lady of Fatima Primary School and St Ursula's College.

On Edward Street, west Caroline Street, kerbside parking is provided along both the northern and southern kerb line.

At the beginning and end of school, kerb side parking around the Edward Street and Caroline Street intersection is mostly occupied and pedestrian activity is very high.

On the southern kerb line of Edward Street east Caroline Street, kerb side parking begins immediately after the pram ramp which is a popular crossing area. Cars often park closely adjacent to the pram ramp, particularly during peak school periods, obscuring pedestrians from the view of drivers.

To improve the sight distance in the short term for both the drivers and pedestrians, it is recommended to relocate the existing 'No Stopping' restriction adjacent to the pram ramp on the southern kerb line east of Caroline Street 5m further east from its current location and remove the adjacent small shrub.

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

Attachments

Edward Street east Caroline Street relocation of 'No Stopping' restriction



Bayside Traffic Committee

3/04/2019

Item No	BTC19.053
Subject	Henry Kendall Crescent and Elphick Avenue, Mascot - Proposed '3P, 8am-6pm, Mon -Fri, Permit Holders Excepted, Area 'C'.
Report by	TR3
File	SF19/71
Electorate	Heffron

Summary

Council has received a request to allow residents with parking permits to park in Henry Kendall Crescent and Elphick Avenue, Mascot, north of Coward Street.

Officer Recommendation

That the existing '3P, 8 am – 6 pm, Mon-Fri' restrictions in Henry Kendall Crescent and Elphick Avenue, Mascot, be converted to '3P, 8 am – 6 pm, Mon – Fri, Permit Holders Excepted, Area 'C' restriction to allow residents some parking permits to stay longer than 3 hours.

Background

Henry Kendall Crescent and Elphick Avenue, Mascot, are residential street with demand for parking. The current restriction in both streets is '3 Hour Parking, 8 am – 6 pm, Mon-Fri'. It is recommended that an exception if added to allow permit holders in Area C to park unrestrictedly to meet the residents' parking demands.

The locality of the existing parking restrictions can be viewed in the attached drawing.

Financial Implications

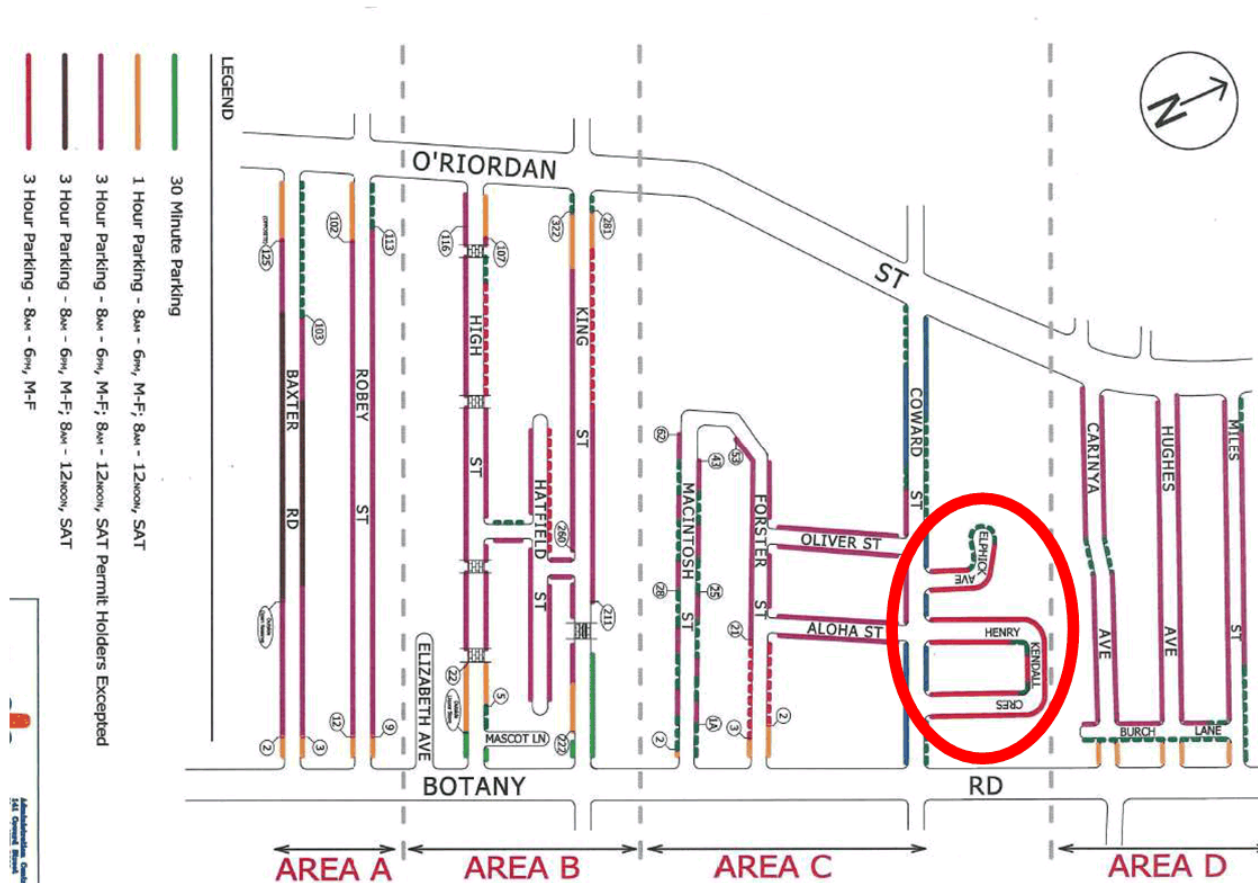
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

NA

Attachments

Henry Kendall Cres Map



Bayside Traffic Committee

3/04/2019

Item No	BTC19.054
Subject	Hollingshed Street and Frogmore Street, Mascot - Single Lane Roundabout
Report by	TR9 TR7
File	SF19/71
Electorate	Heffron

Summary

Council received funding to treat the intersection of Hollingshed Street and Frogmore Street with a roundabout under the Commonwealth Government's 2018-2019 Blackspot Program. The design has now been completed.

Officer Recommendation

That approval be given to the attached design for the construction of a new roundabout at the intersection of Hollingshed Street and Frogmore Street, Mascot which has secured \$90,000 (100% funding) under Commonwealth Government's 2018-2019 Blackspot Program.

Background

The intersection was nominated to receive grant funding for the construction of a single lane roundabout. The new roundabout will be the same size as adjoining roundabouts, as well as landscaping where appropriate.

At the meeting of the Bayside Traffic on 04/07/2018, the two recommendations were adopted by Council.

That community engagement be undertaken on the proposed roundabout with results reported to a future Bayside Traffic Committee Meeting.

That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.

A copy of the proposal is attached. In addition to the installation of the traffic facility a landscape design will be prepared to complement the previously installed roundabouts. However, noting that as planting in refuges does not meet current compliance standards landscape will be confined to the centre of the roundabout.

Financial Implications

Not applicable



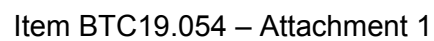
Included in existing approved budget	<input checked="" type="checkbox"/>	100% by Australian Government's Blackspot Program
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

A letter drop was distributed to affected residents notifying them of the proposal. No feedback was received in response to the proposal.

Attachments

Hollingshed Frogmore Roundabout



Bayside Traffic Committee

3/04/2019

Item No	BTC19.055
Subject	John Street between Bourke Road and O'Riordan Street Mascot - Replacement of existing ambiguous 'No Parking with times' and '1P with times' restrictions
Report by	TR8
File	SF19/71
Electorate	Heffron

Summary

Council has received multiple complaints regarding the ambiguity of the 'No Parking' and '1P' restrictions along John Street between Bourke Street and O'Riordan Street, Mascot.

In response to complaints, Council is proposing to change the existing ambiguous configuration of restrictions to a simplified combined restriction.

Officer Recommendation

That approval be given for the replacement of the following existing signs along John Street between Bourke St and O'Riordan Street Mascot:

- 1P 6 am – 4 pm Mon
8 am – 6 pm Tue
6 am – 6 pm Wed – Fri
6 am – 1 pm Sat
- No Parking 4 pm – 12 Midnight Mon
12 Midnight – am Tue

With the following new signs:

- No Parking 4 pm - 12 Midnight Mon
12 Midnight – 8 am Tue
 - 1P at other times
-

Background

John Street is a core artery within the Mascot Railway Station Precinct servicing the numerous residential apartment blocks, businesses and public transport amenities in the area. Parking is very limited in the precinct, with there being a high demand for parking along John Street.

John Street also services multiple high density residential blocks that leave dozens of wheelie bins on the verge prior to collection day on Tuesday mornings, which frequently encroach onto the kerbside parking spaces. We believe the current parking restrictions in the area have been implemented to improve accessibility for waste collection operations.

Currently, in several locations throughout John Street, the following restrictions apply:

- 1P 6am - 4pm Mon
8am-6pm Tue
6am-6pm Wed - Fri
6am - 1pm Sat
- No Parking 4pm - 12 Midnight Mon
12 Midnight – 8am Tue

Since the restriction had been implemented by the former Botany Bay Council, no concrete information about why it had been endorsed, however, it is assumed to accommodate waste collection operations along John Street.

Nonetheless, given the complaints Council has received about the ambiguity of the signs and high demand for parking in the precinct as a whole, council is proposing to install combined:

- No Parking 4pm - 12 midnight Mon
12 midnight – 8am Tue
- 1P at other times

restriction along John Street between Bourke Street and O’Riordan Street Mascot to provide clarity for drivers and increase parking opportunities in the area. The waste management team at Bayside Council will ensure that their operations are not affected by this proposal.

Financial Implications

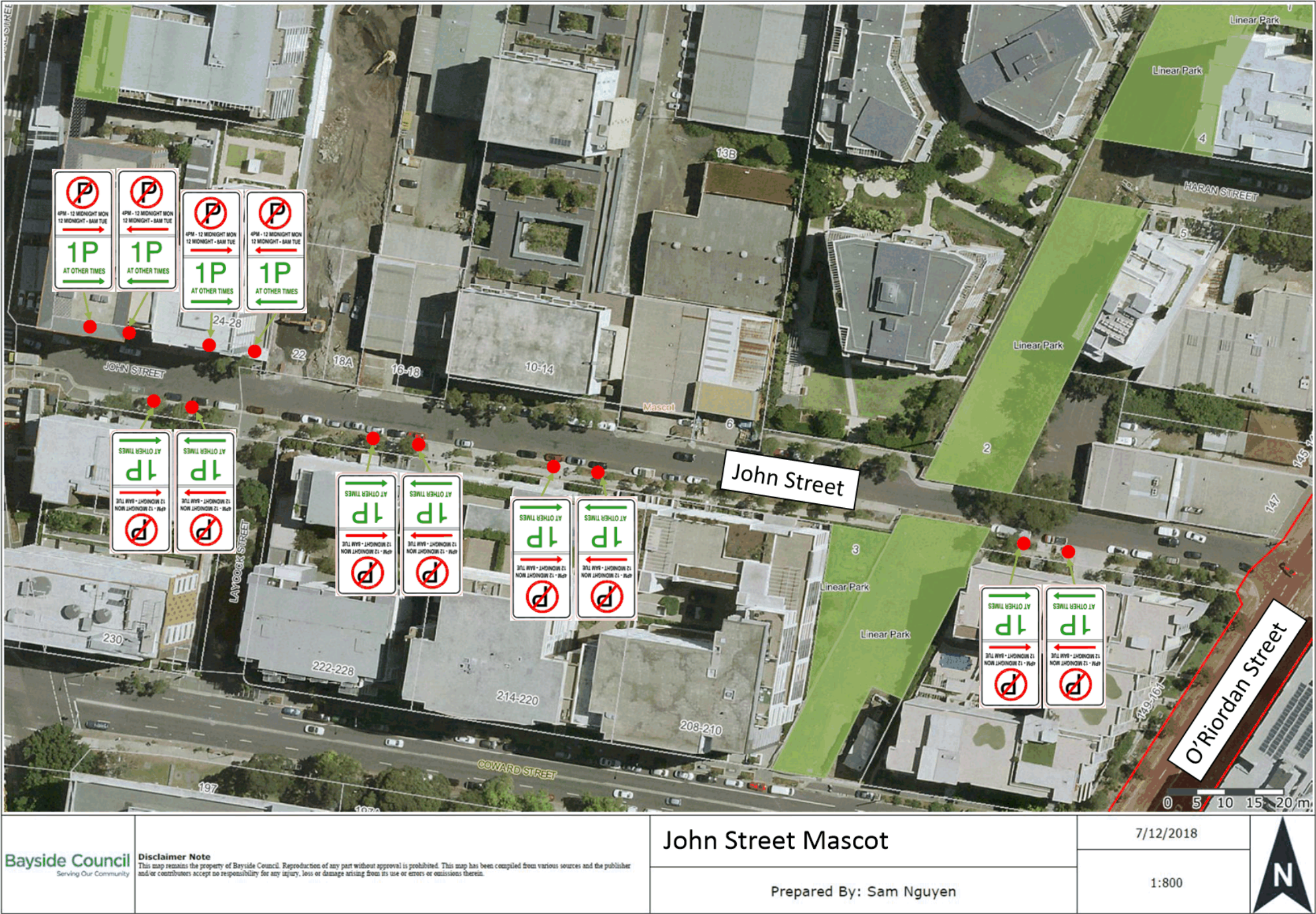
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	

Community Engagement

Affected residents will be advised of Council’s decision.

Attachments

John St Mascot change of ambiguous parking restrictions



Bayside Traffic Committee

3/04/2019

Item No	BTC19.056
Subject	Magdalene Terrace east Mount Olympus Blvd Wolli Creek - Proposed 'Motorbike Parking Only' restriction
Report by	TR8
File	SF19/71
Electorate	Rockdale

Summary

On the 5 December 2018, the Bayside Traffic Committee endorsed the provision of a pedestrian crossing on Magdalene Terrace east of Mount Olympus Blvd. With the current kerb side parking arrangement, installing a pedestrian crossing will create an unsafe sight distance issue on the southern end of the crossing particularly when the parking spaces closest to the crossing on the southern kerb line are occupied by large trucks.

To rectify this issue, it is proposed changing the restriction on two (2) parking spaces from the existing '2P with times' to 'Motor Bike Parking Only'. The motorbikes are shorter than vehicles which will provide a good sight distance for pedestrians.

Officer Recommendation

That approval be given to the conversion of the first two (2) parking spaces (12m long) on the most western side of the southern kerb line on Magdalene Terrace from '2P with times' to 'Motorbike Parking Only' to improve sight distance at the new pedestrian crossing yet to be constructed.

Background

Magdalene Terrace is an arterial, two way road within the Wolli Creek Railway Station Precinct, which services a mix of residential and commercial properties. With the recent opening of the Aldi store at 4 Magdalene Terrace, pedestrian traffic is rising. Bayside Council have proposed a network of pedestrian crossings throughout the area to address the forecasted increase in pedestrian traffic, which were endorsed by the Bayside Traffic Committee and Council in December 2018.

One of the proposed pedestrian crossings is located on Magdalene Terrace, just west of Mount Olympus Blvd. It is situated directly in front of the entrance to Aldi and is therefore a critical crossing area for pedestrians. However, with the current arrangement of parking along the southern kerb line of Magdalene Terrace, there is insufficient sight distance on the southern end of the proposed crossing when parking spaces are occupied.

To resolve this issue, it is recommended to change the first two parking spaces (12m long) on the western side of the southern kerb line of Magdalene Terrace to 'Motorbike Parking Only'. Six (6) motorbikes will be able to park at the 90 degree angle in the two vehicle parking spaces. The proposed location for the marked footcrossing has an existing 2m kerb extension into Magdalene Terrace.

This proposal will meet the RMS's Technical Directions TDT2011.01 requirements for the marked footcrossings in terms of 'No Stopping' zones, with the kerb extension of 2m wide.

The locality, of the existing and proposed parking arrangements in Magdalene Terrace is shown in the attached drawing.

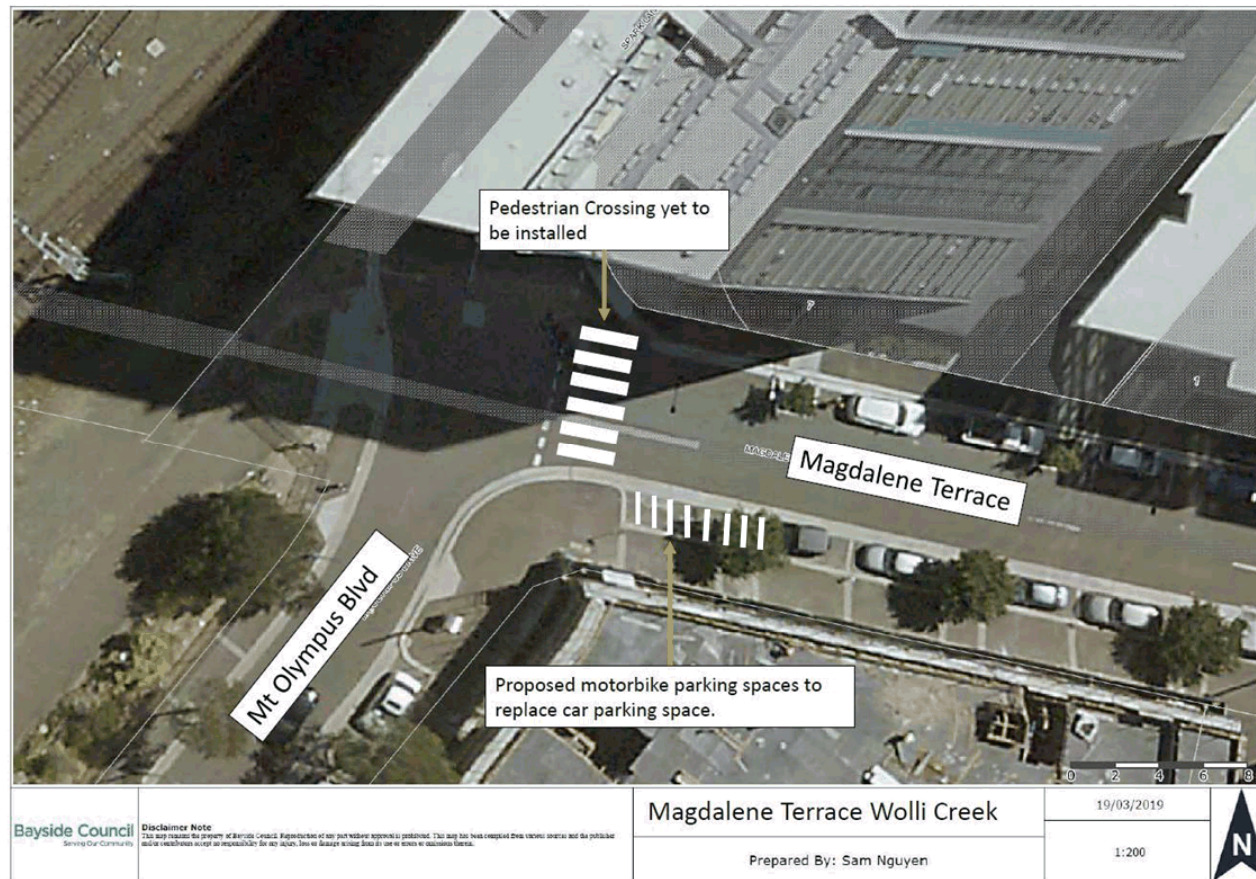
Financial Implications

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

Attachments

Magdalene Terrace Motorbikes Parking Only



Bayside Traffic Committee

3/04/2019

Item No	BTC19.057
Subject	Maloney Street, Eastlakes - Detailed design drawings for traffic calming scheme
Report by	TR2
File	SF19/71
Electorate	Heffron

Summary

Council was successful in receiving funding to treat Maloney Street, Eastlakes, between Evans Avenue and George Street with a traffic calming scheme under Commonwealth Government 2018/2019 Blackspot program.

Officer Recommendation

That approval be given to the detailed plans for the traffic calming scheme in Maloney Street between Evans Avenue and George Street. This project includes the installation of rubber cushion pads, the upgrade to existing line marking and the construction of a new raised pedestrian crossing, as per the attached drawing.

Background

Bayside Council at its meeting on 11/07/2018, via the recommendations of its Traffic Committee meeting on 04/07/2018 resolved as follows –

- 1 That in-principle support be provided for the proposed traffic calming scheme in Maloney Street between Evans Avenue and George Street which has secured funding, \$82,500 (100%) under Commonwealth Government 2018/2019 Blackspot program.
- 2 That community engagement be undertaken on the proposed traffic calming scheme with results reported to a future Bayside Traffic Committee Meeting.
- 3 That the detailed design drawings be submitted to Bayside Traffic Committee for endorsement.

The detail design has now been completed. The project has secured funding of \$82,500 (100%) under Commonwealth Government 2018/2019 Blackspot program.

Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	Fully funded by Fed Government Blackspot Program
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

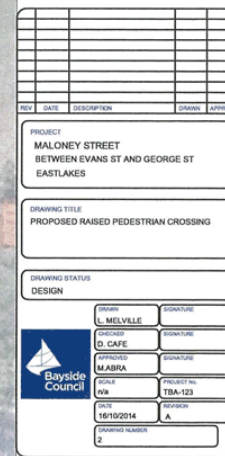
Community Engagement

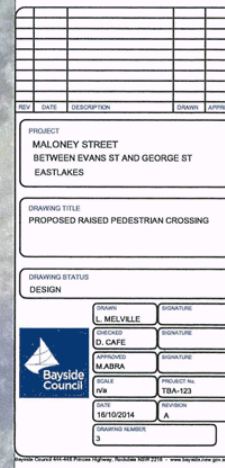
Residents have been notified of the proposed traffic calming scheme.

Attachments

Maloney St Detail drawing







Bayside Traffic Committee

3/04/2019

Item No	BTC19.058
Subject	Page Street between Wentworth Avenue and Dalley Avenue, Pagewood - Proposed 'No Stopping, 3pm-7pm, Mon- Sat' and 'Bus Zone' Restrictions.
Report by	TR3
File	SF19/71
Electorate	Maroubra

Summary

Council has received a request to review kerbside parking to relieve traffic congestion in Page Street between Wentworth Avenue and Dalley Avenue during peak hours.

Officer Recommendation

- 1 That approval be given to the installation of 20m 'No Stopping' restriction along the western kerb line of Page Street, north of Dalley Avenue, Pagewood
 - 2 That approval be given to the installation of parking restrictions along the eastern kerb line of Page Street north of Dalley Avenue
 - o 0 - 10m – Proposed 'No Stopping'
 - o 10m – 35m – Proposed 25m 'Bus Zone'
 - o 35m-55m – Proposed 20m 'No Stopping, 3 pm - 7 pm, Mon – Sat'.
 - o From 55m northward – retain existing parking restrictions
-

Background

Page Street is a busy regional street near Pagewood Public School. As a result of new developments in the area, it has been observed that congestion has increased in the area resulting in queuing of traffic leading to the traffic lights at Wentworth Avenue.

The issue is exacerbated when there is a queue of vehicles wishing to turn right onto Banksia Street or Dalley Avenue, despite the presence of the 'Keep Clear' linemarking.

In order to relieve traffic congestion in Page Street, it is recommended to install 'No Stopping' in the afternoon peak hours and formalise the regulatory signage associated with the bus stop that has been in operation for years to a 'bus zone' restriction.

Affected residents in Page Street have been consulted. No objections have been received.

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

Financial Implications

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

Community Engagement

Affected residents have been consulted.

Attachments

Page Street Map



Bayside Traffic Committee

3/04/2019

Item No	BTC19.059
Subject	Preddys Road eastern kerb line north of Canonbury Grove - proposed 'No Stopping' restriction
Report by	TR3
File	SF19/71
Electorate	Kogarah

Summary

Council has received a request for the provision of 'No Stopping' restriction in Preddys Road, Bexley.

Officer Recommendation

That the 'No Stopping' zone on the east side of Preddys Road, Bexley North, just north of Canonbury Grove be extended by 40m to improve stopping sight distance due to the slope of the street causing difficulty viewing on-coming traffic for motorists existing Canonbury Grove in conjunction with the high level footpath as follows:

- * From 0m to a point 10m – retain existing 'No Stopping' restriction.
 - * From 10m to 50m – proposed 'No Stopping' restriction.
 - * From 50m northward – retain existing restrictions.
-

Background

Preddy's Road is an active regional road in Bexley North with heavy traffic volumes especially during peak hours. Council has been approached to review the possibility of extending an existing 'No Stopping' restriction in Preddys Road. After review, it is recommended that the 'No Stopping' zone is extended by 40m to improve safety in the area as existing traffic from Canonbury Grove are unable to view incoming traffic from Preddys Road.

In accordance with RMS crash statistics, for the period of five years, ending 31 March 2018, there is one (1) reported injury crash involving a cyclists at the T Junction of Preddy's Road and Canonbury Grove.

Affected residents have been consulted, with one resident objecting to the proposed restriction. The resident claims that there is no safety benefit from removing parking spaces and asks that other residents, who have concerns turning out of Canonbury Grove, can use alternative access. The response of Traffic & Road Safety Section referred to the recent accident data and the current high level footpath fronting the proposed 40m 'No Stopping' zone which has a steep cross and longitudinal fall that does not support a safe landing for pedestrians exiting vehicles onto the footpath. The objecting resident has adequate off street parking on their property and generally there is ample of parking available north of the proposed 'No Stopping' zone.

For safety for all road users including vehicles passengers, it is considered that 'No Stopping' zone be provided.

The locality of the proposed and existing parking in Preddy's Road north of Canonbury Grove is shown in the attached drawings.

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 decision.

Attachments

Preddys Road NST



Bayside Traffic Committee

3/04/2019

Item No BTC19.060
Subject **Ramadan Festival 2019**
Report by Kylie Gale, Coordinator Events
File SF19/71
Electorate

Summary

To celebrate the festival of Ramadan Bayside Council is planning a street food fair in Walz Street, Rockdale from 7.00pm to midnight, the event is proposed to occur on Saturday and Sunday (25 – 26 May and 1-2 June) or four consecutive Saturdays (11,18, 25 May and 1 June). Food trucks would be set up each day on the road pavement to complement existing food outlets. Due to the tight timing of the road closure and limited special event clearways in place, unfortunately stall style vendors cannot be accommodated.

Please note due to the number of changes, the TMP and TCP refers to Friday and Saturday, the event is proposed to occur on Saturday and Sunday (25 – 26 May and 1-2 June) or four consecutive Saturdays (11,18, 25 May and 1 June), pending decision of the Ramadan working party.

Officer Recommendation

That the committee discuss this report and discuss contingency for bus route and taxi services.

Background

In order for the street festival to occur, Walz Street would be the most impacted as it would be closed to through traffic from 5.00 pm – 1.00 am on event days as described in the summary, a special event clearway will be in place on both Walz Lane and Walz Street during the closure to allow for towing of vehicles parking within the closure, this will ensure the safety of patrons, vendors and personnel.

The Council car park on Walz Street will also be closed during the closure, vehicles parked in this area will be required to exit by 4.30 pm on event days as described in the summary. Advisory signage will be in place to advise motorists of the changed conditions.

ROAD CLOSURES would be in place on event days as described in the summary;

- 5 pm – 1 am: Walz Street between Watkin Street and Railway Street
- 5 pm – 1 am: Walz Lane, no entry into Walz Street

SPECIAL EVENT CLEARWAYS would be in place on event days as described in the summary;

- 4.30 pm until 1 am on event days as described in the summary: Walz Street between Watkin Street and Railway Street, east and west bound and Walz Lane.

- Special event clearways are strictly no-parking zones, this includes local residents and RMS Mobility Scheme Permit holders. Vehicles in clearways will be towed.

CHANGES TO PUBLIC TRANSPORT would be in place on event days as described in the summary;

- Taxi zone relocated to Railway Pde outside Guild Theatre, 87 Railway Street, Rockdale
- Bus Route 452 – 8 services will be impacted from 16.41pm – 22.11pm. An alternative routes as per TCP has been suggested for consideration.

Financial Implications

Not applicable



Community Engagement

Based on the feedback received from previously consultation with the traffic committee, local business and community groups, the format and location of the event has changed to reduce the noted impacts.

Attachments

- 1 Ramadan Walz St - TMP
- 2 Ramadan Walz St - TCPs
- 3 Ramadan Walz St - ROL application (pending)



2019 Ramadan Food Festival

Draft Overview of **Traffic, Transport & Pedestrian Management Plan**

Walz St, Rockdale
Friday 24th & Saturday 25th May and Friday 31st May & Saturday 1st June 2019

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



Prepared by: Julian Sanderson & Robert Macpherson
RMS Card No: 005 141 8328
Event & Sports Projects Australia Pty Ltd
For: Bayside Council
Version Date: 20 March 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. Please note Council are currently undergoing a survey with Businesses and residents of Walz Street.

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 Ramadan Food Festival, to be held 7:00pm to Midnight Friday 24th & Saturday 25th May and again on Friday 31st May & Saturday 1st June 2019 at Walz St between Watkin and Railway Streets (with road closures and Special Event Clearways between 5pm and 1am).

1.2 ORGANISATIONAL CONTEXT

Event & Sports Projects Australia Pty Ltd (ESPA) have been engaged by Bayside Council, to compile the Traffic Management Plan (TMP) for the Ramadan Festival that runs over two weekends on Friday and Saturday nights starting 24th May 2019.

1.3 KEY STAKEHOLDERS & CONTACTS

Proponent	Bayside Council Mark Goddard 02 9562 1845 Mark.Goddard@bayside.nsw.gov.au	
Operational Agencies	Police St George LAC ESPA (Traffic Control) Rob Macpherson 0414 748 246 Rob.macpherson@espaaustralia.com.au	TMC RMS James Suprain 02 8849 2294 James.SUPRAIN@rms.nsw.gov.au

1.4 EVENT OVERVIEW

Event Name:	Ramadan Food Festival
Event Owner:	Bayside Council
Date:	24 th , 25 th & 31 st May & 1 st June 2019
Operational Times:	7:00 PM – Midnight
Venue/ Location:	Walz St between Watkin & Railway Streets
Activity:	Food Festival
Expected Attendance:	To be advised by Council
Classification:	Class 2 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:	Bump in: 5:00PM Festival Start: 7:00PM



2019 Ramadan Food Festival – Friday 24th, Saturday 25th, Friday 31st May & 1st June 2019 Version
Date: 20 March 2019

Compiled by: Rob Macpherson; Event & Sports Projects Australia Pty Ltd

This document has been developed by ESPA on behalf of Bayside Council for the 2019 Ramadan Food Festival. This document contains Confidential IP for single use only by proponent and authorised agencies for 2019 Ramadan Food Festival only. It is not to be used in any other instance; it may not be reproduced or passed onto a third party. This document, its structures and processes remain the property of ESPA.

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Concludes:	Festival End: Midnight Road Re-open: 1:00am
Road Closures:	Road Closure and Special Event Clearways will be in place on Walz St between Watkin St and Railway St from 5:00PM – 1:00AM.

1.5 PROPOSED TIMELINE

TASK	DATE	COMPLETE
Site Walk Through	Monday, 18 th March 2019	✓
Traffic Management Plan submitted to Council	Wednesday, 20 th March 2019	
Traffic Management Plan submitted to Bayside Traffic Committee	Monday, 25 th March 2019	
Bayside Traffic Committee Meeting	Wednesday, 3 rd April 2019	
Event Start	Friday, 24 th May 2019	
Event Finish	Saturday, 1 st June 2019	
Event Debrief	TBA	

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 Ramadan Food Festival as a 'one-off' plan for 2019 Ramadan Food Festival 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 Ramadan Food Festival.

3 TRAFFIC MANAGEMENT

3.1 OVERVIEW OF TRAFFIC MANAGEMENT CONSIDERATIONS & STRATEGY

Road Closures and Special Event Clearways will be in place on Walz Street, Rockdale at Watkin and Railway Streets and Walz Lane from 5:00PM allowing Vendors to enter the area to set-up. The Taxi stand at the north eastern end of Walz St will have to be relocated possibly around onto Railway St north of Walz St and just past the Drop off/pick up zone, in the 15min Parking spot before the loading zone.

The Council will need to liaise with the bus company in regards to the Bus stop at St Joseph's Primary School (Stop ID 221619), as buses travel along this street and they will need to be detoured (noted but not limited to bus 452, 453, S093 & S094).

The Guild Theatre has a production showing over the same event period as the festival. The show starts at 8pm on the Friday nights and 2pm on Saturdays. The Council will need to advise the theatre that the carpark is closed from 5pm on Friday and Saturday nights until 1am on the 24th, 25th, 31st May and 1st June 2019. This will be the same for all other driveways on Walz Street, notably St Joseph's Primary School and the tenants of Kadwell Chambers (83-85 Railway St, parking at rear).

3.2 ROAD CLOSURES

Rockdale

From 5:00pm to 1:00am next morning Friday 24th, Saturday 25th, Friday 31st May & Saturday 1st June 2019

Walz Street between Watkin Street and Railway Street both sides

Walz Lane between Walz Street and Frederick Street both sides

3.3 SPECIAL EVENT CLEARWAYS

The current site plan for Walz St that is being put forward by Council requires the use of the entire width and length of the road space, therefore the Council have requested a Special Event Clearway to be in place on Walz Street & Walz Lane from 5:00pm to 1:00am each day of the event.

Rockdale

From 5:00pm to 1:00am on 2 weekends:

1st Weekend: Friday 24 May & Saturday 25 May 2019

2nd Weekend: Friday 31 May & Saturday 1 June 2019

Walz Street between Watkin Street and Railway Street both sides

Walz Lane between Walz St and Frederick Street both sides



Special Event Clearway definition

You must not stop or park on a length of road where a Special Event Clearway sign applies: no exceptions.

Holders of residential parking permits are not exempt.

The drivers of public buses, taxis and hire cars are permitted to stop when dropping off or picking up passengers only. If your vehicle is left on a Special Event Clearway it will be towed away, usually to a nearby street, and fines will apply. Check for signage when parking.

3.4 TRAFFIC CONTROL PLANS

Traffic Control Plans (TCP) have been drawn for all intersections of Walz Street as well as a detour route. This route will need to be discussed with the bus company to make sure they will be able to complete some of the turns (Parker St left on to Ferrier St).

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.

3.5 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 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 and/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 on the north side of Walz Street 10 days out from the event

See [Attachment 2](#): VMS Overview Plan including Messaging.

5 LIST OF ATTACHMENTS

5.1 [Attachment 1](#): Traffic Control Plans (v20Feb19)

5.2 [Attachment 2](#): VMS Overview Plan including Messaging - With Final TMP

5.3 [Attachment 3](#): ROL Application – With Final TMP

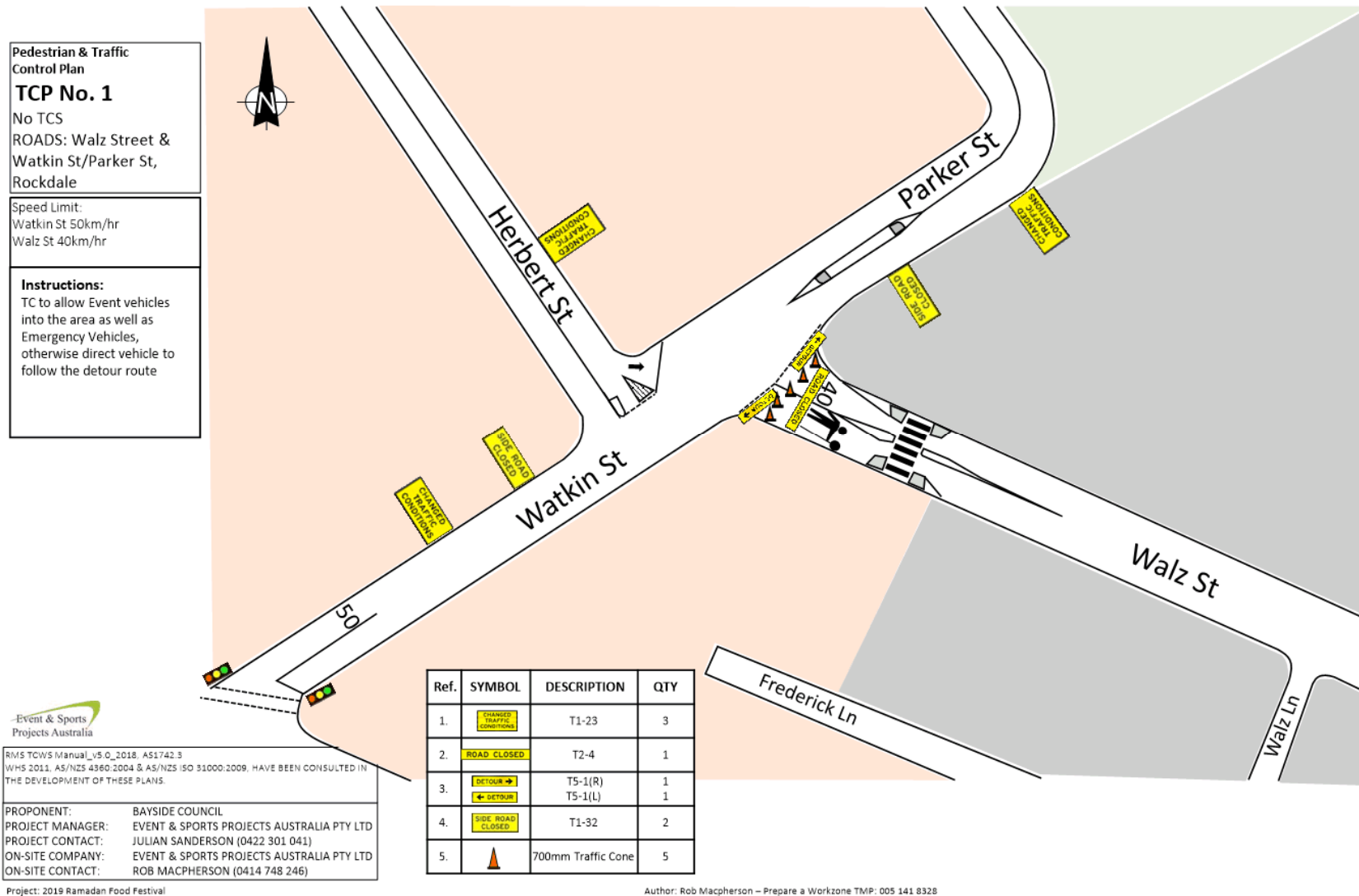
End of document as at version 20 March 2019

EVENT/PROJECT: 2019 Ramadan Food Festival

DATE: 24, 25, 31 May & 1 June 2019

Attachment: 1

Version Date: 20 March 2019

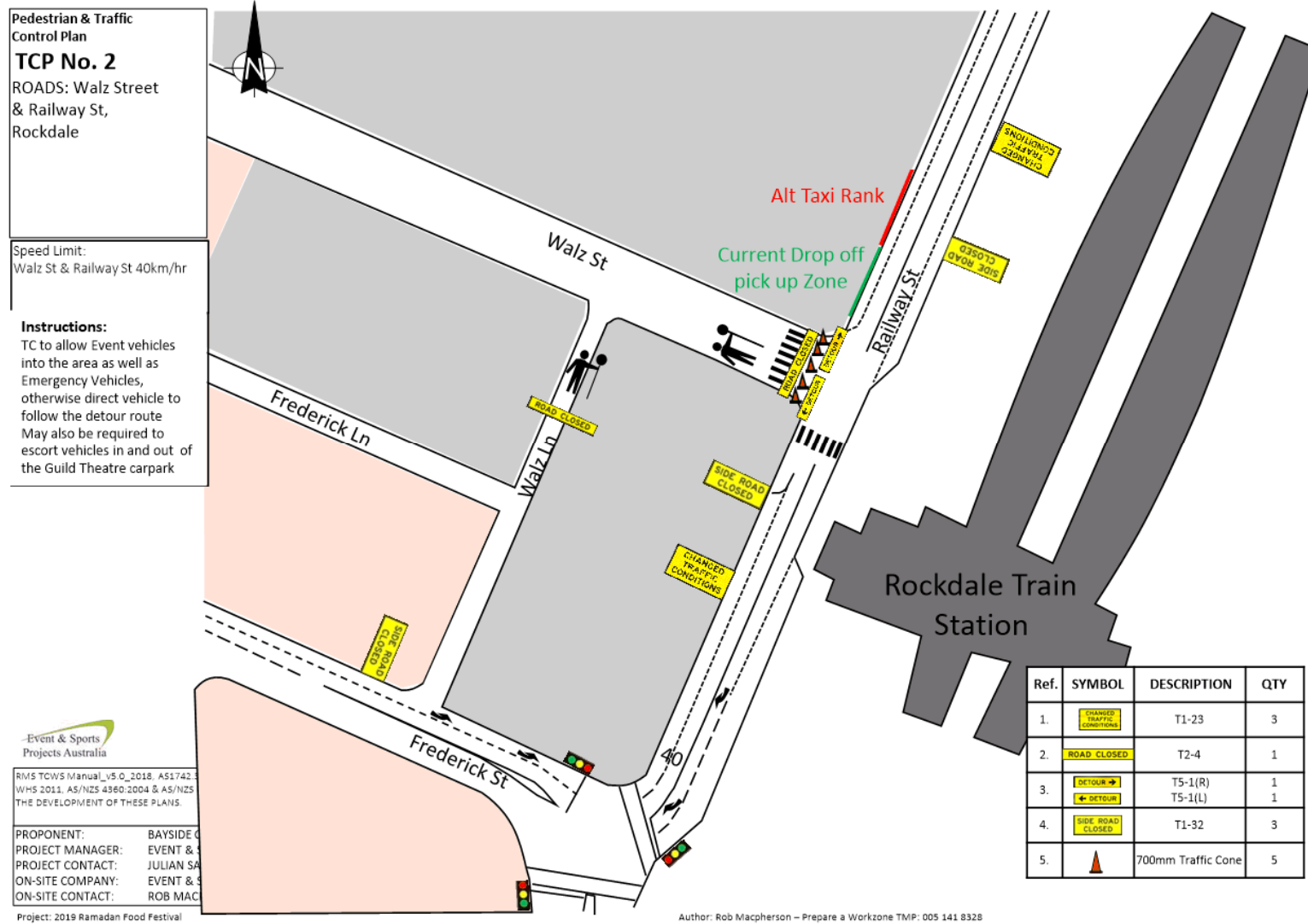


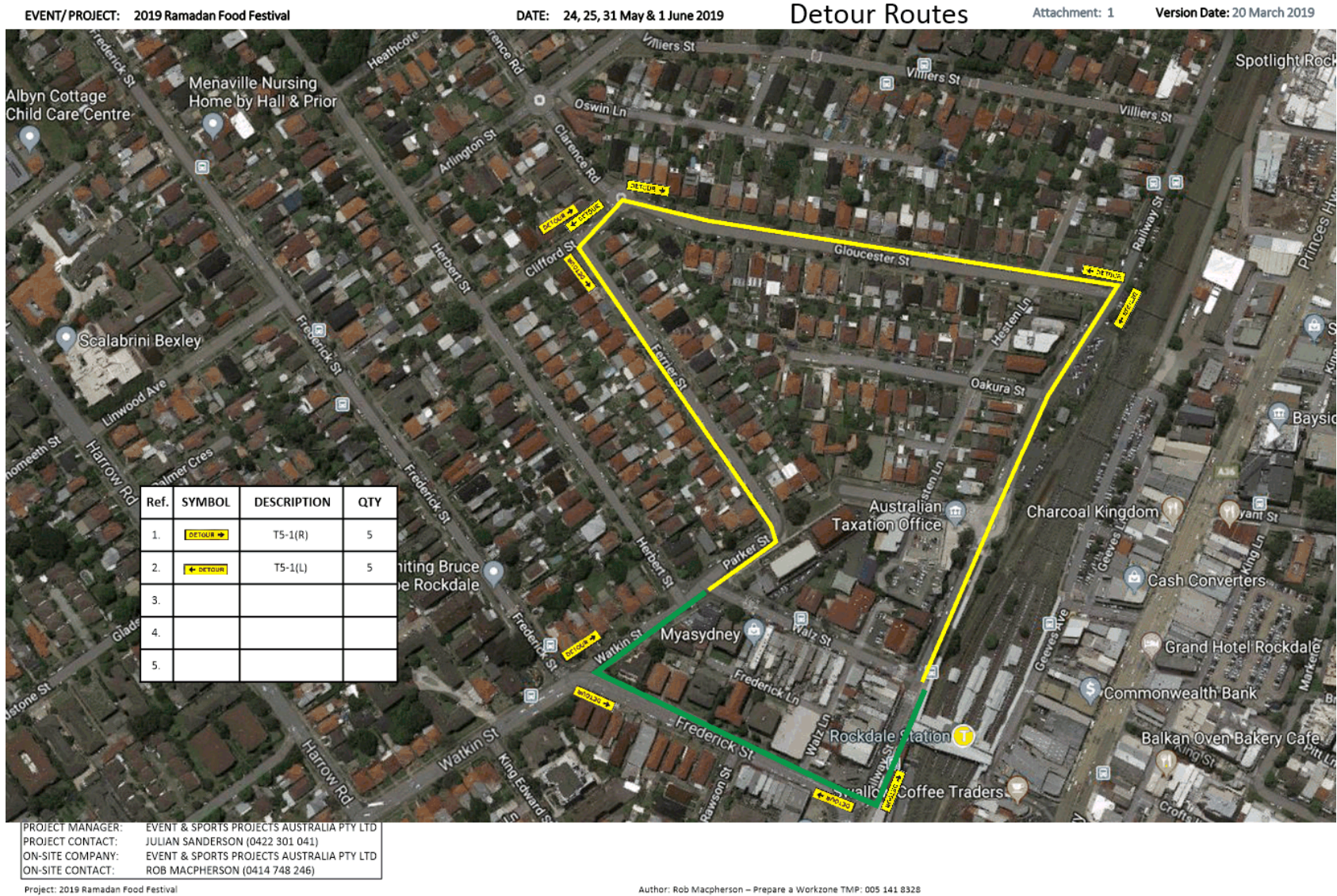
EVENT/PROJECT: 2019 Ramadan Food Festival

DATE: 24, 25, 31 May & 1 June 2019

Attachment: 1

Version Date: 20 March 2019





Rob Macpherson

From: OPLINCdontReply@rms.nsw.gov.au
Sent: Wednesday, 20 March 2019 2:57 PM
To: rob.macpherson@espaustralia.com.au
Subject: OPLINC Road Occupancy Application Received

Dear Robert Macpherson

With regard to the following Road Occupancy Application:

- Application No: 1152058
- Subject Road: WALZ ST
- Suburb: ROCKDALE

Your Road Occupancy Licence Application (ROLA) has been received for assessment. Please note that a minimum of 10 working days is required to assess and process applications.

You can track the progress of your application online from your OPLINC user account.

If you have any queries please contact the relevant office below. If you are not sure of the correct office, contact the Road Occupancy Unit at TMC_PIU@tmc.transport.nsw.gov.au, 02 8396 1513

Office	Email Address	Phone Number
Hunter	rol.hunter@rms.nsw.gov.au	02 8874 6806
Northern	rol.northern@rms.nsw.gov.au	02 6640 1064
South Western	rol.south.west@rms.nsw.gov.au	02 6923 3406
Southern	rol.southern@rms.nsw.gov.au	02 4221 2509
Sydney	tmc_piu@tmc.transport.nsw.gov.au	02 8396 1513
Western	rol.western@rms.nsw.gov.au	02 6861 1461

The OPLINC team

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Bayside Traffic Committee

3/04/2019

Item No	BTC19.061
Subject	Ramsgate Road, Ramsgate Beach - proposed pedestrian crossing and traffic adjustments
Report by	TR7
File	SF19/71
Electorate	Rockdale – Council Resol TRIM BP18/1438

Summary

The Ramsgate Beach town centre has recently been upgraded with widened footpaths, street lighting and landscaping. In conjunction with these works, modifications have been undertaken to traffic arrangements in and around the centre.

This report recommends proceeding with the construction of four raised pedestrian crossings on Ramsgate Road, both east and west of the Alfred Street intersection.

Officer Recommendation

That approval be given to the construction of four raised pedestrian crossings in Ramsgate Road, Ramsgate Beach, east of Alfred Street. As per the attached design.

Background

Pedestrian Crossings – Ramsgate Road, east of Alfred Street

It is recommended that the marked footcrossing be implemented as the site has met the RMS special warrants for the marked footcrossings.

Existing bus zones in Ramsgate Road will not be affected by the proposal.

Raised Thresholds – Ramsgate Road

To enhance pedestrian safety in Ramsgate Road, it is recommended to proceed with the construction of raised pedestrian crossings at the existing marked foot crossings and the newly proposed marked footcrossing in the west and east of Alfred Street respectively.

Financial Implications

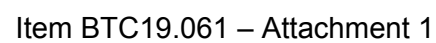
Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	The estimated cost for each raised pedestrian crossing is approximately \$58,000
Additional funds required	<input checked="" type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Consultation will be carried out with Chamber of Commerce and public authorities.

Attachments

Ramsgate Rd proposed raised pedestrian crossings



Bayside Traffic Committee

3/04/2019

Item No	BTC19.062
Subject	39 Rhodes Street, Hillsdale - Proposed 'Give Way' Restriction
Report by	TR3
File	SF19/71
Electorate	Maroubra

Summary

Council received a request to review current traffic arrangement in front of 39 Rhodes Street, Hillsdale.

Officer Recommendation

That the approval be given for the provision of:

- 1 10m (BB) lines at Rhodes Street South of Brittain Crescent, Hillsdale.
 - 2 10m (BB) lines at Rhodes Street North of Brittain Crescent, Hillsdale.
 - 3 10m (BB) lines at Brittain Crescent East of Rhodes Street, Hillsdale.
 - 4 'Give Way' priority control at Brittain Crescent East of Rhodes Street, Hillsdale.
 - 5 'Give Way' priority control facing the driveway of No. 39 Rhodes Street, Hillsdale.
 - 6 Installation of 10m 'No Stopping' restriction on the western kerbline of Rhodes Street north of driveway of No. 39 Rhodes Street, Hillsdale.
 - 7 Installation of 10m 'No Stopping' restriction on the western kerbline of Rhodes Street south of driveway of No. 39 Rhodes Street, Hillsdale.
-

Background

Rhodes Street, Hillsdale, is situated in a residential area with active traffic flow. Recently, a development was completed at 39 Rhodes Street where the majority of residents requested a 10m clearance either end of the driveway to improve sight distance for drivers exiting the driveway of No. 38 Rhodes Street.

Hence, it is recommended that 10m 'No Stopping' restrictions be placed either end of the driveway at Rhodes Street, 'Double Barrier' (BB) lines be installed in Rhodes Street and Brittain Crescent with 'Give way' priority control to increase driver awareness and visibility of intersection, and improve traffic safety in the area. Upon review of the RMS crash history (ending March 2018), no accidents were reported to RMS at that intersection.

The plan of the proposed traffic arrangement can be found in attachments section.

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 EngagementNA

Attachments

39 Rhodes Street Drawing



Bayside Traffic Committee

3/04/2019

Item No	BTC19.063
Subject	Short Street at Carlton Parade, Carlton - Proposed raised pedestrian crossing slow point - funded by NSW State Government 2018/2019 Safer System Pedestrian Program
Report by	TR9
File	SF19/71
Electorate	Kogarah

Summary

Council has been successful in receiving an offer of grant funding to treat Short Street at Carlton Parade, Carlton under the NSW State Government's 2018-2019 Safer System Pedestrian Program.

A detailed design has been completed and is being put forward to the Traffic Committee for endorsement.

Officer Recommendation

That approval be given for the construction of a new raised pedestrian crossing in Short St, Carlton based on the attached design.

Background

On 4 July, 2018 the Traffic Committee endorsed, in principle, the proposed traffic calming scheme in Short Street, at Carlton Parade, Carlton.

A detailed design has been completed and put forward for committee endorsement.

The new raised crossing in Short Street at Carlton Parade is shown in the attached drawing.

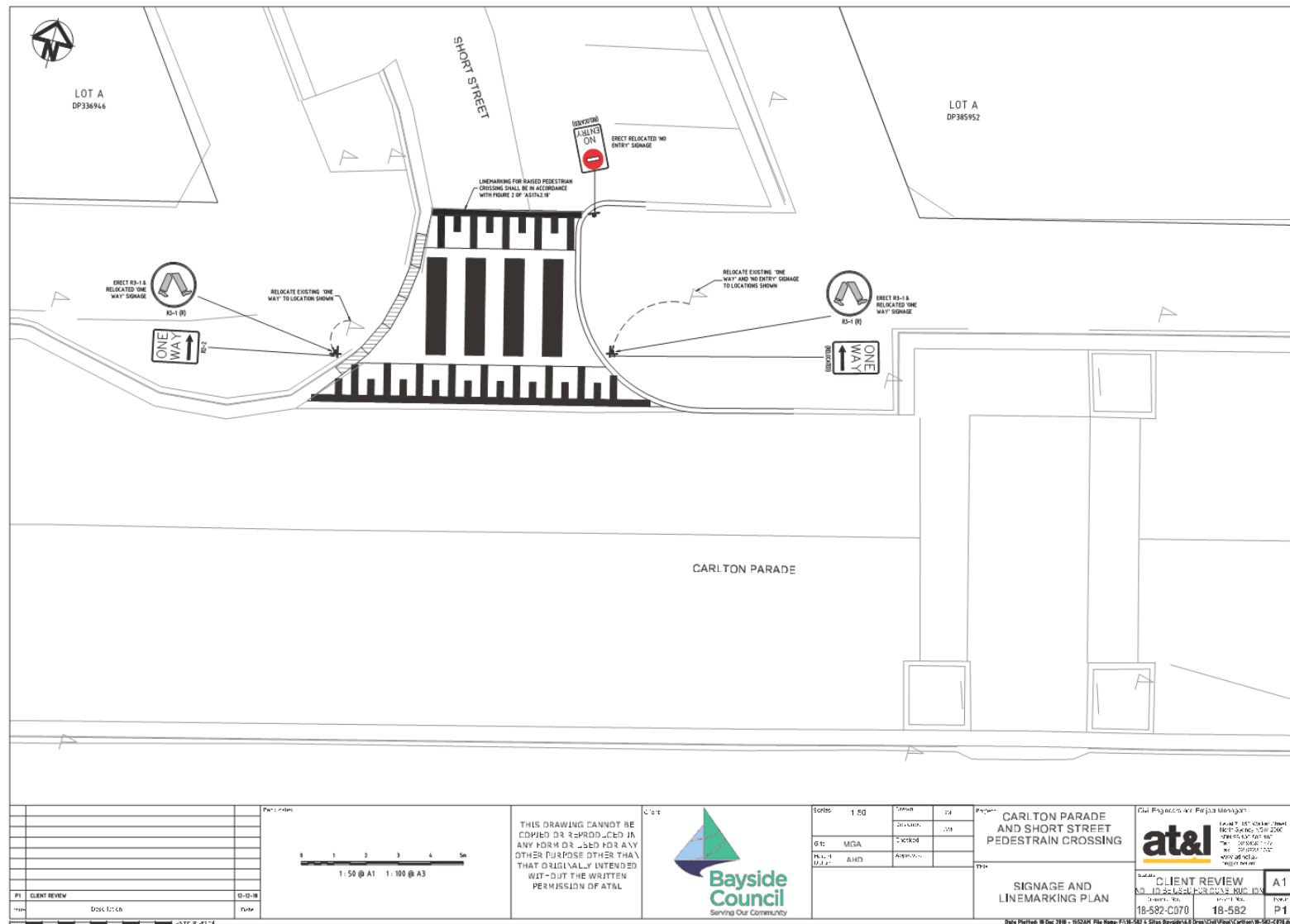
Financial Implications

Not applicable	<input type="checkbox"/>	
Included in existing approved budget	<input checked="" type="checkbox"/>	100% funded by NSW State Government Safer System Pedestrian Program \$35,000
Additional funds required	<input type="checkbox"/>	

Community Engagement

Attachments

Short Street raised pedestrian crossing



Bayside Traffic Committee

3/04/2019

Item No	BTC19.064
Subject	Sutherland Street, Mascot - Proposed provision of 7m '1P 8.30 am - 6 pm Mon-Fri' parking restriction
Report by	TR2
File	SF19/71
Electorate	Heffron

Summary

Council has received a request for parking restrictions in front of No 142 Sutherland Street, Mascot.

Officer Recommendation

- 1 That approval be given for the installation of 7m "1P, 8.30 am – 6 pm Mon-Fri" parking restriction measured from the southern property boundary in front of 142 Sutherland Street, Mascot.
 - 2 That parking situation at this location be revisited annually and that the applicant be advised that the proposed 1P parking restriction in Sutherland Street is for all road users to use including themselves.
-

Background

Council has received a request for parking restrictions in front of No 142, Sutherland Street, Mascot which has now been investigated.

Sutherland Street is a regional road with a high demand for parking due to surrounding land uses as well as Sydney Airport. The resident has cited difficulties for parking for carers of the elderly couple who reside at the property due to claims of long term parking related to the airport.

The '1P' restriction will increase the turnover of parking by deterring long-term parkers from parking there and 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 is shown in the attached drawings.

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

Sutherland Street, Mascot



Sutherland Street, Mascot – Proposed 7m 1P 8:30am-6:00pm Mon-Fri from southern boundary

Bayside Traffic Committee

3/04/2019

Item No	BTC19.065
Subject	31B Terry Street, Arncliffe - Proposed provision of 7.2m '1/2 P' restriction
Report by	TR3
File	SF19/71
Electorate	Rockdale

Summary

Council has received a request for a parking space for people with mobility difficulty in front of No. 31B Terry Street, Arncliffe.

Officer Recommendation

- 1 That a 7.2m '1/2 P' restriction be provided in front of 31B Terry Street, Arncliffe.
 - 2 That the applicant be advised that the 1/2P restriction in Terry Street, is all road users to use and the parking situation at this location be renewed every year.
-

Background

Terry Street, Arncliffe, is a residential street with demand for parking. The resident at number 31B Terry Street has an off-street parking space in Terry Lane, however, he is claiming that his 9 year old son with mobility difficulty finds it far and challenging to reach the house from the back lane access.

The area in front of the resident's property is not suitable for a disabled parking space in accordance with the Australian Standards, as an indented parking bay and pram ramp cannot reasonably be provided. It is therefore recommended that a 7.2m of '1/2 P' restriction be provided outside 31B Terry Street, Arncliffe, noting that Accessible Mobility Permit Holders can park unrestrictedly in the '1/2 P' parking zone in accordance with Rule 206 (2) (b) (iii) of the Road Rules.

The locality of the proposed restriction can be found in the attachments section.

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

Resident will be informed of Council's decision,

Attachments

31B Terry Street Map



Bayside Traffic Committee

3/04/2019

Item No	BTC19.066
Subject	Toyer Avenue and Napoleon Street, Sans Souci intersection - Provision of 'No Stopping' restriction 10m from intersection
Report by	TR8
File	SF19/71
Electorate	Rockdale

Summary

Council has received a request to install 'No Stopping' restriction 10m from the intersection on Toyer Avenue and Napoleon Street, Sans Souci to improve sight distance for vehicles turning onto Napoleon Street.

Officer Recommendation

That approval be given to the installation of 'No Stopping' signs on Toyer Avenue and Napoleon Street, Sans Souci 10m from the intersection as depicted in the attached drawings.

Background

Napoleon Street and Toyer Avenue service low density residential homes. These roads are fairly wide, even when cars are parked along the kerb and they have a straight alignment. Currently there are no existing 'No Stopping' restrictions at this intersection and cars often park too close to the intersection, compromising sight distance for vehicles turning from Toyer Avenue to Napoleon Street.

Council proposes installing 'No Stopping' signs 10m from the intersection as per the attached drawing to resolve this issue.

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

Attachments

Toyer Ave and Napoleon St No Stopping Drawing



Bayside Traffic Committee

3/04/2019

Item No	BTC19.067
Subject	Underwood Avenue, at Bay Street, Botany - Proposed delineation of 'Give Way' priority control and 10m double barrier lines
Report by	TR2
File	SF19/71
Electorate	Maroubra

Summary

Council has received a request from a resident to consider delineating the priority control at the intersection of Underwood Avenue and Bay Street, Botany

Officer Recommendation

That approval be given to the installation of:

- 1 Signs and linemarking for 'Give Way' priority control in the Underwood Avenue approach to Bay Street, Botany.
 - 2 10m double barrier (BB) in Underwood Avenue south of Bay Street.
-

Background

Council has received a request from a resident to signpost priority control restrictions at the intersection of Underwood Avenue and Bay Street, Botany.

Underwood Avenue services primarily an industrial/commercial precinct. However, some side streets also have residential properties. There is a school zone that applies to the intersection due to proximity to Botany Public School.

There has been one (1) non-injury crash reported at this intersection based on the crash data provided by Roads and Maritime Service for the latest 5 year period ending March 2018.

Whilst NSW Road Rule 73 applies at all T-intersections, given the surrounding land use and proximity to a primary school, it is recommended to delineate this intersection with 'Give Way' priority control signs and line marking as well as 10m BB lines to improve traffic safety. This proposal will also eliminate the confusion of the priority between drivers.

The locality of the proposed Give Way priority control at the intersection of Bay Street and Underwood Avenue is shown in the attached drawing.

Financial Implications

Not applicable



Included in existing approved budget	<input checked="" type="checkbox"/>	Block grant for traffic facilities in local streets
Additional funds required	<input type="checkbox"/>	<<Enter comment if required or delete>>

Community Engagement

Not required

Attachments

Underwood Avenue, Botany



Underwood Avenue, Botany – Proposed delineation of 'Give Way' priority control and 10m (BB) double barrier lines

Bayside Traffic Committee

3/04/2019

Item No	BTC19.068
Subject	York Street and George Street intersections with Bestic Street, Rockdale - Proposed double barrier lines
Report by	TR3
File	SF19/71
Electorate	Rockdale

Summary

Council received a request to review the current traffic arrangement at the intersections of Bestic Street with York Street and with George Street, Rockdale.

Officer Recommendation

That the approval be given for the provision of:

- 1 10m (BB) lines with raised pavement markers in York Street south of Bestic Street, Rockdale.
- 2 10m (BB) lines with raised pavement markers in George Street South of Bestic Street, Rockdale.

Background

The intersections of Bestic Street with York and with George Streets, Rockdale, are situated in a residential area with active traffic flow. Bestic Street is a classified regional road.

It has been observed that motorists have been turning to the wrong side of York and George streets causing serious safety concerns.

Upon review of RMS's crash data in the last 5 years ending March 2018, Two (2) injury accidents have been reported at each intersection (Four total injury accidents involving different road user movements).

Hence, it is recommended that Double Barrier (BB) lines be installed to increase driver awareness and visibility of intersection, and improve traffic safety in the area.

The locality of the proposed line marking 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

NA

Attachments

York Street and George Street BB Linemarking



Bayside Traffic Committee

3/04/2019

Item No	BTC19.069
Subject	Referrals from Anti-Hooning Taskforce
Report by	M1
File	SF19/71
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 of and Maritime Services, and appropriate Council officers.
 - 3 In addition, the Committee may request other parties to join with the consent of the Mayor, and the committee may hold public meetings with approval from the General Manager and Mayor.
-

Financial Implications

Not applicable



Included in existing approved budget ☐
Additional funds required ☐

Community Engagement

Not applicable

Attachments

Nil

Bayside Traffic Committee

3/04/2019

Item No	BTC19.070
Subject	Matters referred to the Bayside Traffic Committee by the Chair
Report by	M1
File	SF19/71
Electorate	N/A

Summary

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

Officer Recommendation

That the matters raised by the Chair be considered.

Background

Financial Implications

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

Community Engagement

Attachments

Nil

Bayside Traffic Committee

3/04/2019

Item No	BTC19.071
Subject	General Business
Report by	TR5
File	SF19/71
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 | <input type="checkbox"/> |
| Included in existing approved budget | <input type="checkbox"/> |
| Additional funds required | <input type="checkbox"/> |
-

Community Engagement

Attachments

Nil